

*Marianas*

# Saipan's Airport Of Future

By Diane Maddex  
Daily News Staff Writer

SAIPAN — They knew what they didn't want the terminal at Saipan's new Isley Field to be something with the look and feel, say, of a concrete bomb shelter. Or a "temporary" building that lasts 50 years.

"All along we were concerned that we might come up with a

small squat concrete structure on the site, left over from the Japanese, will be used as an airport tourist orientation center.

What the Ralph M. Parsons Co. of Honolulu has come up with, based on local input, may be "one of the showplace airports in the world," said Wright.

Still on the drawing boards,

connected by a covered bridge, its "backbone," the terminal was designed to reflect the uniquely Micronesian air unifying the new Saipan International Airport's projected stature as the gateway to Micronesia.

Design work is almost complete. The TT Public Works Department has now set April 1 as the target date for letting bids

massive building, the architects have produced three separate buildings connected by a covered arcade to achieve the open air feeling characteristic of Pacific island architecture.

The peaked-roof structures themselves — the arrival and departure buildings and a shopping-waiting complex — "just look like they should be in Micronesia," said Wright. This

For the roofs' cedar shake effect, the architects are considering the use of preformed metal shingles.

Most of the public spaces will be naturally ventilated, with the exception of shops and the restaurant, which may be air conditioned.

"In the tropics, landscaping is an especially important element of the design," said Wright. "We're trying to develop a plan that will reinforce the island setting."

Chief among this are outdoor waiting areas and elevated observation decks overlooking the apron or field.

"We thought it was very important that people have a chance to see what's going on, so that the airport has a friendly feeling. This is especially necessary in this day of airport security measures.

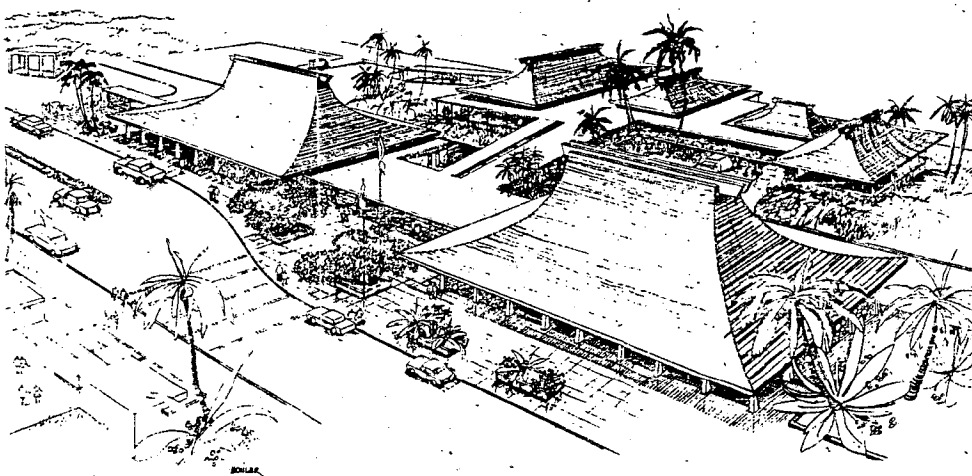
"But also, on an island the airport particularly becomes a gathering place, a focal point of activity. People just naturally gravitate toward it. This is true all over the Pacific," said Wright.

Special consideration has also been given to tour groups, which the airport planners are estimating may eventually comprise 60 per cent of the traffic at Isley. There will be a special tour group area in the arrival building, so tours can be pulled away from other passengers to queue up for buses. Tour buses will have their own service road. Departing groups will have separate check-in facilities.

In addition, plans call for restoring the old concrete structure that once housed Japanese airport operations for use as a mini-museum on Micronesia and a visitors orientation center, appropriately utilizing this link with Saipan's Japanese past.

There will be parking for about 228 cars. The terminal roadway is a snarl-free, one-way loop that expands from three to five lanes in front of the arrival building.

In the departure building at curbside, about 32,000 square feet of space has been allowed for lease to four airlines. These would include Air Micronesia and Air Pacific, which now fly into Saipan, Japan Air Lines, which plans to, and Pan American, which hopes to on a regular basis. Along with their ticket counters and baggage check-in facilities, the airlines would have offices here. A mezzanine, Wright explained, could supplement the airlines' ground-floor office space or be



IN PRELIMINARY sketch of Isley Field terminal, the arrival building is at left, the departure portion at right. Shops and restaurant are in rear, overlooking the aircraft area. (TT Photos)

year 2000 airfield... and a 1906 terminal," said architect Charles Wright, the Trust Territory's Isley project manager who also shares a love of aviation with those other flying Wrights.

The design for the Isley terminal definitely does not look like the shed at Kitty Hawk — or a bunker, although a

the Isley terminal is due to replace Saipan's present Kobler Field (whose receiving buildings are reminiscent of a bomb shelter) in early 1975, when both the terminal and reconstruction work on the old B29 bomber field are due for completion.

Basically three buildings

on the roughly \$3 million terminal.

"It was a challenge to achieve an island feeling for this medium-sized island airport," said Wright, "to make it a place where you want to be. But I think we've been successful."

Still to be resolved are major threshold questions such as who will manage the terminal, and, very likely, where will the fuel come from to build it.

In the meantime, the design itself is proving sufficient inspiration to spur some thoughtful searches for answers to these questions.

"The response has been about as positive as we could have hoped for," Wright noted, "including the unanimous endorsement for the design from the airlines who will be using the terminal. This came after over a year of working with the district and the airlines in developing a terminal concept that had the desired airline operating features as well as the desired passenger service features," he said.

"As our neighbor, we had the Guam airport as an example of what to look for, both the good and the bad. Let me stress, however, that there was no conscious effort to one-up Guam — only an effort not to repeat Guam's mistakes," Wright added.

The heart of the design's appropriateness to Saipan lies in the choice of scale and materials. Rather than one

is so despite the fact that they are not replicas or mirror images of buildings indigenous to any one of Micronesia's districts. Instead, they merely capture the essence of island architecture through the use of a series of columns spanned by beams, high roofs allowing hot air to rise and overhangs for shade and protection from the rain.

Plans call for a pre-cast concrete structural system. Dark volcanic rock, some taken from Saipan's Kagman area, will be used for wall surface treatment and also for retaining walls, planters and seats.

## Nixon Pens \$10M For TT

SAIPAN, (MNS) — Word has been received that President Nixon at the western White House in San Clemente, California has signed into law a supplemental appropriation bill for fiscal 1974 that includes more than \$10 million for the Trust Territory.

TT Government officials are now taking all of the necessary preliminary steps so that when the apportionment of these funds is actually received, they can be obligated as quickly as possible, according to William D. Oyler, program and budget officer.

Included in the bill is money for a number of important capital improvement projects, including the Ponape hospital, Jaluit High School, and Palau Bridge, as well as funding for a Micronesian constitutional convention, education for self-government and a stepped-up program of surveying of public land.

TT and Congress of Micronesia officials travelled to Washington in November to testify in support of the bill. The President's action marked the successful conclusion of an effort that began when the capital improvement money that was originally included in the Trust Territory's appropriation for fiscal 1974 was removed by congressional action.

**'As our neighbor,  
we had the Guam  
airport as an  
example of what to  
look for, both the  
good and the bad.'**

03-031741

# Learned By Guam Goofs

used for government immigration, customs or security needs.

The arrival building across the entrance court will accommodate normal baggage claims, customs and immigration functions, minus Guam's notorious "immigration block," said Wright. There will also be a double-sided currency exchange counter open to incoming and outgoing passengers.

Behind these, overlooking the field, is the complex housing the security "holding room," shops, a bar surrounded by viewing decks and a restaurant.

"We tried to get the same open feeling in the concession area," said Wright, "and to give it an international marketplace aura."

There will be a prime concessionaire (duty-free, if enabling legislation is passed by the Congress of Micronesia) and a potential for small shops or kiosks, "concessionaires who may want to specialize in local fruits and vegetables, handicrafts, leis, maramars," said Wright. "The layout has allowed space for this to happen."

This building is two-story. Downstairs, space is allotted for operations offices of the airlines, ramp crews, refueling, etc. The public spaces on the upper level provide a view of the field.

