

Time: 8:00 a.m.

Place: 55 International Drive, Pease International Tradeport
Portsmouth, New Hampshire

AGENDA

- I. Call to Order (Bald)
- II. Acceptance of Meeting Minutes: August 13, 2015 and September 14, 2015*
- III. Public Comment
- IV. Old Business
 - A. Lonza Biologics, Inc.* - 101 International Drive* (Lamson)
- V. Audit Committee Report* (Bohenko)
 - A. Reports
 1. Management Representation Letter**
 2. Executive Summary of Audit Engagement**
 3. Auditor Required Communication Letter**
 - B. Approvals
 1. Certified Financial Statements and A-133 Audit* (Loughlin)
- VI. Finance
 - A. Financial Reports
 1. Operating Result for Two Month Period Ending August 31, 2015*
 2. Nine Month Cash Flow Projections to June 30, 2016*
- VII. Licenses/Easements/Rights of Way/Options
 - A. Approvals
 1. C & J Bus Lines – Extension of Right of Entry* (Allard)
 2. Lonza Biologics, Inc. – Parking License Extension* (Bohenko)
- VIII. Leases
 - A. Reports
 1. Martin's Point Healthcare, Inc.*
 2. Shaines & McEachern Company Portsmouth, LLC*
 3. 222 International, LP*
 - B. Approvals
 1. Allegiant Air, LLC – Lease Amendment* (Preston)
 2. Enterprise Rent A Car Company – Lease Amendment* (Torr)
- IX. Signs
 - A. Reports
 1. Lonza Biologics, Inc. – 282 Corporate Drive*

X. Contracts/Agreements

A. Reports*

1. Employee Assistance Program
2. East Coast Heating & Air Conditioning – Skyhaven Airport
3. ETS Corporation – Golf Course
4. Childs HVAC – Portsmouth Fish Pier

B. Approvals

1. Advanced Excavating and Paving, Inc. – Street Lights* (Torr)
2. Tradebe Environmental Services, LLC - Clean Oil Water Separator* (Lamson)

XI. Executive Director's Reports/Approvals

A. Reports

1. Human Resources Position
2. Golf Course Operations
 - a) Blue Nine Course Usage Report*
3. Airport Operations
 - a) Skyhaven Airport
 - b) PSM
 - c) Noise Line Reports
 - 1) August, 2015*
 - 2) September, 2015*

B. Approvals

1. Bills for Legal Services* (Allard)

XII. Port Committee Report* (Loughlin)

A. Reports

1. High Speed Ferry Service

XIII. Division of Ports and Harbors

A. Reports

1. Port Advisory Council
2. Commercial Mooring for Hire*
3. Commercial Mooring Transfer*

B. Approvals

1. Pda 700 – Adoption* (Bohenko)
2. Port Security Grant Acceptance* (Loughlin)
3. Pilot Reappointment* (Torr)
4. Sunrise Adventure Charters - Right of Entry* (Preston)
5. Bills for Legal Services* (Allard)

XIV. New Business

XV. Upcoming Meetings

Finance Committee	Nov. 16, 2015
Board of Directors	Nov. 19, 2015

All Meetings begin at 8 a.m. unless otherwise posted.

XVI. Directors' Comments

XVII. Adjournment

XVIII. Press Questions

- * Related Materials Attached
- ** Related Materials Previously Sent
- *** Related Materials will be provided under separate cover
- + Materials to be distributed at Board Meeting
- Confidential Materials

**PEASE DEVELOPMENT AUTHORITY ("PDA")
BOARD OF DIRECTORS MEETING
MINUTES**

Thursday, August 13, 2015

Presiding: George M. Bald, Chairman
Present: Robert A. Allard, Treasurer; John P. Bohenko; Margaret F. Lamson; Peter J. Loughlin,
Vice Chairman; Robert F. Preston; and Franklin G. Torr
Attending: David R. Mullen, PDA Executive Director; Lynn Marie Hinchee, PDA General Counsel;
PDA staff members; members of the public;

I. Call to Order

Chairman Bald called the meeting to order at 8:07 a.m. in the Board conference room at 55 International Drive, Pease International Tradeport, Portsmouth, New Hampshire.

