

SPECIAL COMMITTEE ON AIRPORT ACTIVITIES

September 15, 1998

5:15 PM

Chairman Pariseau called the meeting to order.

The clerk called the roll.

Present: Aldermen Pariseau, Pinard, Shea, Thibault

Absent: Alderman Rivard

Messrs: F. Testa

Chairman Pariseau advised that the purpose of the meeting is organizational in nature.

Chairman Pariseau stated I guess what I meant by organizational is to find out why it has been organized in the first place. I took the liberty of putting together a mission statement like all other committees of the Board have and I just wanted some comments from the Committee. I would say that if this is accepted by the Committee, then we can make a deal with the Airport Director in just keeping this Committee informed and we can relay that information to the full Board. Now if you have the time we could probably get a schedule of the Authority meetings and I think they are open to the public.

Mr. Testa replied yes they are and at those Authority meetings we do go over all the current and future activities at the airport.

Mayor Wieczorek stated well that is what you really get when you look at the minutes of the meeting of the Airport Authority.

Chairman Pariseau replied yes, but we get it a month or so after so I think if we have the opportunity to attend maybe we could.

Mayor Wieczorek asked, Mr. Chairman, I am trying to find out what you do and what the Airport Authority is doing or supposed to be doing or what they think they are doing. Are they going to be looking at this as another Committee?

Chairman Pariseau answered I think the intent of Alderman O'Neil suggesting that this Committee be formed was just to keep informed. We have no governing authority.

Mayor Wieczorek replied I know you don't have any governing authority.

Chairman Pariseau stated we are not going to get involved in Airport management.

Mayor Wieczorek replied no, that is his (Mr. Testa) job and my job.

Chairman Pariseau responded yes and the Authority's job.

Alderman Thibault stated the only thing I thought was some of the guys on the Board got the feeling and so did I to some extent that we were not getting information in a timely fashion as to what was going on in the Airport and I guess that Alderman O'Neil is the one that came up with the idea if we had a Committee, that when something special happens we could relate it to the Board. That is the way I took it anyway. That is was just to be an informational type Committee so I don't think we have to meet too often.

Mayor Wieczorek stated I am thinking about how do you keep the entire Board informed. You (Mr. Testa) do submit the minutes of the Authority meeting. Now you can read them or you don't have to read them or whatever you want, but I am just trying to think of how you get this stuff to the entire Board because there are nine other people, you know, that are not here as part of this Committee.

Discussion ensued regarding a monthly report from Mr. Testa to the Mayor and the Committee.

Alderman Thibault stated it doesn't have to be a full report but stuff that you think is important.

Mayor Wieczorek replied there is nothing wrong with a full report because I think that is perfectly all right and everybody gets that. I don't want it to get too cumbersome with all of these reporting things that we have to do.

Alderman Pariseau stated I don't think we were organized to micromanage the Airport. It is just to keep the Board better informed. How we do that, I guess, I think...

Mayor Wieczorek stated well if Mr. Testa did a monthly update that would be sent to me and to the Board and to the Committee and then we could put in on the agenda.

Alderman Shea stated right now there are certain concerns that certain constituents have and so as a Committee we will not handle those, we will refer those to Fred. We can clarify that point. In other words, we are really not going to be...

Chairman Pariseau replied no we are not going to address neighborhood concerns unless things get out of hand.

Alderman Shea stated basically there was discussion about a Task Force including some representation if they wanted to talk to people on the Task Force or something like that. We should clarify that point. In other words...

Chairman Pariseau interjected if anyone on the Committee got a phone call from a constituent of Ward 9 relative to the Airport, I would hope that you would at least call me.

Alderman Shea replied I am not saying that. If a constituent had a concern about the noise in Ward 7, I would call Fred and Fred would call that person up.

Mr. Testa replied fine.

Chairman Pariseau stated well that is your normal duty as an Alderman. If you get a constituent complaint from however.

Alderman Shea stated just by way of clarification, would Fred tend to appear each month before this Committee similar to what the Assessor's do.

Mayor Wieczorek replied I don't think you are going to have monthly meetings.

Alderman Thibault asked is there a member of the Board that is on the Airport Authority.

Mr. Testa answered no.

Alderman Thibault asked wouldn't it be easier to do that.

Mr. Testa answered I don't think it is set-up that way in the Charter. The Charter specifically states...

Alderman Thibault interjected I just thought that maybe that would be better than having a Committee like this.

Chairman Pariseau asked, Fred, what do you look at this Committee as being.

Mr. Testa answered information. I could provide the information of what is going on at the Airport so that the Board or this Committee is better informed as to what is going on so that when someone comes up and says...and then you all know we are redoing the noise curves...I know you knew it but no one else does. In fact, I met today with Wylie Labs and we went over all the...they had pinpointed all of the homes that had volunteered for the noise monitoring and we actually will pinpoint a few people and the rest the computer is picking. We are doing three things. We are going to check the noise at it stands today because I think we all understand that there are more flights today than there was three months ago. That is one set of curves. Then we are checking the curves as they were predicted for 2000 in our Master Plan to see if they have stayed the same and I think that is going to be the case and then we are going to do another set of curves in 2003 that predicts a higher level of operations to see where they are. Now those noise curves really determine who is eligible and who is not for soundproofing efforts and I think that is where the FAA has changed their criteria once and by doing that they created a problem because people who were once eligible are no longer eligible because they picked a small noise curve. What we are saying is that the FAA may pick and choose but we will try to push them as much as we can to include as many homes as possible but we are rechecking the noise curves with actual noise monitoring going on in the neighborhoods. We have chosen a few in other parts of the City so that we can see the overall affect.

Mayor Wieczorek stated this is a very good point because many times when things change everybody thinks you changed it and you have zip authority with the FAA, but if it were to come in a letter, for example you say well the FAA has changed their requirement, people know they have changed. Maybe they don't remember what the changed, but something changed and we can always check and find out what it is. That is probably a better way to keep everybody informed.

Mr. Testa replied one of the things that I remember on Titus Avenue, especially that Alderman Pariseau asked me about, there is a circle and a little street and the noise curve goes through the circle, but doesn't touch the street and we had said to Alderman Pariseau we will do the rest of the homes. I included them. We had to

go through a confirmation from the FAA so we approved those, I think it is eight homes there and the FAA guy said no, those homes are not eligible. He cut them out and I can't use the money on them. If we do, I get in big trouble with the FAA who controls a lot of the flow of funds. So, I think those eight people think that I took them out and I did not. We are trying to get them back in the program. It was the FAA, John Silber, who said no that is not eligible. You will get that in the report to explain those kinds of situations.

Chairman Pariseau stated getting back to the noise curve, I know that we cut off the date, but I did have some people call me on Wyoming and I thought that would be a good because it is the furthest one away from the Airport.

Mr. Testa replied we have actually clusters of people that want to have noise monitors in their yard and when there is five or six people all across the street from each other, we are only going to pick one or two of them or the computer will only pick one or two of them. It won't pick everybody.

Chairman Pariseau responded no and I have been telling them that too because they are wondering where it is and I said we were advised that is would probably be towards the end of September.

Mr. Testa stated the big map was just finished today. The two technicians that are coming up to run...they come in for two solid weeks and will run 10 monitors for one week in one set of 10 places and then they are going to move them for one week in another set of places. That will be done, I think, the week of September 29 they are coming and starting.

Alderman Thibault asked has there been a change in the landing or taking off path.

Mr. Testa answered no.

Alderman Thibault replied even with the work you are doing over there now. It hasn't been changed? Because now the planes seem to be coming a lot closer to us then they used to.

Mr. Testa stated well on a day like today, we had some take-offs that really changed and I was watching them coming from my office and I called my Assistant Director who is in Administration Finance and takes care of the noise and said Mike, mark the times, because these planes are taking off and making an immediate left hand turn. We were getting storm cells just north of the City and in order to get the planes off in time, instead of climbing, they climb at 3,000 feet when they go over downtown, level off, and then start climbing 5,000 feet and

then they make a left hand turn up over Hackett Hill in Hooksett and then they head out to Albany. Well, today they didn't do that because they would have run right smack into an electrical storm so they made an immediate left or an immediate right hand turn. Those are brand-new patterns. We don't use them, but we make them available because of the weather and I know we got two calls this afternoon with people saying they never come over my house and all of the sudden they are over my house. There are some weather conditions that make them change. The pilot has ultimate authority.

Mayor Wieczorek stated that is the good kind of stuff to send out in a report so that people would know that and the same with the rest of the Board and those that are not here, you know, because who would know that in a storm the pattern changes. So it isn't like yeah they always go this way or into the wind.

Alderman Thibault stated it is something you can explain to somebody when they call.

Chairman Pariseau stated a lot of the complaints of the people that were at that meeting was that they are not informed of what is going on at the Airport and I don't know how...

Mr. Testa replied we have the noise hotline which anybody can call. We answer every, single call that the noise hotline produces. If they write a letter to us, we write a letter back. If they make a phone call, we telephone them back. Now if someone is calling everyday about the same thing, we don't call them everyday but what we try to do is find out which plane it was, what route it was on, whether it was above or below the regular drive slope and try to tell them exactly well that is a Stage 2 that will no longer be in the air in 15 months, they have got to be out. We do answer every, single complaint. We log them all. They are all kept in log books. There is a big map on Mike's wall with pins on every single call and complaint so we can see where they cluster and we can go back actually years to find out if a person called on a certain date and what the answer was that we gave them and if a letter was written, it is also attached. We do keep a record.

Mayor Wieczorek asked how often does a change occur. I know it is due to the weather, but is there any kind of...you know is it every week, twice a week, once a month.

Mr. Testa answered in the winter time they are all taking off to the north and they are all landing to the south. In the summer time it is usually the other way around. They land over the City and take off over Londonderry because of the woods. Hopefully, one of the things, and the next meeting I want to come in to the Board

and explain what is going on at the Airport and the construction project, one of the things we are doing is in lengthening 624 and you were all on that tour when we went on Harvey Road, the reason we are abandoning Harvey Road and putting that runway across Harvey Road. One of the things that, part of this project is to decrease the amount of noise over the City of Manchester. Right now, this is the long runway and this is the cross runway. Downtown is here. This is Harvey Road and we are going to lengthen this runway out to 7,700 feet. That makes this runway now useful to jets which it isn't now. Now over here you have all those wetlands and you have 293 that goes this way and the intersection of 93 and 293. Beyond that is Massabesic. There are no homes here so we are trying to use this runway, right now it gets used between 3% and 5% for take-offs and landings. At night especially, not during the day because during the day we very rarely have complaints. People are working, they are hustling and bustling. There are cars and trucks and motorcycles. At night, we are going to try to infiltrate, we are going to try to use this runway most of the time when the winds are okay or calm and that is about 20% of the time we have calm wind conditions. If we get the planes to go up this way, they will go over the wetlands, take a left, go over the intersection and then head out towards Massabesic. They will be 3,000 to 5,000 feet in the air before they come to any homes. So we will actually lessen the noise because all of Ward 9, Ward 7, Ward 3, Ward 8, we don't get any more complaints from Ward 8 by the way. Not a single complaint from Ward 8 and they are the closest. I will tell you the honest truth, it is because we soundproofed their homes. People love it. It works. I wish we could soundproof the entire City. If we had the money from the FAA it would be wonderful for the airport management at least because all of the people would stop calling. We don't get a single call from Ward 8 anymore. So the Ward 9 and these wards would get a lot less traffic because we would be sending them out that way. This runway lengthening really does have an impact on lessening the noise but I think I want to go the Board next time they have a meeting and we will probably try to set-up a quick, half hour briefing on the effects.

Alderman Shea asked what is the number for the hotline you mentioned.

Mr. Testa answered it is in the book, it says hotline.

Alderman Shea asked it is in the phonebook.

Mr. Testa answered yes it is. It is under the City of Manchester, Airport, noise hotline, 624-7627.

Alderman Pinard stated having the runway go into the Cohas swamp and up to Massabesic Lake, by the time they get, now I live there on Candia Road and if I

were to have a, not a complaint but I am talking about the noise over the Megan Meadows/Rosecliff area what is going to be the effect or can we get some sound indicators down in that area.

Mr. Testa replied we are already looking at that. Up here where the new school is, there are some homes up here and we are looking at the affects on homes up there. They are going to be right at the outskirts.

Alderman Pinard responded as it is now, at night after 9 PM you get, I don't know how many, but you have them that come right over Massabesic Lake.

Mr. Testa replied those are turbo props, not jets.

Alderman Pinard stated but they are there. This is why I ask.

Mr. Testa responded the turbo props we don't measure because turbo props go all underneath the noise lines. They don't show up on the noise markers either. If you have a noise marker it will never show up because cars make more noise than turbo props.

Alderman Pinard asked are the noise markers going to be down in the Bodwell Road area.

Mr. Testa answered I am not sure exactly where they are going to be.

Chairman Pariseau asked would you be able to get me a list of addresses of those who will have the monitors.

Mr. Testa answered yes.

Mayor Wieczorek stated, Fred, from a timing standpoint how would be do this in a timely manner you know to get this stuff to this Committee and then to the Board. What have you got in mind for a monthly report? When would you want to be doing that? The first of the month?

Mr. Testa replied if I do it the first of the month, it would be for the month previous.

Mayor Wieczorek responded so you would be doing the first of October for September.

Mr. Testa stated whenever the first meeting is.

Mayor Wieczorek stated what I am looking at is when he (Chairman Pariseau) would have it, not the Aldermanic meeting because it is going to come to this Committee then I want to see that it gets on the agenda so the other Aldermen can see it.

Mr. Testa replied by the second meeting of the month, sometime between the first and second meeting of the month I will have the report to this Committee and then you will have time to digest it and get it put on the agenda for the second meeting of the month.