"We feel this is very desirable," explained Wright. "People are going to feel more comfortable if they can have a quick bite to eat and see that the plane is out there waiting."

Transit passengers will have easy access to the shops. "The more they are able to buy, the more money will come in to offset the operating expenses of the airport," noted Wright.

A ramp down to grade level will get passengers to and from either of the two gates initially planned at Isley.

"You'll notice that there are no stairs here," added Wright. "It's all done with ramps."

Wright calls the main ramp connecting the curbside buildings with the upper level area "the backbone of the whole terminal operation." A two-way bridge over the maintenance operations below, it is designed to carry a peak load potential of 400,000 with no delays.

And this potential for growth, Wright believes, "is one of the most important features we've strived for. We don't feel that we've locked ourselves in."

"The aircraft industry is expanding so fast," he said, "that it's hard to design as fast as it changes."

Beginning with a projected first-year traffic of 125,000 passengers, the designers have allowed for four-fold growth in both the terminal and the field. The apron will initially be able to handle one Boeing 747 jet and another four-engine jet, plus any overflow or delayed planes. The ultimate projected expansion would be to eight gates, with the terminal expanding in balance as necessary.

"We expect to be able to meet Saipan's aviation needs for the next 25 years" said Wright, which would, in short, make Isley's field and terminal both facilities fit for the Year 2000.

If money is made available soon. If not, the airport planners may proceed with the funds they do have to build initially just one of the master

plan's three major structures, Wright indicated.

More than \$3 million in Federal Aviation Administration grants, matched with \$2 million from the Trust Territory, has funded the overall design work and construction of the field. As the federal funds cannot be applied to the terminal construction, the planners are now seeking advance rent from the airlines and a concession bid of about \$1 million to get the building underway.

And if enabling legislation is passed. It is hoped that the Congress of Micronesia will pass legislation during its session starting next week to allow now prohibited duty-free sales in the TT.

Also needed is legislation designating someone to manage

the airport. One method proposed so far is a public corporation composed of appropriate Marianas officials who would normally be expected to oversee Isley's operations, such as the District Administrator, budget officer and public works directors, plus pertinent business representatives.

Airport planners are meeting in Honolulu this week with Parsons representatives and Isley airport consultant Leigh Fisher. Participating are TT Attorney General Richard I. Miyamoto, Marianas Deputy Dist Ad Dan E. Akimoto, Marianas Budget Officer Addison Marrow and Wright.

The question of who manages Isley is expected to be a politically sensitive one for the

Congress to resolve, given the likely separation of Saipan and the Marianas from the rest of Micronesia.

A third "if" is fuel. The field contractor, American International Constructors Inc. of Seattle, was fortunate a week ago in being granted a special month-to-month fuel allocation by the TT's fuel conservation committee. Before that, its earth moving equipment had almost come to a halt only weeks after it had gotten off to a late start.

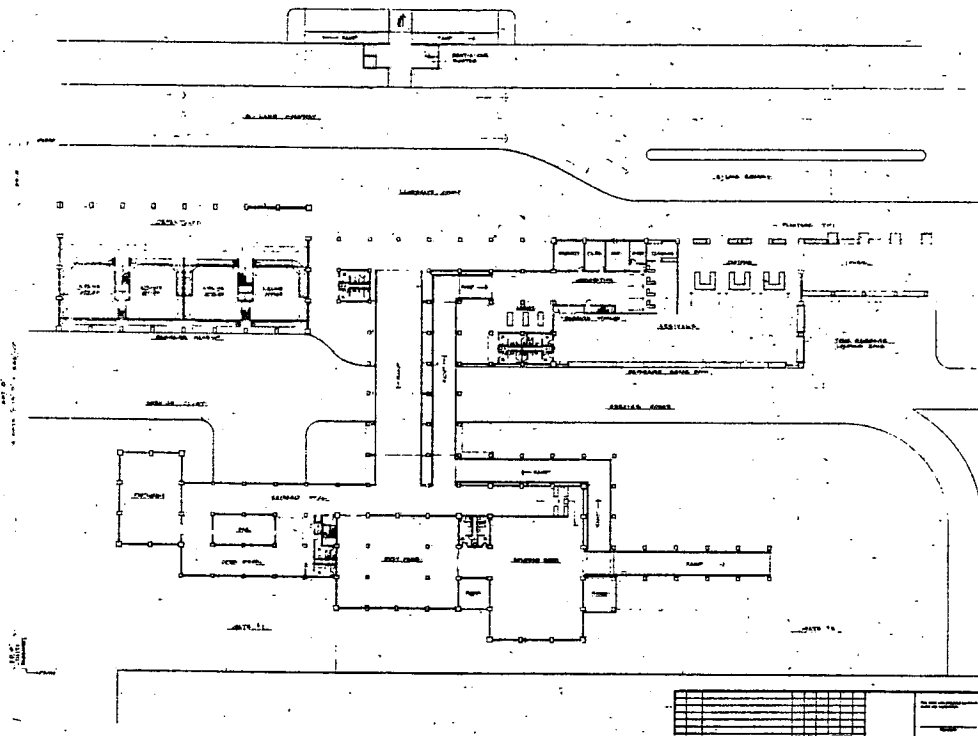
As a fairly new contractor in the TT, with only the Majuro airport and other paving in Majuro behind it, AIC found itself low man on Mobil's fuel distribution priority list because its previous nine months' consumption, on which current

allocations are based, was so low.

This is a serious problem that may afflict the successful bidder on the terminal construction and, suggests Wright, the TT's entire capital improvements program could similarly "be brought to its knees" as long as the fuel shortage lasts.

On the optimistic side, AIC has already broken up the existing runway and started filling portions of it to bring it up to grade. When renovation work is done the runway will be paved and readied for use. AIC has also said it can make up the lost time.

"We just have to take an optimistic attitude now about the terminal too," said Wright, "and keep on the press of preparing contract documents."



FLOOR PLAN of the upper levels of public areas at Isley shows big areas planned for traffic needs. The plan is tentative and subject to change.

## Military Taking Steps On Tinian Base Plan

TINIAN (MNS) — A team of specialists will begin work this month on the beginnings of an environmental-impact study and other work that will be the forerunner of establishing a long talked about U.S. military installation on Tinian.

The studies are being carried out in accordance with an agreement between the U.S. negotiating team on future status and the Marianas Political Status Commission, whereby certain preliminary impact studies could be undertaken by the U.S.-related to the military base plans, even though final agreement in the status negotiations has not been reached.

Currently on Tinian is a team of eight personnel from the University of Guam headed by Dr. Robert Jones, director of the marine laboratory at the school. This team, which travelled to Tinian aboard a chartered vessel from Guam and is staying aboard the boat for the duration of their study is conducting the marine survey portion of the environmental impact study.

A second team of researchers, which arrived last weekend on Saipan and will travel to Tinian later this week following meetings with government officials on Saipan, is to conduct a socio-economic study on the island. The team is headed by Manuel Emiliano, a civil engineer with Pacific Air Force Headquarters at Hickam Air Base in

Hawaii. It includes a number of staff personnel and graduate research assistants from the University of Hawaii's School of Social Work and the research corporation of the University of Hawaii. They are expected to remain on Tinian until about the middle of January.

Meanwhile, a three-person team of medical specialists from the Pacific Air Force will conduct a one-day health survey of Tinian this month. It is tentatively scheduled for Jan. 11. The team includes a physician, a veterinarian and a nurse.

The U.S. government has publicly declared its intention to put a major joint-use military installation on Tinian, an island which was the scene of substantial U.S. military activity in the years during and immediately following World War II. Exact details of the base, including how much land on the island will be occupied by the military, remain a subject of negotiations in the Marianas status talks which are continuing. No final agreement on U.S. military land requirements in the Marianas has been reached, although the Marianas Status Commission has indicated a general agreement to accommodate those requirements.

The military has asked for two-thirds of Tinian — relocating the lone village of San Jose. A 50-year lease has been offered.

# 'Spectacular' Attacks Threatened

LONDON (AP) - Irish guerrillas claimed on Monday they have planes and are training pilots in preparation for "much more spectacular" commando strikes in Britain.

Security tightened at provincial airports across the country and Canadian airports also went on special alert. British authorities said their show of force in London has apparently cut down on guerrilla explosives smuggling.

The hardline Provisional wing of the Irish Republican Army said in Dublin that nine guerrilla pilots were being trained in Ireland and nine more in Libya, bankrolled by President Moammar Khadafy.

A Provisional source claimed

two small planes, broken down and hidden in packing crates, have already been smuggled into Dublin.

Three days after the British army dropped a security curtain around London's Heathrow Airport, the regular police force stepped in at most other British airfields, taking over security from the British Airports Authority.

Uniformed police officers patrolled runways in England and Scotland and detectives kept watch in passenger halls. Sharpshooters and Saracen armored cars guarded Heathrow for the third straight day.

Fifteen Scorpion tanks with 76mm guns were withdrawn from Heathrow's approach

roads late Monday. The Defense Ministry refused to give the reason for the withdrawal but said armored cars and armed troops would continue their vigil on runways and roads around the airfield's 12-mile perimeter.

Although government chiefs say the army's presence is only an exercise, airline officials insist the alert is linked to reports that Arab guerrillas with Soviet-made SAM guided missiles are planning to attack an Israeli or American plane in London.

The armed troops at Heathrow brought London into line with its continental European counterparts, long strengthened against terrorist attacks.

Marksman were moved into Rome's Fiumicino airport after the December guerrilla massacre.

At Amsterdam airport, carbine-toting police guard passengers boarding Israeli planes and armored cars with light and heavy machine guns escort aircraft onto the runway.

Bonn-Cologne airport is guarded by several hundred police. And at Zurich airport, a spokesman said: "What they are doing in London now was done in Switzerland long ago."

Sources in the Canadian Transport Department said the Royal Canadian Mounted Police had been asked to alert its airport forces because of the reports of plans for renewed Arab terrorism.

## Heath Calls Crisis Meet

LONDON (UPI) - Prime Minister Edward Heath called a crisis session of his cabinet Tuesday to see what possible ways there still are out of Britain's deepening economic troubles or whether he should appeal for national backing in parliamentary general elections.

Some London newspapers speculated that after the cabinet meeting Heath may announce he was decided to dissolve parliament and hold elections on the issue: "Who runs the country - the labor unions or the elected government?"

But other informed political sources said no immediate decision is likely.

The cabinet was meeting against the background of an increasingly grave industrial crisis - one that Heath himself has called Britain's grimmest since World War II.

Leaders of 29,000 railroad locomotive drivers were meeting again to decide whether to call off their slowdown which has almost halted busy London commuter services and crippled the national rail network since Dec. 12.

The meeting began Monday afternoon but was adjourned because the building where the railroad leaders met was banned from using electricity under the government's fuel-saving regulations.

"We had to give up when it got too dark," said Ray Buckton, the drivers' leader.

Union sources said the executive was divided, with some members ready to call off the slowdown and to resume pay talks with the state-run British Railways Board, while others were said to favor going as far as a full-dress strike.

There appeared to be similar divisions among leaders of Britain's 260,000 coal miners.

They meet employment secretary William Whitelaw Wednesday in preparation for a crucial executive session Thursday at which they too will decide whether to continue the slowdown which has forced the country on to a three-day work week or to call an all-out strike.

Scottish miners leader Mike McGahey said 25,000 coal miners in Scotland want the present overtime ban, which began Nov. 13, tightened up into a refusal to work more than four or even three days a week.

More than 300 miners in the Leicestershire coal fields in central England walked off the job Monday to protest statements by their leader Frank Smith - a union "moderate" - calling for an end to the slowdown.

The government Monday announced that a total of 885,000 workers have been laid off as a result of the three-day work week ordered to save dwindling fuel stockpiles.

### NOTICE OF PUBLIC HEARING

Wednesday, January 9, 1974, 9:30 a.m.

BILL NO. 574 - Continuation of Section 1, appropriations for the operations of the Executive Branch for FY ending June 30, 1974: 1. Department of Labor. 2. Community Action Agency.

Friday, January 11, 1974, 9:30 a.m.

BILL NO. 615 - to appropriate for improvements of the Santos Memorial Park, Piti, and for the construction of a Community Center in Piti.

BILL NO. 616 - to appropriate to the Department of Public Works for study to determine the feasibility of constructing a limited access reef highway connecting Piti and Tamuning.

Monday, January 14, 1974, 2:00 p.m.

BILL NO. 617 - to add Sections 58134.1 through 58134.4 to the Government Code to limit the amount of compensation to be paid on real estate transactions, to require disclosure of the source of compensation paid for negotiating real estate transactions, to require brokers and attorneys to keep records on real estate transactions, and to require brokers and salesmen to provide title information on real estate transactions.

BILL NO. 619 - to authorize appropriation to fund the development of a community recreation facility pursuant to Section 1 or P.L. 10-117.

Tuesday, January 15, 1974, 2:00 p.m.

BILL NO. 623 - to appropriate for the construction of two pumping stations, main lines, extension lines to provide sewer facilities within the municipality of Barrigada.

BILL NO. 627 - to amend Subsection 1 of Section 16 of P.L. 12-60 relative to the renovation of "C" wing and Laboratory at the Guam Memorial Hospital.

Wednesday, January 16, 1974, 2:00 p.m.

BILL NO. 629 - to amend P.L. 12-58, authorizing over-time compensation for additional employees formerly assigned to the Detention Home and its successor agency.

BILL NO. 630 - to appropriate for the purchase and replacement of school buses for the Government of Guam.

Thursday, January 17, 1974, 2:00 p.m.

BILL NO. 635 - to appropriate for the recruitment and employment of 21 new police officers.

BILL NO. 642 - to appropriate for use by the Election Commission.

Friday, January 18, 1974, 2:00 p.m.

BILL NO. 643 - to appropriate to implement the provisions of Section 8981 of the Government Code of Guam relative to Veterans and beneficiaries entitled to bonuses.

BILL NO. 656 - to appropriate for the purchase of vehicles for the Department of Public Safety and to provide fleet maintenance of all vehicles for the Department.

BILL NO. 657 - to amend Section 1403 of the Government Code of Guam, relative to the duties of the Territorial Auditor.

Saturday, January 12, 1974, 9:30 a.m.

BILL NO. 574 & SECTION II - making an appropriation for the operation of the Judicial Branch of the Government of Guam for FY ending June 30, 1974.

The Public is invited to attend and participate.

## Four Charged In Plot To Blow Up Airline

BERLIN (UPI) - West Berlin authorities charged four alleged members of the "Black September" Palestinian terrorist organization Monday with plotting to blow up the office of the El Al Israel Airline here and a police headquarters.

A justice department spokesman said the four Arabs traveled from Beirut to East Berlin on Lebanese passports and crossed over to West Berlin by elevated railway.

He said they were arrested Oct. 18 at a boarding house when 10 pounds of explosives were found in the false bottom of their trunk.

The spokesman said the four men planned

to blow up the Israeli airline office, the headquarters of the police section that keeps track of foreigners and other places.

Yassir Arafat, head of the Palestinian Liberation Organization, on a visit to the World Youth Festival in East Berlin in August, reached an agreement with East German authorities to open an office in the East German capital.

Heinz Galinski, head of the West Berlin Jewish community, demanded that the Western allies protest the establishment of what he called "an Arab terror base" in East Berlin.

### First Anniversary Rosary

*The family of the late*  
**WAYNE W. BIGLER**  
*of Yona Village.*

*Wishes to announce that the First Anniversary Rosary will start Sunday, January 13, 1974 and end Monday, January 21, 1974, at the family's residence of Mrs. Rosario Bernardo Bigler in Yona Village.*

*Last Holy Rosary Monday, January 21, will be offered at 4:30 p.m. followed by Mass of Intention for the repose of the soul of our loved one at 5:00 p.m. All at the family's residence.*

*Please all relatives and friends are cordially invited to attend.*

## 30 Jets Lost In 1973

LONDON (AP) - Thirty airline jets valued at 151.2 million were written off because of major disasters last year, Lloyds of London reported Monday.

Lloyds said 933 passengers died in the accidents, against 1,300 in 25 jet losses the preceding year.

Known statistics concerning the Soviet airline Aeroflot show five jetliners lost and at least 113 persons killed, Lloyds said.

The largest single loss for underwriters in 1973, Lloyds added, was a \$24 million jumbo jet blown up in July by hijackers at Benghazi, Libya.