II. Acceptance of Meeting Minutes: June 15, 2015

Director Lamson moved and Director Allard seconded that **The Pease Development Authority Board of Directors hereby accept the Minutes of the June 15, 2015 Board meeting.** Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

III. Public Comment

Bob Hassold, Chairman of Promote Our Port, ("POP") made comments regarding: POP's interest in the Market Street Terminal activities; PDA Board's vision for developing the Tradeport; and the Board's need to have a vision for development of the Market Street Terminal; upgrades to the Tradeport including the multi-use path. Director Lamson commended Director Loughlin for his efforts regarding the landscaping of the Tradeport. Director Loughlin noted that numerous people were involved in developing the Tradeport. Mr. Hassold commended the Board for their efforts in developing the Tradeport and asked that the Board work with POP on developing the Market Street Terminal.

IV. Old Business

No old business was presented.

V. Golf Committee Report

Director Bohenko, Golf Committee Chair, reported that the Golf Committee met at the Pease Golf Course on August 12, 2015. The Committee reviewed a memorandum prepared at the Chairman's request regarding the release of real property. The Committee then reviewed the proposed golf course clubhouse kitchen modifications budgeted at \$225,000 needed to accommodate the increased restaurant business, the restaurant commission schedule, and the project debt repayment. The Committee recommended that the contract for restaurant operations with John Tinios/Galley Hatch be extended for a three year period and that the commission rate be changed from a performance based scale to a flat rate of 17% of the restaurant gross sales effective November 1, 2016. Director Bohenko commended and thanked David Mullen, PDA Executive Director, and PDA staff for their efforts on the kitchen project. The Committee also recommended the purchase of a tractor for use by the Golf Course Maintenance Department. Director Preston informed the Board that John Tinios/Galley Hatch has worked with PDA for a number of years and the restaurant is a good asset to the PDA and the State. Director Preston is pleased with contract. Director Allard is pleased with Mr. Tinios' restaurant operations. The restaurant provides a good product and has worked well for the Tradeport. Director Allard felt that a fair contract was negotiated. Director Lamson noted that the restaurant is well maintained and she commended Scott DeVito, PGA General Manager, for all of his efforts at the Golf Course.

1. Pease Golf Course Clubhouse Kitchen Modifications

Director Preston moved and Director Allard seconded that In consideration of Pease Development Authority (PDA) making improvements to the kitchen at the Pease Golf Course Clubhouse to improve operational efficiencies and in accordance with the recommendation of the PDA Golf Committee, the Board of Directors hereby authorizes the Executive Director to enter into an Amendment No. 3 to the Food and Beverage Service Concession Agreement at Pease Golf Course with Galley Hatch Restaurant, Inc., d/b/a Grill 28 on the following terms and conditions:

1. Extend the Agreement for a period of three years commencing November 1, 2016 through October 31, 2019 with the applicable fee on gross sales being set at 17% for the entire three year time period;
2. Include one (1) one (1) year option to extend the Agreement from November 1, 2019 through October 31, 2020 on the same terms and conditions as years 2016 through 2019.
3. Delete Galley Hatch's early termination rights effective immediately through October 31, 2019 but reinstate the right on terms and conditions set forth in Amendment No. 2 to the Agreement for the Option period; and
4. All other terms and conditions of the Agreement, except as otherwise amended, remaining in full force and effect. Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

B. Approvals

1. PDA Golf Course – Tractor

Director Preston moved and Director Lamson seconded that In accordance with the recommendation of the Pease Golf Committee, the PDA Board of Directors hereby authorizes the Executive Director to enter into a contract with James R. Rosencrantz & Sons, Inc. of Kensington, NH, for the purchase and delivery of a diesel tractor for use by the Pease Golf Course Maintenance Department in a total amount not to exceed \$34,750.00; all in accordance with the memorandum from Scott DeVito, PGA General Manager, dated August 4, 2015 attached hereto. Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

VI. Finance

A. Financial Reports

1. Operating Results for Twelve Month Period Ending June 30, 2015

Irv Canner, PDA Director of Finance, reported on the status of the PDA FY 2015 finances for the twelve period ending June 30, 2015. The report is preliminary as the FY 2015 accounting books have not closed. The annual external audit will begin on September 8, 2015. Revenues are on budget and expenses are slightly under budget by 3.7%. The net operating income is \$2.4 million (above budget by approximately \$400,000). PDA received approximately \$13.9 million in revenues including fee revenues from the Golf Course and wharfage/dockage at the Market Street Terminal, which were both above budget. Grill 28 concession revenues are also above budget with the restaurant experiencing its highest one month gross sales in July, 2015. Mr. Canner reviewed the wages and benefits. The number of seasonal employees have started to reduce as the summer season draws to a close. Three positions remain open on the organizational chart. Utilities are over budget due in part to increased electricity consumption. Fuel expenses are lower for the period. Mr. Canner reviewed the balance sheet and the variances including construction costs, debt repayment of the fixed loan with Provident Bank, and use of the revolving line of credit (which will continue to be used for non-grant related projects). The Business Units analysis showed that enplanements at Portsmouth International Airport at Pease have exceeded

21,000 for the calendar year. Skyhaven Airport will end the fiscal year with an operating loss of approximately \$109,000. Revenues at Skyhaven were lower due in part to hangar vacancies and lower fuel sales. With the completion of the runway work at Skyhaven, fuel sales have begun to increase. Since the transfer of Skyhaven Airport to PDA, PDA has funded \$1.5 million in an operating deficiency including capital improvements, and operations and maintenance. Director Bohenko confirmed that the deficiency is part of the PDA balance sheet and affects PDA's net position. Director Bohenko suggested that a letter be sent to the State outlining PDA's activities and support of Skyhaven. Director Allard felt it is important that the State understand what PDA has done for Skyhaven. Chairman Bald felt that PDA's efforts at Skyhaven are beneficial to the State and that Skyhaven is very well run. Mr. Canner reported that capital improvements of \$4.3 million (grant and non-grant funded) have been done at Skyhaven. Director Lamson agreed that a letter should be sent to the State. Chairman Bald felt that a letter would be a good reminder to the State of PDA's work and he will have a letter sent.

Mr. Canner reviewed the Golf Course operations. Rounds of golf are 30% ahead for the same period last year; and fee revenues have increased. PDA netted approximately \$73,000 from bar and grill sales for FY 2015 based on approximately \$1.423 million in gross sales. Bar and grill sales for July, 2015 was approximately \$176,000. Simulator revenues were also ahead of last year's. The Division of Ports and Harbors unrestricted funds' operating revenues and operating expenses for the period are equal. The Rye Harbor and Hampton Harbor marinas operated at a loss while the Market Street Terminal revenues operated at a profit which offset the marinas' losses. The Revolving Loan fund, ("RLF") a restricted fund, has seen an increase in loan repayments. The RLF currently has 68% of its available funds out in loans. To avoid sequestration of funds, the total loan portfolio ratio must be at 75%. Director Allard asked how long the RLF sequestered funds can be held. Mr. Canner reported that the loan ratio must be brought up to 75% within two years the already sequestered funds would be withdrawn. Mr. Canner reported that a loan is pending that should help correct the imbalance. If the loan goes through, PDA will request a release of the sequestered funds of \$43,000.

Director Bohenko questioned the composition of the Statement of Net Position reports. Mr. Canner had compiled the reports to show the importance of segment reporting. An appendix will be added to PDA's FY 2015 certified financial statements that contains the supplemental reports and show the breakdown. Director Bohenko and Mr. Canner discussed how the reports reflect the PDA's overall financial position. Mr. Canner confirmed that the supplemental statements will be included in the certified financial statements to provide a clearer picture of PDA's financial position.

2. Nine Month Cash Flow Projections to April 30, 2016

Mr. Canner reviewed PDA cash flow projections for the nine month period ending April 30, 2016. Mr. Canner reviewed the status of PDA revolving line of credit and that PDA's fixed debts. During the next nine months, PDA expects to spend \$4.1 million in capital expenditures to be paid for with grant and non-grant funds. Projects include completion of the Skyhaven Airport runway, improvements to the Pease Airport Terminal bathrooms, and the Terminal roof. PDA expects to receive approximately \$2.3 million in grant funds during this period. Mr. Canner reviewed some of the proposed projects including the Golf Course clubhouse kitchen modifications. Director Bohenko asked that the Finance Committee discuss the Division of Ports and Harbors' cash flow schedules.

VII. Licenses/Easements/Rights of Way/Options

A. Approvals

1. Georgia-Pacific Gypsum, LLC – ROE Extension

Director Lamson moved and Director Loughlin seconded that **The Pease Development Authority Board of Directors hereby authorizes the Executive Director to execute an extension to the Right of Entry with Georgia-Pacific Gypsum, LLC consistent with the FAA letters of approval**

dated April 8 and July 21, 2015 (attached) for use of a portion of the North Apron to store trailers. The Right of Entry shall be extended for a period of six (6) months beginning October 5, 2015 through April 5, 2016 on the same terms and conditions set forth in the Right of Entry dated March 31, 2015 attached hereto. Discussion: Director Allard asked when the Air Guard expansion on their hangars will begin. Mr. Mullen expects the work to begin this year. Disposition: Resolved by unanimous vote for; motion carried.

VIII. Leases

A. Reports

In accordance with the "Delegation to Executive Director: Consent, Approval of Sub-sublease Agreements", Mr. Mullen reported on the following subleases:

1. Pioneer New Hampshire, LLC

Pioneer New Hampshire, LLC entered into subleases with: a) Lonza Biologics, Inc. for 5,535 square feet at 110 Corporate Drive on a month to month term basis; and b) ASCA, Inc. for 2,000 square feet at 112 Corporate Drive for a base term of three years. Director Lamson approved the subleases.

2. 200 International, LP

200 International, LP entered into a sublease with Tradeport Counseling and Mediation Associates for 1,896 square feet at 200 International Drive for a base term of five years. Director Lamson approved the sublease.

3. Two International Group, LLC

Two International Group, LLC entered into a sublease with Advanced Patient Advocacy, LLC at 2 International Drive for 20,314 square feet for a base term of five years. Director Lamson approved the sublease.

B. Approvals

1. Port City Air, Inc. – Hangar 229 Lease Agreement

Director Bohenko moved and Director Torr seconded that **The Pease Development Authority Board of Directors hereby approves of and authorizes the Executive Director to complete negotiations and enter into Lease Agreement with Port City Air, Inc. (or its nominee) for Hangar 229; all in accordance with the memorandum of David R. Mullen, Executive Director, dated July 30, 2015 attached hereto.** Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

2. Port City Air Leasing, Inc. – Multi-Hangar Lease Amendment

Director Allard moved and Director Torr seconded that **The Pease Development Authority Board of Directors hereby approves of and authorizes the Executive Director to enter into Lease Amendment No. 1 with Port City Air Leasing, Inc. (or its nominee) for Hangars 205, 212, and 213 ("multi-hangars"); all in accordance with the memorandum of David R. Mullen, Executive Director, dated July 30, 2015 attached hereto.** Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

3. Port City Air, Inc. – Fuel Farm Lease Amendment

Director Loughlin moved and Director Allard seconded that **The Pease Development Authority Board of Directors hereby approves of and authorizes the Executive Director to complete negotiations and enter into Lease Amendment No. 4 with Port City Air, Inc. (or its nominee) for the fuel farm facility located behind Hangar 227; all in accordance with the memorandum of David R. Mullen, Executive Director, dated July 30, 2015 attached hereto.** Discussion: Director Lamson asked about the location of the fuel farm. Robert Jesurum, of Port City Air, Inc., informed the Board that the fuel farm is located adjacent to Hangar 227 (the former Pan Am hangar). Port City Air also has a fuel farm located at 104 Grafton Drive. Disposition: Resolved by unanimous vote for; motion carried.

IX. Signs

A. Approvals

1. Andover Healthcare, Inc. – 130 International Drive

Director Torr moved and Director Preston seconded that **The Pease Development Authority Board of Directors hereby approves of the proposed sign by Castlerock, LLC for Andover Healthcare, Inc. at 130 International Drive; all in accordance with the memorandum of Maria J. Stowell, P.E., Manager - Engineering, dated July 24, 2015 and attached hereto.** Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

2. Loftware, Inc. – 249 Corporate Drive

Director Preston moved and Director Torr seconded that **The Pease Development Authority Board of Directors hereby approves of the proposed sign by 249 Corporate Drive, LLC for Loftware, Inc. at 249 Corporate Drive; all in accordance with the memorandum of Maria J. Stowell, P.E., Manager - Engineering, dated July 2, 2015 and attached hereto.** Discussion: Director Loughlin commended Maria Stowell, PDA Manager – Engineering, and PDA staff for the oversight of the signs on the Tradeport. Chairman Bald noted that it is the staff's attention to detail that keeps the Tradeport looking good. Disposition: Resolved by unanimous vote for; motion carried.

3. IPSUMM, Inc. – 68 New Hampshire Avenue

Director Lamson moved and Director Torr seconded that **The Pease Development Authority Board of Directors hereby approves of the proposed sign by Cinthesys Real Estate Management, LLC for IPSUMM, Inc. at 68 New Hampshire Avenue; all in accordance with the memorandum of Maria J. Stowell, P.E., Manager - Engineering, dated August 5, 2015 and attached hereto.** Discussion: Ms Stowell presented a revised drawing of the sign that showed a minor modification to the sign's border. Disposition: Resolved by unanimous vote for; motion carried.

X. Contracts/Agreements

A. Reports

In accordance with Article 3.9.1.1 of the PDA Bylaws, Mr. Mullen reported that PDA entered into the following contracts:

1. Fishnet Media, LLC – Golf Course Website

PDA contracted with Fishnet Media, LLC for work on the Pease Golf Course website. The expenditure of \$9,750.00 was an approved budget item.

2. Four Seasons Fence – Perimeter Fence Pedestrian Gate

PDA contracted with Four Seasons Fence for the purchase and installation of materials to connect the Airport perimeter chain link fence to a new pedestrian gate. The expenditure of \$1,600 was approved by Vice Chairman Loughlin.

3. CR Gray – Welcome Signs

PDA contracted with CR Gray (Stone carver) for the purchase and installation of two granite signs, one located on Exeter Street and one located at the new Arboretum Drive entrance. The expenditure of \$9,878.00 was approved by Vice Chairman Loughlin. Discussion: Mr. Mullen informed the Board that a correction needs to be made to the Exeter Street sign and will not be installed until early October. Director Lamson confirmed the location of the new sign on Arboretum Drive.

4. Honeywell Building Solutions – Camera Parts

PDA contracted with Honeywell Building Solutions for the provision and installation of repair parts to a video surveillance camera used at the Airport Terminal. The expenditure of \$3,725.00 was approved by Vice Chairman Loughlin.

XI. Executive Director's Reports/Approvals

A. Reports

1. Golf Course Operations

Scott DeVito, PGA General Manager, reported on the activities at the Golf Course. In July 10,398 rounds of golf were played which is the highest number of rounds ever played at Pease in a month. Aerifying of the greens will begin on August 24th. Nine functions are scheduled for September. After a late April start to the season, the activity at the Golf Course has been steady.

Director Bohenko asked for a report to be presented to the Board regarding the usage of the Blue Nine for this season and next season, including: revenues, expenses, costs of chemicals used to maintain the course; staffing costs; the revenues lost by not charging for carts used on the Blue Nine; and a comparison in terms of usage to the other two courses to determine the Blue 9's profitability. Mr. DeVito informed the Board that the point of service sales system tracks some of the information and he will coordinate with the Finance Department to prepare the report. Mr. DeVito noted that there are incentives to use the Blue 9 for tournament play and that there are golfers who regularly play the Blue 9.

2. Airport Operations

Bill Hopper, Airport Manager, reported on the aviation activities.

a) Skyhaven Airport

Ground maintenance is ongoing. The runway extension is almost finished. Fuels sales have increased due to more planes flying due to lower fuel prices and that the renovated runway is open. Director Allard asked if all of the Skyhaven hangars are occupied. Mr. Hopper reported that the hangar rentals are going well. The hangars are being reviewed to see if renovations or replacements are needed.

b) PSM

Enplanements have decreased due to a reduced number of troop flights. Allegiant Airlines' Florida service is doing well. Allegiant will take a 6 week hiatus. New flights to Fort Lauderdale, Florida will begin in October. Flights to Punta Gorda and Sanford, Florida will resume in November.

Troop flights have increased in August.

Director Bohenko inquired about the C5 training flights that took place in mid-July. He asked if the aviation activities could be posted on PDA's website to give people information about the activities. Director Bohenko suggested that PDA should use Twitter to send out information to interested people. Director Lamson reported that she has also received inquiries from Newington residents about the aviation activities. Chairman Bald asked the Mr. Hopper work with IT to see what may be done to keep residents informed about aviation activities and report back to the Board.

Director Torr asked about the status of Mike Davis's project to rehabilitate the Jet-A fuel farm at Skyhaven Airport. Mr. Hopper reported that Mr. Davis is working with NH DES and Lakes Region Environmental to get the fuel farm on line.

**c) Noise Line Report
(1) June, 2015**

Mr. Hopper reported that a total of 52 inquiries were made to the noise line in June, 2015. Forty-eight of the inquiries were related to helicopter activities (including 23 inquiries from one resident); three inquiries from were related to fixed wing aircraft activity; and one e-mail with a derogatory comment was received.

(2) July, 2015

Mr. Hopper reported that a total of 88 inquiries were made to the noise line in July, 2015. Fifty-six of the inquiries were related to helicopter activities (with 40 inquiries from one resident) including a LifeFlight; thirty inquiries were related to fixed wing aircraft activity (with 13 inquiries from one resident); one inquiry was related to a copy of the Noise Exposure map; and one inquiry was related to the F-16s.

B. Approvals

1. Allegiant Air – Marketing

Director Preston moved and Director Torr seconded that **The Pease Development Authority Board of Directors authorizes the Executive Director to expend up to \$135,000 in matching funds in connection with the cooperative marketing program with Allegiant Air, LLC and further authorizes the expenditure of an additional \$65,000 in funds to be utilized in PDA's separate effort to promote Allegiant's passenger service as well as the Airport.** Discussion: Mr. Mullen informed the Board that on behalf of PDA, I Heart radio conducted a successful radio reverse marketing promotion in Florida for six weeks. As a result, the rental car activity for Florida passengers visiting the area doubled. Mr. Hopper has found that a number of Florida passengers are coming to the area to enjoy summer in New England. Disposition: Resolved by unanimous vote for; motion carried.

2. Bills for Legal Services

Director Loughlin moved and Director Allard seconded that **The Pease Development Authority Board of Directors authorizes the Executive Director to expend funds in the total amount of \$14,791.44 for legal services rendered to the Pease Development Authority by:**

1. Anderson & Kreiger, LLP	\$14,791.44
Through June 30, 2015	

Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

XII. Division of Ports and Harbors

A. Reports

1. Port Advisory Council

Geno Marconi, Division Director, reported that the Port Advisory Council did not meet in August.

2. Capital Budget Overview Committee – Expenditure Report

Mr. Marconi reported the Capital Budget Overview Committee (“CBOC”) authorized the Division to spend up to \$50,000 from the Harbor Dredging and Pier Maintenance Fund for repairs to Division facilities as needed (subject to PDA Board approval). Repairs were made to the CCTV security system at the Hampton Harbor Marine facility that was damaged by lightning; and to the broken pilings at the Portsmouth Fish Pier. The CBOC has subsequently approved an additional expenditure of \$50,000 for repairs.

3. Commercial Mooring for Hire Permit

Mr. Marconi reported that in accordance with the “Delegation to Executive Director: Consent, Approval and Execution of Commercial Mooring for Hire Permits”, PDA approved of the following Commercial Moorings for Hire permit:

<u>Applicant</u>	<u>Number of Permits</u>	<u>Business</u>	<u>Date of Approval</u>
Southend Yacht Club	1	Marina	7/2/15

4. Commercial Mooring Transfer

Mr. Marconi reported that in accordance with the “Delegation to Executive Director: Consent, Approval and Execution of Mooring Permit Transfers”, commercial moorings were transferred for:

	<u>Permit</u>	<u>Business</u>	<u>Date of Approval</u>
Seabrook Harbor	No. 6089	Commercial Fishing	8/3/15
Transferor:	Robert Tonkin		
Transferee:	Mitchell Filson		

5. Miscellaneous

Mr. Marconi reported that the Port Committee will meet on August 27, 2015 at 8 a.m. at the Market Street Terminal office to meet with “Promote Our Port” regarding POP’s ideas for the Port. Director Preston questioned the losses at the marine facilities and the Portsmouth Fish Pier and wondered if fees should be increased. Mr. Marconi reported that the commercial and charter fishing businesses have reduced their activities due to the new fishing regulations. Recreational boating activity is also down. As a result of the reduced activities, parking revenues and fuel sales are also down. DPH will continue to monitor the situation.

B. Approvals

1. Pda 700 – Conditional Approval

Director Bohenko moved and Director Allard seconded that **In accordance with the provisions of RSA 541-A, Administrative Procedure Act, the PDA Board of Directors hereby amends Pda 700 Slip Permits; State-Owned Restricted Piers as conditionally approved by the Joint Legislative**

Committee on July 16, 2015 and adopts the Conditional Approval Response - Annotated Text 8-13-15 (attached hereto);

Further, the PDA Board of Directors hereby authorizes the Division Director to take any necessary or recommended action in accordance with RSA 541-A, in furtherance of this matter. Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

2. Bills for Legal Services

Director Torr moved and Director Lamson seconded that The Pease Development Authority Board of Directors authorizes the Executive Director to expend funds in the total amount of \$861.50 for legal services rendered to the Division of Ports and Harbors by:

- 1. Sheehan Phinney Bass + Green
Through June 30, 2015 \$861.50**

Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

XIII. Special Events Report

Marie Aleksy, PDA Paralegal, reported on the following special events that will take place on the Tradeport:

1. Pedal for Paws – Bike Ride

On Saturday, August 22, 2015, the Portsmouth Naval Shipyard Unions will sponsor a “Pedal for Paws” charity bicycle ride and a dog “meet and greet”. Funds raised will be used to support the Cocheco Valley Humane Society programs.

2. Bottomline Technologies – 5k Road Race

On Saturday, September 12, 2015, Bottomline Technologies will sponsor a 5k road race. Funds raised will be used to support the Families First Health and Support Center programs.

XIV. New Business

No new business was brought before the Board.

XV. Upcoming Meetings

Chairman Bald announced that the following meetings were scheduled to be held:

Port Committee	August 27, 2015	8:00 a.m. (555 Market Street)
Finance Committee	September 14, 2015	8:00 a.m.
Board of Directors	September 17, 2015	8:00 a.m.

Discussion: Due to scheduling conflicts of Chairman Bald and Director Loughlin, the September Board meeting was cancelled. Director Lamson requested that the Finance Committee meeting be held as scheduled. After a review of Directors’ schedules and pending projects, the revised meeting schedule was set as follows:

Port Committee	August 27, 2015	8:00 a.m. (555 Market Street)
Finance Committee	September 14, 2015	8:00 a.m.
Board of Directors	<u>October 15, 2015</u>	8:00 a.m.

All Meetings begin at 8 a.m. unless otherwise posted.

XVI. Directors' Comments

Director Bohenko asked that a presentation by the Citizens' Advisory Board and City of Portsmouth be put on the October Board meeting regarding the Haven Well. Director Bohenko reported that the City and PDA are working cooperatively on the EPA Section 330 claim regarding the Haven Well and the Air Force's responsibility for the treatment of the well. Director Bohenko reviewed the preliminary results of the related blood testing and felt the presentation would provide the Board with a better understanding of the matter.

Director Loughlin asked that the staff provide Chairman Bald with information to be included in the proposed letter to the State at the Chairman's discretion. Chairman Bald informed the Board that he will draft a letter that will include information about all of the PDA facilities.

Director Bohenko inquired again about the possibility of installing cameras in the Board room to record and live stream the Board meetings to give more people the opportunity to watch the meetings. Directors Preston and Lamson agreed with the idea. Chairman Bald asked that staff review the matter.

XVII. Adjournment

Director Allard moved and Director Bohenko seconded to **adjourn the Board meeting.** Discussion: None. Disposition: Resolved by unanimous vote; motion carried. Meeting adjourned at 9:25 a.m.

XVIII. Press Questions

No press attended the meeting.

Respectfully submitted,


David R. Mullen
Executive Director/Secretary

**PEASE DEVELOPMENT AUTHORITY ("PDA")
SPECIAL BOARD OF DIRECTORS MEETING
MINUTES**

Monday, September 14, 2015

Presiding: Robert A. Allard, Treasurer;
Present: John P. Bohenko; Margaret F. Lamson; Robert F. Preston; and Franklin G. Torr
Absent: George M. Bald, Chairman; Peter J. Loughlin, Vice Chairman;
Attending: David R. Mullen, PDA Executive Director; Lynn Marie Hinchee, PDA General Counsel;
PDA staff members; members of the public;

I. Call to Order

Director Allard, Acting Chair, called the meeting to order at 8:38 a.m. in the Board conference room at 55 International Drive, Pease International Tradeport, Portsmouth, New Hampshire.

