

SPECIAL COMMITTEE ON AIRPORT ACTIVITIES

March 23, 1999

5:00 PM

Chairman Pariseau called the meeting to order.

The Clerk called the roll.

Present: Aldermen Pariseau, Pinard, Shea, Rivard, and Thibault

Messrs: F. Testa

Chairman Pariseau addressed Item 3 of the agenda:

Update on current Airport projects to be presented by the Airport Director.

Mr. Testa stated, as you know, the airport started embarking on its modernization improvement program in 1992. Since that time, many projects have happened and the airport is undergoing unprecedented growth. The latest round of projects are the implementation of the master plan which is a list of projects that we have gone through in the past. My purpose here tonight is to give you an update on what is happening at the airport. The terminal expansion project, which is about a 70,000 square foot addition to the present terminal building. Three jet gates and five regional gates which include the new regional terminal. It is a very different, very modern attachment to the terminal building and when you are invited to come to the opening, you will see that it is a very different look in that part of the terminal where the rest of the jet gates are the same kind of look. Same color, gray for Granite State, green for New Hampshire and then when we get down to the other terminal it is more blues, grays and stainless steel, even the ceiling and treatments are stainless steel. It is really a departure for the terminal building and I think one of the most dramatic looking regional terminals that I have ever been in. The opening dates are somewhere between April 10 and May 30 in sequence because there have been some delays in some materials being delivered. The glass wall in front of the terminal for the last section hasn't been delivered and that is the last piece that will open sometime in May. The first part will open sometime in mid-April. That may be delayed a week because it looks like the wrong carpet was getting laid last night. It is really not critical until May because on May 4 United Airlines has announced that it is taking two of the noisiest 727's out of the airport and adding two very quiet Stage 3 757's to Chicago. They are extremely quiet, 188 passenger aircraft. If you have ever seen the large planes that UPS uses that you can hardly hear those are 757's and 767's. so we will take two of the noisiest

and in fact one is the late night one that really bothers people. It comes in about 11:45 PM and sometimes as late as 1 AM or 2 AM, that is being removed and replace with a 757. Already we are seeing the change that the Federal law requires so by the end of this year there will be no more Stage 2 aircraft. They will all be Stage 3. This is one of the first steps that we are seeing. The Part 150 Noise Study, I reported to this Committee previously when it was completed. That study has been submitted to the FAA specifically Mr. John Silva who is the Environmental Manager for the FAA in New England. He has to go over it and make necessary recommendations. I called him yesterday because we tried to get something in by the end of this month but it is going to be impossible. He will not read it until the first week of April and it has been in his hand ever since that night I appeared before you. Unfortunately, he is the only environmental person in that group and he has been very busy with the Logan runway in Boston and has been unable to comment. He gave me a schedule the other day over the phone and he will not be able to look at it until the first week of April. We should be able to schedule and information meeting for your ward sometime in the end of April and at the very latest the first weekend in May.

Chairman Pariseau asked could we do something as far as letting the people know about the proposed expansion of the noise contours.

Mr. Testa answered yes, at that hearing.

Chairman Pariseau asked before that.

Mr. Testa answered sure.

Chairman Pariseau stated they expected a meeting in March.

Mr. Testa replied I could put it in the newspaper.

Chairman Pariseau responded yes, if you could put something in the newspaper about what is being proposed but not approved by the FAA yet.

Mr. Testa stated I talked to John Silva and he said that at first glance he had no problem with it because it is only five years out. If everything else is right in that study, and I am 99.9% confident in that study, then the new curves will be acceptable to the FAA and they will enlarge and include some more of your ward members. Brown Avenue and traffic, the Goffs Falls intersection, it was in the newspaper yesterday I think the bid. The airport is contributing \$250,000 to that project which is trying to alleviate some of the traffic at Goffs Falls Road intersection on Brown Avenue. Yesterday afternoon I was leaving the airport and it was about 4:45 PM and traffic was backed up all the way into the airport and

people coming from the south were also backed up but once you got past Goffs Falls Road, it was clear sailing. Frank's designers and engineers have put together a little plan for that intersection and we are supplying \$250,000 and I think the total cost is going to be just a little bit more than that to widen that intersection and do some lanes to relieve the traffic. Secondly, the airport road intersection improvements should be done in April. This is about a month late. We had a little problem in getting production signs. The traffic engineers had recommended using the right lane as the slip lane again during certain times. We tried to get it done by the end of March because we can still pour the concrete for the foundation. We have to have two big mast arms and there will be two signs, one way back before you get to the airport, which will say left-hand turn all the time. Right lane left hand turn will be lit at the off hours in the morning and then when people want to go home it will have straight arrow only and there will be plenty of warning before hand. I think that will relieve most of the congestion. My engineers are going to look at it after a few months of operation to make sure it works. If it doesn't work, we will have to do something extra to relieve the pressure but this is the first attempt to relieve that situation. The garage, as you know, the City won the court case. It did bring a delay of three months, but luckily we had preordered all of the long lead items. All of the double T's, the concrete supports, they are 60 tons each and about 60 feet long. All of those supports are being delivered now and we have gotten about 10 a day for the last week and a half so we have almost 100 of them sitting there. The steel will start being delivered around April 3. Those long lead items were actually ordered last October.

Alderman Rivard stated so we don't have a contract and we are going out to rebid and obviously the contractor isn't going to play a role in all of these things so the airport orders them and the contractor is going to install them as part of the bid.

Mr. Testa replied yes, the owner supplies the materials. We did the same thing with the original terminal building. We had a package for structure and steel.

Alderman Rivard asked so when they bid on construction of the garage, it will be whatever the figure is plus whatever you people have bought. How much money is involved in what you have bought?

Mr. Testa answered \$14 million worth of concrete and steel and the contract will be for about \$18 or \$19 million for the erection. We will combine those plus we did some soil stabilization. The soils in that part of the City are very unstable at 34 feet below level. The new BOCA codes in New Hampshire require that it is supposed to withstand an earthquake of 6.5 on the Richter scale so when we do that we check the soils and do core samples all the way down. For this garage, we

dug 3,000 holes so that was about \$1.3 million. Some foundations are beginning this week. The site is ready right now. We will finish by Thanksgiving.

Chairman Pariseau asked the garage will be done by Thanksgiving.

Mr. Testa answered you bet. It will be open for business by Thanksgiving. This project is needed and I want to give you a little background on the airport too. This project is really needed by Thanksgiving because of the pressure on parking spaces. This is a suburban airport. About 92% to 94% of the people who use the Manchester Airport bring their own cars. We are not an urban airport, where everybody is population dense and people take the subway, buses, etc. the limo service and shuttle service is gaining in popularity. Flight Line went from eight passengers a day to 100 passengers a day that they are bringing to Manchester. There are about 700 limousines that are registered to do business at the airport now. At one time we had 15.

Alderman Rivard asked you have to register a limo. I can't hire a limo?

Mr. Testa answered you can hire a limo to take you there but in order to sit out there and park for free, they have to register with the airport. It is a \$5 fee. They can drop you off, no problem. It is picking you up and making reservations because we provide free parking spaces and this way we can control the abilities of these people to come in. The appearance, the kinds of cars they run, we do our own inspections.

Alderman Rivard asked you charge a \$5 fee.

Mr. Testa answered \$10.

Alderman Rivard asked to do what.

Mr. Testa answered to register your car and get a sticker. There is a \$10 fee to park your car there for 20 minutes whenever you come up to do business, plus there is a \$1.25 fee every time you use the airport. That gives us some little problems at the airport. When I came in 1991, we had between 800 and 1,000 parking spaces at the airport. In 1994, we built a new terminal and we were up to 2,200 spaces. Today we have 5,700 parking spaces and two weeks ago we were within 200 of actually filling up everything and we are not even into the tough season yet. We are now in the process of putting a new overflow lot on the other side of the field on North River Road near where the old Lockheed Plant used to be. We are closing the taxiway and parking some cars out there, strictly temporary, 1,000 cars because we have to be ready for the April vacation season for kids and college students, the July and August vacation season and October

which is a very big business month. The parking consultant says we need 7,500 spaces now and 9,000 in a couple of years. The garage should take care of our immediate needs. It has 4,800 spaces. It is a six-level, huge building of about 1.3 billion square feet. It will be the largest garage in New England. We did it all by survey. We understand who wanted what where. We do lots of surveys at the airport, University of New Hampshire type things where we elicit opinions and stuff and we found the prices that people would be willing to pay for the garage and about 70% of them said that they would be willing to spend about \$14 and luckily that fits in with our plans because we are looking at \$12 or \$13 a day in the garage. The garage is going to have 4,000 public spaces and 600 to 800 spaces for the rental car companies. They will pay an amortized pro-rated share to help pay off the garage and it is a little bit more than the parking would pay only because they are going to be using it a lot more. This was all figured in in the bond. That garage will be open by Thanksgiving. We needed the site stabilization to be done and I think the garage could be done too. The site stabilization when they were doing the drilling and coring, they were working 20 hours a day and 16 hours a day on Saturdays to get it done early and I think we can do the same thing with the garage.

Chairman Pariseau stated I know that in Orlando when you go to rent a car you pay an airport tax and you also pay a city tax. Would the City be able to generate revenues from the car rentals?

Mr. Testa replied yes if all parking lots paid the same tax. You have to be very careful here. This is a very strange area of the law. Let me go back to something else before I talk about that. We are going to start a facility charge in June of \$1.25 per day per rental car because we are going to build a bridge across from the garage to the terminal building. That bridge will be about 560' long and it is really too long to walk in the snow, rain and cold weather, especially if you want people to use the garage. So we looked at the possibilities of a walkway. Now if you are going to have a walkway that long, you are going to have to have moving sidewalks. Well moving sidewalks are very expensive. We would need four sets and that would cost about \$3 million. There are only three companies that make them. When you add the \$3 million or \$4 million, the bridge itself has to be 22' wide and it is all going to be enclosed so that means it will have to have HVAC systems and life support systems. Once you are walking in there, we don't want people walking on bare concrete floors with bare concrete walls so what we are going to do is from the garage in the lobby, there will be three high speed elevators, there will be a glassed in lobby, there will be all the same finishes as in the terminal. So once you walk through those glass doors and go down in the elevator to the bridge, you will have all the same finishes. Same slate floors, same kinds of walls, same kinds of glass. It is going to be approximately \$6.5 or \$7 million with engineering estimates right now and I think that the rental car

companies wanted the moving sidewalks and are willing to pay for them. They said we could put a facility charge and we are going to do it. We are charging rental car companies 10% so one of the ways that we do not become a burden on the City taxpayers is we charge all of the people who work there a percentage of their income to help support the airport. Rental cars pay us some \$3 million a year right now and are about to pay us \$1 million more a year to pay for a bridge. That is \$4 million a year. I don't think there is a lot of room and I know that one of the Governor's plans is to extend the 8% Rooms & Meals tax to rental cars and probably 65% of the rental cars in the State come out of the Manchester Airport. I don't know whether that would stand because the Federal government says that all monies raised at an airport must be used on the airport for airport capital and operational expenses. So Orlando might have a city tax on the rental cars but I don't think it goes to the city. The rest outside of the airport probably goes to the city, but inside the airport it goes back to the airport. I have a new revenue diversion policy and I will give you a copy of it. It is really very strict. The Federal government has become very strict on diversion of airport revenues.

Soundproofing. We have already done some 380 homes. All of the people that have had their homes soundproofed, 90%-92% of them have filled out post airport surveys and are very satisfied or super satisfied with the results. We are now designing the next group. The next group is a little different because there are a lot of people we skipped who had two or three family homes because we said that we would do single family homes first. I think we have 15 more of those individual units to do and the rest are multiple units that we are going back to do. They are being designed now and if we get the go ahead from the FAA, we can they go out to Titus Avenue and up through Gold Street and some other areas in Ward 9. It will probably add another 200 or 300 homes.

Chairman Pariseau asked what is the status of funding.

Mr. Testa answered funding every year is a new challenge, but every year we get \$2.5 million and to tell you the truth, I remember when we first started this program in 1993 we did two schools and then we tried to do 100 or 110 homes in one year right through the winter time. This led to some complaints because you have no windows and it is 5 degrees outside and we learned that it is better to do quality rather than quantity. We do one group of 40 homes during the summer through November. The second group is being designed while the first group is being constructed and they don't get started until the spring and then they go through July. That is the cycle we are in and we feel that we do a good job. It is not 100%. Some people just don't like the idea and don't want anybody in their home. The cost is about \$20,000 to \$30,000 per home. We have to air condition them, tighten up all the doors and windows and replace all of the windows, which by the way are made right here in Manchester. Harvey Industries makes them. When Wylie Laboratories first started this project, we approached them and asked

them to talk to Harvey. Wylie Labs helped Harvey design the windows with the vinyl that would meet all of the specs of soundproofing and now they are nationally approved for this. In fact they have supplied windows for Cleveland, Ohio and other cities. Most people like their windows. We have been pretty much assured by the FAA that funding will be coming every year.

Chairman Pariseau asked there is some concern because Wylie was telling people that they haven't gotten any approvals yet.

Mr. Testa replied that is right. They haven't gotten approved yet. This is a fight going on in congress right now that has to do with lots of other things and I won't get into it technically but what they did was give them limited approval from October 1 until March 31 and only 40% of the appropriated monies and no noise funds until March 31. The money is there. They have been approved for expenditure but haven't been appropriated because they are stopping expenditures. The Senate passed a two-month extension. They are trying to work out a long-term bill and some Senators are working to take the trust fund right off the budget so we can spend all of the money every year. I feel very confident that it will continue. The two runways are on schedule. We have done part of 624 and very shortly now we will be starting up that other section and taking down that part of Harvey Road. If you looked there now, you will see that most of the bypass road has been done and South Willow has been widened in conjunction with the DOT. The DOT asked us to do some work for them. They contributed the money and paid for the engineering. That intersection had to be improved and upgraded in order to take cars. I forget how much money they contributed, but it is going pretty well. There is some taking that still has to be done and some people are debating whether or not the amount of money offered is there for temporary slopings and things like that. That is going out and the runway should be completed, at least the paving, by the end of this year. We can't use it all the time because it will have no instrumentation until next year. Next year the FAA will put in instrumentation for landing approach and then we can start 1735 and start the other runway. We have already started doing some of the work there. The brook has already been diverted. The fill has begun. We are going to raise that runway 53' off of Perimeter Road, which is actually 27' higher than the present runway. It has to go up because of the topography. The topography out there is a hill. We have to lift it up to be even and then more to get it up over the hill. That will take about three years to finish. Wiggins Airways just finished its \$6.5 million general aviation facility. It is open for business right now and probably one of the most modern, gorgeous facilities. We will be combining aviation awareness day with the State DOT. We haven't had one of those in Manchester for a long time. What we are going to do is invite all of the...there is an Aviation caucus in the State Legislature. We will invite the Town Council in Londonderry and the Aldermen here in Manchester, the elected officials, to see what aviation

does on the other side. We all know that you get in a plane, you fly and you buy a ticket. We all know that side of the terminal. On the other side, very few of us know how that part of the corporate world and general aviation world works so what we will probably do is he wants to have a grand opening and we want to have an aviation awareness day so we will probably split the cost and have a gala Saturday morning affair to help open that facility. It is probably the premiere facility in the Northeast. I haven't seen any that even come close to that. In fact, he mirrored the terminal building. If you go in there it has the same kind of floor tiles, the same colors, the same kind of glass railings, the same kind of panels on the outside, it is really nice. Corporate GA. We are in the process now of looking at the GA ramp so that we can redo it. We have some new hangars that are probably going to be built within this coming construction year. We will be redoing the GA ramp down at the south end of the field and the King property issue is still in court. I just wanted to give you the status of that without talking about it. It is in the hands of the attorneys. That is pretty much an update of what is going on at the airport. There are a lot of little projects that are going on like trying to add a lane here or a lane there. Access road is a DOT project, which is going forward by the way. You have probably seen things in the paper about a preferred alternative on their part. It is also our favorite entrance and what we have done is we have redesigned the entrance road from Brown Avenue and Alderman Rivard has seen the preliminary plans. They are not anything yet, but hopefully we are offering to the DOT to combine these two. You know Brown Avenue right now the entrance road is up here. That is not a good entrance. It has bad site distances. The present entrance road is very narrow. What we have decided to do is move the grand entrance to the airport south and get it out of the area of the runway. Now the south entrance will go up from Brown Avenue and it is mostly homes that we are buying because of the runway protection zone anyway and that will go up into the airport at a red light and that red light will then let you take a left into the airport and will connect with a new access road. The access road will come over the Merrimack and will go up into the airport and come to this red light and we can use this new entrance road as an entrance road to the airport, an entrance road into the industrial and cargo area and an entrance road onto the highway. That way, we don't have any intersections on Brown Avenue.

Chairman Pariseau asked how would that affect the Executive Court Club and the Highlander.

Mr. Testa answered it would be south of that. We have some effects on the whole road with the Highlander. I met with Peter of the Highlander yesterday and I think that it will have some beneficial effects on the Highlander. We are still involved in negotiations.

Alderman Rivard stated the original main entrance was going to be where the church is and a lot of people are wondering if it is still going to be there and you are saying it is not going to be there.

Mr. Testa replied no, it is going to be further south.

Alderman Rivard stated for whatever reasons it has been moved what, a quarter of a mile or a half of a mile south.

Mr. Testa replied probably about 2,000 feet.

Alderman Rivard stated if you go down Brown Avenue and then it goes off to the left and Hazelton goes to the right, it is after that and I know you tried to show it to me but you were not sure where it was going to be.

Mr. Testa replied we are not exactly sure where. We have an engineering drawing, which doesn't take into effect growth profile, slopes or anything else. At the end of the runway there is a runway protection zone and the river runs through here. This runway protection zone is a place where no human habitation should be and this Brown Avenue. Mr. Testa went on to draw plans a small map for the Aldermen to explain where the road will be.

Alderman Shea asked is there a road there now next to the Executive Health Club.

Mr. Testa answered no; they get in by using our road.

Alderman Shea asked there is no road over there. What about the road that goes by it?

Mr. Testa asked South River Road.

Alderman Shea answered yes, will that new entrance road connect with that.

Mr. Testa replied on this particular plan, we are looking to come in this way to the Highlander and Executive Health Club.

Alderman Pinard asked are you going to have a new fuel field out there.

Mr. Testa answered yes, that is going before the CIP committee at 6 PM. On the airport right now, we have 100,000 gallons. Stead Aviation, the old Stead Aviation had an old fuel farm. It has three above ground tanks here and a big fuel farm with all underground tanks. There is 100,000 gallons of fuel capacity in those tanks. right now, they are pumping about 80,000 gallons a day of fuel which

means that we have eight or ten tanker trucks coming in there a day to replenish. One day about three weeks ago, they pumped 105,000 gallons of fuel. There is not enough capacity at this airport. One bad weather day and everything stops. Now what Wiggins did was they built a new facility on this field and right here there is a piece in the master plan that has been designated as a place for a future fuel farm. That is a private piece of property that is right on the taxiway right across from the terminal building. That is what I am going to CIP for tonight. What happened is Wiggins has offered to build the fuel farm with their own money, about \$2 million. We buy the property then lease it back to them long-term for whatever the going rate is on the airport and then they will build a facility that will become ours. They have a lease on it for whatever the determined amount of years is. It might be 45 years or 20 years at a certain percentage rate. Now this new fuel farm will have 200,000 gallons capacity with an ability to go to 300,000 gallons by adding two more tanks. All above ground. The rule at the airport is no more underground tanks. We have problems and everybody has problems. I don't know how gas stations stay in business with all of the expenses they have to put up with but we decided back in 1992 that we wouldn't have anymore underground tanks.

Alderman Thibault asked even those new fiberglass tanks.

Mr. Testa answered yes, you have to pipe it and you have pressure tanking and fiberglass splits. It is one of those things where you really want some safety. All of the rental car places have above ground gas tanks. They come in a concrete bunker that sits on the ground and has a containment unit built in. It is an above ground tank. The three new tanks here that Wiggins has are all above tanks and they are on skids.

Alderman Thibault stated you would think that would be more dangerous if there was ever a plane crash.

Alderman Pinard asked are there any office buildings near where these tanks are going to be and what is going to be the effect on those businesses.

Mr. Testa answered no. There are three hexagonal shaped aircraft hangars there and a piece of empty land. The aircraft hangars we have already offered the people the appraised value and they have to have a check appraisal done. There is space right here and one of the owners is looking at a hangar here and another owner is looking at another hangar. We have to offer them space on the airport.

Alderman Pinard stated that one of the gentleman in the room owns an office building at Arrowhex and it is right there at those hangars.

Mr. Testa replied at the back end.

Alderman Pinard asked what will the impact be on him.

Mr. Testa answered there is fuel all over the airport. The fuel is not going to be kept near the office building. There is fuel all over the airport. We haven't talked about the office buildings because this is still part of a condominium association and all we want is the piece that has access to the airport. This building does not have access to the airport. There is fence line here that they cannot go through. They don't have access to the airport. I think that office building is currently leased to FedEx. It is not that the tanks are going to go but up against the building. Will there be tank trucks coming through here; absolutely, but there are trucks all over this place for FedEx. We can look into it.

Alderman Rivard stated there has been a lot of conversation about where we are and where we are going and you are not going to be here, right.

Mr. Testa replied right.

Alderman Rivard stated so someone is going to have to oversee this. Do we have a whole bunch of different people doing different things or is there going to be one person that is going to replace you. You are a unique individual. Manchester has a unique airport. I don't believe that every airport director has all of these construction projects going on.

Mr. Testa replied yes, it is different.

Alderman Rivard stated you and I are pretty good friends and you are a unique individual. You are an airport director, construction manager, soundproof expert, appraisal expert; you do all those things. You are also a lawyer. All I am saying is you have a whole bunch of things here that you do which is rather unique. You are not going to be here and there are a lot of things that need to be done and it is going to be interesting to see how these things go in the next couple of months.

Mr. Testa replied the City is in the process right now of putting an RFP out for a professional search for my replacement. I have five assistant directors and each has an area of responsibility that they really take care of with some direction of course. Engineering and planning, operations and facilities, property contracts management, administration and finance, and public relations and marketing. Brian will continue to be the spokesman for the airport and the guy who is out there in front. The administration guy will do the administration. I will make a recommendation to the Mayor by the end of this week of who I think should be the acting airport director while they find someone new.

Alderman Rivard asked so there is a plan to have an acting airport director to coordinate all of these things. This stuff is going to be ongoing for the next couple of years. It is a very unique deal. An airport director doesn't have to worry about an access road and soundproofing, etc.

Mr. Testa answered that is why I have good people working for me. I know enough about a few things to make me dangerous but I don't know enough to be an expert. I am sure that Manchester will get a really good person who will be knowledgeable enough in all of these areas or at least most of these areas. Manchester is unique and with all of these things going at the same time, you had to become immersed in it even if you didn't know it. We wanted to take care of the constituents with soundproofing, we wanted to rebuild the airport and time and circumstances forced us to redo the pavement because that was 60 year old pavement so all of these things came together at the same time. We have a good group of people working there now and there will be an acting director who will oversee everything until someone is found.

Alderman Rivard stated these are big shoes to fill and you have put your whole life into this thing. This is a challenge for whoever gets this job.

Mr. Testa replied the master plan that we all worked on together and that lots of people worked on for two and a half years has the detailed blueprint for everything I talked about and has the time-line and the financing and the financing might not be exact because it was done in 1995 but that blueprint is still in effect and it has all of the things. We will add and subtract little things here and there but that thing is in place. Everything that has to do with the master plan. You get what is called an Airport Layout Plan (ALP) that is approved by the Federal government and you can't do anything that is not on that plan. You can't find something new to do or not to do. We are committed to doing that plan.

Alderman Thibault stated I appreciate what Alderman Rivard just brought up about the different facets of this planning but evidently I really believe that you did have these things already. What we have to make sure is that we have the right person come in to tie these ends up.

Mr. Testa replied I think the Mayor will put together a panel to look out for the best interest of the City of Manchester. One more thing before I leave, the airport has grown in importance to the area economically. One of the things I think about is when I came on board there were 423 badges and now there are over 2,100 badges for people working at the airport who need access. 2,100 people. Do they all live in Manchester? No, but about 40% last time we looked lived in Manchester. The numbers of people coming in, the biggest increase in people

using the airport are people coming from Oklahoma, Texas and California using it as a point of destination. Those people are renting hotel rooms in Manchester and in the area. They are renting cars. They are buying food. They are spending significant amounts of money. Our latest numbers just came in and in 1997 we knew that all of those people from outside of the four-state area spent a total of \$87 million in the State of NH. That is from our own survey and that is plus or minus 3.5%. In 1998, because of the huge increase in people using us as a destination, that figure rose from \$87 million to \$231 million. We have just commissioned from Lee Fisher who has been a long time financial consultant to the airport; we have commissioned him to do another financial impact statement because it has become a real big financial impact on the area.

Chairman Pariseau stated Fred; we do want to thank you for your efforts.

Alderman Shea asked what about Federal involvement. Will you talk to the person who replaces you about the lobbying that you have to do?

Mr. Testa answered the Mayor of Philadelphia has already offered to Mayor Wieczorek my involvement in the interview panel if necessary and also offered for me to come back for a few days to sit with the new person and guide them through and put them on the right track and my telephone is only a few seconds away. We have all grown together with this airport and I would never abandon it or forget it.

Alderman Shea asked that is a really key component isn't it, the Federal monies.

Mr. Testa answered yes and they have come through for Manchester in a big way in the past. We have had tremendous relationships with the FAA and I can't emphasize it too much. The FAA has taken a special look at Manchester and treated it like its younger kid brother.

On motion of Alderman Rivard, duly seconded by Alderman Pinard, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee