

Record Group TC6/1995

Massachusetts Port Authority Public Hearing Files, 1970-1986

Draft Master Plan Hearing, 8 November 1973, Tape 1

00:00:00,080 --> 00:04:36,160

Edward King: Ladies and gentlemen, it's 9 o'clock. We'd like you to come up front; there appears to be a little bit of room here, if you wish, and we'll get started. Good morning, ladies and gentlemen. My name is Edward J. King, Executive Director of Massport. We have a form which we read before each meeting, so while I would rather talk directly to you, I think—in the interest of the record—it's better that I read. The purpose of this hearing is to give interested persons an opportunity to comment on the draft master plan study for Logan International Airport; this study was prepared by the Massachusetts Port Authority. Prior to the completion of this study, public meetings were held in surrounding communities to give local and interested citizenry an opportunity to place input into this study. Following the completion of the draft master plan meetings, similar ones to this meeting were held in the local communities—again, for the convenience of the citizenry. Upon completion of the public hearing process a subcommittee of our board will consider the input from these hearings and, with the staff, develop the final plan for board action. At the outset of the hearing Mr. Richard E. Mooney of Massport will present a summary description of the draft master plan study and the staff's view of the proposed plan's social, economical, and environmental impact. Notice of the hearing has been published in local newspapers and notices have been mailed to various public officials. As stated in the notice, copies of the draft master plan study have been available to any person at Massport, 470 Atlantic Avenue, and at the office of the airport manager at Logan International Airport. Before testimony begins, I will describe briefly the procedures for today's hearing. Every person who wishes to testify will be permitted to do so. If you wish to testify and have filled out one of the cards available in back of the room indicating that you wish to speak, you will be called on in turn. If you have not yet done so, please raise your hand and a card will be brought to you and collected. If you have any questions, you should also write them on the card; should a question occur to you during the course of the hearing even though you have already filled out a card, simply raise your hand and another card will be provided on which you may put your questions. Please put your name and address on the card with your question. During the course of the hearing I will read questions that have been presented. Representatives of the Authority will answer as many questions as they can during the hearing; others will be answered later, and a copy of the answer will be mailed individually to the questioner. All questions and answers will be made part of the formal record of this hearing. If you have a written statement, please present a copy to the stenographer when you come to speak, and the whole of your statement will be made part of the formal record. You may, if you wish, simply summarize your written statement orally. If you have other materials—such as exhibits—that you wish to have included in the formal record, you may submit them not later than 15 days—that is November 23<sup>rd</sup>—to Edward J. King, executive director, Massport 470 Atlantic Avenue, Boston, Mass 02210, and they will be included in the record. Such submissions may be made by any interested person whether or not that person participated in this hearing. Each oral presentation will be limited to 10 minutes or less in order to give everyone an opportunity to present his or her views. The time keeper will indicate when you have two minutes left by holding up a green card—timekeeper is

on our left—and when your 10 minutes has expired by holding up a red card. Should you need additional time, you may return to speak after everyone else has had 10 minutes and following the questions and answers. Those who have spoken on the same subject at any previous public meeting will not be recognized until all others have been heard. I will now call on Mr. Richard E. Mooney, our Director of Aviation, who will present a summary description of the draft master plan, after which we will move to the testimony of interested people. Mr. Mooney.

00:04:38,800 --> 00:19:01,440

Richard Mooney: Pardon me. As Mr. King has mentioned, we've gone through an extensive series of public hearings to date. We have, up to this point, participated in or held hearings on this subject 21 times. This is the 11th of a series of public hearings on the subject of the master plan; this plan has been developed by the Port Authority staff with a considerable amount of input by its consultants, and we believe that it is quite extensive, that it describes in considerable detail what the facilities are that we believe are appropriate for development at Logan to meet the needs, at least, of the near-term and mid-term future. Now, very generally speaking—broadly speaking, the Port Authority's objectives, obviously, are to develop Logan International Airport and meet the demand that is created by the community. So, in effect, we are meeting the demand by development of various facilities to provide the necessary capacity and to permit the efficient provision of air transportation services not only to the greater Boston area but the entire state and, of course, New England. Now, in doing this, we want to do it in a manner that is safe; we feel that safety is a number one priority in the development of Logan. Also, in undertaking the improvements and operating the airport we want to do it with the least possible adverse environmental impact on the community surrounding Logan. We believe that the improvements that are shown on the master plan, in fact, not only are not adverse but, in effect, will result in improvements to the environment as contrasted with a do-nothing approach. Now, this, on occasion, has been contested because we recognize that more activity in some instances does, of course, bring more airplanes, more automobiles, and so forth, but the fact is that we anticipate that Logan will continue in operation and that if, for instance, certain improvements are not made, that that's not going to cut off the demand for the services. The airplanes will still come. The passengers will come. The automobiles will come, and we would like to have them accommodated in the most convenient manner possible with—as I said before—the least adverse environmental impact. Another very important factor is the economy of the Boston region. Without going into detail, I think it's quite self-evident that the economy is largely dependent upon an efficient air transportation service serving the area. We have been contacted—we are quite familiar with the many businesses and the great deal of activity that is carried out at Logan and the effect that this has and the place that it plays in the life and the business operation of the citizens of the Boston area. I'd like to very briefly describe the master plan. If we could have the first slide? This is the master plan as approved by the Port Authority and was, actually, thereafter approved by the Federal Aviation Administration. The green areas are shown on the plan and represent the areas that would have been filled for primarily development of runways and air cargo and hangar facilities at Logan. We—as most of you probably know—received quite a lot of opposition to several projects, in particular the parallel runway 1533. On March 1 of this year the Port Authority, based upon further studies, elected to remove the controversial parallel runway 1533 from the plan. Now, hopefully this

runway will not be needed in the future if there are certain things that can act to divert traffic, but we're not sure that it can be accomplished. We're not absolutely sure that the runway will be needed; we do know that based upon the projections of our consultants that during the period between 1980 and 1985 that, if the traffic increases as projected and if there is no high-speed rail or other means of transportation—primarily surface transportation—to divert this traffic, that, in fact, it will be necessary to take a look at this once again and make the determination as to whether or not we have planned adequately at this point in time. I'd like to then show the next slide, which demonstrates the areas that have been deleted from the plan as approved by the Federal Aviation Administration. These are best illustrated by the areas shown in red. Now, specifically it is the elimination of the parallel runway 1533, the extension of runway 27, the construction of a new parallel runway 927, and certain fill areas which would expand the Bird Island Flats area and would be related to the parallel 1533 runway. So where does that leave us today? I'd like to move on to the next slide, please. Now, we have completed substantial projects at Logan—particularly from the time since 1964—and the majority of this work has been accomplished by the Port Authority since its creation. The runway work, however, was done—essentially, the major aspects of it were done, actually, before the Port Authority assumed the responsibility. We have completed, of course, facilities such as the International Terminals as we know it today, the North Terminal, the Southwest Terminal—more commonly referred to as the Eastern Terminal. There have been extensive hangar developments, cargo facility developments, parking facilities, and so forth. We think that a very significant step has been made toward meeting the demand of this community. Under construction now we have some very significant improvements: the new International Terminal is scheduled for completion next spring. The new South Terminal is under construction; this will take approximately an additional two and a half to three years. We have completed the fill of the Bird Island Flats area; this will soon be available for development of air cargo terminals and, if need be, hanger facilities. Also, we have completed the fill for construction of an extension to runway 9, runway 4-Left, and a short runway approximately parallel to runway 1533, which would accommodate primarily commuter type of aircraft, general aviation, and ultimately, STOL aircraft if developed and used in commercial service. The principal projects and ones that are now under consideration—going through an environmental analysis and thorough review by the federal government—are the extensions to the 2 runways that I just mentioned and the short parallel runway. The Federal Aviation Administration has completed the first phase of its environmental impact statement, and it's out for consideration. We would hope that it would be possible to actually undertake the paving of these projects beginning next year; the most substantial part of these projects has been completed—as I mentioned—which is involved in the diking and fill of the areas prior to the construction of the pavement. The Bird Island Flats area—I mentioned we feel that this will be quite significant to accommodate the anticipated significant increases in air cargo. As far as passengers are concerned, as most of you may know, we handled approximately 11 million passengers last year; we anticipate these passengers to increase. The rate of increase in the aircraft operations will not be as great as it has been in the past by virtue of the new aircraft that are, of course, larger; they have greater passenger capacity. So the combination of this, together with the improved engines on these aircraft, will make it possible to carry more passengers, more cargo, with less adverse environmental impact. All of you are, of course, very much aware of the present energy crisis, and there has been

conversation about the fact that, well—are these facilities needed in view of the fact that the airlines are going to more consolidation of schedules and so forth? At the rate of increase, these facilities will be needed. They are minimal as far as meeting the future demands of the Boston community are concerned, so that, although there will be undoubtedly a small reduction in the rate of increase, nevertheless we do anticipate an increase and the most that can be said is that it will prolong the life of the facilities that we're planning. It will not eliminate the need. Now, just to speak for a moment on possibly the most controversial projects: the runway extensions. These are very important from a safety standpoint, and we believe that they are environmentally better for the community. Now, by extending the runway 9 in particular, it makes it possible to have the aircraft take off quicker and be at a higher altitude when passing over the Point Shirley area of Winthrop so that this will be—we think—an environmental plus. Obviously the safety is a major factor; we're not saying that the runway is not safe, today, but in fact, it will be safer with this extension. The same thing is true with runway 4-Left; it will be a safety improvement for aircraft taking off from runway 22-Right. The short parallel runway will provide some added capacity. We think that it can be done and operated without adverse environmental impact upon, primarily, the East Boston area. It will offer the opportunity to place the small aircraft on a runway which is substantially separated from the longer runway where the large aircraft are taking off. This is important to avoid the impact of wake turbulence, which can cause fatal accidents, and obviously this is a major objective. So that, in summary, we think that we have a plan that is reasonable, that takes care of the future requirements for air transportation, at least for the near-term future. We think that it will result in minimal environmental impact. We think that it's extremely important for the safe and efficient transport of passengers and cargo, and we think that it's extremely important to, hopefully, the further revival of the economy of the Boston area. Thank you.

00:19:03,840 --> 00:20:07,840

Edward King: All right. Thank you very much, Mr. Mooney. Now we will have those interested in speaking start. The speakers will stand on this spot and use that microphone, so I'll read off the first few in the order that we have. It may be helpful if they would come forward. First we'll have Mr. A. Oakley Brooks. Second will be Mr. C. Vincent Vappy, then Mr. Calvin Brantley, Allen F. Hardy, B. J. Conte, and Mark Kaplan. So, if Mr. Brooks is ready, we would be pleased to have him come forth and hear him. Is Mr. Brook still here? If not, Mr. Vappy may come right up. Right there is your microphone. Right there. Is that comfortable at all?

00:20:19,440 --> 00:26:41,120

C. Vincent Vappy: Thank you, Mr. King. Mr. Chairman, members of the Massachusetts Port Authority. I'm C. Vincent Vappy, currently serving as President of the Greater Boston Chamber of Commerce. I appear here today to present the views of our organization on the draft master plan study for Logan Airport, and incidentally, I'm reading a statement—Mr. Shinard from the Chamber has many copies of them in case you want to save the trouble of making notes, you're welcome to have a copy. I'd like to say at the outset that we truly appreciate this opportunity to participate in the planning and shaping of Logan Airport's future development. We have stated time and time again that Logan Airport plays an immensely important role in the functioning of our regional and state economies, and its interrelationship with the growth industries of

Massachusetts portends an even more critical role in future economic development. It is no accident that Logan Airport has become the region's single most important transportation facility. Logan is ideally suited to satisfy the prime requirement of the area's nationally and internationally oriented business, technological, and medical facilities; that is to say the need for optimum mobility. Today only aviation can offer this quick, efficient movement of people and goods. For this reason, the Chamber takes the logical view that the Massachusetts Port Authority and the Commonwealth of Massachusetts must provide adequate airport facilities and air service if we are to sustain our present economic activity and grow with the rest of the nation. With this as background, the Greater Boston Chamber of Commerce would like to record its support for the improvements outlined in the draft master plan and to note, as well, our agreement with many of the Authority's policy positions which are relevant to the existing and future use of airport facilities. Specifically, the Chamber agrees with the proposals to extend runways 9 and 4-L and construct a new general aviation runway 1533 as a means of providing Logan Airport with greater operational flexibility and capacity and increasing the margin of safety for aircraft operations. We see no alternatives to this modest improvement to Logan's airfield system, and projection of air traffic demand in the next several years would appear to offer substantial reason for going forward with these projects. Moreover, such improvements are logical and consistent with the Authority's efforts in the last several years to dramatically upgrade and expand cargo and passenger handling facilities. We believe further that such improvements will have a positive impact on environmental considerations. Our understanding is that these airfield improvements will meet air traffic demands through 1978-1980 period and avoid severe levels of congestion and delay. We recognize as well that too many imponderables and uncertainties exist to project facility development beyond this time frame; however, we would urge the Massachusetts Port Authority, as part of its continuing planning process, to consider additional airfield improvements which would improve Logan's operating capability and margin of safety. In a brief analysis conducted by our organization a few years ago in which Logan's airfield system was compared with those of other national and international airports, Logan Airport appeared to stand in a somewhat marginal position by several indices of operational capability including instrument landing system runway length, category 2—or all weather capability, absolute runway use restrictions, displaced thresholds, and intersecting parallels. While none of these deficiencies in the airfield system currently pose any serious operational or safety problems, future traffic demands could place Logan at some disadvantage if our airfield system is not kept at its optimal level of operational capability and safety. The Chamber believes that Logan Airport should remain competitive with other major air centers with respect to its airfields facilities. As stated earlier, the Chamber has no difficulty with the listing of policy positions considered relevant to this draft master plan regarding airfield use, noise abatement, community assistance, and monitoring in support of alternative modes to meet future air transportation requirements of the Boston area. These positions would appear to reflect the best possible balancing of airport improvements and community impacts and, concerns aside, from the priority improvements of Logan's airfield. The Chamber would like to emphasize the importance to improving ground transportation to and from Logan Airport; clearly, access to Logan during peak commutation hours is now a difficult and time-consuming experience for most air travelers and projected increases in travel to the airport can only lead to further congestion and delay. While public ground transportation is not the primary

responsibility of the Massachusetts Port Authority, your cooperation with appropriate state agencies and sense of priority in achieving such improvements is critical. The Chamber has taken note of the fact that the Port Authority presently endorses the concept of a third Harbor Tunnel crossing; we believe, as well, that such a facility is necessary to improve access to Logan as well as to provide important relief to a badly congested Central Artery. Whether this facility should be general purpose or special purpose in design, as well as its proposed alignment, is now being reviewed by the Chamber. Further marketing studies are necessary to make a proper determination of this question. It is our hope that an acceptable route and design can be developed in the very near future to deal with our ground transportation problems. In summary, the Greater Boston Chamber of Commerce believes that the ultimate master plan for Logan Airport should reflect its high priorities: the improvement of the airfield system to its optimal level of operation, capability, and safety, and a commitment to improve ground transportation to Logan Airport. This kind of master plan would make possible the level of air transportation service essential to a sound economy, and meet the needs of a traveling public. The Chamber pledges its continued support and cooperation in meeting these objectives. Thank you.

00:26:37,440 --> 00:27:15,919

Edward King: Right. I've moved over here, Mr. Vappy. Thank you. That's a very comprehensive statement, and we recognize some of the questions that you have put forth. We'll certainly review your statement with interest and thank you for your continued support. I think it's now appropriate to welcome our just arrived Vice Chairman from Worcester, Mr. Edward C. Maher and Tony Defalco, a member of the Authority, who arrived just a few minutes before him. Mr. Brantley, please. Following Mr. Brantley will be Mr. Hardy of San-Vel.

00:27:19,039 --> 00:29:32,720

Calvin Brantley: Mr. Chairman, I am Calvin Brantley, a Vice President of New England Nuclear Corporation at 575 Albany Street. I represent a very unique industry for the Boston area. We are producers of materials called radio pharmaceuticals which are used every year on approximately 8 million American hospital patients to diagnose for cancer and various similar diseases. My company represents approximately 1/3 of the radio pharmaceuticals produced in the United States; they're all shipped from Boston by aircraft. While I listed on my card that I was opposed to the plan, that isn't really true. What I'm really wanting to make a plea for is a cargo system and a freight system that is not restricted in the evenings, particularly late hours. The materials we produce must be shipped from Boston to arrive at any point in the United States within approximately 24 hours. We, therefore, depend upon getting our materials out of this city late at night and quite early in the morning. We already operate under fairly stringent safety rules from the Federal Aviation Administration, which has, within the last month, made it impossible to ship all our products from Boston; as it now stands, we must take materials to LaGuardia Airport. We must move them by truck in order to get them out of here, so I hope that in any plans that the Mass Port Authority develops for improving the airport—Logan Airport particularly—that you recognize that there is an industry in Boston that does require late evening and all night and early morning freight shipments. We're already restricted, and we would like to keep them improving and still better. Thank you, Mr. King.

00:29:30,799 --> 00:29:43,039

Edward King: Thank you very much, Mr. Brantley. The Authority has never endorsed a curfew although it is very mindful of its neighbors, and we appreciate the thoughts which you expressed. Mr. Hardy, please.

00:29:45,520 --> 00:31:35,919

Alan Hardy: Mr. King and gentlemen, my name is Alan Hardy. I am Administrative Vice President of the San-Vel Concrete Corporation. San-Vel Concrete Corporation is a Massachusetts company with over 600 employees, assets of about 30 million dollars, and annual sales of 20 million dollars. In conducting our business, we regularly have great need for the facilities of Logan International Airport, both for transportation and personnel and air freight. San-Vel, therefore, has a personal interest in the development and improvement of Logan. Further than that—and my real reason for being here—is merely to express the support of San-Vel and its employees and officers for the airport as described by the master plan. Further than that, we are strongly of the opinion that the airport is essential to the economic well-being of Boston and Massachusetts in which we all have a stake. We foresee a dramatic increase in demand for air transportation over the next several years and feel that the Logan facilities—which are taxed to near capacity today—should certainly be expanded to meet this predictable increase in usage; however, the facilities must be expanded carefully and thoughtfully, taking into account not only the air service needs but also the requirements of safety, noise, air pollution, economy, ground transportation, and the needs of the local communities. We have reviewed the draft master plan of the Massachusetts Port Authority, and as we understand it, feel that it will accomplish these objectives. Certainly, whether or not the proposed plans are implemented, the expanded use of air service will come. Massachusetts should be ready for its impact. For these reasons, San-Vel strongly endorses the draft master plan of the Massachusetts Port Authority. Thank you.

00:31:33,440 --> 00:31:47,840

Edward King: Thank you, Mr. Hardy. Our next speaker is Mr. B. J. Conte, Mass Management Corporation. He'll be followed by Mr. Stone of Ipswich, Mass.

00:31:57,919 --> 00:32:44,399

B. J. Conte: Thank you, Mr. King and members of the Mass Port Authority and ladies and gentlemen. I'd just like to make a few brief remarks as the Chief Administrative Assistant to Mass Management Corporation. Here in Massachusetts we have two very extensive projects going on: one in the re-birth of the town of Hull and another in the city of Chelsea. It involves the environmental protection of the air flight path of the big jets coming over, and we're very interested in what's happening at Logan, and I'd like to express my sincere congratulations and hope of a tremendous new program of improving the airport. Thank you very much.

00:32:41,279 --> 00:32:59,360

Edward King: Thank you. Mr. Stone— or Mr. Conte. Mr. Stone, please. After Mr. Stone we'll have Mr. H. B. Patterson of American Airlines and then John R. Hennigan of Jamaica Plain and T. C. Reed of Belmont. If they wish to come closer?

00:33:00,480 --> 00:33:22,799

Mr. Stone: Mr. King, I do not have any statement to make. I filled out the card at the request of your staff people, principally, to record my presence here. I do have a question, however. I would appreciate it if you would explain how—and to what extent—you publicized this hearing.

00:33:21,200 -->

Edward King: Well, this hearing was advertised in the two major newspapers in Boston plus a lot of the surrounding community newspapers. We mailed letters to a lot of interested people: chambers of commerce, associated industries, and others of that nature. We contacted airlines ATA, ALPA, and organizations of that sort.

00:33:43,679 --> 00:34:37,760

Mr. Stone: Could you identify the local newspapers?

Edward King: Yes, it was in the *Boston Globe* and the *Herald American*, in the Revere paper—I'm quite sure—Winthrop, Chelsea. I don't know exactly how far out; I'm sure we could obtain that information for you.

Mr. Stone: [inaudible]

Edward King: Well I think that that's a an observation which has some merit, but the notice did state 9 a.m. to 6 p.m. and, from some of the information we've had via letter and phone call, a lot of the gentlemen have indicated that at 1 o'clock or 3 o'clock and one as late as 4 would be here, and I'm sure that through the day they'll be coming in and out.

Mr. Stone: All right. Thank you.

Edward King: You're welcome. Mr. Patterson of American, and he's going to be followed by Mr. John R. Hennigan, Mr. T. C. Reed, and then Mr. Zio.

00:34:44,639 --> 00:35:00,960

Harry Patterson: I'm Harry Patterson of American Airlines and also the Chairman of the Airline Committee for Boston. I'm just here to endorse the master plan and stand by for any further questions that may come along. Thank you.

00:34:59,359 --> 00:35:31,839

Edward King: Thank you, Mr. Patterson, for coming from New York. Mr. Hennigan. Mr. Hennigan may not be here or may not wish to speak. Mr. T. C. Reed, Belmont, Mass.

Audience Member: I'm here strictly as an observer. I have no comments.

Edward King: Thank you. Mr. Frank Zio, Public Affairs Management Consultant in Boston and, of course, better known as the Executive Vice President of the Mass Taxpayers Foundation in a year or two gone by.

00:35:37,200 --> 00:40:39,839

Frank Zio: My name is Frank Zio. Public affairs consultant, immediate past president of the Rotary Club of Boston, and formerly, Executive Vice President of the Massachusetts Taxpayers Foundation which has had a long-standing interest in Logan International Airport. I'm happy to appear here today as a citizen in support of the draft of the master plan study. It has been my

privilege over the last 28 years to spend thousands of hours in connection with the finances, management, and development of Logan International Airport. Excuse me. In the late 40s—in my capacity as Technical Director of the Massachusetts Taxpayers Foundation—I directed an 8,000 hour study of state-owned airports, which was designed to improve the finances, management, and development of Logan and Bedford airports and to separate them—to some extent—from the political environment by the creation of the unpaid state airport management board. For several years I was privileged to serve as unpaid Secretary of the Board which consisted of business and professional leaders. Then, in the 50s under the chairmanship of the honorable John A. Volpe, I served as a member of the Governor Herter's Revenue Authority Advisory Committee and later as a member of Senator Stone's special commission on the Massachusetts Port Authority. Both groups recommended the establishment of the self-sustaining Public Revenue Bond Authority and recommended that Massport have special powers to develop Logan and other facilities. The Massport Enabling Act is substantially recommended by the special commission. Looking back over the years, there are several important considerations relative to today's hearing. First: from the time of the state takeover of Logan International Airport from the city of Boston, the Massachusetts legislature made a policy decision to develop Logan Airport and later to develop it as an international airport; the legislature has maintained this position over the years. Secondly: it was a policy decision of the Massachusetts legislature to create—after considerable study—the Massachusetts Port Authority, vesting in it—among other things—the powers for the management, financing, and development of Logan International Airport. A third consideration is that there must be a continuing, orderly development of Logan Airport or it will not survive as an international airport and as the major gateway for New England to the country and to the world and for the millions of passengers and the thousands of tons of air cargo, thus the need for the master plan. I would like to commend the Massport Authority for preparing this draft of the master plan study dated June 1973. This document provides local, state, and federal officials, concerned citizens, and taxpayers an opportunity to review what Massport had in mind in the further development of the Logan International Airport. The master plan study provides for orderly development. Others more qualified than I have commented on this plan; I do not intend to comment on the details. What I would like to stress, however, is that it is imperative that development continue. Only by continued development will Logan remain a leading international airport. I concur and support in the statement made on page 241 of the draft master plan study which states, "Analysis of the preceding broad alternatives to facility development at Logan alone indicates clearly that near the mid-term, air transportation demands generated by the Boston area can realistically be met only through facility developments at Logan and that alternative developments elsewhere to meet those demands are not viable options." I want to commend the Authority for making the master plan study available and to congratulate the board and its dedicated executive director and the staff on this study and for the excellent performance of Massport over the years. The citizens, taxpayers, and the business community are indeed grateful.

00:40:40,960 --> 00:42:03,839

Edward King: Thank you, Mr. Zio. Our next speakers will be Mr. William Sheehan, Alan Hansen, Stephen Powers, and while we're waiting, I'll read two or three short letters into the record, but Mr. Sheehan may come forth, certainly.

[letter read into the record]

"The Flying Tiger Line has reviewed the Massport master plan for Logan Airport at both local and national levels. We subscribe to the goals put forward on that plan and will continue to cooperate toward their achievement. J. J. Tufts, General Manager, Northeast"

"Your draft master plan cannot have been completed at a better time. The need for economic planning now proves more important than ever, especially with the energy crisis. It is not often that the general public has an opportunity to commend those with the foresight and planning aptitude which makes our lives easier to lead. The close proximity of the airport to Boston along with the ability to reach other major parts of the world certainly enhances Boston and accordingly, New England's ability to do international business. Sincerely yours, Kidder, Peabody, and Company."

Is Mr. Sheehan present? All right. Following Mr. Sheehan we had Mr. Hansen of Maynard, Mass. No? They're all recorded in favor as I understand; Mr. Sheehan is not. He's undecided at the moment. Stephen J. Powers?

00:42:07,920 --> 00:42:22,240

Stephen Powers: Mr. King, I'm here strictly as an observer for the Merrill Lynch who, in the past, has been managing underwriter for the Mass Port Authority.

Edward King: Thank you very much. Mr. Steven Bernard—would it be? 106 East Brookline Street, Boston. James Cologero, *Airport Journal*, please.

00:42:28,560 --> 00:44:13,520

James Cologero: I have a very brief statement, but it's in two parts. Firstly: I come to echo the sentiments of Parker V. Ward who was Vice President, General Manager for Van Dusen in New England. He'd be here himself today, except he's being named by the Board of Directors as a Corporate Vice President for airport operations throughout the world for Van Dusen, of course, but he asked me to express his sentiments in that he has read carefully this drafted master plan, and he is in total accord with the objects and the way you wish to go about them, and he asked please, to count on his total cooperation, not only his personal, total cooperation, but that of Van Dusen locally in New England and Van Dusen worldwide. Van Dusen, as one of the oldest tenants at the airport as you know it, began there in 1928 with two employees and a hand pump, and a fiscal 1973 pumped 36 million gallons of gasoline. As for myself and the *Airport Journal*, I, too, have read thoroughly the draft master plan study, and I wish to compliment you for coming up with a plan that hopes to cope with increased passenger travel and air cargo movement and do it all without encroaching on the neighborhoods—physically at least. To be able to do it with two extended runways, a new general aviation STOL take off runway, some outer taxiways, and a cluster of cargo buildings without tearing down or having a bulldozer run rampant is most commendable. Thank you very much.

00:44:10,720 --> 00:44:42,880

Edward King: Yeah. Thank you, Mr. Cologero. Arthur J. Fournier, Winthrop, Mass.

Arthur Fournier: I'll pass for now.

Edward King: Is Efren Catlin back? Mr. Catlin, please.

Efren Catlin: Pretty quick service here; I put my head in the door, and you grab me.

Edward King: We aim to please.

00:44:41,200 --> 00:47:07,040

Efren Catlin: My name is Efren Catlin. I'm Executive Vice President of the First National Bank, and I just wanted to record my own feelings and the bank's on this matter. I have been associated with the Port for some 30 years, and at least to the extent that I was very active and we were, in the bank, in creating the Port Authority—or rather urging its creation—and I might say, Mr. King, that the contrast between the present administration and the one who was under state control was positively startling. I think the Port—the activities were about a third of what they are now, and they had about three times as many people working for it. And we feel that it has been recognizing the community problems that any large and necessarily noisy installation has. Why, we'd like to be recorded that we think that it is of tremendous importance—probably the most important economic factor in the Boston area. We're pretty much the largest bank around here. We're in contact with probably most of major businesses and the little ones, too, and we're in constant series of negotiations going on trying to get people to come here and trying to persuade people not to leave. I'm afraid they're more of the former rather than the latter, but in any case, you can get no discussion with any firm who is thinking, coming or going, without finding yourself immediately talking about the Port and particularly the airport. I don't think there's any question that most of the firms that I've known about who have come here recently, this has been probably one of the two major reasons. The other being availability of skilled help. I think it's absolutely essential that the Port continue to develop. We think the management of it is excellent, and we hope that they'll be able to carry out their plans to meet the expected future demand for air travel in this area. And, I might add, also we hope they can do it with minimum disruption to the neighborhood. Thank you.

00:47:05,520 --> 00:49:17,839

Edward King: Thank you very much, Mr. Catlin. We appreciate your coming over. I have two more letters that I've been asked to read in the record. This first one is from James M. Gavin, Chairman of the Board of Arthur D. Little Company.

[letter read into the record]

"Thank you for your November 1 letter inviting me to attend the November 8 public hearing on the recently completed draft master plan study for Logan International Airport. While my schedule unfortunately does not permit my attending the hearing, I am responding to your invitation to provide a written statement which you may, if you wish, read at the hearing, Arthur D. Little is a major user of Logan International Airport. Mr. William Salt of our travel office informs me that our staff make more than 1,000 air trips from Logan each month at a cost of over 2 million dollars per year. Both our travel office personnel and our professional staff appreciate what Massport has accomplished at Logan. Despite the rapidly rising volume of traffic, the facilities and service provided have more than kept pace, and in our view as users, Logan is far more effective and convenient airport than it was 10 years ago. In addition to the conveniences provided for domestic flights, we are also aware of a relatively high degree of

convenience in handling international traffic, and we appreciate the fact that Logan has been able to avoid the kinds of difficulties and delays experienced at some other international airports. Arthur D. Little encourages Massport's continued support of public transportation in respect to airport usage, and we are dedicated to its increased use. Sincerely yours, James M. Gavin."

A shorter letter from Bernard Singer of Brookline.

[letter read into the record]

"I would like to express my support for the continued development of Logan International Airport. It has been my observation that Boston and all of eastern Massachusetts has benefited from the influence of Logan. The continued development of such a well-located facility is vital to the economics of the area."

Our next speaker, if you will, is Mr. Walt Ryan. Maybe a little ahead of schedule, but we'd appreciate it if he could speak.

00:49:18,319 --> 00:55:40,240

Walt Ryan: Thank you, Mr. King, for that somewhat premature introduction. I was sitting there somewhat bemused by the fact that on hearings of this type I'm accustomed to getting up before a somewhat volatile and hostile audience, so that I feel—I guess—somewhat ill at ease, but notwithstanding such a handicap, I would like to record the position of my local union—Local 4 of the Operating Engineers—as in favor of the draft master plan. And as Chairman of the State AFL-CIO's Committee on Transportation, to record that organization as being in favor of the draft master plan. I think it is vital to the welfare of working people in Massachusetts that a planning program be one that goes hand-in-hand with activity. Too often in this state we find that one plan begets another plan. An activity production, so to speak, in the field operations, seem to be always just beyond the horizon. I think that Massport has shown that it is feasible and prudent and vital to the economic growth and well-being of the citizens of Massachusetts for a planning program to go hand-in-hand with a production program. I don't think anybody has ever built anything—and each of us can review his own experience—has ever built anything without after it had been done, saying, "Well, if I had to do it over again, I would have done this, that, or the other thing." But the point is that if it hadn't been done in the first place, nothing would have been done. And I find that here in the Commonwealth today, we have an excess of planning that is resulting in a paralysis of the economy. Nobody can read the newspapers as I did last Saturday, and find that the unemployment rate in the nation is falling and is now at 4 and a half percent and that the unemployment rate in the Commonwealth of Massachusetts is rising and is at 7 and a half percent. And quickly, it might seem like a three percent difference, but the fact is that if you resort to some simple arithmetic, you will find that it is 66 percent higher than the national average. And this, I submit as a national disgrace, and I think that Massport is to be commended for the activity that it has produced in this commonwealth and what it means to the welfare of working men and women. I would raise one note or one small flag of warning in connection with this excess planning and refer to the proposed connector between I-93 and Leverett Circle, which has been proposed and studied and restudied for many years and is now in a position of a final decision ultimately coming forth, except now there is a plan—a study to be let on the feasibility of relocating and depressing the Central Artery, a gigantic undertaking. But what and how does this affect the I-93 connected to the Leverett

Circle? Well, although all the options are available for selection of a route for that connector, they all now must wait upon the outcome of a feasibility study in connection with the relocation of the Central Artery. This study contract has not yet been let, but the best estimates are that no report will be forthcoming from that until mid-1974 and translated into actual terms—I guess this means that it'll be in the latter part of '74 or possibly even 75—and when we get to that time, it'll be probably somewhere around the corner. So I think that it is important that studies and planning in themselves be not the ultimate objective, but that it be born of mind in this commonwealth that ultimately something must be done or all the planning in the world is fruitless. When I ask the Port to keep in mind what it means to the Commonwealth, to the economic growth, to the welfare of working people, and to continue to press forward whatever the obstacles and the challenges on the program it has detailed here today. Thank you.

00:55:37,920 --> 00:56:38,400

Edward King: Thank you very much, Mr. Ryan, for coming out of turn. Coffee is ready in the rear of the auditorium, and we'll have a 15-minute recess. I don't think there'll be any objection to that. You're welcome to help yourselves in the rear of the auditorium. Please.

Thomas Sampson: Should I start right in the middle of coffee break?

Edward King: Well, they're coming in very slowly. In this jet age they perhaps could pick up a little tempo, some of them. That's good. That's good. Thank you, Mr. Defalco. They heard our announcement outside, all right? That we were ready to start? I think you should proceed, Tom, please.

00:56:36,960 --> 00:57:37,760

Thomas Sampson: My name is Thomas Sampson. I'm the co-managing partner for the United States operations for Arthur Andersen and Company, an international public accounting firm in New England with some 500 employees. We serve some 1,800 clients. I'd first like to commend the Port Authority's board of directors and managers and management for the job they've done so far, particularly being paid more in criticism than anything else. I would urge—for my knowledge of our clients' position their attraction to this area, their willingness to expand in this area—that the Port continued to do everything possible to make this a viable and first-class airport with particular attention to safety requirements. This is something that's very close to me and my associates since we spend quite a bit of time on airplane flights, and while we are annoyed at delays, we're principally concerned with getting back home safely.

00:57:38,720 --> 00:57:55,839

Edward King: Thank you very much, Mr. Sampson. We appreciate your coming over. Our next speaker is Mr. Robert S. Cunningham, Walnut Street, Boston, Mass, to be followed by Mr. A. Oakley Brooks. Please.

00:58:07,599 --> 00:58:54,480

Robert Cunningham: Bob Cunningham. I'm with Ryan Elliott Company Real Estate Firm here in Boston. I think it's important that the city keep attractiveness for outsiders coming into the city. I think the airport's doing a great job now, for the size it is; I think the volume going in and out is very high. I think, to keep this rate the way it is, they have to expand, and we're very much in

favor of it for attracting people from outside the city to come in the city, do business, get in and out conveniently. I'd like to publicly state that I'm much in favor of the improvement and that the Massport is doing a fine job, and I hope they continue along the same course that they have currently gone. Thank you.

00:58:50,480 --> 00:59:05,920

Edward King: Thank you, Mr. Cunningham. Mr. Brooks, please.

00:59:04,079 --> 01:03:09,599

Oakley Brooks: My name is Oakley Brooks. I work for Air New England, a commuter airline serving Boston, as one of the operators at Logan. We have a very great stake in the future of Logan, and to that end, we did have a few more remarks we wanted to read into the record. We do voice broad support for the Massport positions as outlined in the draft master plan study, and we know firsthand the importance of a thriving Logan Airport to the economy of Boston and New England fully. Eighty percent of our passengers through Boston are connecting with another carrier and flying to a destination outside of New England, and we find that the impression which these passengers carry away concerning Logan greatly affects their disposition towards doing business in New England. So where our business is taking the passenger on the short haul from Boston up to Augusta, Maine after he's come in from San Francisco, his ability to make a smooth connection in Boston will determine whether he comes back to go up to Augusta. And we find presently that our passengers feel that Logan is one of the better airports in the US, and we feel it's naturally important to keep it that way. Turning to some specifics of the master plan: we fly aircraft that are rather smaller than some of the larger carriers being 30 or 19 passenger airplanes, and we feel, therefore, that the creation of this STOL runway 1533 on the—I think it's the southwestern corner of the airport—is going to be very important to us. The commuters that serve Boston Logan handle somewhere over 300,000 passengers each year, so we really are no small part of the Logan picture, and the new 1533 runway would enable us to get off the ground much more quickly than we do currently. I'm sure many of you have seen the side of very large 747 and DC-10 aircraft and then, down by the second set of wheels on the right-hand side, is a tiny little airplane filled with Air New England passengers, and it looks like a strange sight. We feel that this is not a very efficient way of doing operations in Boston, but currently, it's the only way. So the creation of this new STOL runway would enable us to get out of the way of the larger equipment, would enable them to use the longer runways more efficiently, and would enable us to get off the ground more quickly and do a better job for our passengers. So we feel that this is very important. Only a small handful of airports actually have this STOL runway even though many profess that this is something they want to do, and we feel that for Logan to maintain its position as one of the tiffany airports in the country and its importance, that they build this STOL runway. We did want to make sure that we also voiced our concern that some of the community aspects of the plan be carried out. We have a large number of East Boston residents that work for Air New England, and we're very concerned that their community and that their livelihood be maintained, and throughout the master plan there is mention of the concern for East Boston. We want to make sure that Air New England goes on the record to urge that this side of the plan also be carried out. Thank you very much.

01:03:07,359 --> 01:03:33,920

Edward King: Thank you, Mr. Brooks. We want to assure you that it is our intention to carry out all aspects of the plan. Mr. Arthur J. Fournier, please. Mr. David Guernsey will follow. Mr. Fournier, if he's ready.

01:03:31,440 --> 01:06:33,920

Arthur Fournier: My name is Arthur Fournier. I'm the President of the Fournier Marine Corporation in Boston, and I'm a resident of Winthrop. I reside at 24 Maryland Avenue at the Point Shirley section. I am also a private pilot with an instrument rating, and I would like to speak today on the safety factors of better approaches into Logan Airport. First of all: Logan must remain an international airport with no curfews or curtail flights for the so-called benefit of noise abatement. In order for the economy of the metropolitan Boston area to be able to derive a satisfaction from Logan Airport these must not be allowed to take place. As far as the extension of runway 9 1,855 feet toward the South Boston Naval Shipyard: I live at the end of runway 9 in Point Shirley, and I realize that by the planes rolling back further, being higher as they pass over Point Shirley, the noise would be reduced. It has been proven in the soundings taken by the Mass Port Authority as outlined in the master plan. The runway 1533 STOL runway is a must for small aircraft. In order to sync sequence a small aircraft that has an approach speed of 120 knots into the pattern where the aircraft that has an approach speed of 160 knots, it's a very difficult thing to do because not only is the speed a factor, but also the wake turbulence created by the larger aircraft requires such massive spacing that delays are inevitable and the safety factor is reduced. This 1533 STOL is the greatest thing Logan has come up with. As far as the proposed extension—or filling I think is what it is—of 1533-Right in the Neptune Road section: this is not planned as an extension of the runways at Logan Airport but only as an approach system in order to implement a full ILS category 1 approach which, in inclement weather, is the greatest thing a pilot has because whether the man is flying a 747 or a Cherokee 180, he only has a localizer and a glide slope: the two instruments that are the necessary instruments in the ILS approach. The approach lights being installed out there make it a greater safety factor for the pilot and that is my thoughts on the thing. Thank you very much.

01:06:31,119 --> 01:06:34,559

Edward King: Thank you very much Mr. Fournier. Mr. Guernsey.

01:06:34,559 --> 01:11:02,880

David Guernsey: Ladies and gentlemen, my name is David T. Guernsey. I represent the firm of Smith Barney and Company who are nationally recognized investment bankers with a major office here in Boston at 125 High Street. Basically, our concern is in the welfare of the whole New England area as it relates to business, social aspects, selfishly from the point of view of our own particular business, unselfishly from the point of view of the welfare of our employees and the other residents. I have gone on record by submitting a page and a half letter to the Authority; it's quite short. If you'll bear with me, let me just read that as my statement. It's addressed to the Massachusetts Port Authority attention of Edward J. King, Executive Director, "As a member of the Boston and New England business community, we wish to go on record as approving the draft master plan for Logan International Airport and encouraging its

implementation. It is our belief that the objectives of such plan represent constructive goals for the management and development of Logan. These objectives are in the best interests of the people and well-being of the city of Boston, the Commonwealth, and New England itself. Safe, modern transportation services are vital to any community to maintain its economic health; such facilities are a necessity if there is to be economic growth in a given area. To provide efficient and convenient air transportation there must be understanding and cooperation between all elements of a community, and there must be a coordinated plan such as that proposed for Logan. It is evident from the master planning process of Massport that its procedures anticipate minimizing where possible disturbances caused by noise, pollution, and so forth consistent with meeting its obligations. No progress can be attained without some disruptive influences, but proper planning can ease the process. With reference to Logan International Airport particularly, it is important that this modern transportation facility continues to provide the appropriate services which are so vital to the New England economy. The master plan demonstrates that Massport is in a position to encourage and abet the economic health of New England by orderly procedures, and in full cooperation with the community and surroundings. Our selfish interest in good air transportation is that we maintain a major office in the city of Boston, are active in the New England business community, and want to see our activities prosper. We see and feel the need for continually safe and modern air transportation facilities in the conduct of our business. Of even greater magnitude, we see and feel how vital these services are to the whole New England area." I'll just digress and say the corporations that for whom we deal and act for as an investment banking capacity would be strangled if it were not for Logan and its services. I'll continue. "To allow deterioration and air service in the Boston area would be tantamount to reducing the blood supply to one's limb. We want to contribute to the New England economy and to grow with it. We therefore support the draft master plan since its objectives provide the continuation of convenient and safe airport services while making every effort to consider environmental and economic factors. The plan is responsive to the future needs and well-being of the area." I conclude there. Just one further comment on a brief statement made in here. We are dealing every day in developmental processes, whether it be in industry, with hospitals, with housing and there is no such thing as having economic or social progress without some inconvenience. Well, the only thing—the only method that one can use is proper planning in order to ease the inconveniences that are bound to occur. We feel that the concept of the draft master plan as it is at the moment is making the effort to do that, and therefore, we do lend it our whole hearted support.

01:11:01,040 --> 01:11:27,840

Edward King: Thank you very much, Mr. Guernsey. I've been requested by Mr. Albert L. Green, business representative of Local Union 218, the Carpenter's District Council of Boston AFL-CIO to read in a statement said that the his union does in fact,  
[statement read into the record]  
"...support the Massport plan for Logan International Airport. Albert Greene, Local Union 218, Boston." Mr. Francis Quinn.

01:11:38,080 --> 01:12:19,040

Francis Quinn: Mr. King, ladies and gentlemen, my name is Francis Quinn, and I'm a representative of Merrill Lynch, and I would like to go on record as publicly supporting the proposed master plan for the development of Logan Airport. Merrill Lynch along with Smith, Barney, and several other investment banking firms have acted as managing underwriters and several other financings of the Authority, and we have the highest degree of respect for the professional manner in which the Authority has conducted itself. And we—as I might add, as a native New Englander (well, I live in New York now)—I have a good deal of personal interest in the successful development of Logan Airport. Thank you.

01:12:17,600 --> 01:12:51,840

Edward King: Thank you, sir. Another letter from Yankee Lobster Company.

[letter read into the record]

"We are most happy to submit this letter in support of the policies of Massport Authority as our business of shipping our product to all sections of the United States is dependent upon speed and efficient service without delay. We must have this service to survive. We support your project. A. Joseph Farrow. President, Yankee Lobster Company, Boston."

Reverend Norman Faramelli, please. Followed by J. Ronald Reeves.

01:13:02,800 --> 01:17:42,400

Norman Faramelli: Thank you. My name is Norman Faramelli, work with the Boston Industrial Mission and also on the Board of Directors of the Mass Federation for Fair Housing and Equal Rights. We raised several questions about the plan, and I guess if we have to fill in one of the blanks—for or against it—we'd have to be against. First of all, we believe that an adequate airport is absolutely necessary to a vital economy; there is no question about that. Logan has been adequate, and yet there have been economic problems in the region. Many of us in our organizations do a lot of flying, and we think it's a tribute to the management of the Massport Authority that Logan has fewer delays and fewer bottlenecks than almost any other major area in the country. And we have seen its adequacy demonstrated; however, there's several questions we have to ask about the master plan. Basically four questions. One has to do with the projections upon which this master plan is based, largely because every time we pick up the aeronautical journals we see different kinds of projections. The FAA at one time talked about air traveling tripling by 1980, then it went down to doubling by 1980, and we're beginning to see that air travel is very, very sensitive to the overall state of the national economy. It just isn't a case where there's an inelastic demand, and people will fly no matter what the state of the economy is. We've also seen in the energy crisis that many of the airlines may be forced to do something they should have been doing right along, namely consolidating flights in order to save on energy, but also—I would suspect—ultimately improve the profit profiles of some of the airlines as 25 peak load is just not the way to maximize profits. So the first question has to do with projections: what are the basis of these projections, and will these projections be changed in the next six months to the next year? The second question has to do with the ground access problems: have the ground access problems been adequately dealt with? And our feeling is no, they have not. Our conversations with people from the Massachusetts Aeronautical Commission tell us repeatedly that the number one problem at Logan Airport is the ground access bottleneck, not in terms of how many more runways you can build but how do we get people in

and out to the airport. Not how do we get them off the ground once they are at the airport. The third question has to do with environmental safeguards—social and environmental community safeguards: are there adequate safeguards built into this plan and are there implementation mechanisms and the structures to be sure that all of the adverse environmental and social impacts due to airport expansion would be taken care of adequately? Again, we would have to answer we think the plan is found wanting in that direction. It's all well and good to talk about the necessity of improving relationships with the community and improving the environmental scene—everybody seems to be in favor of that—but what specific safeguards do we have to show that the quality of life for East Boston and surrounding communities would really be increased? And the last question has to do with—many of us think of the spurious links between the expansion of Logan and the economic growth of this region. Now, we have to bear in mind that Logan has been adequate, as I mentioned earlier, and yet it's been during this time of Logan's adequacy that the economy of Massachusetts has slipped. Now for heaven's sake, don't—I'm not associating any cause and effect here at all. The point is that you can't develop a cause and effect. The point is that, despite an adequate airport, there are many problems, many things that many of you gentlemen in this room have dealt with repeatedly: the problems of what's wrong with the Massachusetts economy. I submit there may be 25 reasons why the Massachusetts economy has an unemployment rate 2 and a half percent higher. It's much higher on the relative basis but on an absolute level—2 and a half percent higher than the national average—many reasons, but the adequacy of Logan Airport is not one of them. So let's not jump to the conclusion that if we make Logan more adequate—whatever that may be—we're going to rectify many of the nagging and gnawing problems we have with regard to the economic development of the region. These are the four questions that we would have about projections, about ground access, are the adequate environmental safeguards, community safeguards built in, and lastly, let's not overestimate what an expanded Logan will do for the economic state of the region.

01:17:40,000 --> 01:19:49,360

Edward King: Thank you very much. I now read a statement from the James Hook and Company, Lobster Dealer in Boston.

[letter read into the record]

“Although I will be unable to be present of the public hearing scheduled for November 8 for master plan discussion, I would nevertheless like to have my thoughts read and incorporated into the record. I am Alfred Hook, partner in the James Hook Company, Northern Avenue Boston, Mass, distributors and direct shippers of live lobsters. James Hook Company has been in the business of shipping lobster since 1934. We presently average close to 15 million gross sales per year and also operate a Florida branch in Miami Springs, operating since 1946. The progressive policies of Massport at Logan have provided industry with advanced facilities and have succeeded in inducing new and needed air services, both cargo and passenger, domestic and international, to and from Boston. As a consequence of these vital services, my company does nearly 25 of its total business through Logan International; this means that over 2 and a half million dollars in sales is a direct result of the advanced air facilities at Logan. Without these vital air services, we could not possibly hope to provide our Florida branch with lobster for distribution and sale in that area. In many cases it is also less expensive for us to ship by air, and

since we deal in a perishable product, there is no alternative whatsoever for the flexibility and speed and shipping by air. James Hook Company is relatively small in comparison to others whose total existence is dependent upon the services provided by Logan, yet without these services, we would face severe handicaps. The draft master plan study calls for Massport to continue to improve its facilities in order to accommodate traffic and demands for the next few decades. James Hook and Company wishes to add a small voice in support of the efforts of Massport to meet these challenges with positive and progressive action. Sincerely yours, Alfred Hook, partner."

Our next speaker is J. Ronald Reeves. I believe I announced that before. Following Mr. Reeves is Mr. Joseph D. Hickey of Lynn, Mass.

01:19:47,600 --> 01:20:30,800

J. Ronald Reeves: My name is J. Ronald Reeves. I'm Regional Director of Airport Affairs for Allegheny Airlines; I'm also President of the Boston South Terminal Corporation. Our company, Allegheny Airlines, is probably one of the most rapidly growing airlines in the Boston area and in Massachusetts. In order to meet the increased growth that we're experiencing, naturally needs new facilities. Through the cooperation of the Massachusetts Port Authority, we are on the road to providing these facilities. I would just like to state, on behalf of our company, that we endorse everything that the Massachusetts Port Authority is trying to achieve at Logan Airport. Thank you.

01:20:27,760 --> 01:20:47,840

Edward King: Excuse me, yes. Thank you, Mr. Reeves. Is Mr. Hickey here and ready to speak? No? We're going to Mr. Stephen Bianchi, Tremont Street, Boston, Mass.

01:20:56,880 --> 01:21:13,280

Stephen Bianchi: My name is Stephen Bianchi. I'm the Manager of National Car Rental in the Boston area. On behalf of National Car Rental, we support the master plan project in that it'll better service our customers in the near future. Thank you.

01:21:10,800 --> 01:27:19,840

Edward King: Thank you very much, Mr. Bianchi. I have a rather lengthy letter here. It's two and a half pages, but it is from Joseph V. Conley, Brigadier General, retired, the Mass Air National Guard and also the Chief Controller Emeritus—retired from Boston Logan Tower just about a year ago. I think, if you'll indulge, I will read this letter. I believe it's worthwhile.

[letter read into the record]

"I have, for all of my active life, been involved in aviation, both civil and military. More essentially, I have been intimately involved with Logan International, having first flown in and out of there in the mid-30s, served as one of the four controllers who opened one of the earliest control towers in America back in 1937, and—with the exception of 8 years active duty with the United States Air Force—being constructively employed at Logan without interruption to the date of my recent retirement. It is from this background of intimacy and awareness of Logan—its promises, its problems, its potentials—that I would like to recommend the current master plan for the development of Logan International as projected by Massport. In my

opinion, this plan is the most thoughtful concept that can be proposed in complete balance with a number of stark existing realities such as the austerity of space available for expansion, inhibiting factors of political and community relations, technological of the yard utilization, the energy crisis, ecological factors, current and projected user demands, and consideration for safety. One could advance along inaccurate recitation of the tremendous economic impact the existing Logan has on the industrial and economic well-being of its surrounding communities of Boston proper, metropolitan Boston, Massachusetts, and New England. This recital could be bolstered by supporting statistics; however, I feel that such a fundamental apology is unnecessary, said that the master plan should be examined against the question of its contribution to the continued viability of Logan to realize its maximum potential. Amongst fewer airports in the world, Logan is truly a downtown airport, yet this tremendous advantage immediately delineates the problem that is, per force, community impacted, with all that means in the way of neighborhood relation and expansion limitations. Logan has always made maximum exploitation of its very limited acreage available for its totality of operations, and the present master plan demonstrates a continued expression of maximum and intensive economy of spatialization without existing or only very slightly altered meets and bounds. This should serve to reduce the feeling of surrounding communities that Logan will find it necessary to become a gargantuan monster that will swallow them all up to retain its viability. The master plan gives flexibility to onboard state-of-the-art of aviation technology. Full use of this state-of-the-art should allow for straight-in instrument approaches to all runways, appropriate approach lights, runway end lighting, and all-runways safe rollout distance within the surface space available as proposed in the plan. With reference to acceptance rates and projective traffic demands, the plan allows for better circulation of traffic both in the air and on the surfaces of the airport and provides for a long needed—as much as possible separate—universe for light vis-a-vis heavy aircraft operations. The outlook is at a continuing energy crisis as well as an increased use of bigger aircraft with consequently bigger payloads will reduce the total volume of aircraft movements so that acceptance capabilities will mesh well with traffic demands for the foreseeable future. A more constructive use of satellite fields such as Lawrence, Beverly, Norwood and South Weymouth will also help us to ensure the ability of the metropolitan system to adequately handle all anticipated air traffic demands and this without need for a second jetport. Several problems will still require resolution, but these can be resolved within the, admittedly, space-critical surface systems. Two of these problems are gate spaces and surfaces for overflow parking. The gate space problem could be attenuated by consideration of mobile lounge use by provision of penalty box holding areas at appropriate places on the airport surface by the use of roll-out stairs or other concepts of this sort. Overflow parking can be handled by construction of a hard, standing area parallel to the north taxiway and runway 22-R. All in all, I believe the Massport master plan is largely conceived, giving full weight to realities both current and anticipated. The plan makes necessary compromise with cost-first benefit economics, with social and political public relations problems, and it enhances safety. It will allow Logan International Airport to be competitive and productive in serving the entire metropolitan area in all New England as well and faithfully as it has for many years in the past. I urge adoption and implementation of the master plan. Joseph V. Conley, Brigadier General. Retired Mass Air National Guard. Chief Controller Emeritus, retired Boston Logan Tower.”

Very good. All right, Ralph J. Mulcahy, 26 Tremont Street, Boston, Mass. Gentleman... Here, come right up, please. I take it Mr. Hickey is not here either? Mr. Hickey and R. J. Mulcahy. Neither one present? We have Mr. Robert A. Chadbourn, Associated Industries, please, followed by Mr. Frederick Salvucci, City of Boston. Mr. Chadbourn, please, yes.

01:27:35,199 --> 01:34:07,360

Robert Chadbourn: Mr. Chairman, my name is Robert A. Chadbourne and I am President of the Associated Industries of Massachusetts. For the record I should like to note that our organization represents nearly 25,000 manufacturing companies, R and D firms, and industrial support organizations. These companies range from large, national corporations to a large number of many small family-owned machine shops. They are located in nearly every city and town throughout the state and together represent some 70 percent or more of the total manufacturing activity in Massachusetts, and they provide the largest combined private payroll in the state. I am here this morning because our member companies are concerned about the future of Logan International Airport. In a region which has traditionally suffered from many economic handicaps, Logan has become the jewel of our economy and an incalculable asset to industry and a significant factor in our continuing ability to compete in both domestic and international markets. Please, therefore, record AIM as being fully in accord with the general policy positions taken by the Port Authority in relation to the draft master plan to provide Massachusetts in the decade ahead with modern airport facilities that can meet not only the anticipated demand in air passenger travel—which we feel is an absolute essential for fast and convenient travel for executive decision makers—but meet, as well, the rapid growth and heavy reliance of our local industries on air cargo service. Obviously these new and increasing levels of air traffic call for new and improved measures to ensure safety and efficiency. The plan before this hearing, on which we must refer specific technical judgments to the experts, does seem to us, however, to be a sound and timely means of ensuring that Massachusetts will have a viable air transportation system that accommodates both our economic needs as well as environmental imperatives. In other matters concerning the airport, AIM has testified in the past as to the growing importance of Logan to industry. Let me cite just a few examples of what I mean. A few years ago we asked a representative sampling of our members just how important Logan Airport was to them. Some 82 percent rated the 1 day air cargo distribution of their products available through Logan as very important to their operations and their ability to compete in distant markets. Only 3 percent of these companies said Logan was unnecessary to their particular growth and development. Most of the companies indicated that the concept of next-day deliveries made possible by jet freighters was an extremely important element in their ability to make sales and to service customers. These same companies estimated that the increase in their air cargo volume would be in the order of 70 percent in the next 5 years. One of the things that is important to remember when considering the future of Logan Airport is the fact that we are located in a rather remote corner of the country both in terms of transportation and access to raw materials and markets. In many ways we are isolated by high costs and long distances, and in these facts is a partial explanation, at least, of why, over the last generation or so, we have lost a good part of our traditional industry in this state. But that industry has been replaced substantially by a whole new generation of sophisticated, light industry whose products are characterized by a high ratio of cost to weight. We are not shipping today much in

the way of iron castings, but we are shipping semiconductors, computer components, and scores of other technology-based products. As such, our industry in Massachusetts has come to rely on both the speed and convenience of overnight air deliveries. We have been fortunate in this regard because while we may have bankrupt railroads in New England, we do offset that problem—to some extent—for industry by having one of the finest air terminals in the nation. Our economic future is tied very directly to good, efficient air service. We have found, for example, that 2 of the largest users of air freight in Massachusetts are the makers of communications equipment and medical instruments: 2 of our very most important growth industries to be sure. We have many economic problems in this state, but we are learning to overcome at least some of them. We do have one of the highest unemployment rates in the nation, and we all are working to reduce that, but any success we have had in this regard in the last few years—and we certainly have had some—is predicated on the continued availability of our particular economic assets. Among these is a tradition of great craftsmanship, technological innovation, and skilled workmen. The unique accessibility and proven efficiency of Logan Airport has been added to these assets in recent years. Massachusetts is a 10th ranking industrial state in the nation. As such, Logan International Airport is an economic asset I don't think we can afford to disregard at all, and for this reason, we support the master plan, and we commend the Port Authority for having the foresight to anticipate its importance to Massachusetts and to this entire region. Thank you.

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Edward King: Thank you very much, Mr. Chadbourne. We certainly appreciate your thoughtful statement.

[continued on Tape 2]