

Record Group TC6/1995

Massachusetts Port Authority Public Hearing Files, 1970-1986

Draft Master Plan Hearing, 8 November 1973, Tape 2

[continued from Tape 1]

00:00:00,160 --> 00:00:19,199

Edward King: ...very much, Mr. Chadbourne. We certainly appreciate your thoughtful statement. Our next speaker is Mr. Salvucci, if he's here, to be followed by Mr. D. Thomas Trigg, and then Peter Dana.

00:00:17,359 --> 00:12:51,360

Fred Salvucci: My name is Fred Salvucci. I work for the city of Boston. I'm Mayor White's Transportation Advisor. Given the choice of checking off "For" or "Against," I checked off the against box in the form that we filled out, but I would like to state at the outset that I don't feel in particular opposition to most of the comments that have been made so far. I'd like to make a disclaimer: I don't believe that anyone is proposing shutting down Logan Airport. I don't believe that anyone is questioning that the existence of Logan Airport and the service it provides is important to this region and important to its economy and important to its social development. The point that I'd like to call to people's attention is—particularly in terms of airfield developments—in the master plan there are no major airfield developments proposed to add to the capacity of Logan. The set of proposals on the airfield—the additional runway extensions and the STOL runway—are proposed in the Port Authority's documents as being primarily for environmental benefits. The city of Boston has worked hard on behalf of its citizens who suffer from the environmental consequences of Logan Airport, and we feel that the environmental costs of those runways would far exceed the environmental benefits; therefore, we've asked—and continue to ask—the Port Authority not to go forward with those runway extensions. We do not feel that that in any way interferes with the efficient operation of Logan Airport. We feel that we will still have an adequate airport. We feel that the airport will go on making its economic contribution which is very important to this area, and I just like to assert that I do not believe that that's a conflict between the business community and the communities immediately surrounding Logan Airport because again, the Port Authority documents themselves do not claim that there is a pressing need for these runways for capacity purposes; their major purpose—in the language of the Port Authority documents—is environmental benefit. From an environmental point of view, we would prefer not to see them built. We don't feel that that in any way compromises the economic value of Logan Airport. The city of Boston has been among those that have asked for a master planning process, and we're glad to see that one has started. We do have problems with the process that we're in. We have asked and we feel that federal guidelines require or—not required, but recommend a process which involves the directly affected actors, particularly other governmental agencies, in the development of the master plan. What we are seeing is a master plan which has been developed sort of unilaterally by the Port Authority, and then presented at a series of public hearings for reaction. We don't feel that that's the right way to go about this, and I think that the document before us gives an example of this. I'll just pick out one example. In the whole document—at least from

my reading and I have read the whole document—I did not see any reference to the Clean Air Act. There may have been one in there, I didn't see it. The Clean Air Act impacts every governmental agency, every economic activity in the country, but specifically in the Boston region. It affects every company; it affects every city and town; it affects the city agencies; it affects the Mass Port Authority. The new environmental standards and the Clean Air Act and the transportation plan that comes from places—new requirements on all of us. And our position in the city has been we are willing to do our part as long as these regulations are enforced even-handedly over all the actors in the area. The Clean Air Act is not mentioned. Its implications are not mentioned in draft master plan, but, for instance, the apparent intention in the master plan to continue providing more and more parking at Logan Airport implies that the Clean Air Act and its implications should apply to everyone else, every other private business in the metropolitan area, city of Boston and all of its agencies and other cities and towns around, but not applied to the Mass Port Authority. That's a proposition that we cannot accept. If we are in a situation, and we are in such a situation where parking is not going to be allowed to be expanded, then we have to deal with that problem, and we can't deal with it by letting one group not obey the law and forcing everyone else, therefore, to obey it to even more stringent conditions. We don't feel that that's in the interest of the city of Boston. We really don't feel it's the interest of the business community. We feel that there's a constraint that's been placed on all of us, and we all have to work constructively to try and meet that constraint in a way that does not compromise our other objectives, including our economic objectives. There are a couple of other specific items that I'd like to mention because, from our point of view, their absence or the way in which they were particularly lacking, and we would hope in the next round of the master planning process to see this redressed. The city of Boston has proposed very often—and we're not the only ones—that schools near Logan Airport that are adversely affected by noise ought to be soundproof so that the education function can continue, uninterrupted by airplane noise, which is quite a severe problem. We don't feel that that interferes with the economic functioning of the airport; we don't think that it's important to the traveler who's flying from Boston to New York to make noise so that the student in East Boston High School doesn't hear his teacher. We don't think that's relevant to producing transportation. We feel that the soundproofing of the school—of that school and other schools like it—would be a sensible way to try and resolve a problem which the presence of Logan Airport causes without entertaining the idea of closing down Logan—because no one is proposing that—but Logan exists. It's important. We admit that it causes a problem; we'd like to see that problem resolved. It will not go away by soundproofing East Boston High; the houses around East Boston High School would still experience noise, but at least the students in the high school could continue their educational activities with less of an interference. We would like to see that proposal considered. It's not in the draft master plan; I assume that's an oversight. I call that your attention; we'd like to discuss that quite seriously. A second similar kind of problem the city and others have continually asked for a process whereby the Port Authority would provide some land around its periphery for buffer park strips between the airport and its neighbors. In the draft master plan that issue is discussed, and what the draft master plan says is that that's not a particularly effective way to abate noise. We agree. We have never claimed—to my knowledge—that providing parks along the edge of the airport would significantly lower the decibel readings in the houses immediately adjacent to the airport. We

do feel that such buffer parks would provide a valuable psychological and social buffer between the airport and neighbors which could be mutually beneficial. I'd like to stress the point of mutual benefit. We've had—over the past several years—a series of confrontations between Logan and its immediate neighbors. We don't feel that that's inevitable. We think that the park example is one example of an area where Logan Airport and her neighbors might have a mutual interest. In point of fact, there are very many workers at Logan Airport—that's documented in the draft master plan. Those workers have recreational needs; they have athletic leagues. Right now they get time in the East Boston Stadium or City Park to play. East Boston is one of the areas of the city that has the lowest per capita open space. The city's been moving to try and increase that. We have added some to the acreage in East Boston. It's still among the lowest in the city, and this mutual need of the airport—and by the way this is recognizing the federal recommended guidelines, also that recreational needs of the workers is a legitimate need of the airport—could be recognized: the joint need of the airport and the surrounding community for such a buffer. It doesn't have anything to do with noise attenuation; it does have to do with the relaxation of the tensions around the airport. We feel it's an important aspect, and it deserves to be studied in that light: not as a noise abatement technique—which we agree, it's not a noise abatement technique. A similar area which is not discussed but which might prove to be an area of potential mutual benefit is the area of health. The airport represents a large population of industrial workers, a large population of travelers who may need health services from time to time—and I'm not talking about the tragedy where we have to rush in all kinds of help, that's understood, that's a part of the metropolitan area—I'm talking about the day-to-day kind of problems that come up in a large industrial complex. The East Boston community has about 40,000 people in it and Winthrop and Revere are also immediately adjacent. That larger population, can—we feel—generate enough of a population to supply better health services for both the industrial users at the airport and the East Boston community which is in desperate need of better health services. Again, the city has moved to try and improve that situation. There is a clinic in East Boston so the situation in Boston is much better for the local community than it was 5 years ago, but we feel that this is an area where some joint looking at the problem could lead to a mutually beneficial solution, and so that we can start to end this process of mutual confrontation that's taken place over the past 10 years. Again, with the exception of the minor airfield improvements which are described as an environmental improvement—from an environmental point of view, we don't see them that way. We'd like to see the Port Authority stop it—stop those proposals, but from a capacity point of view, as I read the draft master plan. Logan is adequate, we agree. It's about time we buried the hatchet and stopped fighting about the problems of 5 and 10 years ago, and one way to accomplish that is to start working—we feel is to start working on these kinds of problems where we feel there could be a mutual benefit both to the airport and its industrial population and to the surrounding East Boston community. I'd like to call attention to one other kind of area that that we would like to see much more attention paid to in the next round of the master plan, and that is the kinds of positive programs which lots of us feel have to take place at Logan to meet the constraints that the Clean Air Act and the environmental regulations have placed upon all of this. I refer specifically to the proposal which the city has supported, which Governor Sargent has urged, and which, I believe, the Mass Port Authority is not in opposition to of providing satellite terminals away from Logan Airport so that the parking crunch at Logan Airport would not occur there, so that people in the

suburbs who are going to the airport could go to a local terminal, get onto a public form of vehicle which took them directly to the airport—in a limousine, essentially—so that once you got to a satellite—let's say at route 128—you would psychologically, and for all effects and purposes, have reached the airport. From there on it would be the job of the transportation company to get you to a plane on time. This kind of concept works in European cities; we feel that it can work in Boston, and we feel that it's one way to positively meet the challenge that's put before us by the Clean Air Act and the environmental regulations. That concept is mentioned in the draft master plan, but it's mentioned as the kind of thing that maybe somebody else should do. I would like to urge that I've always thought that that was the kind of job that the Mass Port Authority would be very good at doing, and we'd like to see that aspect of it explored in the next round of the draft master plan, specifically the concept that Mass Port Authority would develop those satellite terminals, would develop the transportation services that could make the satellite terminals work. I specifically call attention to the fact that the bicentennial is coming up. There'll be a much larger number of tourists to handle in the area, and that that additional business might be just what we need to make the satellite terminal concept really work.

00:12:49,760 --> 00:12:57,040

Edward King: Thank you very much, Mr. Salvucci. Mr. D. Thomas Trigg national chamois bank, please.

00:13:04,639 --> 00:16:21,279

D. Thomas Trigg: Mr. King, members of the board, my name is D. Thomas Trigg, and I'm Chairman of the National Shawmut Bank of Boston and Shawmut Association Inc., a registered bank holding company which owns a majority of the stock in the Shawmut Bank as well as 9 other national banks and trust companies in Massachusetts. I'm pleased to have this opportunity to appear at the hearing to endorse the work of Massport in creating an action plan for the continued and timely development of Logan International Airport's air service capability as well as access to this needed facility. I endorse and encourage your planning because it is incumbent upon me to be concerned with the economic vitality of greater Boston and indeed the New England region and to encourage wherever possible the furtherance of economic development potential. I make that statement both as a bank officer and as a Director of Jobs for Massachusetts Incorporated, an organization dedicated to maintaining and creating job opportunities in this area. It is my belief that the local and regional economies in 1973 have evolved to a point where our ability to be competitive in both service and manufacturing sales markets rests not only on the quality of service or product provided, but also on the region's ability to provide for the efficient movement of people and material. I believe, too, that there has been a trend in this region towards smaller manufactured units that lend themselves to air delivery. Logic would dictate that the geography of our area coupled with the intelligent well-trained workforce found here will lead to further use of the airplane as a delivery mechanism. It appears to me that the record of Massport in developing Logan International Airport since 1956 has been commendable, and that your ability to provide for cargo shipment increased by almost 500 percent in the past 15 years reflects a concern to anticipated need as opposed to a more reactive posture. It seems to me further, that your current effort to provide a master plan for

the years ahead continues that pattern of concern at a time when our local and regional economies are in greatest need of this type of support. It is my hope that your master plan will be successful in providing for the airport's physical needs and that the developments you plan and complete will advance further the relationship that now exists between our economy and Logan International Airport. This accomplishment can only result in increased investment, more prosperous business operations, and needed new business opportunities. Thank you for the opportunity to speak.

00:16:19,759 --> 00:16:37,839

Edward King: Thank you for taking your time in both your capacities, Mr. Trigg. We appreciate it, yes. Thank you. Our next speaker will be Mr. David Brickman, newspaper publisher and editor, followed by Mr. John T. Fallon, and then Peter Dana.

00:16:45,759 --> 00:21:24,080

David Brickman: Gentlemen, I came in here this morning because I am deeply interested in anything that the Port does. I've known it's for a great many years. I remember when it was a step-child of the city of Boston and then later became the step-child of the Commonwealth of Massachusetts until some geniuses and men with concept and vision decided that it ought to be set up as a separate Authority, and from that point on it has grown into perhaps the most successful government or quasi-government undertaking in New England, if not perhaps in the United States, which speaks volumes of how it meets public demand and public need and how the creation of what the Port has done, particularly at Logan, has been almost a beacon light for others in in the area of Massachusetts and New England where all of us are looking for more employment, looking for more development, and looking for the basic economic drives which make our area go. I've observed the Port and the politics of our area for some time now, and I am absolutely persuaded that the delivery of this master plan on the time schedule which has been prepared for it is not only something which the Authority wants to do but something which is forced upon it—upon the Authority—by the very circumstances under which we live and the needs of the communities as they grow. I would not hesitate to say at this time that the Port Authority is perhaps the single greatest delivery of services that we have in New England. Although some people may not realize that this is so, but if the Port and the Logan International Airport are inhibited in their expansion, in their drive to serve the communities, and the community service is what the Port is here for, and the Authority is here for and the airport is here for, then I think that we'll be missing the obligations that are imposed upon this Authority and doing what it should. Now, no one is blind, of course, to the impact of such a vast enterprise on the area where it is located, and no one wants to be blunt and hard-boiled and indifferent to the needs of the community and the people, but there was one overriding fact that all of us recognize and even those who may have some quarrel with the Authority—the noise it creates in some areas and the other problems—one overriding fact is the airport will never be moved from East Boston. It's an integral part of the community. It's an integral part of Boston. It's an integral part of Massachusetts and New England, and I don't think there was anybody for a moment would suggest that the answer to the problems are real and fancy that have been created by the airport, that the answer is to move the airport to some remote area probably 50 miles out into the Atlantic Ocean. Now, if this is a fact, this is a basic fact that has to

be confronted and on this basis, I think whatever the airport is doing, especially with its great concern and compassion for the people of East Boston, understanding their problem, and trying to help them, then we have to go forward with what's here. 1980 is 7 years away. 1990 is 17 years away, but they're going to be on us, so fast, and so quickly, and if we don't maintain the kind of practical growth and service not only to passengers but for air freight, we're going to— Boston is going to lose and New England is going to lose. We have, even now, the strong competition both in air freight and passengers from New York, Philadelphia, Baltimore, all over the country. Boston can't take a back seat on this. We have to go forward and have to recognize the priorities of this take precedent over all other considerations without of course failing to recognize the problems that individuals feel about this thing. I think when I realized that more than 10,000 people have employed at the East Boston airport—how many families depend upon it for their income—and for all the other factors that—how much spending comes from the money that's being spent as a result of wages given by the airport, that its dominance is an economic factor, as a single economic factor in the greater Boston area can never be doubted, and so I want to go on record as endorsing this plan as I know how laboriously and difficulty has been worked out by those who have the responsibility for it, and I do hope that all the benefits that I believe are implicit in the program will come to pass as soon as possible.

00:21:22,480 --> 00:21:33,120

Edward King: Thank you very much, Mr. Brickman. We appreciate that. Our next speaker is Mr. John Fallon, and he will be followed by Bruce Putney, ALPA representative.

00:21:37,120 --> 00:26:20,559

John Fallon: Mr. King, members of the Authority, I'm here to very highly endorsed the Authority's plan of expansion and the further development of this airport. My reasons are as follows: I think too little attention has been paid to the relationship of that airport and the successes that the metropolitan Boston community has obtained over the past 20 years. I have played a very major part in the development of the downtown Boston area. I was principally involved in the development of the Prudential Center, the Commercial Union Building on 1 Beacon Street. We have land developments in Dedham, Norwood, Waltham, Burlington, Bedford, Andover just to mention a few. Our company operations extend as far west as Seattle, Washington. On an international basis: we're in Hawaii. We're in Central America and in Columbia, South America. It is my opinion that Boston would not be where they are today if it was not for this airport. We have found in our efforts to attract new industry and new businesses that the one vulnerable industry around the country to come into the metropolitan Boston area or the city of Boston is known as the multi-national corporations, and because of the wisdom and the efforts and the vision of Mr. King and the member of the Authority, we have been successful. Without this asset—tremendous asset—many of the companies that would probably measure over 45,000 jobs would not be here in Boston or out in the immediate suburban areas today. The very first question I'm asked in my effort to bring new industry into Boston is, "How long does it take me to get to that airport?" This emphasizes the need within the plan to get the new connector so that the convenience of getting from downtown Boston or the 128 area to that airport is made convenient. It's extremely important when you deal internationally to recognize the hundreds and the thousands of men that move from their

offices to that airport to their operations in Holland and in West Germany, in London, in Singapore. Boston, with the very few minutes it takes you to travel from that airport to shuttle your way to Europe, is in a very competitive position today. The plan set forth by the Authority will make us more competitive, will give us the tools we need to attract new businesses, to lessen the present unemployment rate. It's been demonstrated, particularly in the past 6 months where there was this major expansion of the Gillette Company in Boston from a foreign city, one of the principal reasons that I recognized through these negotiations was the airport. It's been further demonstrated with 5,000 new jobs by Hewlett Packard. Their access to the airport and its facilities played a very major part in our successful negotiations. I would like to close by saying that if Boston and the people in the Boston and metropolitan Boston community are going to survive in the present economy they must put their shoulder to Mr. King's efforts in the efforts of the Authority, or we will be in serious trouble. Thank you.

00:26:19,039 --> 00:26:40,240

Edward King: Thank you very kindly, Mr. Fallon. Mr. Bruce Putney now, and then we'll have Peter Dana, please. Thank you.

00:26:38,000 --> 00:27:40,480

Bruce Putney: Mr. King, members of board, Mr. Mooney, my name is Bruce Putney. I'm Engineering and Safety Representative for the Airline Pilots Association, and I'm an active line pilot. I'm pensioning today for Captain George Drew who just happened to be in Honolulu when his airline was shut down by a work stoppage. The airline pilots are acutely aware of the many problems facing airport development throughout the world. We press for a true, all-weather airport with an international standardized system, without local waivers. Historically, the Airline Pilots Association has not endorsed any specific product or system but have intentionally monitored all systems for their acceptability. Our association has submitted a detailed letter to Mr. King and the Port Authority pertaining to the master plan of the Logan Airport, so, with that, I will thank you very much.

00:27:38,720 --> 00:27:53,520

Edward King: Thank you, Mr. Putney. We appreciate you coming up on such short notice. Mr. Dana, please, and then Mr. George Asti, United Airlines, Mr. Slade to be following. Thank you.

00:27:55,039 --> 00:28:21,520

Peter Dana: Mr. King, members of the board, Mr. Mooney my name is Peter Dana I live in Manchester, Massachusetts. I'm just going to make a very brief statement. As an individual. I'm highly familiar with the operations of the Port Authority. It's staffed by very competent people. The master plan is a very thoroughly considered conceived document, and it's in the best interest of the Commonwealth and all of us here in New England. Thank you very much.

00:28:18,000 --> 00:28:34,000

Edward King: Thank you, Mr. Dana. Mr. Asti is on his way, then Mr. Slade, and Mr. Tate.

00:28:31,279 --> 00:29:17,120

George Asti: Members of the board, Mr. King, I am George Asti, Director of Government Affairs for United Airlines from New York City. United Airlines believes the master plan to be a comprehensive detailed analysis of the present and future requirements of air service to Boston and the New England areas. United supports the overall master plan concept which proposes an orderly expansion of facilities at Logan responsive to the forecast needs of the business and pleasure travelers. United also specifically endorses the Massport policy position in supporting national standards covering aircraft noise certification by the federal government, including retrofit of existing aircraft after determining economic and safety feasibility. Thank you very much.

00:29:15,760 --> 00:29:31,039

Edward King: Thank you very much, sir. Right. We appreciate that. Mr. Slade, come right up, please. Thank you.

00:29:27,360 --> 00:30:15,360

Stephen J. Slade: Members of the board, Mr. King, my name is Stephen J. Slade of Trans World Airlines. It's an air carrier providing—or perhaps I should say usually providing—domestic and international air services to Boston and New England via the Logan International Airport. I have a very brief statement to make. We have previously endorsed some comments made by our trade association, the Air Transport Association, to the draft master plan. We do concur, TWA, that the airfield facilities proposed represent reasonable estimates of possible future needs, and we thus wish to record our support for the basic concepts of the draft master plan.

00:30:12,080 --> 00:30:23,200

Edward King: Thank you very kindly, sir. We have Mr. Roy Tate, Boston, Mass, Eastern Airlines.

00:30:21,360 --> 00:30:44,000

Roy Tate: Morning, Mr. King and members of the board, Mr. Mooney, My name is Roy Tate Regional Director of Public Affairs for Eastern Airlines in New England, and I simply wish to record Easton's support of the draft master plan and reiterate that we had previously provided to the Port Authority a written position statement. Thank you.

00:30:42,480 --> 00:30:56,799

Edward King: Thanks. All of those written statements will be part of our record for the day. Now, our next speaker is Mr. Thomas Brown, State Street Bank and—let's say—a former member of Massport.

00:30:59,600 --> 00:32:10,320

Thomas Brown: Ed King, Mr. Maher, Mr. Defalco, and Dick Mooney, I really didn't come prepared to say very much here this morning. A little background: for 9 years I did serve as a board member of the Port Authority and prior to that for 3 years as Chairman of the Aviation Committee of the Greater Boston Chamber of Commerce. In that latter assignment we were the ones that—I think—tried, along with Ed King when he first appointed, to bring this airport—I would say—up to snuff, and as such, I think an excellent job has been done by the Port



Authority. If you just consider the banking industry alone in New England, we check clearing and the passage of those checks back and forth, many of them by air, I think it becomes readily apparent the impact not just on business but on human beings and individuals, whether they be wealthy or not so wealthy, and for that reason our bank is strongly in favor of the master plan as outlined, and we hope that the Authority will proceed along those lines. Thank you.

00:32:06,159 --> 00:38:27,839

Edward King: Thank you very much, Mr. Brown. We have another letter here. It's rather lengthy. It's from J. Edward Sheehan, an engineer with a large firm in the city of Boston. He comments upon is the airport necessary and let me read this.

[letter read into the record]

"If the airport was shut down—as suggested by one of our politicians because he never uses it and knows that people don't—we would be virtually isolated from the rest of the world. Every person and family in eastern New England would be seriously disrupted. Most business houses would either have to shut down or relocate. The Boston airport is the largest single generator of wealth in New England; billions of dollars are injected into our economy annually as a result of air commerce. Think about air freight, the millions of passengers coming and going, doing business in the area, tourists from all over the world, local procurement by the airlines of an endless list of commodities to sustain their operation, and the employment of thousands of people at the airport. Assuming that we have established the value of the airport, we ask the second question: is the airport in the proper location? Logan effectively serves an area within a radius of 50 miles. In its present location it is only three miles from downtown Boston and an equal distance in any direction to the industrial complex around route 128 and the development along the outer circumferential highway 495. Providence, Worcester, and Manchester are equal distance from Logan, and the metropolitan residential population fans out in uniform density in all directions from the airport. In addition to these features, many arrivals and departures of aircraft can be made over water, lessening the danger to high-rise buildings and residential communities, Boston is closer to many important points in the world in New York, and because of our single airport operation, interchange from international carriers to domestic is far more convenient. Because these advantages have been exploited by Massport, our international business has increased appreciably. When our foreign visitors passing through find that downtown Boston is so close to the airport they take the time to visit and spend. if we have established that the airport is necessary and in the correct location we now ask a third question: how can we ease the noise problem for the airport neighbors? The latest jet engines are quieter and cleaner than the earlier models. For example the smallest commercial two engine jet, a BAC-111, is noisier than a three-engine DC-10, which is one of the largest jets; however, the drop in noise level is not sufficient to eliminate all of the human annoyance. The next step which has been suggested by Massport is to purchase, at a fair price to the owner, the residential property laying in the approach path to the runways. The area could then be cleared completely eliminating the danger of aircraft accidentally crashing into residential dwellings. The noise problem would be partially solved but not eliminated. Further work would be quiet in the form of insulating homes in the immediate area. Four: is the airplane a serious polluter? Everything is a polluter and the worst one is a human being. The airplane does emit a stream of smoke on takeoff but this is dispersed over 20 miles and up to increasingly high altitudes. The

density in any one spot is absolutely negligible. Up until 1950 the area was saturated with coal-burning steam locomotives that belt sulfur-laden soot and hot sanders all over the landscape. None of us brought up in this area got the least bit concerned about it. We all have a lifespan 15 years in excess of previous generations, and this generation will do even better despite the just smoke; however, the latest jet engine is almost smokeless. The airport is absolutely necessary to maintain the economy of Boston Massachusetts and New England. It could not be in a better location for the convenience of the majority and most of the problems can be eliminated or reduced with the cooperation of responsible government officials working with Massport. We should openly boast of airport expansion it has it is our lifeline to the rest of the world. It's the catalyst of our economy. Retarding airport growth is as senseless as retiring technology, medicine, or the education of a child. Despite what the present administration may think about road building, Logan must have an express road to the north. This can be done very simply by completing the road through the Lynn woods and the Lynn marsh. A connection through Chelsea to the McClellan highway would complete the link. The tunnel should be built from South Boston to East Boston, open to all traffic. It is absolute nonsense to restrict this import artery to emergency vehicles and buses. This would act as a north-south bypass relieving the downtown area of unnecessary traffic. The north and south shores as well as airport would be well served by this tunnel we have an obligation to the people of New England and to future generations to maintain a healthy economy, and this can be done only by being competitive in world markets. This cannot be done by allowing our city of the future to be planned by mothers blocking bulldozers with baby carriage, environmentalists who are so busy cleaning up the Atlantic Ocean that they're leaving a ring around the bathtub, and politicians who cannot think beyond the first traffic light. it takes a lot of effort in a forward direction just to stand still. Thank you, J. Edward Sheehan engineer."

Well now. We have one speaker here who has spoken at a previous meeting. Our rules provide that this may happen, he may speak again, provided that there is no one here wishing to speak who has not yet spoken at a public meeting. So, we do have anyone who has not spoken at a previous public meeting here who wishes to speak? Okay. Mr. Whalen then, if you're ready. Come right up here in front, please.

00:38:29,680 --> 00:40:35,200

Michael Whalen: My name is Mike Whalen. I'm Assistant Managing Director of the Greater Boston Real Estate Board. I'm also Managing Director of the Building Owners and Managers Association, and I'm here in haste because most of our officers have gone; they're on the way to a national convention. And we prepared this yesterday, but I've been asked to come down in Bill McCall's absence to make the statement and it is as follows, "The Greater Boston Real Estate Board would like to go on record as favoring the preliminary concepts for improvements to Logan Airport proposed by the Massachusetts Port Authority. Under Massport's guidance Logan has been developed into one of the busiest airports in the world and as a transportation facility and has become an important key to Boston's economic growth. We favor continued upgrading of the airport to keep pace with changing times and changing demand so that business and real estate interest here may maintain their competitive edge in national markets. The airport's development is also essential to efforts currently being made to lure more and more corporate headquarters to the Boston area as well as new industries that require swift and dependable air

transportation to carry their products to world markets. It should be noted —and the Authority is fully cognizant of this—that in order for the airport's development to be meaningful will require a swift, convenient access to the airport. Whether this means a third tunnel, improved highways, or a better Mass transit system, or all, we are not in a position to state at this time, but it goes without saying that accessibility is a vital integral part of the airport's development. The board of Directors of the Real Estate Board looks forward to receiving Massport's final plan for Logan's development, so they can take appropriate action on the program, which we anticipate will be in strong support of the Authority's endeavors. Thank you."

00:40:33,680 --> 00:40:41,839

Edward King: Thank you very kindly, Mr. Whalen. Mr. D. Brooks Zug, 100 Federal Street, please.

00:40:51,359 --> 00:41:32,839

D. Brooks Zug: I'm Brooks Zug from PaineWebber, Jackson, and Curtis. As an investment banker for a great many New England companies and broker for hundreds of thousands of investors across the country who own securities of New England companies, PaineWebber feels that the Massport's program for the expansion of Logan Airport and its support for the improvement of related and alternative transportation systems is critical to the development of the New England economy and prosperity of his residence. As a consequence, we strongly support the master plan presented today.

00:41:28,560 --> 00:41:35,839

Edward King: Thank you very kindly, Mr. Zug. John A. Vitagliano.

00:41:49,440 --> 00:45:59,760

John Vitagliano: Mr. Chairman, my name is John Vitagliano. I live at 120 Gladstone Street in East Boston, and I'm the manager of the Little City Hall in East Boston. I wanted to put myself on record as opposing the two runway extensions and the STOL runway as suggested in the Mass Port Authority's master plan. And, for the record, I would like to introduce a letter from the Chairman of the Chelsea Pollution Control Committee that authorizes me to speak for them also this morning.

[letter read into the record]

"I want to say that the primary objection that I have to the proposed STOL runway 1533 is the flight track that it would introduce in close proximity to the waterfront area of the Jeffries Point section of East Boston. The city of Boston at the present time has currently underway some 30 million dollars' worth of capital improvement projects—schools, housing, and so forth, parks—for this area of East Boston in order to try to make up for many years of neglect of previous city administrations in this area. One of the reasons that we have found that the previous administrations have not invested in this area is because of the fear of Logan Airport expansion, that the idea has always been, well, 10 or 15 years from now this area is going to be a part of the airport. There's no reason for us to put any capital improvements or what have you into this area. We've taken a position that we think that the Jeffries Point area of East Boston is a very viable community. There are some 8 or 9 thousand people in that area. We've already put in over a million dollars' worth of improvements, and you can see the private investment in this

area begin to follow the city's capital improvement programs. You can walk down streets now in Jeffries Point where 5 or 10 years ago the sidewalks were totally torn up, sewers were open, and so forth. We put a lot of money into this area. We've improved the city's capital improvements, to the extent where private investment is now beginning to follow. We feel that this is good for the economy not only of East Boston, but clearly for the economy of Boston. Now, in terms of the overall master plan, it's been suggested that the runway extensions themselves—the STOL runway—are being put forth to accommodate a future demand at the airport that is suggested will be there inevitably, yet we have seen signs recently that the historic airline capacity or demand curves are simply out of line with reality. I'd like to quote briefly from a recent article in a *Wall Street Journal* that addresses itself to the new policy of the airlines in cutting back some of their flights because of the energy crisis. I'd like to quote Robert Tim, the Chairman of the Civil Aeronautics Board who said, and I'm quoting, 'that the airline industry must consider with care how far its passenger carrying capacity is out of line with demand and must move properly to adjust capacity. A creative response to the challenge of narrowing the gap between capacity and demand should have a favorable impact on costs, and that in turn should materially improve the industry's chances of returning to normal financial health as quickly as possible.' In other words, we've seen signs that the airline industry may well have achieved a state of maturity that the historic exponential growth curves pretty, well, petered out in that the industry as a whole has been stabilized and, again, people such as Mr. Tim, other executives of the airline, have indicated that this is topping off. The stopping of the exponential growth may not be a bad thing for the airlines, and it's certainly not bad for the communities around the airport. And attempts to understate the argument for the need for increasing the size of the airport because of meeting future demand, which just probably is not going to be met. Thank you.

00:45:57,040 --> 00:46:17,280

Edward King: Thank you very much, Mr. Vitagliano. Mr. Gerald W. "Jerry" Blakeley Jr., Cabot, Cabot, and Forbes, please. I didn't see that. Good. I didn't see you right there, all right. Thank you.

00:46:14,079 --> 00:51:28,160

Jerry Blakey: Mr. Chairman, commissioners, I don't want to speak to details of elements of the master plan, but I would like to stress the vital importance of the airport to this community. My company is in the industrial and commercial real estate development business, and building plants for industry—and particularly for research—has been vital to us—and also office buildings. And we think that the airport is a very vital raw material—or natural asset or, I guess, some people would say unnatural asset—because we don't have mineral resources in this area and other natural resources. And because we're geographically so far from the rest of the nation, we think that we do have a fantastic asset in our educational complex which has given us the basis for tremendous research development over the last 15 years. And because we, geographically, are so separated from the center of the country, it's been only our airport that gives us the foil to really capitalize on our educational complexes. We have 34 colleges and universities within 50 miles of the State House which is the largest single concentration anywhere in the world. And it's the ability of people to get in and out of the Boston area which

have enabled us to develop in Boston and provide jobs for people. We also have a state tax climate which is one of the more in one of the probably most unfavorable in the United States, and this, coupled with our geographic end of the line operation, makes much manufacturing in this state very impractical. So by capitalizing on the educational complex and research and on the sophisticated type of manufacturing which can come out of scientific research, the airport makes an extremely vital link—just as vital and perhaps more so than the railroads were a hundred years ago in the development of industry. Now, I'm not saying what we need is everything in the way of airport expansion at the expense of the environment and everything else, but I think that the master planning that the Port Authority is doing can be instrumental in bringing about compromises, and I think we need compromises. Obviously protecting our environment is vital, but to have an ideal environment without jobs for people in the area would also be a tragedy. And I think also that, as one who has an office that looks out over the airport constantly and hears the planes, I think that we in the community and the Port Authority have a tremendous obligation to the residents of the area, and I understand that you're already doing something in new residential communities, and I think these people should be given some great advantages and good places to live in the East Boston area, but here again, there has to be an element of compromise because the economic necessity is so vital. And I think one of the tragedies in the past has been that the general public hasn't been aware of the effect of the airport on their daily lives. People working in the retail industry don't realize what a bearing it has, but the prosperity of the consumers that buy their products depend on a major job base, and it's the airport coupled with the educational complex which is giving us this job base as manufacturing in the area declines. A recent study was made by Jobs from Massachusetts interviewing 26 of the major employers in the state of Massachusetts, and it was very startling to find that less than a handful of these companies said they would ever expand their operations in Massachusetts, but because of the political climate and the tax cost any expansion or new facilities would be done outside of Massachusetts. Now, I think that the airport can be a major factor in keeping some of these companies here with what they do have and certainly, as manufacturing jobs decrease, insurance jobs, financial jobs in the mutual fund industry, and other types of industry which use office space instead of factory space will continue to grow if the airport provides the ideal service that it does. So I think that this master planning should take into account giving the Boston area better than normal service because we are so far removed from the rest of the country, and by doing that we can keep the economic base strong. Thank you.

00:51:26,079 --> 00:51:37,839

Edward King: Thank you very kindly, Mr. Blakely. We have everything on the record. I appreciate that. Mr. John Griffin, please.

00:51:49,520 --> 00:54:03,680

John Griffin: I would like to make just a very brief statement. I have been in aviation in this area since what is now Logan Airport was a cinder patch. I started flying the tri-motors out of there when they were the only airliners available. I later became Operations Manager of Northeast Airlines. I have been in a position to witness—from the beginning—the impact on Boston and Massachusetts of the growth of aviation as an industry. In order to continue this growth it is

absolutely essential that we continue with the development and improvement of our airports, but especially Logan International, which is our principal airport and the one that provides the largest employment and carries most of the Massachusetts residents when they are going anywhere for business or pleasure. I am also engaged in the aviation education business. I operate a well-known technical school at Hanscom Field which is known throughout the free world, and it is highly important to the young men of Massachusetts who are training for the aviation industry that we have sufficient growth and development here to continue to offer them employment in this area so that they won't have to leave after graduation. This area suffered somewhat of an unfortunate impact on employment as a result of the merger of Delta and Northeast when the principal maintenance facilities of Northeast were moved to Atlanta. If we continue to improve our airport facilities I am sure that other aviation activities will expand in the area and probably locate here as we become a much busier hub of all forms of air transportation. I strongly urge the adoption of the master plan.

00:54:01,599 --> 00:54:20,319

Edward King: Thank you very much, Mr. Griffin. We now have Mr. John T. Lydon, Boston, Mass, please. Mr. Lydon.

00:54:23,520 --> 00:54:59,280

John Lydon: Hello. Yes. John Lydon, the Business Manager for the Pipefitters Local Union 537 in Boston, and I would like to bring to the board the feelings of the 1,927 members that I represent in the building trades and bring to you their wishes that the progress at the Logan International Airport does not stop. We have 100 percent in favor of the programs as established by the Massport. Thank you.

00:54:57,200 --> 00:55:12,000

Edward King: Thank you very much, Mr. Lydon, for coming. Is there anyone else present in the hall who wishes to speak? In that case we will adjourn until 2 o'clock for lunch. Thank you very much. We hope you all return.

[meeting adjourns for lunch]

00:55:17,440 --> 00:56:21,119

Edward King: 2 o'clock has arrived—and maybe been passed. We're ready to commence, so I hope that everyone in the lobby can hear so they may come in and listen to our speakers. Please. The first 4 speakers this afternoon and—for those who were not here this morning—will speak from in front here—at this microphone. First we'll have Stanton L. Kursman, Boston Mass, Harold Stoddard, State Street Bank, Boston, of course, Coster Chalice from Belmont, and Bernard Yellen, Randolph, Mass. There's no rush, but that is the order and, to the extent they find their way forward and be ready to speak, it will be easier on all of us. Is Mr. Kursman ready? Thank you very much.

00:56:17,599 --> 00:59:39,359

Stanley Kursman: Thank you, Mr. Executive Director. My name is Stan Kursman. I'm President of — [coughs] with a cold—Garden City Travel here in Boston, and we employ some 45 people in our operation. Obviously the nature of our business is predicated on moving people through Logan Airport, which we do at an annual rate of 15 to 18,000 people during the course of any one given calendar year. Each and every year, fortunately, our business has increased and has been fairly productive. Obviously that has created an additional need for jobs for our agency which has in turn created more people which has in turn put more people through Logan Airport, consequently has caused to be created—to a lesser degree—more facilities, more employees, more services to be supplied to our people at Logan Airport. I'm appearing here this afternoon for the specific purpose of exercising a business professional opinion based on the master plan submitted by the Massachusetts Port Authority. It is greatly and certainly needed in a community of the size of greater Boston, a community in the New England area, a community which I understand is probably the 10th largest city in population throughout the United States, to have the facilities and services that are desperately needed at Logan Airport. In the past I've made a statement that I personally have been in every major airport in the major cities both domestically and internationally throughout the world, and you'd have to go some to beat the facilities and services that are now provided at Logan Airport. Obviously by standing still, going backwards, or doing nothing Logan Airport will slip and will not be consistent with other major airports throughout the country, if not throughout the world. There's no question about it in my mind that tourism is a large factor in increasing any and all facets of business throughout the community. By doing more business, we add more people; by adding more people, we create more passengers to travel via tourism; by creating more people to travel, we find that we need better, up-to-date, more modern expanded facilities at Logan Airport. This is a primary objective. This is something that's definitely needed. This is something that has to be moving with the everyday moving times. I can speak for maybe a limited number of people, but those within my employ—while they're not hundreds—they all do have—or for the most part—do have families, and each one must, in turn, maintain themselves, their families, and do what is necessary to live in today's economy; therefore, in closing, it would be not only a crime but indeed a travesty of business to not have the facilities that Logan Airport has planned by the Mass Port Authority, and it's something that would be not only a step backward but a step—and certainly—in the wrong direction to not have these facilities provided. Thank you, Mr. Chairman.

00:59:37,680 --> 00:59:50,079

Edward King: Thank you, Mr. Kursman, especially for your time, and with the added burden of a cold, we appreciate it the more. Mr. Stoddard would be followed by Mr. Charles L. Boynton of Boston, Mass, please.

00:59:50,160 --> 01:01:22,559

Harold Stoddard: My name is Harold Stoddard from Wellesley. Mr. Chairman, I want to endorse the master plan on behalf of the State Street Bank and also as a bondholder who is often the forgotten person in this equation. In my opinion the future of the airport has to be a first-class airport, otherwise it will not attract the capital that will be required. When the bondholders from all over America put money into this airport, it goes largely for wages. Those wages are paid to carpenters and plumbers and pipefitters and that benefits the economy of this region.

And to those people who say that they don't like the airport because they don't pay taxes, I think the people who work at the airport would be interested in that because they pay substantial taxes to the state. I also would like to comment about Pat Patterson who was President of United Airlines. When he retired in 1966, he was asked if he ever dreamt that United would carry 18 million passengers in one year when he founded the airline in 1927. He said that he never in his wildest dreams thought that United would carry 18 million passengers. Today United carries 30,400,000 passengers per year. To you gentlemen I say, "No dreams you have will be too small." Thank you.

01:01:20,160 --> 01:01:39,839

Edward King: Thank you very much. And the continued growth in air traffic internationally and cargo seem to support that statement, Mr. Stoddard. We have Charles Boynton Jr. please.

01:01:40,400 --> 01:02:30,960

Charles Boynton Jr.: Thank you, Mr. Chairman. My name is Charles Boynton, and I'm the President of the Boynton Insurance Agency. We have national accounts, and it certainly is imperative to businesses—small and large—similar to mine that we be able to get in and out of Boston in the rapidly expanding community in a quick manner such as we are able to do here. In the travels that we make, it is absolutely important that we are able to get from our offices in the downtown area to the airport and back in a short time. I am strongly in favor of the fact that we can do this in Boston, and we definitely need it for the continued business growth of the community and small businesses such as mine. Thank you very much.

01:02:29,119 --> 01:02:37,119

Edward King: Thank you, sir, for coming. We appreciate the time burden that you in particular have. Mr. Coster Chalice, please.

01:02:41,440 --> 01:07:13,520

Coster Chalice: Thank you very much. I appreciate the opportunity of to speak here. My name is Coster Chalice; I'm from the Rainbow Travel in Belmont, Massachusetts. We are a very small travel agency, and the master plan as proposed by the Port Authority is essential not only to us but to approximately one thousand travel agents of similar size as ours who are putting passengers into Logan Airport, not only to the surrounding communities. I have passengers booked by some of the travel agents in this area, but as far as Cleveland, Dayton, even Hartford, Springfield. All these areas have—particularly where our travel agents are represented—have put people into Logan Airport simply for the reason that it is impossible to funnel people through the New York gateway. There are approximately a thousand travel agents serving Logan Airport, including areas in the Midwest. I have been watching the growth of Logan Airport for the last 20 years, and I would like to point out an example of their parking facilities. I believe that Logan Airport has probably the finest parking facilities in the world. I have traveled, also, all over the world—and in fact, I just recently came back from Philadelphia, and if any of you have been to Philadelphia, you will find out what I'm talking about. For example, the parking facilities are about 600 to 800 yards away from where you enter the airline gates. If it rains, you cannot walk under the cover. There are shuttle buses taking you as you get out of the airport terminal



into the parking areas. This is not possible, and at Logan Airport you can conceivably drive your car right up to the gate without getting wet. I think that's very, very important. One other—I have looked over very carefully some of the plans—and one other opportunity that I think that the Port Authority is has not taken into consideration is this: in the past few years, due to the devaluation of the dollar, we have found how there are many, many foreigners coming into this country to visit the United States. The natural gateway of entrance into the United States is Boston, and that is at Logan Airport. I can see within the next few years many, many Europeans coming into the United States as—in the years past—Americans have gone over to Europe. And again, the national gateway is Boston. Boston is a typical US center of attraction. Certainly a lot of people coming into New York cannot compare the United States with New York City. Over the years London in England was based on this assumption that all tours, for example, should begin in London and end up in Paris. I think also that the Port Authority should seriously consider the setup—the physical setup—of people that can translate the various French and Italian and German because there are many tourists coming into the United States now and the land of Logan, and sometimes there's no physical facilities where they can talk their own language, and I think this is will come to be—particularly the way the dollar has decreased over the past few years. Furthermore and in closing, I think that many of the airlines are putting a lot of money into Logan Airport, and I think that the people and the taxpayers of Massachusetts should seriously consider this because they are hiring many persons, and we should make it easy for people to get in and out of the Logan Airport. I want to thank you very much for the time.

01:07:11,280 --> 01:07:43,839

Edward King: Thank you, Mr. Chalice. I would like you to know that we are quite conscious of the effects of the devaluation and already are training some of our international greeting department—which we've established some years ago—to be bilingual. We recognize that—I think that would be helpful, especially to the Europeans coming over. Thank you. John Hall, State Street, Boston, please.

01:07:44,480 --> 01:10:01,600

John M. Hall: My name is John M. Hall. I'm a lawyer associated with Choate, Hall, and Stewart. I have acted for Eastern Airlines in a number of matters connected with the Logan Airport, but I am not speaking in that capacity. Today I'm speaking merely as a private citizen of the greater Boston area. Seems to me that you have really three considerations. These days good airport is essential for the economic growth of the greater Boston community, and I'm not going to exclude the rest of New England. As a previous speaker has just said, Boston Logan Airport is a gateway; it's not only a gateway to America for Europeans, but it's a gateway to the rest of New England from other parts of the United States. We have two very important industries in Massachusetts from the point of view of the economic welfare of the state: one is our many very fine colleges and schools, and the second is our very pleasant and varied vacation areas. In order to accommodate the increasing flow of people from all over the United States to our schools and colleges and to our vacation spots, it's essential that we have an airport with the capacity to handle this increasing hoard. And my last point is this: that you have to have an efficient airport—and by all means you have to have a safe airport. Recent events have been sad, and no blame can be attached to the Massachusetts Port Authority, but let us not put

fetters around the Mass Port Authority in its attempt to make Logan Airport safer and more efficient.

01:09:59,920 --> 01:10:06,800

Edward King: Thank you very much, Mr. Hall. We appreciate your visiting with us. Mr. Bernard Yellen, please.

01:10:12,480 --> 01:11:53,280

Bernard Yellen: Thank you, ladies and gentlemen. I'm a Boston cab driver, and to be more specific, I'm a member of the ITOA, and I can honestly say that the 3 or 400 cabs that revolve through Logan Airport does affect the economy as far as other cabs working within the city of Boston itself. On a broader scale, I'd like to point out that Boston does have a higher unemployment percentage than the national average. Without Logan Airport and the Mass Port Authority, the unemployment would be much higher. Any city's economy depends on employment and the influx and exodus of people moving as effectively and efficiently as possible. People being able to leave Logan Airport affects the economy in other areas with their arrival. In other words, what I'm saying basically is: what good is a castle in a desert without water. Thank you.

01:11:49,920 --> 01:12:09,840

Edward King: Thank you very kindly, Mr. Yellen. We realize you're a working man and took the time; we appreciate that. Our next speaker is David J. Pocaro, please, Dave's Motor Transportation, Logan. He'll be followed by Mr. Bertram Druker, please.

01:12:10,880 --> 01:19:59,679

David Pocaro: Thank you Mr. King, members of the board, ladies and gentlemen. I appreciate the opportunity to present my remarks on the future growth of the air freight industry in Boston and the endorsement of the master plan study. Some may be wondering why a trucker Dave's Motor Transportation is here to discuss air freight, especially since the trucking industry—to a large extent—competes with the airlines for the shipping public's dollar. Well, I can best explain it by taking just a few seconds to discuss a company called Air Cargo Incorporated. ACI, as it is known, was organized in 1941 and is a wholly owned subsidiary of the scheduled airlines of the United States. It operates as the ground service organization for these airlines and some international airlines and airport forwarders who are involved in the transportation of property by air. ACI itself is not a carrier, but through some 475 other Dave's Motor Transportations throughout the country, provide a door-to-door network for the pickup and delivery of air cargo. In other words, we are the exclusive authorized representative of the airlines bringing freight into or taking it from Boston's Logan Airport. Last year alone we handled 300,000 shipments which accounted for about 20 percent of the freight that has moved through Logan. So you can see that I have an interest—a very big interest—in seeing that the air freight industry continues its growth here in Boston. While we're on the subject of growth, let me try and put into perspective how the air freight market has grown in my 20 years. It's a fact that 10 years ago shipping by air was used only as a last resort or when there was an emergency situation, and the shipper would be willing to endure the exorbitant expense for the sake of saving some

precious time; however, in recent years, expediency, reliability, convenience, and speed have improved. And although cost is still a factor, it's not as significant a difference compared with other forms of shipping. It may surprise you, but the air freight industry is small; it accounted for only about one half of one percent of all the goods shipped in the world last year. Nonetheless, there is continued growth. Two years ago the Boeing Company predicted in a report in *Aviation Week*, a highly respected industry journal, that the industry will have an average growth of some 18 percent. Of course, they didn't have a crystal ball that could point to the energy crisis or the Arabian oil embargo which has already impacted Europe, and there's every indication, of course, that our country will be adversely affected. You've all read in recent days that the major airlines have all planned flight cutbacks; they're caught in a situation of rising costs and declining yields. Add to these the fact that American businesses have been laboring the past couple of years under stressing financial conditions with a devalued dollar and escalating interest rates, it's quite obvious that money is tight and belt tightening is being practiced throughout all businesses. Still in all, the air freight industry has shown steady—if not consistent—growth and has doubled itself every 5 years. Think about it. It's doubled itself every 5 years. There are a couple of factors that spur this growth. One is that the European and far Eastern markets which are major producers of high value, low density goods, such as electronics, medical supplies, shoes, and other commodities, see air freight as the fastest method to get their products to their technologically-oriented New England markets. Secondly, up until now, we have had the vision—thanks to the Mass Port—to expand our airport resources to meet the technological sophistication the airlines have brought about in air freight. We are going to have to continue to have that vision even in the face of public adversity if we want to keep pace with these changing times. If we do not, Boston will be relegated to a second-class status, only to rely on the spillover air freight crumbs that New York's airports cannot handle. We need the land resources for expansion that at the present time we cannot provide them with at Logan. I was fortunate in 1968; we were able to pick up 2 acres of land in the northeast corner of the airport, and we built a 20-bay loading dock and office facility. We've just expanded that 40 percent in 5 years. Other smaller companies are not as lucky. They operate out of a central freight facility with only one loading dock. As you might expect, they have to accept the rap when customers and airlines complain about late or missed shipments because their trucks are stacked up and can't be loaded. Another area where I expect we'll see a dramatic improvement is in air freight rate structures. Everyone knows it's more expensive to ship by air, but I can foresee that by 1985 we'll have a variety of deferred shipping plans in major city airports that will allow the air freight to be warehoused for periods of days or possibly weeks. The rates, of course, would be lowered for freight that doesn't have to be shipped to the customer that same day. This idea isn't one that I have conceived; the industry is looking at such a plan in hopes of becoming more competitive with other less expensive forms of transportation. I think the idea has great merit, but again, it requires vast physical resources to warehouse these goods. At the present time Logan doesn't have these resources. Bird Island Flats could be an ideal site for meeting this requirement. In closing, I'd like to make just a couple of observations. The first is that we've got to think big in air freight—before we can be big, there's nothing more disheartening than to watch your competition pass you by. For the well-being of the Boston economic community—indeed that of all New England—we cannot afford to let that happen. And let's not forget that we serve New England through Logan, not just

Boston. The second observation is that there is little question about the viability of the air freight industry. The figures speak for themselves, and some of the scuttlebutt around the airlines field is that Boeing is trying to build a bigger 747 that will increase cargo carrying space from its present 200,000 pounds to 300,000 pounds. Oh, yes! I should add that they'll be doing so with their priorities in the right place. John Steiner, Vice President and General Manager of Boeing has said and I quote, "Economics and quietness will become paramount in the design of jet transports between now and 1980." Perhaps this is coming in response to the 51 noise bills that were introduced into Congress last year. United Aircraft's Chief Executive Officer, Harry Gray echoed Steiner when he said, "Attention will have to be paid to the trade-off between economics and equipment performance. The customer will be looking a lot harder at what technology will cost for the degree of technical improvement that is to be gained." I want to thank you for your time and attention, and I hope by sharing some of the thoughts and opinions that I have—as well as those of leading airline industry executives—it has left you with the impression that there is a bright promising growth ahead for the air freight industry. I hope we don't find ourselves on the observation deck watching the jumbo jet freight era pass us by. Thank you.

01:19:57,840 --> 01:20:16,480

Edward King: Thank you very much, Mr. Picaro. We appreciate that. Mr. Druker. Mr. Druker will be followed by Mr. Gilbert, then Mr. U. O'Rourke. I'm going to delay reading the written statements while we have active speakers here.

01:20:13,199 --> 01:22:09,120

Bertram Druker: Thank you. I am Bertram A. Druker of Boston. I am a real estate developer and I am in the hotel business. I want to speak just for a moment as a proponent. I think that the expansion of Logan is absolutely crucial to the survival—not even the growth, but the survival of Boston. As a real estate developer, we have been able to attract people into the city because of the proximity of Logan to downtown. This, of course, means taxes to the city, and of course, it is absolutely important that Logan expands and remains among the leaders in the airports of the world. So far as the hotel industry is concerned, Logan is really vital. The proximity, as I said before, of Logan to downtown—to be able to get guests into the city fast get them from their hotel rooms back to the airport in a hurry—is absolutely essential. Logan, I think, is probably the single really important asset that we have in the Boston area so far as stimulating growth of the real estate industry is concerned as well as being a tremendous asset to the hotel industry. With the depreciation of the dollar and our ability to attract foreign guests, foreign tourists to Boston, not to be prepared, to them, would really result in criminal neglect, and I certainly hope that Logan will continue to expand and that everybody will get behind this. Thank you.

01:22:07,040 --> 01:22:14,400

Edward King: Thank you, Mr. Druker, for your time and interest. Mr. James M. Gilbert, Wayland, Mass, please.

01:22:19,760 --> 01:24:50,239

James Gilbert: Thank you, Mr. Gilbert, James Gilbert, Vice President, Jobs for Massachusetts Incorporated. Our group is a group, a coalition of labor, government, and business people dedicated to trying to increase and maintain job opportunities throughout the entire Commonwealth. Economically, we have many assets and some liabilities in this state which, to attract companies which provide jobs to our people. One often cited liability by our competing states is that Massachusetts is off in a corner of the country, distant from major marketplaces. We, Jobs for Massachusetts, disagree and think the opposite is true but only when we have a good airport. And that is today's marketplace and the marketplace of the future; Massachusetts is directly in the middle of that at the hub marketplace—one hour from it by air, between one third of all the population and purchasing power and entire North America, now are closer to Europe by air. These are where the major marketplaces are, and without a doubt, that airport is our number one asset. What impresses me most about the master plan of Logan Airport is the fact that they are willing to take into account the environmental damage and try to minimize that. Without a question we must minimize that, but also, I can't think of an airport right now which isn't as efficient, as accessible, or as important to our regional economy than Logan Airport. We must ensure that Logan Airport continues to provide the quality service for those companies presently here and companies hopefully that will become here, that they can utilize that airport to transfer their personnel and products rather than relocate somewhere else where they can get goods and personnel quicker to their supply and demand centers. We're only at the center of the international marketplace when we have the efficiency of Logan Airport and the Port facilities we presently have. I urge the board to approve a master plan as submitted, for it maintains the viability of the airport and our whole region while ensuring that all environmental impacts are minimized. Thank you, Mr. Chairman.

01:24:49,600 --> 01:25:03,360

Edward King: Thank you, Mr. Gilbert. Mr. U. O'Rourke, Fish Pier, Boston, Mass representing the Boston Fisheries Association. Mr. Charles Doulos will be next, followed by Mr. William Whitaker.

01:25:05,679 --> 01:27:26,400

U. O'Rourke: Thank you, Ed. I'm appearing here today as Executive Secretary of the Boston Fisheries Association, which is the trade organization that does represent the fishing industry and matters of legislation and public relations. I'm also President of what is known as the New England Fisheries Steering Committee, and this particular committee is the spokesman for the New England fisheries. I welcome the opportunity to testify in the interest of the Boston Fisheries and the New England Fisheries Steering Committee in favor of the future planning for expansion of the airport. The constant and expanding use of Logan by the New England Fishery becomes more evident each day. Certain times of the year the greatest amount of air freight from Logan is fish and seafood, particularly lobsters. As an example, the lobster which I ate in Honolulu a couple of summers ago was flown from Boston; the morning flight by United Airlines and was available for dinner. I might also add that lobster obviously identifies ourselves as New England, but nevertheless, you'd be amazed how many outlets on the west coast particularly—whether New England is now living—are anxious to obtain our fresh New England cool fish which we are able to produce and meet a favorable market. Fresh sea products are in demand in all parts of the country. I would say without equivocation that any airplane flight that has

better than 500 miles is certainly carrying a minimum 500 pounds of lobsters. Those to the west coast, maybe many more pounds. It's interesting to note that one of the restaurants in Chicago has a sign that said, "Fresh Boston Scrod. Flown from Boston this morning," and this is awfully good advertising, both for the fishing industry as well as the airlines. The expansion of Logan field would certainly benefit the seafood industry and be in keeping with our present plan of revival of the industry. A lot of you people undoubtedly are aware of the trials and tribulations we have, but the demand for the product is excellent, and the facility of the airport, obviously, is very important to us; therefore, we join with the Massachusetts Port Authority in its master plan, recognizing the airport is vital to the overall New England economic future. Thank you.

01:27:24,560 --> 01:27:37,679

Edward King: Thank you very much, Mr. O'Rourke. Mr. Charles Doulos. Again, following Mr. Doulos will be Mr. Whitaker, then Mr. George B. Monroe, and Frederick Kelly in that order.

01:27:41,040 --> 01:29:52,000

Charles Doulos: My name is Charles James Doulos, and I'm President of Jimmy's Harborside Restaurant. About a half hour ago the only problem I had was trying to seat our customers at lunch in time, and then a number of them told us about the hearings at this building today, and I felt it was a privilege and honor to come over here and speak a few words on behalf of the expansion plans of Logan Airport. Because we do run a popular restaurant, we meet customers from all walks of life from, all parts of the country, as well as from Europe. Without a doubt, the vast majority of these people talk about the wonderful treatment they receive at Logan Airport as well as the fact that Logan Airport is so accessible to the city, that it's a real pleasure to come over here regardless if they're visiting their children in the school systems, if they have to go to the hospitals for treatment, or if they're visiting New England. Now, besides the passenger accommodations at this airport, the key thing that generates the income in this area is the general cargo merchandise, and Logan Airport for a long time has had a great track record in this particular field. I believe about 8 years ago the customs people received around 570,000 dollars of revenue from 1,567 formal entries. Within 8 years this has increased to 42,000 formal entries generating an income of 23,600,000 dollars and if it hadn't been for the reduced tariff rates that have been put in effect in the last 4 or 5 years, this revenue figure would approximated around 40 million dollars; therefore, for these points, I believe whatever we can do to expand the facilities of Logan Airport to keep it as a foremost airport in the country, it should take all our attention for that. Thank you.

01:29:49,360 --> 01:29:57,199

Edward King: Thank you very much, Charlie, for coming. Mr. William Whitaker, western Mass, please.

01:29:59,440 --> 01:30:34,080

William Whitaker: Thank you, Ed. My name is Bill Whitaker. I am Vice President of Marketing for the leisure group of Ogden Corporation, and I'm here representing Ogden today. We have business interests, extensive business interests, in Boston and East Boston, and we have several Ogden companies headquartered in the Boston area. As such, we utilize air travel excessively in

the conduct of our businesses. We have reviewed the master plan and fully endorse and support it. Thank you.

01:30:33,040 --> 01:30:48,800

Edward King: Thank you, Mr. Whitaker. We now have Mr. Frederick, oh no—George B. Monroe, please. Mr. Monroe is a working cab driver taking time out from his daily occupation. We appreciate that.

01:30:46,080 --> 01:32:50,800

George Monroe: Thank you, Mr. King. Ladies and gentlemen, members of the board, I am not only a working cab driver, but I'm also here in the official capacity as a Director of the Independent Taxi Operators Association of Boston. We have in our association a round figure of 650 cabs. This figure fluctuates from week to week as to the exact number, but these cabs require in excess of 2,000 people to drive them, and of these 2,000 people, I would say—I would dare say anyway—that there must be at least 35 to 50 percent of the personnel required to drive these cabs that are members of the minority groups. Now, I came here unprepared; I received very little notice from the President of the ITOA that my presence was requested down here, and I don't have the facts, nor the figures; however, I will dare say that there are at least 2,000 taxi cab fares leaving the Logan Airport each and every day of the week. These fares provide an income for our people. We need Logan Airport. We need the expansion of Logan Airport, and as far as the people that come into our city and into the New England area in general, they're very, very pleased with the facilities that we have at the airport. I've had numerous fares my cab that have told me time to time what a wonderful airport that is, how nice it is to be as close to the city as Logan is. I think that for the well-being of the entire area that we certainly should get behind the expansion of Logan Airport and support it 100%. Thank you.

01:32:48,800 --> 01:33:10,159

Edward King: Thank you very kindly, Mr. Monroe. We appreciate your time. Mr. Frederick Kelly has been waiting. Mr. Kelly will be followed by Mr. Thompson, Mr. Nicholas Morrissey—rather familiar names—then Mr. Anthony Athanas, and David Stewart. Mr. Kelly.

01:33:08,159 --> 01:35:10,719

Frederick Kelly: Thank you very much. Ladies and gentlemen, I want to thank those that made this hearing possible. I'm a businessman here in Boston who feels that one of Boston's biggest assets is this airport and the proximity of it to the city. This proximity to the city has—as we all know—caused some environmental concerns which, through federal and local planning, are being lessened dramatically. The airport in the port of Boston must be utilized fully in order to keep the New England area growing and viable and so as not to fall behind other port cities who are pulling out all stops and working to get cargo and passenger flights rather than trying to impede growth in these areas. The economic residuals from an active airport have a multiplying effect on business in a particular area. Inventories are more available, unemployment will come down, and a new vitality will arise with the community and the Port working together. I feel that there is a need for greater access to the airport. I would strongly urge the building of a third

tunnel under the Harbor which would help alleviate traffic jams now experienced on weekends and holidays, and this would also facilitate the movement of emergency vehicles in time of need. It should be pointed out that all the benefits accruing to us from the airport—and the Port Authority—are done so without the need for additional taxes. This is done by operating the Port Authority in a manner which is profitable and which encourages businessmen and individuals to invest their own money to bring about these improvements outlined in the master plan. I think we owe Mr. King, Executive Director of the Mass Port, his staff, and the Board of Directors a, “Thank you for a job well done,” and a vote of confidence that we in the community will back them so as to enable them to carry on their work in the future, Thank you.

01:35:08,320 --> 01:35:15,840

Edward King: Thank you, Mr. Kelly. Mr. John Thompson, please.

[continued on Tape 3]