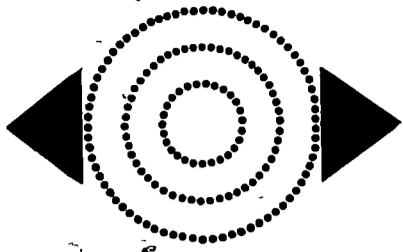


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VOLUME 2 NUMBER 6

JUNE 15, 1984

\$1.00

## Runway 13-31 at Bismarck closing for repairs

The contract to repair the main runway at Bismarck Airport was awarded to Northern Improvement for 1.27 million dollars. The next closest bidder was Border State, and their bid came in at 1.45 million dollars. The engineers estimate was for 1.2 million dollars. This put the winner of the bid opening only 6.5 percent over the engineers estimate. The award is set for the repairs pending FAA approval.

The repairs that will be done to the main runway will be to improve its strength and help improve its drainage. The first phase of the repair will be to repair two major problems in the runway. This will include the leveling of the wheel marks made by aircraft and other vehicles. Also to be repaired will be the cracks from the spring thaws. Next is the overlay to improve the strength of the main runway. This will allow for larger gross weight aircraft to land on the runway without damaging the surface. John Van-Middlesworth, Assistant Airport Manager at Bismarck, described the repairs as follows. He said, "the porous friction coarse, or popcorn seal, cuts down on the hydroplaning and increases the braking effectiveness. The leveling coarse may be needed because of wheel tracks and wear and tear on the runway."

The engineers and the city of Bismarck have worked out a plan to keep the main runway open for commercial air carriers for certain hours and closed for other hours for the work to be done. The schedule, if approved by the FAA will be as follows:

### CLOSING

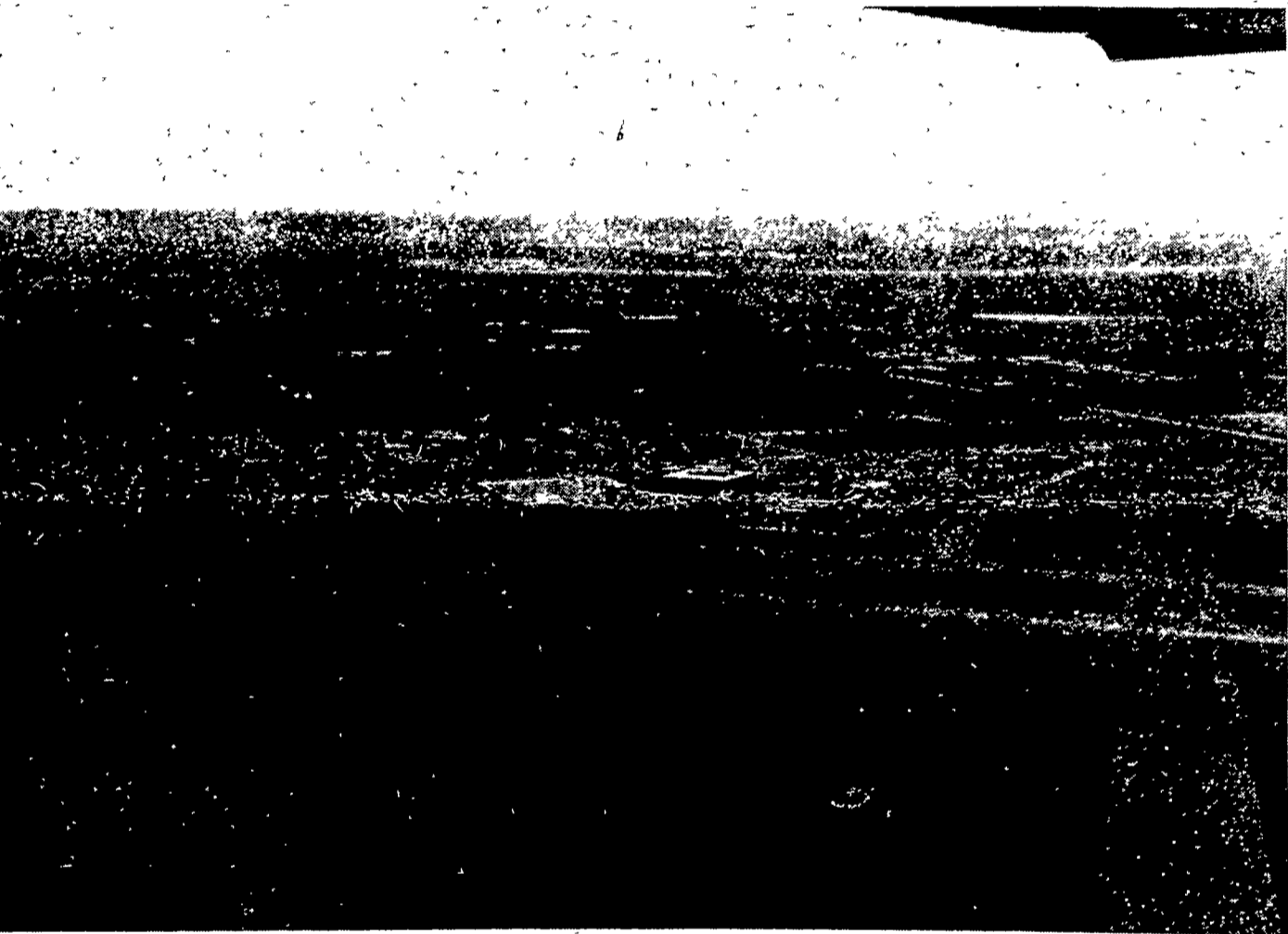
Friday 7/13 - 1:30 PM CDT  
Friday 7/20 - 10:30 PM CDT

### REOPENING

Monday 7/16 - 10:00 AM CDT  
Monday 7/23 - 10:00 AM CDT

As you can see this was designed to allow the major air carriers to operate using the main runway and not inconvenience the passengers too much.

The schedule will allow for normal business travel and allow those going on vacation to leave before Saturday morning to make connections with other airlines at other major airports. General aviation and other smaller air carriers will be still allowed to land on one of the two alternate runways at the Bismarck Airport. The only



### Bismarck Airport - Main Terminal And Two Alternate Runways



Approach End Of Runway 13 At Bismarck Airport

small interruption will be to the larger air carriers that can only use the main runway.

The runway project will be paid for with the money from the Federal Airport Improvement Program. The award was announced by Senator Mark Andrews who chairs the Senate Transportation Appropriations Subcommittee. Money in the Airport Improvement Program is generated through such user fees as tickets and fuel taxes.

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# Error eliminates bid

The error made by the apparent low bidder for the construction of a new terminal at Fargo's Hector Airport was mathematical and can be excused in favor of the next low bid, airport authority attorney Gary Stewart said Tuesday.

The bid of Baukol Builders, Inc., Grand Forks, ND should have been \$3,040,000 instead of \$2,640,000, Stewart said. Baukol said the error was due to a misplaced decimal point on its calculator.

A bid of \$2,845,000 by Meinicke-Johnson Inc., becomes the low bid. The bid must be

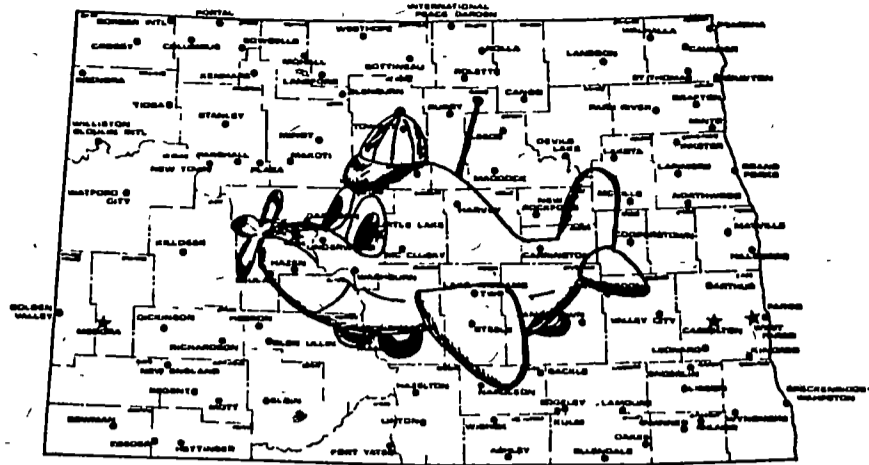
reviewed by Foss Associates Architects and the Federal Aviation Administration before it can be awarded by the airport authority, probably on June 11.

Baukol revealed the error in its bid last Thursday; moments after bids from eight firms were opened. Foss and Stewart received a written explanation of the error Tuesday.

The bid of Melnecke-Johnson, together with low bids from other firms on mechanical and electrical work, would bring the construction cost of the terminal to \$4,170,078.

Forum - May 30, 1984

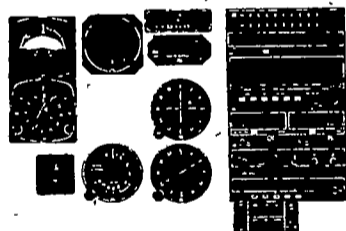
# Around the state



- Arthur ..... plans to solve some runway water drainage problems and look into the extension northward of their 2600' grass runway. There are 10 based aircraft plus spraying activity keeps the airport active.
- Minot ..... is finalizing the payments on the graveled apron work. They will be getting bids to possibly regrade the turf runway higher so that spring rains and that don't close the airport.
- Mayville ..... is very active with 15 aircraft utilizing the airfield. The runway is in need of resurfacing plus an extension is being discussed for the 2110' asphalt runway. The city council (which manages this public airport) back in 1977 has a signed agreement with the landowner south of the airport for trading equal acreage when the need arises.
- Leonard ..... A new elevator southwest of the airport is proposed. A notice was filed with the FAA for a determination of its effect on the airport's safety. It appears that its location is outside the airport's approach/departure area. A seal coat is needed to resurface the asphalt runway.
- Millnor ..... will be looking at a sketch depicting tree removal area at the east end of the runway. The grass runway is in good shape but surrounded by trees. An elevator is also proposed in town which should not obstruct the airport.
- Lakota ..... had an aerial applicator move onto the airport. A hangar layout plan and apron expansion plan will be reviewed by the airport authority board.
- Bowman ..... The airport authority is finalizing review of the airport layout plan showing the future apron and hangar design. A federal grant for runway extension of land acquisition, taxiway development, apron expansion, medium intensity lights, etc. is programmed with the FAA.
- Watford City ..... the grading for the runway extension is underway. Road relocation SE of the airport is completed. Completion of the 600' extension, widening of the runway, medium intensity lights, VASI, apron expansion, etc. is expected to be completed by this fall.
- Harvey ..... The airport authority met with the ND Aeronautics Commission staff and the FAA in discussing the airports needs and how to accomplish them. They will be advertising for engineering consultant work to develop an airport layout plan and determine costs for improvements.
- Bottineau ..... is working on cleaning up the airport after 92 mph winds roughed up a hangar and 5 aircraft. The airport authority has under contract a project to reconstruct a 3700'x60' runway and additional work to modernize the airport.

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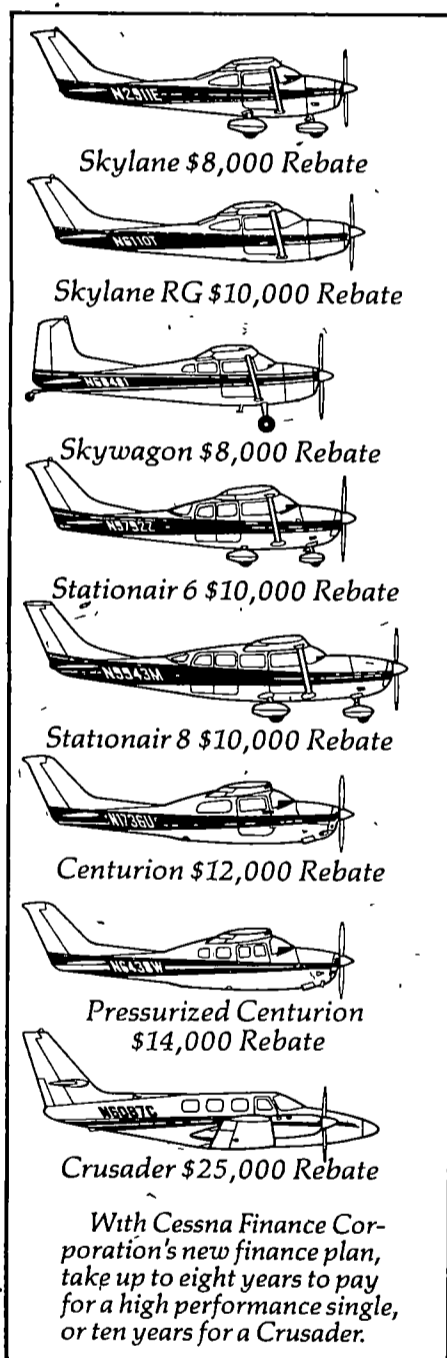
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## Minot and Williston receive grants

The FAA Administrator has allocated \$906,876 in federal funds under the terms of the Fiscal Year 1984 Airport Improvement Program (AIP) for a project to perform the following development at Minot International Airport.

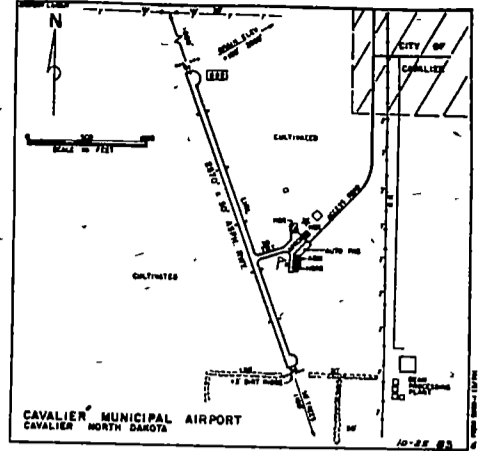
Place porous friction coarse seal and mark Runway 13/31 (approximately 7493'x150') and Runway 8/26 (approximately 5758'x150').

The following development at Sloulin Field International Air-

port, Williston, was allocated by the FAA Administrator for \$1,376,940 in federal funds under the 1984 AIP program for:

Pave and light (MIRL) Runway 11/29 extension (approximately 1660'x100'); pave, mark, and light (MIRL) Runway 02/20 (approximately 3450'x60'); construct, pave, mark, and light (MITL) parallel taxiway extension (approximately 1890'x40'); place PFC seal and PIR Mark Runway 11/29 (approximately 6651'x100').

## Airport Of The Month Cavalier



The Cavalier Municipal Airport Authority should be proud of their community's airport. They had in 1982 overlaid the runway with a 2" asphalt mat and are planning for its future expansion. There are 12 based aircraft of which are 3 active spray planes. The local fixed base operator built a new office and hangar recently.

Plans for the future will be expanding the runway southward to 3300' length which will accommodate about 75% to 80% of the general aviation aircraft be-

ing the single engine and small twin engine aircraft under 12,500 lbs. certified takeoff weight. Crack filling the runway for maintenance may be done this year along with the painting of the runway numerals and centerline. A seal coat will be budgeted for the following years. These airport projects were financed through the 4.0 mill levy local airport tax plus a 2.0 county wide mill tax shared with the 5 airports within the county.

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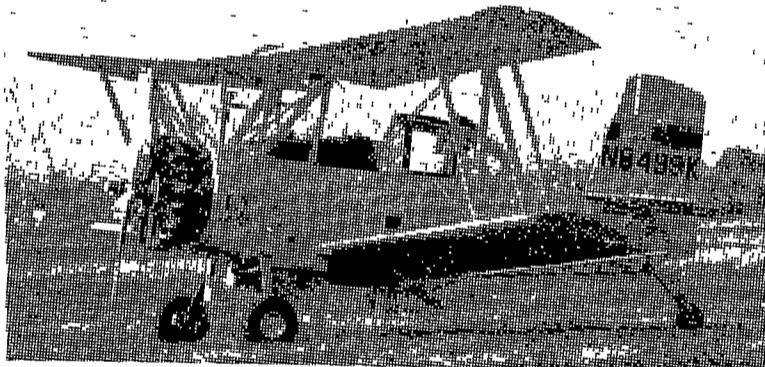
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## ND Aeronautics Commission approves grants

The North Dakota Aeronautics Commission meeting in Bismarck approved state-aid matching grants totaling \$171,241 for paying for fifty percent of the cost of airport improvements and maintenance at twelve general aviation airports, according to Harold G. Vavra, Director. These are:

Cando .....	\$25,000	Grading of new runway
Dickinson .....	53,500	Reconstruct taxiway
New Rockford .....	38,900	Construct & hard surface runway & runway lights
Rolla .....	14,210	Seal paved runway, taxiway & apron.
Cavalier .....	6,130	Seal paved runway, taxiway & apron.
Lake Williams Twp ..	7,400	Sealed paved runway, taxiway & apron.
New Town .....	5,849	Sealed paved runway, taxiway & apron.
Park River .....	5,633	Sealed paved runway, taxiway & apron
West Fargo .....	4,937	Purchase land to expand airport.
Valley City .....	4,400	Pavement crack filling on runway.
Ashley .....	3,439	Completion of new paved runway.
Kindred .....	1,843	Install airport fencing.
<b>Total .....</b>	<b>\$171,241</b>	

In addition, the Aeronautics Commission approved transfers of state funds which were previously granted for low priority projects to higher priority projects at Cooperstown and Glen Ullin for sealing of cracks on paved runways. Under this transfer, Cooperstown was granted \$4,628 and Glen Ullin was granted \$2,512, Vavra said.

The majority of airport grant approvals were for assisting general aviation airports for maintaining in good condition existing paved runways, taxiways, and aprons around the state, Vavra said.

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**ANOKA COUNTY AIRPORT**

## Committee backs GF expansion

An estimated \$1.29 million expansion of Grand Fork's International Airport's terminal building received the city public service committee's endorsement Monday night.

The backing came subject to completion of a final report by Schoen Associates, Grand Forks, an architectural and design firm.

The expanded building would total 24,136 square feet, an increase of roughly 9,000 square feet. It would accommodate future second-story and ground-level expansion, according to architect Bill Schoen and designer Jim Kobetsky.

The \$1,293,473 project estimate includes construction and architectural fees.

Grand Forks' capital improvements program had estimated the project at \$950,000. But Schoen said recently that the city could not make the improvements it wants and stay within that budget.

The committee seemed to consider the improvements reasonable, despite the additional cost.

"I compliment you fellas, and I'm sure the committee does, for a job well done," committee Chairman Tom Hagness told Schoen and Kobetsky after their presentation.

The expansion features an enlarged lobby area, expanded kitchen and restaurant seating,

new bathroom facilities near the restaurant and at the passenger holding area, and enlarged space for airline operations.

Business office and storage space would be relocated on the main level, instead of the basement. The terminal entrance unloading area would include a structural canopy with skylights and a garden area. A baggage loading area would be enclosed. Most of the expansion would occur on the building's west side, behind the airline ticket locations, and the east side, facing the parking lot.

Schoen said up to \$557,000 of the project -- portions used for public space -- would be eligible for 50 percent aid from the Federal Aviation Administration. The design emphasized maximum use of available FAA aid, Schoen said.

Airport Manager Thomas Breton and Transportation Coordinator Robert Ulland said the city still would have to finance at least \$1 million of the project. About \$400,000 is set aside for terminal expansion; the rest would be paid with airport revenue bonds, Breton and Ulland said.

Lease negotiations with Frontier, Northwest-Orient and Republic Airlines have not been completed.

Grand Forks Herald - May 15, 1984

## Airlines lock wings in air fare battle

Travelers on at least three major carriers from the Twin Cities to the New York area will find cut-rate fares on at least three major carriers.

The Minneapolis-based Northwest Airlines recently lowered its one-way fare from Minneapolis to New York by about \$200, to as little as \$75.

The move came hours after rival People Express Airline set its fares in the market at \$79.

From Minneapolis, People Express will fly only to its base at

New Jersey's Newark Airport. The low Northwest fares will be available on flights to New York's Kennedy and La Guardia airports, as well as to Newark.

Not to be upstaged, the Minneapolis-based Republic Airlines, which served only La Guardia, matched Northwest's fares recently.

The lower Northwest and Republic fares took effect May 28.

Continued On Page 6

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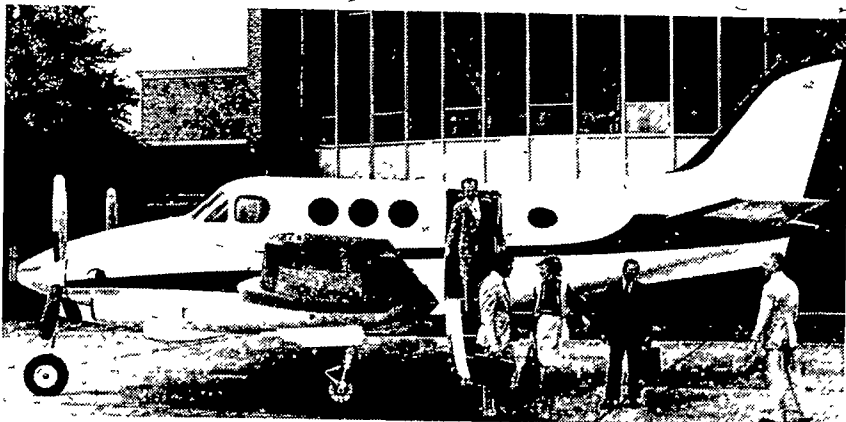
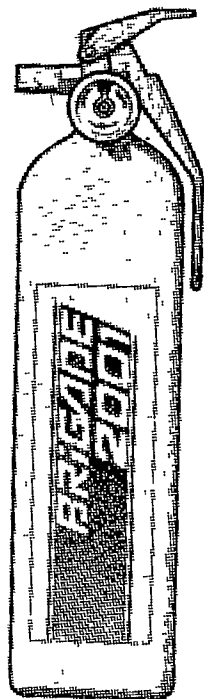
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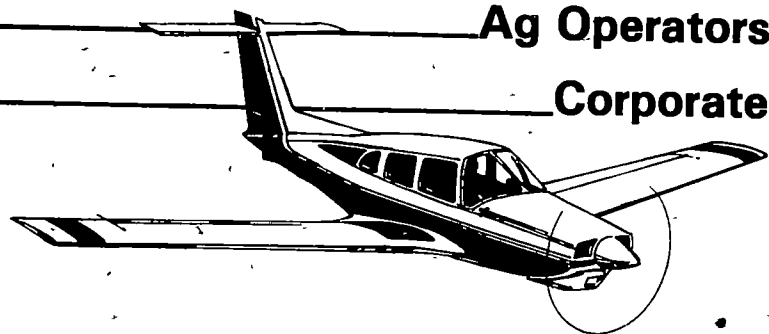
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## North Dakota Aircraft excise taxes

North Dakota's new law took effect on January 1, 1984, in which the North Dakota Aeronautics Commission collects a one-time 4% excise tax on the purchase price of conventional aircraft and ultralight vehicles and 3% on agricultural aircraft at the time of aircraft registration.

The new state law abolished the previous tax exemption of casual purchases of aircraft and ultralight vehicles which was in effect until January 1, 1984.

The new law levies a one-time excise tax with no trade-in allowance to be paid by the purchaser on the initial transaction

only. Once the one time excise tax has been paid by the purchaser, future transactions between seller and buyer of the same aircraft are exempted from further tax.

Through the month of May, 1984, the Aeronautics Commission has collected \$50,698 in excise tax from 64 purchasers of aircraft and ultralight vehicles at the time of aircraft registration, according to Harold G. Vavra, Director.

The total of \$50,698 divides into \$27,310 collected from purchasers of 39 conventional air-

Continued On Page 8

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## AOPA Ultralight programs endorsed

The prospect and potential for ultralight self-regulation moved ahead another step when programs of the AOPA Air Safety Foundation received an official endorsement from the Experimental Aircraft Association.

EAA, sponsors of events like the successful Annual International EAA Convention and Sport Aviation Exhibition each summer, embraced the Foundation's pilot and vehicle registration programs during a meeting of the sport aircraft group's board of directors.

In a letter to AOPA's President John L. Baker, EAA head Paul Poberezny noted, "The Board of Directors...agreed it was in the best interest of the ultralight movement to come forth with a resolution to support the AOPA Air Safety Foundation's work."

The board statement encourages, "all members of the ultralight community to participate in these voluntary pro-

grams."

According to AOPA's Baker, "The move toward establishing these programs involved long, arduous, expensive efforts by both AOPA and the Foundation. We're grateful for this recognition and endorsement by EAA, which adds credibility to these efforts and also serves as an indication to the world that the aviation community can, indeed, rally in support of common goals."

The Foundation's programs - covering pilot and vehicle registration - received their first endorsement from the Federal Aviation Administration in March 1983. FAA's approval came as a result of the agency's review of the program's requirements and application methods.

"We believe," Baker said, "increased self-regulation participation will come from EAA's welcome support."

Montana And The Sky

## Airfare battles

Continued From Page 5

"We think it's insanity," said Republic spokesman Redmond Tyler.

But William E. Oakes, Republic's marketing vice president, said, "Republic has committed that it will not be undersold in its important markets," and, therefore, Republic slashed its fares in the market about \$200 in response to Northwest's announcement.

M. Joseph Lapensky, Northwest's chairman and chief executive officer, said, "Northwest Airlines has always remained competitive and we pledge to continue meeting all competition in the marketplace. We will not be undersold."

Since the announcement of the lower fares, "Phones have been going ding-a-ling-a-ling all morning," Tyler said Thursday. "A lot of people are making inquiries and a lot are making reservations."

Officials at People Express told a news conference Wednesday that the low-cost carrier will offer

five daily nonstop flights to its Newark hub Monday through Friday and four departures each weekend day, beginning June 1.

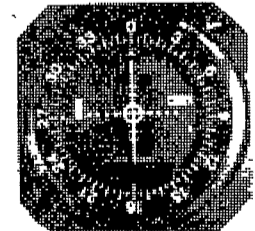
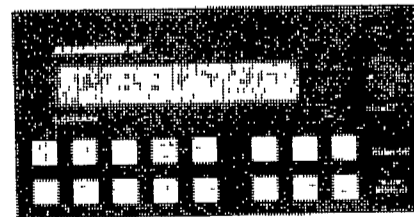
In the Minneapolis market, Northwest and Republic fares will be \$75 for off-peak travel times compared with the People Express off-peak rate of \$79. Peak travel fares on Northwest and Republic will be \$95; People Express peak fare will be \$99.

Peak travel generally refers to weekday flights and off-peak to weekend flights.

The present unrestricted Northwest round-trip coach fare to Newark is about \$550. On Republic, the unrestricted coach fare to La Guardia is \$278 one way.

People Express last week won approval from the Metropolitan Airports Commission to begin passenger service from the main terminal at Minneapolis-St. Paul International Airport.

The fare battle is likely to last through the summer, said Matt Goring, a Northwest official.



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F A A CRS D04-10

## Winging it in North Dakota: Plane owners, runways abound

Private landing strips outnumber public airports more than four to one in North Dakota, and are part of the reason the state's aircraft ownership is three times higher than that of the average U.S. state.

North Dakota has 101 publicly owned and used airports, ranging in size from turf-landing strips in towns such as Medora and Velva, to the state's major airports in Bismarck, Fargo, Grand Forks and Minot.

And there are 450 private landing strips on farms and ranches, complete with hangars, according to Harold Vavra, director of the North Dakota Aeronautics Commission.

North Dakota transportation experts are taking special note of the state's aviation and other transportation systems this week, which is designated as National Transportation Week.

In a rural state such as North Dakota, agricultural aviation and decreasing service from major airlines since deregulation causes a special need for privately owned aircraft and commuter airlines, such as Northern Airways of Grand Forks.

"We have a relatively large land area of 76,000 square miles and small cities," Vavra said.

Major commercial "air service here probably isn't up to par with that in larger states with a larger metropolitan area," said Dennis Ming, research associate with the Upper Great Plains Transportation Institute of Fargo.

"When the big ones pulled out...there was a decrease in the number of available seats." Part of the increase in registrations probably is due to commuter airlines' expansion to pick up slack left by major airlines.

Another reason for the large amount of aircraft ownership is the energy business in the

western part of the state. "They have more money to spend on this sort of thing," Vavra said.

Aircraft ownership has been increasing steadily each year, according to registration statistics from the North Dakota Aeronautics Commission.

- In 1970, 1,216 newly purchased aircraft were registered with the state. In 1983, 1,879 were registered, Vavra said.

- Ten percent of the aircraft purchased in 1983 - 183 aircraft - were registered in Grand Forks County. Only Cass County had more, at 247 aircraft.

- Of the 1,879 aircraft registered in 1983, 312 were for the agricultural aerial industry.

Vavra said the state's airport system encourages such private ownership of aircraft. "Last year, we paved five new ones. Everytime we pave, we get more aircraft," he said.

This year, improvements will be made at about 15 percent of the 101 public airports in the state, Vavra said. There are about 60 different projects.

"If you don't keep up the system in the state, it's like letting the highways run down," Vavra said.

The major airport projects this year include a \$4.5 million new terminal building at the Fargo airport; a \$3.2 million addition to the terminal building at the Bismarck airport, which already is under construction; a \$450,000 rejuvenation of the Bismarck major runway; final construction on a \$1 million improvement and pavement project at the Dickinson airport; and \$1 million to lengthen the runway at the Williston airport.

Of these projects, 90 percent of the money comes from federal aid, Vavra said.

Grand Forks Herald - Monday, May 14 '84

## ND scheduled airlines show increased boardings

The scheduled airlines serving seven North Dakota cities had an increase of 10 percent in passenger boardings in May compared with April or a total of 33,211 passengers compared with 30,309 in April this year, according to Harold G. Vavra, Director of the State Aeronautics Commission.

The biggest percentage increases were registered by the smaller commuter airlines in North Dakota, Vavra said.

Northern Airways of Grand Forks which began service between Bismarck, Fargo and Grand Forks in March 1st this year, increased its total passenger boardings at Bismarck, Fargo and Grand Forks by 24 percent in May compared with April this year. Northern boarded 509 passengers compared with 411 the previous month.

Mesaba Airlines, which connects Devils Lake and Jamestown

with Minneapolis, increased its passenger-boardings 32 percent in May compared with April this year, or 469 passengers compared with 355 in April this year.

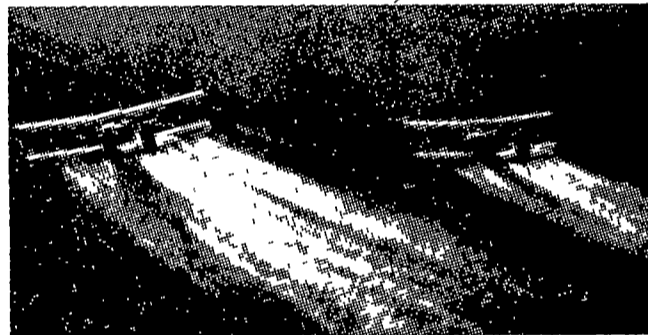
Big Sky Airlines increased its passenger boardings at Williston by 10 percent in May compared with April this year or a total of 550 passengers boarded compared with 499 in the previous month.

Continental Commuter (formerly Pioneer Airlines) increased its passengers at Williston 22.5 percent in May compared with April this year or a total of 370 passengers compared with 302 in the previous month.

Vavra said the performance registered by the commuter airlines in the state shows that they provide a needed and useful inter-city service as well as interline connections with major airlines at major air hubs.

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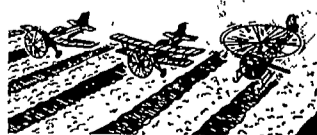


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## Excise taxes Continued from page 6

craft or ultralight vehicles and \$23,388 from purchasers of 25 agricultural aircraft, Vavra said.

Through the month of May this year, a total of 1,482 aircraft and ultralight vehicles have been registered by the Aeronautics Commission for 1984 bringing in \$40,093 in registration fees. This figure is up in 1984 because registration fees were increased 50% by the ND Legislature compared with 1983, Vavra said.

By the end of May this year, the Aeronautics Commission has issued aerial applicator licenses to 138 persons and companies operating 240 aircraft and helicopters in aerial agriculture with more applications coming in

daily, Vavra said.

Aircraft excise taxes collected by the Aeronautics Commission are paid monthly to the State Tax Department where the proceeds are deposited in the State general fund, Vavra said. Aircraft registration fees are distributed by the Commission at the end of the registration year with 75% being returned to the counties for airport maintenance and 25% of the fees deposited in the State general fund. Aerial applicator license fees are divided with 50% being returned to the counties for airport maintenance and 50% paid by the Commission to the State general fund.

# Aviation news briefs

**DEREGULATION:** Statistics show that the airline industry nationwide experiences 100,000 schedule changes and a staggering 300,000 airfare changes per month. Airfares can only be guaranteed upon ticketing provided the outbound reservations and routing are not changed.

**ENGEN CONFIRMED:** Congress confirmed the Regan Administration nomination of Donald D. Engen, as FAA Administrator. He is a highly decorated Navy pilot with extensive background in military command positions. He left the NTSB to take FAA-helm. He has numerous flight experiences in more than 200 different aircraft.

**FLIGHT CREW HIRING:** US Airlines hired 555 flight crew members in April, bringing the total hired in the past 12 months to slightly less than 3,700. The

number of pilots and flight engineers still on furlough is 2,361 according to Future Aviation Professional of America statistics.

**HOLD ON NEW FSS:** Sen. Mark Andrews (R-N.D.), Chairman of the Senate Transportation Appropriation Subcommittee, and Sen. Lawton Chiles (D-Fla.), the ranking Democrat, have written to FAA requesting a hold on further consolidations of flight service stations without prior written approval of the Senate Appropriations Committee. They said "significant problems and delays" have occurred in implementing new communication and weather sensing technology for the stations, casting doubt on their ability to provide "equal or better service" than existing stations.

## Court orders airlines to pay ND taxes

A state district court ordered three major airlines that operate in North Dakota to pay 1982 taxes on their operating property, said state Tax Commissioner Kent Conrad.

Northwest, Republic and Frontier challenged the legality of the state's airline tax in a lawsuit filed in South Central District Court last summer against North Dakota.

The airlines' lawsuit contended the 1982 tax bill of \$320,142 was illegal because of a 1981 federal law, which said states could not levy property taxes against airlines unless the tax was in lieu of registration fees, sales and use

taxes.

"The district court in North Dakota's law regarding the taxation of airline property did not violate this special federal statute," Conrad said in a news release.

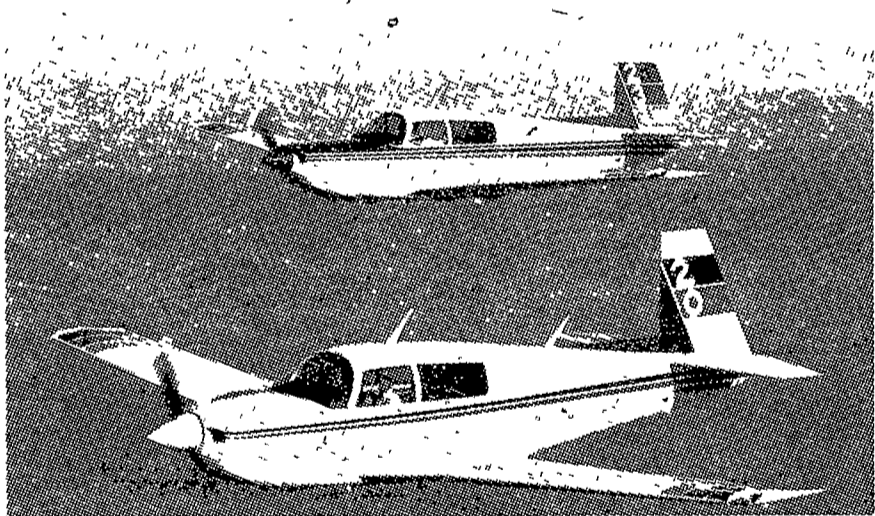
Airline tax assessments are collected by the state and distributed to city airports where the airlines operate, Conrad said.

The amounts owed to airports in the following cities by the three airlines for the 1982 assessment: Fargo, \$103,989; Bismarck, \$94,836; Grand Forks, \$75,181; and Minot, \$46,137.

The Forum - May 9, 1984

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