Chairman Pariseau stated and if you want to make that presentation too, that is up to the Mayor.

Mr. Testa stated I think it is good to get you grounded in exactly what is going on.

Chairman Pariseau stated I would probably, because of time constraints as usually the first meeting of the month is...

Clerk Bernier asked would you have it done by the second Tuesday of the month because the Committee on Administration usually meets the second Tuesday of the month and you can do it parallel with this and then the full Board gets it the next week.

Alderman Shea moved to accept the mission statement. Alderman Pinard duly seconded the motion. Chairman Pariseau called for a vote. There being none opposed, the motion carried.

Mr. Testa stated I have one piece of information that just came in today and I think you should know and this is for you especially and the Mayor. One of the questions has always been what affect the Airport has, economically, on the City and people are saying, I know there are some people who have said what should we do the Airport for. All of those people from Massachusetts are driving up or Maine and Vermont when we have got to take care of our own. Actually the biggest increase in passengers has been from people outside the four state area. That means people who are now using Manchester as a destination. That has several impacts. That number has grown from 30%, this has just been faxed to me today because we do a lot of survey work every month at the Airport and telephone polls, it has gone from 28%, it used to be 28% to 30% before and now it has gone to 50% of the passengers are from out of the area using Manchester as a destination.

Chairman Pariseau asked out of the area means what.

Mr. Testa answered we consider the four state area, Maine, New Hampshire, Vermont and Massachusetts.

Chairman Pariseau asked so 50% of the people are coming from outside of those states.

Mr. Testa answered yes, outside, from California, Indiana, Texas. What has happened is the phenomena that is happening now is that Manchester has become a destination Airport and it has some affects. Last year, people who flew in from outside that four state area spent about \$80 million all year long in food, lodging, shopping, entertainment, liquor, transportation, etc. This three months, just June, July and August, the out of staters, because they have gone to 50% of the population, have spent \$80 million. Really what we look for is just in Manchester. If you are interested, where do you stay when you come into the City. 20% stayed in Manchester. The next closest is 7.9% in Nashua. 20.5% spent their time when they came to NH in Manchester. They spent \$425 on their visit. Lodging, \$153. Food, \$105 in their visit and that is important to us. Of the number of passengers, 318,000 that came in those three months, 20%, from out-of-state now I am talking about, 159,000 were from out-of-state, 20% of those stayed in Manchester. That is 32,466 who spent an average of \$248 on food and lodging. That is \$8 million. 8% of that for Rooms & Meals Tax comes to \$645,000 for those three months. These are not our numbers. We don't make them up.

Chairman Pariseau stated that would be good information to get out.

Mr. Testa replied I just had this faxed to me and this is the kind of information I want to get out.

Chairman Pariseau stated everyone always says it is in the name of economic development, but no one has really identified it. I think, not to get off the subject, but I think the possibility is there that the civic center could do the same for downtown.

Mr. Testa stated I wanted to tell you those numbers because I know you rely on the Rooms & Meals tax quite a bit. I am saying just from the impact of the new passengers and we just got this today, that is the increase. Just from the impact of the new passengers we are getting like \$645,000 in three months in Rooms & Meals tax and I don't know what the State...well the State gets the Rooms & Meals tax but I don't know what the City of Manchester's cut is.

Mayor Wieczorek stated it is going to increase to 40%.

Mr. Testa stated when you look at the State of NH numbers, they are phenomenal.

Mayor Wieczorek replied our percentage of dollars is going to continue to increase. The projections that we have are really very conservative.

Alderman Shea asked the money you take in, well the revenues and so forth, that money plus the money the Federal government gives to you subsidizes or pays for the operation of the Airport. In other words, the people of Manchester don't have to pay taxes for the Airport.

Mr. Testa answered there are no local or State taxes that go to the Airport. It is totally self-sufficient and we do have buildings on the Airport that pay taxes so that new facility that we are building, we just managed, in fact I just had a meeting with TrueValue Hardware, the corporate council from Chicago flew in. Because we spent an extra \$1.5 million in keeping that company here, they have now decided to stay there instead of moving to Webster and they are finalizing plans for expansion of the building. So we are working very hard. We had a big argument with the FAA on the amount of money we spent.

Chairman Pariseau stated let them close Webster.

Mr. Testa replied well that is exactly what we asked them for. If we are going to spend money, I want an iron clad guarantee with the City of Manchester. We met with their corporate council and everything worked out fine. We are going to give them something. We just purchased the land from the railroad right away which is also going to benefit the City.

There being no further business to come before the Committee, on motion of Alderman Pinard, duly seconded by Alderman Thibault, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee