

SPECIAL COMMITTEE ON AIRPORT ACTIVITIES

July 21, 2004

5:00 PM

Chairman DeVries called the meeting to order.

The Clerk called the roll.

Present: Aldermen DeVries, Porter and Garrity

Absent: Aldermen Gatsas and Thibault

Chairman DeVries address Item 3 of the agenda:

Updates to be provided by Kevin Dillon, Airport Director, as follows:

a) Capital Program/Project

Mr. Dillon stated right now the active projects that we have underway at the Airport are Brown Avenue, but even with that project, it's essentially completed at this point with the exception of some punch list items, some landscaping. We want to continue to work with the community adjacent to Brown Avenue on the landscaping to get their ideas of what they would like to see. So those are the two open items. Although there has been a new issue that was recently raised regarding the turning lane for the Riverlanding Condominium building and we are working on that and we think we've come up with some solutions so we'll be presenting to Riverlanding shortly. The other project that's underway at the Airport is the air traffic control tower. That is not a City project, it's actually the Federal Government that's building the tower. Next week though they're planning to bring in the crane to start actually raising the section of the tower so it will actually start to take shape and next week we're expecting that the actual construction of the building will be completed in March of 2005, but that it will not become operational for another year because they have to install all of the electronic equipment and test it. Some other projects though that we will be moving forward with shortly. First, we've made a selection of a vendor, it's called A-quest Company to provide odor control services for the detention pond that's associated with the deicing fluid. It's about a \$50,000 contract we'll be issuing. Essentially what they'll be doing is installing nozzles around the detention pond

and where water separators that spray an environmentally friendly chemical atomized over the pond. The system that's in place today down at EF Green, the airport down in Providence, we have gone down to observe it and we've gotten good reports from the airport that it works well. So we should have that up and running for this deicing season.

Chairman DeVries stated in the neighborhoods that have had issues with the odors in the past, thank you very much for getting that in place. You said again, that should be in place for when?

Mr. Dillon answered for this deicing season. So we should have it running by November. We're also in the midst of going forward with architectural selections for our future parking garage and terminal work. We do believe that we will be moving forward with some type of terminal expansion before the end of the year. Right now we're trying to determine exactly how many gates that should be. Really the decision is coming down to whether or not that should be one and a half gates or two and a half gates. When I say a half gate essentially what we're doing is just building out a section of the building for a ramp parking position. That's the half addition. But hopefully we'll be able to come to grips with that within the next month or so. We're working with the airlines right now to see what their future needs are. In terms of the parking lot. We do anticipate that we will be building a second parking garage at the Airport that would be built right behind the existing garage. That's why we would be taking on those architectural firms to take a look at that. We're also negotiating right now with the rental car companies to talk about their potential participation in the cost of that garage. Very similar to what we've done with the existing garage, the rental cars operate on the lower level of the garage, they paid for that entire level through what's call the CFC, customer facility charge, that's levied on each rental car day. We would look to extend that agreement to the second parking garage and potentially allow them to utilize one or two floors of the existing garage. Above those one or two floors, we would build the parking that we need on the Airport and we would look to build this structure in a modular fashion. As we need more parking at the Airport, we would just continue to add additional levels to the garage, so we think it's the most cost effective way of getting it done. But in the interim, there's no doubt that we need to continue to enhance the parking capacity at the Airport, so we will be moving forward with the surface lot, Brown Avenue behind the Taje Inn, the new hotel that's at the intersection of I293 and Brown Avenue, we just recently sent correspondents to the Planning Board indicating that we are going to move forward with that project. We have offered to brief the Planning Board if they feel it necessary as to what it is that we're going to be doing back there. But essentially we're going to pave the lot. It's going to give us somewhere between 600 to 700 parking spaces. It will be offered as a remote parking lot. People can park there at a reduced rate. We haven't set the parking rate yet, but it will

probably be somewhere between \$4.00 and \$5.00 to park there versus the \$8.00 on Airport, and it will work well for the Airport because it will give us the extra capacity and we think it's also a community enhancement. That level of traffic will not have to drive down Brown Avenue, and they'll be able to park in this lot and we'll be able to bus people back and forth to the Airport. We do anticipate undertaking that work in this construction season, so it will be completed before the end of the year. We're also finishing up the design of what's called the Woodlawn lot. That's a parking lot that we're going to build next to the Highlander Inn parking. The Airport owns a number of acres behind the Highlander. We believe that lot can provide about 1,400 surface parking spaces. We're wrapping up the design right now and we're anticipating that we'll also complete that lot during this construction season.

Chairman DeVries asked that's actually property located in Londonderry? If I recall?

Mr. Dillon replied that's in Londonderry.

Chairman DeVries asked the actual location of the second garage that you're thinking?

Mr. Dillon answered that will be positioned behind the existing parking garage. We probably will not be able to start actual construction work on that until the spring of 2006 because there is a property acquisition that's required. There is a long-term lease that's in place.

b) Airline Rates & Charges

Mr. Dillon stated just to advise you that we have adjusted the airline rates and charges. Each year under the airline agreement we go through a review of our cost structure at the Airport. The landing fee, which was \$1.71, will be staying at \$1.71. The non-signatory rate, those are airlines or aircraft that would come to the airport that do not have an ongoing agreement with the Airport, are always 25 percent higher than that, so that's at \$2.14. These numbers are based upon 1,000 pounds. The apron fee, that's the area outside the terminal building where the aircraft park, that rate is going from \$.83 cents per square foot to \$.68 cents per square foot and the building rate is going from \$61.00 a square foot to \$45.00 a square foot. Now that may sound like we're giving the airlines a great deal on these rates but in reality what has happened because of the expansion of these areas, the expansion of the building, the expansion of the apron area, we now have much more square footage, so our costs are spread over a much larger base. Therefore, per square foot rate dropped. The airlines actually pick up more square footage, but the per square foot rate dropped. If you look at the empirical billings

by airline, all of them are actually sustaining an increase for those functions, apron and buildings, but it's just the anomaly that occurs when you expand an airport terminal building. All of our rates and charges are set according to Federal regulation. We operate what's called the compensatory terminal on a residual airfield. Essentially what that means is in the terminal we take the risk that we only charge the airlines for what they actually use, the rest of the building we take the risk if there's a loss on that. The airfield is considered a residual where the airlines have to pay what our cost is. So if that rate, that \$1.71, does not cover our cost, we have the right to go back mid year and adjust that up and they have to pay accordingly.

- c) Residential Sound Insulation Program
 - i) retesting/timeline
 - ii) 65-60-dnl Status – Zoning Change Language

Mr. Dillon noted in terms of the sound insulation program, as I've told you before, there is about 1,400 homes that are eligible. To date we've completed 702.

Chairman DeVries asked this is under the existing program?

Mr. Dillon answered under the existing program. We will be going forward with group 19 for construction this September. That's approximately 44 homes and one church. Group 19 essentially will be the last group of homes that are fully within the contours. When we go with group 20, which would be the next group, we will start to advance into those homes that are located immediately adjacent to the contour but outside the contour. As you know, we approached the Federal Government and got the okay to soundproof a certain number of homes that were adjacent to homes that were located in the contour and the FAA allowed us to take a rational approach that we would stop on a particular street where the soundproofing would end based upon some natural barrier, like a cross street. So as we go into group 20, we will start reaching out now into those homes that are adjacent to the contour.

Chairman DeVries stated before you go there, if you could just tell me, is there a prioritization of the homes that you are going to do this? Under the same guidelines of the initial soundproofing?

Mr. Dillon answered yes, it is all based upon runway usage and the runway ends that get the higher use will get the priority.

Alderman Garrity asked Kevin do you have a map or an area where group 19 falls in and I just can get an idea. I know that sometimes you do bring a map.

Mr. Dillon answered I do have one copy.

Alderman Garrity asked is group 19 all in one area of the neighborhood?

Mr. Dillon answered no. What we're actually doing is trying to play catch up of certain areas. At the time we were doing a neighborhood, certain people weren't ready for the soundproofing at that time, so we're going back and catching up. Principally they are located off from the three runway ends. They are scattered throughout the City with the three runway ends that in the Manchester. All of the soundproofing in Londonderry has been completed. What you'll see on this map is different pin locations. Unfortunately you will not see 44 pins because sizing of the map some of the pins would be right on top of one another, but you can see where those pin locations are. That is predominantly where the soundproofing will take place in the next group.

Alderman Garrity asked do you have a listing of the homes that fall under group 19? If you don't have it tonight, that is fine, but just have it sent to me or something.

Mr. Dillon stated I believe I have that with me.

Alderman Garrity asked and group 20 is your next, you said?

Mr. Dillon answered yes. Group 20 we will be putting together and we will be progressing it to design work.

Alderman Garrity asked do you have a timeline when that's going to take place?

Mr. Dillon answered we would anticipate that this fall, while we're actually doing the construction, we're about to progress into the design, but a lot is certainly dependent on the Federal funding. Although we are receiving indications that we will be getting another Federal grant so it looks likely that we are about to progress into that. One thing that you should be aware of though, at the same time, we will be updating the noise contour for the Airport. That's a process that we started the past spring, we do expect to have the FAA approve new contours somewhere towards the end of September or October. Depending on how those noise contours come out actually could alter the scope of our soundproofing program. We are not anticipating that there will be growth in terms of the size of the contours and one of the things that we want to keep an eye on is that there have been some significant changes at airports across the country. The implementation of Stage 3 aircraft and the elimination of 727 aircraft, which has occurred very rapidly. That could dramatically impact what these contours look like. So we

have to keep that in mind that those will be coming out in September or October as well.

Chairman DeVries stated I'd like to back you up for a moment if I could. Because we were talking about the group 20 and beyond, which is going to be made up of a certain number of homes, your words, that were falling outside the original parameters of eligibility, but are taking it to the next logical break, landscaping, streetscape break. Do you have a list of those homes that you have determined are eligible to fall at some point into these next groups?

Mr. Dillon answered those homes have been identified. I don't have a list. I would have to get our contractor to actually put together a complete list of everything. But we have identified them on the noise contour maps. Anyone who is interested could certainly go to our office, which is next to the Post Office on Goffs Falls Road and certainly the staff would show you these maps and could actually pinpoint the particular homes that are eligible.

Chairman DeVries asked so there is no change in the group 20 and beyond projects from what has previously been identified and available at Wyle Labs for the last five or six years?

Mr. Dillon answered that's correct.

Chairman DeVries asked so homeowners that have been going to Wyle Labs questioning, have been given the appropriate answers that even that they will be eligible when the initial group is done and that has been said to them?

Mr. Dillon answered that's correct.

Chairman DeVries stated because in the past I think there's been some perception that if you were not within the contour, that you were going to have to wait for the next round of tests or a change in the contours for eligibility.

Mr. Dillon replied that's true to a certain extent except for these homes that are immediately adjacent that we got special permission for.

Alderman Garrity stated I'd love to see that and you said five or six years ago somebody went to Wyle Labs and put their name in, how about if somebody put their name in ten years ago or 11 years ago right when the airport was expanding. Should they go there and just get an update?

Mr. Dillon answered I would urge anyone who certainly is unsure of their status and feels they are impacted by noise to either stop by that Wyle office to get an update as to where things stand or contact us at the Airport 624-6539 and can ask for Mike Farren or myself. Anyone can certainly, and I would urge folks to do that.

Alderman Porter asked what if there was an empty lot in this area that was already soundproofed and a house is built, does the Building Department follow the permit to be soundproofed as they are building it?

Mr. Dillon answered yes. Today's zoning ordinance requires that new construction within those contours be different parameters that match the FAA soundproofing guidelines that exists within the 65 and higher and that does not exist the 65.

Chairman DeVries asked rental units, if I recall correctly there was a change in the way the Federal Government was allowing you to handle rentals or investment units, meaning that they were now eligible for soundproofing. Has the airport or has Wyle Labs automatically gone back to notify individuals that may have been told in the past because they were not owner occupied, they were not eligible and have they been picked up automatically?

Mr. Dillon answered we have not done that and rental units, non-owner occupied units, will still be done as the last units under the program.

Chairman DeVries asked isn't that the point that you're at now going into group 20?

Mr. Dillon answered well we still have quite a few that are identified as owner occupied before we would get to that, but absolutely we will make those eligible and we will try to reach out similar to what we've done in the past when we're prepared to go into a particular area to try to reach out as much as possible. But again, I would urge anyone that has any level of uncertainty, whether I'm eligible or not, to please contact us.

Chairman DeVries asked and the number units that you need to soundproof that are just outside the contours that are eligible? How many do you have left?

Mr. Dillon answered there are 1,400 home totally eligible. We've done 702, I'm going to estimate, I'm not going to be able to give you an exact figure, but I'm going to estimate is probably somewhere in the area of 400 to 500 homes.

Alderman Garrity stated earlier you stated it's based on runway usage. Now the north/south runway is used about 60 percent of the time? Is that right?

Mr. Dillon answered 65 percent.

Alderman Garrity stated and I'm looking at this listing and I see north of the runway Ward 9 specifically I see three homes. Is it because most of those homes have been done in the contour?

Mr. Dillon answered that's correct. Runway 17/35 had the initial priority before we ever went to the other.

Chairman DeVries asked did you tell us about retesting?

Mr. Dillon stated just to finish up on that. The retesting is underway right now. We do expect to have the draft of the first contours within the next couple of weeks. There is a whole process though that we need to go through with the FAA to get that approved, but as I said earlier, we are not expecting an increase growth of the contours based on what we can see.

Chairman DeVries stated then the status change.

Mr. Dillon replied as you know we've talked in the past about potentially bringing eligibility out from 65 to 60. The Airport has been working with two consultants on this to actually write language to present for a public hearing. We're essentially complete with that language. The noise piece is done at this point; we're now incorporating it into the changes that we need with runway surfaces as well as different height criteria. What we're anticipating is that within the next week or so we will get at least noise portion to the Planning Department so that they can react to it and provide their input. Shortly following that we will give the other areas, the surface criteria and height criteria and what we would like to do is to try to keep this on a schedule that it would go to a public hearing sometime the end of September the beginning of October timeframe. I think that would also coincide with the release of the new contours so folks could get a good understanding of where is the 60 dnl contours. I would probably ask that the public hearing for this be scheduled exclusively for the Airport because there will be a number of issues, not only the noise issue but some of these surface issues as well. We will be looking to more formalize the approval process that folks needs to go through when they construct different buildings, different height requirements and that the Airport is brought into that process and understand what is being built around the Airport. So there are number of different issues that we're going to be asking changes for within the zoning documents, so it is

something that I would ask you to consider potentially to schedule the Airport separate for a zoning hearing.

Chairman DeVries stated and maybe the City Clerk can assist us at this point in time, but this would be a recommendation that has to go from this committee back to the full Board to schedule the public hearing for the rezoning change, which is what this would effectively be, change in our zoning laws. And from there it would go for the public hearing and back to Bills on Second Reading? Would that be correct?

Alderman Garrity asked Kevin what kind of methods are you going to use to get out to the public from the 60 to 65 dnl status. Is it just going to be strictly a public hearing or are you going to use the local media?

Mr. Dillon answered I think it is very important to try to reach out because this is a very important issue, there are pros and cons with this issue and we certainly want to air it as completely as possible. So it would be impossible for us to mail an individual letter to the individuals that would fall into that area, but we will make quite an effort with public outreach to get to them.

Alderman Garrity stated I think that's important. I don't think the public hearing is going to swing it.

Chairman DeVries stated we probably also need to give some consideration as to where that public hearing would be held. I'm not sure that the chambers might be the appropriate venue. Maybe Memorial High School or someplace that would be more central to the majority of the homes that will become eligible. If I recall, that is quite a significant change in eligibility for soundproofing and could dramatically increase the areas that will become eligible for soundproofing. Even though they are determined eligible since this has been a soundproofing program that has been going on for close to a decade, putting you half way through initial eligibility to date. So even though they would become eligible at some point in time it is not envisioned that this is going to be an overnight that these homes are going to soundproofed, but it will allow them to know that at some point in the future, be it a decade from now or whenever, they will be eligible.

Mr. Dillon stated that's right, that's a very good point because that's part of the pro and con that while people can be made eligible, it may be years before we could ever get to soundproof their home and during that period they will live by zoning in an area that's been designated as noise impacted could potentially have an impact on property values. Those are the things that folks will have to learn.

Chairman DeVries stated and as you mentioned before, it certainly has an impact on new construction within those areas because they will have to construct anything new to the specifications for soundproofing from the day that this Ordinance is adopted forward.

Mr. Dillon replied that correct, but one of the things that we are finding with some of the initial review of this, is that in the 60 dnl today's energy code, following today's energy code, that your almost into compliance with the new construction that's required, so we're not too sure that even the impact on new construction would be as clear as we first envisioned a couple of years ago.

Chairman DeVries asked do you have any feedback from the surrounding towns that would also possibly entertain a change in their zoning laws to adopt...?

Mr. Dillon replied I think Londonderry is very interested in this and they've asked for a copy of whatever is provided in terms of proposed changes in the City. So they're very interested in that. We have not gotten as much interest from Bedford and Merrimack at this point.

Alderman Garrity stated just for my piece of mind. When it goes from 60 to 65 dnl, I would hope that we're going to work out to 61 – 62. We're not going to spot do it like some folks on the west side need it but what about the folks that are right on the borderline of 60.

Mr. Dillon replied when we go into a particular runway end area that's how we look at it. The other criteria first becomes runway usage, which end of the runway is being used the most, and then who is closest to that runway end that needs to be done. So that's how the priority works.

Alderman Garrity stated I thought it would work that way but I feel better now that I've asked the question.

Chairman DeVries stated the proposed language change for the zoning, is that something that you can forward to us as soon as you have the final round of feedback from the Planning Director, so we can see the language before it goes forward?

Mr. Dillon answered sure. Once we submit it to the Planning Department it becomes a public document as well.

d) Runway 6/24 Safety Area

Mr. Dillon stated I think as we've discussed in the past I've tried to explain this, what is called a runway safety overrun criteria. Any time a new runway in this country is built or if there is significant work done on an existing runway, an airport is asked to comply with what is called a runway safety overrun criteria. And what that means is the FAA is looking to get 1,000 foot of area off the end of each runway end in case of an undershoot or overshoot aircraft arrival or departure. We have asked the FAA for a waiver for this criteria. Certainly after 28 years in the business I fully believe that an aircraft that is loaded properly takes into consideration available runway length and does not need a runway safety end. However, the FAA has told us that they will not provide us with that waiver even though there are many, many airports in the country today that have waivers to the safety overrun criteria. LaGuardia Airport in New York, Logan Airport down in Boston, just to name two. But I think we've exhausted the discussion with the FAA on that point and we will not be getting this waiver, so the what we are faced with was to look at runway 6/24 to see if we could find an engineering solution to provide those runway safety overruns, and I should back up a minute and say, runway 17/35, our main runway, does have the safety overrun built in to the extension of that runway at the time, so that's already provided on runway 17/35. This is our secondary runway that we're talking about.

Chairman DeVries asked Kevin when you're showing this, just because there are individuals at home that probably could use some help with the orientation, if you could just reference some landmarks so they know which runway is 6/24, etc.

Mr. Dillon stated this is essentially Brown Avenue on this side, so this is runway 6/24 that's running to the northeast from the southwest, and this is our main runway, runway 17/35 that runs north and south, Manchester on the north end and Londonderry on the south end. South Willow Street being off the end of runway 6/24. We've taken a look at it and we've been working with a consultant over the past six months to try to find an engineering solution to this and we think we've come up with a preferred alternative. We're about ready to issue the first draft of the report to the FAA, however, we have been working very closely with the FAA and they are also on board with the preferred alternative at this point. What it calls for is on the runway 6 end, you actually place a retaining wall next to Airport Road, the existing Airport Road as you enter onto the Airport, and then backfill behind that retaining wall. That would add about 160 feet to that runway end. If you combine that with the existing runway safety overrun that already exists out there today, and we would have about 610 feet for runway 6 arrivals. It is not the complete 1,000 feet but 610 feet for an arrival on runway 6. On the runway 24 end, what we're proposing is that the runway would be extended out across South Willow Street, South Willow would compressed and put in an underpass

underneath the runway. The runway would essentially be extended out about 700 feet from the existing retaining wall at the end of the runway today. Now when I say the runway is extended, this is not extended for usable runway purposes. In fact a lot of the area most likely will be turf, it will not be actual pavement that will be brought out. Runway safety overruns can be turf; it just needs to be a flat area that aircraft can safely come to rest on. What we would do, because the thresholds are offset already today, and we have some flexibility now to move that threshold back a little bit, we can get 1,000 feet on the runway 6 end for a 24 departure. So meaning if there was an aborted takeoff on the runway 24 end, there would be now 1,000 feet provided. Also on the runway...

Chairman DeVries interjected if I could ask you to simplify that. If the plane is taking off to the west, there is 1,000 foot provided? Is that what you mean by a 24 departure?

Mr. Dillon answered that's correct. And for aircraft taking off to the east on runway 6, it would be the 1,000 feet because we would have built it in as part of the 700-foot extension. Aircraft landing to the west on runway 24 would also have the 1,000 feet because we built the extra 700 feet. So if you look at the landing and arrival configurations of runway 6/24, the only configuration where we would not provide the full 1,000 feet, is the runway 6 arrival. FAA has agreed that 610 feet would be acceptable and that's only for arrivals on runway 6. If there were to be an incident, statistics show that it's much more likely it would be an overrun incident versus an overshoot. The total cost of the project at this point is estimated at about \$24 million. The FAA agreed that they will provide us full grant funding, however, grant funding is only 75 percent of the project cost. The Airport would be picking up roughly \$6 million of the cost of this project. We've reached an understanding with the FAA that this project will not be undertaken until they are ready to provide that full funding. We're not too sure at this point when that would be, but I do anticipate that they will look to try to make this a priority within the next planning horizon which covers a five year period.

Chairman DeVries asked where you will have three of the runways that will have the adequate 1,000 foot and one that will be 610 feet, is that going to cause any sort of shift in the use of that particular 6/24 configuration. Today it is 35 percent of the traffic split equally if I understand, and that's an annual use, and it is dependent upon seasonal wind shifts. But do you determine that there will now be a preference for one direction that has the full 1,000-foot complement over the other?

Mr. Dillon answered no.

Chairman DeVries asked so that will stay the same based on the wind direction of the given day or the preference of the pilots?

Mr. Dillon answered that's correct.

Chairman DeVries stated you said that you really don't have a timeframe for when you might receive the funding from the Federal Government for this project? I recall from the last meeting, you were saying that you anticipate that whenever this is funded that it would take about a year to complete?

Mr. Dillon answered we haven't really fully engineered to that level of detail to understand. Keep in mind, this is fairly significant construction because what you first have to be doing is building a temporary roadway and divert the traffic on South Willow Street around the construction site. I'm talking about some significant fill and the depression of the roadway, so it is going to be an extended project but I can't really give you the exact timeframe. We don't have that much detail at this point.

Chairman DeVries asked when would you expect that you might get some feedback from the Federal Government for what fiscal year they might look for funding this?

Mr. Dillon answered I think as soon as this final report is issued and they've signed off on the report, I would anticipate that we would get some feedback, so I would think before the end of the year we will start to get a much better handle on when they would be prepared to fund this.

Chairman DeVries asked and this is part of the master plan that you are now operating under at the Airport? This is not a runway expansion above and beyond what was proposed back in 1995? That master plan?

Mr. Dillon answered no. This is not a runway expansion; it is solely a safety criteria that we're trying to adhere to. In fact, we really need to do this if we didn't get the waiver to actually adhere to the master plan. The master plan does call for the 65/35 percent split. If we do not have the ability to meet this criteria on runway 6/24, we are back into the same situation we were before we started the project. The majority of the traffic would have to be on runway 17/35.

Alderman Porter asked how much will that have to be built up to meet the level?

Mr. Dillon answered the runway certainly has to go out level. I'm not too sure I know that off the top of my head, but I'm anticipated that...today South Willow Street, the surface of South Willow Street versus the surface of the runway, there

is probably a 25 foot differential. So depending on the support structure of the design the runway is brought out will dictate how low you actually will have to go. The runway is 150 feet wide, and actually you need shoulder area to support that, so it is a significant amount of fill that would be brought in to deal with this with a significant support structure.

Alderman Garrity asked does the Airport own any property off from Kenberma Street and Devco Drive?

Mr. Dillon answered no.

There being no further business to come before the committee, on motion of Alderman Garrity, duly seconded by Alderman Porter, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee