Shea: “Neglect of airports is neglect of economy...”

by Gerrit L. Sayler

Neglect of airports is neglect of the economy according to William F. Shea, Federal Aviation Administration (FAA).

Shea was keynote speaker for the aviation seminar held at the University of North Dakota April 29-30. Speaking to about 500 people at an evening banquet, Shea said that measures to strengthen the ailing economy must include more support for the nation’s airports.

“Economists can argue for days on the exact economic impact and importance of airports,” Shea said. “But you and I know that without them, there wouldn’t be much of an economy to speak of.”

“This is buying time for the industry... but it must not be allowed to conceal the urgent need for local action to bring airport capacity back into balance with demand.”

As early as 1946, cities and counties received federal grants for airport development. A trust fund established in 1975 by Congress, has distributed over $4.4 billion in grants.

North Dakota has received $86 million from the fund for 77 projects at 27 different airports. Shea said, not including $460,000 for nine airport planning guides.

But Shea stressed the need for other revenue sources to make the airports “as financially independent as possible.”

“Federal aid always has been and always will be limited. It is essentially a supplement, not a replacement for local, state and private investment.”

The sluggish economy is one barrier to airport expansion plans. Local opposition to the high noise levels is another.

Shea said the newer, quieter airplanes will improve the situation, but local governments and airport management should also “hold the line on residential development in noise sensitive areas.”

Shea said, however, that opportunities to expand major airports will remain limited. Instead, the FAA’s emphasis during the next 20 years will be on better airport management and higher levels of automation.

...buying time for the industry

Shea, appointed Associate Administrator of Airports in 1981 by President Reagan, is responsible for a $650 million airport aid program recently reauthorized by Congress.

He said more money is needed to meet the growing problem of inadequate airport capacity in the large cities.

Air carrier delays are already costing the airlines about $1.4 billion annually, Shea said. Without increased capacity, the costs are expected to double by 1990.

“We are doing what we can to relieve the symptoms and minimize the costs... managing the traffic in a way that keeps demand within reasonable limits... enabling pilots to absorb most delays on the ground instead of holding in the air,” Shea said.

“The long-range national airspace plan, recently announced by FAA Director Lynn Helms, describes improvements that will save the taxpayers billions of dollars in operating costs.”

“Aviation won’t just be bussier, it will be more efficient,” Shea said.

Education and training are key to the industry’s future, Shea said. FAA is working with colleges and universities around the country to strengthen the airport education program.

That agency plans to eventually hire 500 graduates annually from aviation departments at institutions like the University of North Dakota which Shea said “is expected to be instrumental in developing the program.”

According to Shea, the air controllers’ strike was not “the devastating blow” that many people believed would “leave the nation stunned and helpless.”

“As you can see, while there is still some residual traffic, a determined FAA and resilient airport and airline management have found ways to meet basic public needs.”

Despite the strike and the current recession, Shea said, “our most recent forecasts predict a rapid return to healthy growth patterns.”

“Between now and 1995, air carrier enplanements are projected to increase 72 percent.”

Relative Wind

Airport total drops

Once again the Federal Aviation Administration’s annual count of U.S. landing places shows a gain. But the real total of airports has almost stopped growing and the number open for public use has declined for 15 years.

While most reports happily state the planes, the minutes must be faced: if remedial action is to be effective — in renewal of the airport act or otherwise.

Here are the FAA’s January 1982 figures, compiled by the Safety and Compliance Division, Office of Airport Standards.

Public-use airports have dropped more than 11%, from the high of 6,613 in 1972, with a net loss every year since, a total loss of 766. Here is how they went in recent years:

<table>
<thead>
<tr>
<th>Year</th>
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<tr>
<td>1981</td>
<td>6,545</td>
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The gain in North Dakota airports was given as 136 after a survey by the aeronautics commission found scores of small fields not on record. Discount those, and the real increase in U.S. airports was only about 40 after a rise of hundreds each year since World War II. Improvement in 1982 is doubtful.

While the count of new fields and abandonments is not precise due to lack of FAA field personnel, the figures are mostly consistent with known trends. The heliport total does not include landing pads on airports.

Most new airports are small, privately owned grass fields and strips under 3,000 feet. Few if any of consequence were added. Abandonments included 113 open to the public, 81 of them publicly owned. It is not known how many were busy fields. FAA discontinued a breakdown by runway length.

The number of airports with railroads over 5,000 feet was 684, a gain of 25 by runway lengthening, rather than through the addition of new fields.

Here are totals by ownership:

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Twin City airports

Astory of successful cooperation

by Kris Smith

Editor's note: Material for this article came from a 1981 issue of Aviation Week & Space Technology.

Aviation as a mode of transportation was just emerging and the national aviation authority was in its infancy as the cities of Minneapolis and St. Paul constructed fields to serve commercial aviation.

The industry was in a high activity and growth phase, and competition for service centered on the development of the Wold-Chamberlain Field and the Holman Field, the base for Northwest Airlines. "In the 1930s, however, differences developed between St. Paul and Northwest over airport construction policies," said Lawrence E. McCabe. "Northwest was able to have Holman Field condemned for commercial purposes by the Civil Aeronautics Authority, and moved in flights operations to Wold-Chamberlin Field."

McCabe, assistant airport director-operations, Minneapolis-St. Paul Interna
tional Airport, for the Metropolitan Airports Commission, said a rivalry soon developed between the two airports. "The danger was, of course, that each city would attempt to develop a major airport for use by scheduled airlines, while the airlines would only operate from one such airport. These efforts would represent destructive competition at its worst," he said.

The concept of a joint approach to airport development, designed to "unite the two cities in a program of airport development that would benefit the met
ropolitan area and the entire state," was created as a municipal corporation reporting directly to the Legislature.

The Metropolitan Airports Commission (MAC) was given broad permissible authority and control over all aeronautical activities within a specified geographical area which has been expanded today to include "a 35-mile radius from each city hall or the seven-county Twin Cities metropolitan area," McCabe said. The "permissive control," he explained, means that no new airport can be created or operated within the area of jurisdiction without explicit approval by the MAC, "based on the determination that the proposed airport will not compromise any airport owned, operated or planned by the MAC."

McCabe said the MAC has complete jurisdiction over the maintenance, operation, expansion, and development of airports under its control, and any others it may acquire or construct and operate. "In addition, the MAC was given "all the powers of a body corpor
te necessary and sufficient to accomplish the objects and to perform the duties prescribed," he said.

"The initial membership of the MAC consisted of nine persons," McCabe said. Four members represented each city, and the ninth member served as chairman and was appointed by the Minnesota governor to represent out-of-state interests, and to serve as an arbiter and overcome parochial interests.

In 1975 the MAC expanded to include suburban membership, due to a shift in location of airline passengers and the fact that any future airports would be located outside the area of the two central cities. And in 1981 the Commission membership changed to a one-man, one-vote basis for the entire metropolitan area, entirely appointed by the governor. "So today we have 11 members, including the chairman," he said.

"Early in the history of the MAC, the concept of development and operation of an integrated multi-airport system was actively promoted," according to McCabe. Specifically, "MAC operation of a system of reliever airports to serve non-airline traffic," with the intention to relieve congestion at Wold-Chamberlain Field. Airport acquisitions made between 1968 and 1981 were Flying Cloud, Crystal, Anoka County-Blaine, Lake Elmo, and Airlake airports.

"The success of the secondary airports is illustrated by the fact that in 1966, 46 percent of general aviation aircraft were at Wold-Chamberlain Field. by 1982, however, only five percent of the based general aviation aircraft remained at Wold-Chamberlain Field," McCabe said.

"The MAC operates on a basic philosophy of maintaining a self-sustaining status and not making use of its statutory levy authority," according to McCabe. "Although a creature of the state legislature, the MAC functions independently with regard to its operating budget, and must have legislative approval only on certain capital elements of bonding authority for capital expenditure."

He said that Wold-Chamberlain Field was detached from surrounding municipalities by legislative action in 1963. Consequently, the MAC was given authority to tax those properties eligible for taxation on Wold Chamberlain Field to pay the costs of police and fire protection, as well as street maintenance at the airport. Taxable property at the reliever airports is taxed by the local units of government, and not the MAC, according to McCabe.

"It is no secret that each of the reliever airports loses money in varying degrees," according to McCabe, which is a direct result of the system-wide approach to finances the MAC employs. "It is, however, in the best interest of the travelling public to absorb these losses in order to maintain the viability of the focal point of the system—Wold-Chamberlain Field." He said the reliever airports accommodate about 75 percent of total system operations, for an expenditure of four to five percent of capital and operating dollars.

The MAC currently operates the third busiest airport in the United States "at no cost to the taxpayers of our metropolitan area, and Wold-Chamberlain Field has recently been named one of the five safest airports in the world" by the International Federation of Airline Pilots Association, according to McCabe.

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Relative Wind
De-regulation increases efficiency
by Kris Smith

De-regulation has caused a lot of competition in the airline industry which has led to increased efficiency, according to a representative of Atlantic Airlines.

Capt. Rupert E. Thompson said de-regulation has "turned the industry upside down." He said in the "old good days" before deregulation there would be some sort of change about every five years. "It was a slow pace, with little advancement. People were content to stay in one place for a long time," he said.

There was a heavy subsidy from the federal government, which led to security in the low-risk job of airline pilot. "A couple of airlines were not involved as heavily in the subsidy as some larger airlines," Thompson said.

The formation of the Airline Pilots Union and other airline-related unions made pilots feel secure. "As a union man, you went your own way and the union would take care of you," he said. He called the eight to 11 days he worked per month "a fun, fulfilling job... certainly was fun in those days not to talk on the radio and be released.

Today, he said, the competitive spirit brought about by deregulation has driven fares to a low rate. "About 15 percent of the U.S. system fares have gone down," he said. "For the structure is working. Obviously, it's not providing the yield to airlines, but we will see that negative improve over time..."

"One of the sad things about deregulation," Thompson said, "is that the (competing airlines) have to be more competitive—lean and mean—which causes layoffs. There is no question that's a negative."

He said deregulation of airlines has created different working conditions. "There's less security today," he said.

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Airplane grants report
The North Dakota Aeronautics Commission in a meeting at Grand Forks on April 29, 1982 approved state-airplane grant for 16 general aviation airplane projects totaling $58,299.04 for paying fifty percent of the costs. These are:

State-Aid Grants
1. CAVALIER AIRPORT—Overlay pavement on runway, taxiway and apron and engineering... $33,850.38
2. GWINNER AIRPORT—Full pavement, cracks and seal coat on runway, taxiway and apron and engineering... 19,500.00
3. HARVEY AIRPORT—Purchase and install radio control unit for runway lights... 600.00
4. LANGDON AIRPORT—Major repair to airport beacon light... 112.17
5. MCVILLE AIRPORT—For tractor and mower attachment for turf runway... 1,114.71
6. OAKES AIRPORT—For runway crack cleaning and filling and seal... 2,050.00
7. PARK RIVER AIRPORT—Dirt work to smoothen runway and taxiway... 647.50
8. PARK RIVER AIRPORT—Pay-wheel drive pickup and snow blade... 1,060.00
9. PARISHALL AIRPORT—Seal coat taxiway and apron and runway light fixtures... 2,650.00
10. PARISHALL AIRPORT—Paint runway/numerals and centerline striping... 500.00
11. RUGBY AIRPORT—Seal coat runway, taxiway and apron and engineering... 14,000.00
12. RUGBY AIRPORT—Use tractor with blader, snow blade and grass mower... 2,206.04
13. WATFORD CITY AIRPORT—Widen paved taxiway and environmental statement... 4,750.00
14. WATFORD CITY AIRPORT—Repairs on mini-terminal, storage shed for snow plow... 3,081.83
15. TIoga AIRPORT—Supplemental amount for paved runway extension... 1,954.25
16. TIoga AIRPORT—Crosswind runway construction with turf... 10,000.00

TOTAL... $58,299.04

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June 1982
**Time spray activity**

**Around bee hives**

While North Dakota has fallen from its lofty perch as the nation's leading honey-producing state in 1979, it still is right up there.

The state's honey production last year was a record — for North Dakota — high of 25.1 million pounds, but it still rates behind Florida as the nation's top honey producer.

North Dakota still ranks well out in front with the highest production per colony with 120 pounds of honey. The national average is about 60 pounds. As recently as two years ago, commercial beekeepers operated over 50 percent of the bee colonies in the state. Morton county leads the state in the number of beekeepers and colonies.

North Dakota's rise in honey production parallels the expansion of the sunflower crop. Sunflowers are a source in the production of hybrid seed. Poisen must be transferred from male to male-st� strain. With hybrid seed production, it's a matter of no bees, no seed, says Marvin Nelson, entomologist at North Dakota State University.

With confectionary sunflower, a high level of pollination is necessary to produc a crop. Oil-type sunflower — most commonly grown in the state — usually requires additional rod pollination than honeys might not be absolutely necessary to increase yields.

**Herbicides require rain**

Preemergence herbicides must be in the soil when seed weeds are germinating. Rainfall is essential to make sure herbicides perform at their best. Most preemergence herbicides require rainfall to activate before they can be carried into the weed seed germation stage.

The 5 to 10 gallons of water applied with the chemical at the time of spraying have no real effect on moving the chemical into the soil, according to Dr. C.V. Eberlein, extension weed specialist at North Dakota State University.

If dry weather prevails for more than 10 to 14 days after a preemergence treatment, the herbicide-free soil and growth without harm through the chemical layer on the soil surface.

Too much rainfall is as bad as having too little. Excessive moisture may carry the herbicide down past the weed root zone or dilute them so much that they are no longer effective.

About the only way to determine whether honeys are necessary is to examine heads at the end of the season. If you find sterile seeds, chances are you need extra pollination. Rather than take that chance, many farmers have honeys placed in the sunflower field as "insurance."

Every year, it seems spraying sunflower is necessary to kill some insects threatening the crop. Spraying the crop need not necessarily kill colonies of bees, says Dennis Kopp, extension entomologist at NDSU.

Timing the spray activity — either early in the morning or late evening — after pollinator activity is over, will reduce bee kill. Also choosing an insecticide that kills quickly and leaves the field relatively fast, will help keep honeybee and other bee safety. Each county extension office now has an AGNET terminal which includes the BEEKEEPING program. This gives the location of bee colonies in a given county.

Individuals interested in details of the honey industry in the state can write the Department of Agricultural Economics at NDSU and request "Marketing North Dakota's Honey," Agricultural Economics Report No. 146.

Eberlein, notes that "some preemergence chemicals vary in their amount of rainfall required for activation and have different recommendations on incorporation. Read labels carefully for this information.

Mechanical incorporation does not eliminate the need for rainfall, however. Even if the chemical is incorporates, it may still not work without adequate rainfall," Eberlein points out. If the weeds grow before it rains, follow through with pre-emergence spraying or cultivation, the specialist advises. Remember that preemergence chemicals have little or no effect on weeds that are up and growing.

Do not rely on herbicides entirely for weed control. Be prepared to follow through with other control measures if the chemical fails, cautions Eberlein.

This COULD Happen:

_—In general, if herbicides were not available for U.S. agriculture, 31 percent of the total production of major food crops would be lost._

**ECONOMIC BURDEN:** $12.35 billion in lost revenues.

**FOOD EXPORTS:** Eliminated or seriously reduced; favorable balance of payment plummets.

**LOSS PER AMERICAN FARMER:** $4.69

**INCREASE IN CONSUMER FOOD PRICES:** 50 percent.

**REQUIRED ADDITIONAL CROP LAND:** 128 million more acres would have to be farmed to produce the same quantities of food and fiber using available non-chemical means of weed control. (A 61 percent increase; not a feasible alternative because land is not available.)

**REMEMBER:** 10 percent of all herbicides used is 2,4-D. Considering 2,4-D specifically:

—If uses were discontinued in North Dakota, wild mustard weed infestations would run rampant, resulting in an economic loss to the state exceeding $175 million annually in small grains and flax. In a hungry world, this economic loss converted to wheat could feed 13 million people for one year or make enough bread to circle the earth 45 times. Nationwide, the total would be $2.4 billion.

—2,4-D helps eliminate certain pasture weeds which kill three to five percent of the cattle, sheep and horses on rangeland in the western United States.

(From National Coalition for a responsible 2,4-D policy)

**Farm facts**

- One person working on a U.S. farm produces food and fiber for 78 other persons, 51 in the United States and 27 abroad.

- The United States, with less than three-tenths of one percent of the world's farmers and farm workers, produces 60% of the world's soybeans, 60% of the grapefruit, 50% of the corn, 31% of the sorghum, 30% of the poultry, 27% of the green peas, 25% of the beef, 25% of the oranges, 23% of the peaches, 19% of the lamb, 14% of the wheat and 13% of the pork.

- Per capita annual consumption of food in the United States is 1,360 pounds (retail weight equivalent). One farmworker produces an average of 197,000 pounds of food (retail weight equivalent), or 45 tons of finished product.

- We spend less than 17 percent (16.6 percent) of our disposable income on food today, compared with as much as 40 to 50 percent in some countries. In 1970, we spent 17.2 percent; in 1960, 20 percent.

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WASHINGTON, D.C., April 22, 1982 — The National Air Transportation Association (NATA) has recommended to House Ways and Means Committee Chairman Dan Rostenkowski (D-Ill.) that an 8.5-cent tax on all aviation fuels and a 6-percent ticket tax could fund proposed airport and airways programs and certain operations of the Federal Aviation Administration (FAA).

"Our research shows that these tax levels could adequately support a good airport and airways program," explained NATA president Lawrence L. Burian. "The taxes we have calculated are based on funding levels in the Airport and Airway Improvement Act (HR 3043)."

HR 3043 would authorize $600 million in fiscal year (FY) 1983 and the same amount in FY 1983 for airport development and improvement. The bill would also limit Aviation Trust Fund expenditures to 30 percent of operations and maintenance expenses for the airways system, a restriction which NATA supports.

Burian noted, however, that HR 3043 should be expanded. Specifically, be called for a minimum of $600 in airport funding during FY 1982 with annual increases of between 10 and 15 percent for the duration of the program, which he said should be five years.

He also recommended that the FAA's facilities and equipment as well as research and development needs should be fully met for the air traffic control modernization plan proposed by the agency. Aviation Trust Fund expenditures for the FAA's operations and maintenance costs should be limited to 50 percent of aviation system costs.

Burian said, "We recognize that this level of funding will require additional revenue, and NATA members would be willing to share this burden. According to our calculations, a 12-cent per gallon tax on aviation gasoline, a 14 cents tax on jet fuel, and a ticket tax of 7 or 8 percent would be sufficient."

NATA's president also called for a special tax exemption for pilots of aircraft with fewer than 200 horsepower, citing their small effect on the airways system.

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Relative Wind

June 1982
### Around the State

**BOWMAN**

- Has problems with breakage of the triple seal coated aircraft parking apron area. Airport managers check your pavement if you have a double arm seal coat. During several weeks of wet weather, the gravel base may get soft and aircraft must be restricted from using the area.

**ROLLA**

- Has the NDB facility operational. They preliminarily have reported a 70 mile range from the VFR use only / homing beacon. Several minor details are left to complete this project.

**HARVEY**

- Plans to purchase and install a radio-controlled runway light activator to save electrical costs and reduce vandalism threats. A local pilot is constructing a new hangar and fixed base operation with crop spraying service.

**PARSHALL**

- Is planning to seal coat the apron and taxiway. They also have several large cracks and a "dead level" tar similar to roofings tar can be used as a base filler. This type is soldly and harzard as a good flexible filler. They also have gotten some land lease revenue questions ironed out with the city.

**VELVA**

- Is exploring a site south of town to develop into an airport. It doesn't offer much length and room for expansion. The airport authority has been struggling for a suitable site for several years. We acknowledge their persistence to keep trying and hopefully an airport can be built this year.

**WATFORD CITY**

- Is planning to widen the 20' taxiway so that larger oil-related traffic they get can get to the apron and main terminal. They are completing the repair of a suitable trailer into an airport terminal and we must point out, a job well done.

**CAVALIER**

- Is planning to overlap the existing airport surfaces. Large cracks last year were cut out and filled with cold mix. The spring frost-thaw period produced ridges because of the difference in bases and asphaltic content. We don't recommend cutting large areas of existing runway pavement to repair a large crack problem. Call our office first if your airport has crackage problems.

**CANDO**

- Is considering a plan for layout of a new hangar area at the end of the airport adjacent to the highway. Runway lighting system is also being contemplated. Failure to acquire land south of the airport for future expansion will be detrimental for use of the growing number of larger business aircraft which is the trend of aviation growth.

**NEW ROCKFORD**

- Is planning to acquire a tractor with mowar and snow blower. They also are in dire need of an overhaul which was recommended ever since 1977. Financial arrangements must be analyzed locally to budget for this project, and hopefully help through county support measures.

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