

From: [Patrick McCormick](#)
To: [DFG, BOF Comments \(DFG sponsored\)](#)
Subject: RC Proposal 7
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Several valid points were raised during the discussion of proposal seven which I'd like to address.

First was the question of "where does it end" with questions like should someone be able to hire a charter plane for a subsistence caribou hunt. I would like to comment that chartering an aircraft for a subsistence caribou hunt should not be allowed for tier I or tier II hunts. However in respect to proposal 7 these two things are comparing apples and oranges. Transportation to and from the fishing site by commercial operators is not the concern, the concern is that these charters are fully guided charters. Wherein completely unskilled fishermen with the means to purchase an expensive charter can be more effective than any other user.

The idea of access to the fishery was brought up by a commercial operator, and while public access to public resources is paramount, it is not the job of the board of fisheries to provide public access. The reason the copper River subsistence fishery can exist in its current form stems wholly from lack of access to the river, ensuring that 70% of Alaska's population has easy access to the fishery, by having more access the fishery will either need to be limited by bankrupting the commercial fleet, or severely limiting local residents catch limits, both would be undesirable.

Finally as a young fisherman who has recently invested a lot into the Copper River fishery, my catch in 2020 in the copper River district was 25 fish total whereas the upriver commercial fishermen (Dipnet guides) regularly were catching 120+ fish per day per boat.

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