II. Public Comment

There were no public comments.

III. Golf Committee Report

Director Bohenko, Golf Committee Chair, reported that the Golf Committee met on September 14, 2015. The Committee reviewed the proposals for the clubhouse kitchen modifications and the fuel pad and recommended that the Board approve the proposals as presented.

A. Approvals

1. Clubhouse Kitchen Modifications

Director Preston moved and Director Torr seconded that **In accordance with the recommendation of the Pease Golf Committee, the Pease Development Authority Board of Directors hereby authorizes the Executive Director to:**

- 1. enter into an amendment to the Construction Management Contract with Pine Brook Corporation for the Pease Golf Course Clubhouse kitchen modification project to include a guaranteed maximum price of \$214,951 for construction phase services; and**
- 2. expend up to \$4,482 for PDA furnishings and a project contingency;**

all in accordance with the memorandum of Maria J. Stowell, P.E., Engineering Manager, dated September 10, 2015, attached hereto. Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

2. Fuel Tank Pad

Director Bohenko moved and Director Preston seconded that **In accordance with the recommendation of the Pease Golf Committee, the PDA Board of Directors hereby authorizes the Executive Director to enter into an amendment to the Construction Management Contract with Pine Brook Corporation in an amount not to exceed \$15,964 for the construction of a concrete fuel pad adjacent to the Golf Course maintenance garage; all in accordance with the memorandum from Maria J. Stowell, P.E. Manager - Engineering, dated September 10, 2015 attached hereto.**

In accordance with the provisions of RSA 12:G:8, VIII, the Board justifies the waiver of the RFP

requirement for the project based on the following:

1. In accordance with PDA's bid process, Pine Brook was previously selected as construction manager for the Golf Course Clubhouse kitchen project;
2. In accordance with NH DES regulations, the concrete pad must be installed no later than February 7, 2016; and
3. It would be efficient to have the maintenance garage fuel pad installed in conjunction with the work on the Golf Course Clubhouse kitchen modification project.

Note: 5 Affirmative Votes are required. Discussion: Director Lamson expressed her concern about the cost of the project. Disposition: Resolved by unanimous roll call vote for; motion carried.

IV. Signs

A. Approvals

1. NH ANG – Directory Signs

Director Lamson moved and Director Torr seconded that The Pease Development Authority Board of Directors hereby approves of the proposed directional signs for the NH Air National Guard to be located in the Pease Boulevard, New Hampshire Avenue, and Arboretum Drive rights-of-way; all in accordance with the memorandum of Maria J. Stowell, P.E., Manager - Engineering, dated September 10, 2015 and attached hereto. Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

V. Contracts/Agreements

A. Approvals

1. Eversource – Street Lights

Director Torr moved and Director Preston seconded that In accordance with the recommendation of the Pease Development Authority Finance Committee, the PDA Board of Directors hereby authorizes the Executive Director to:

1. enter into a contract with Speclines of Sandown, New Hampshire, for the purchase of six (6) LED fixtures in a total amount not to exceed \$7,170; and
2. enter into a contact with and prepay Eversource\$75,869.00 to:
 - a. remove six (6) designated street lights on the Tradeport in anticipation of the installation of six (6) LED lights;
 - b. install six (6) LED lights; and
 - c. energize the underground conduit system.

all in accordance with the memorandum of Maria J. Stowell, P.E., Manager - Engineering, dated September 10, 2015 attached hereto. Discussion: None. Disposition: Resolved by unanimous vote for; motion carried.

VI. New Business

No new business was brought before the Board.

VII. Upcoming Meetings

Director Allard announced that the following meetings were scheduled to be held:

Audit Committee	October 13, 2015	8:00 a.m. (Tuesday)
Board of Directors	October 15, 2015	8:00 a.m.

All Meetings begin at 8 a.m. unless otherwise posted.

VIII. Directors' Comments

In response to Director Bohenko, Geno Marconi, Division Director, reported that the Cianbro operations at the Market Street Terminal are going very well. Cianbro has been very helpful with some operations at the Port that have provided cost savings to DPH. Director Bohenko asked that as the Market Street improvement project goes forward that the staff review the Isles of Steamship Company area for long term improvement to provide a unifying look of buildings and landscaping on Market Street. Mr. Marconi reported that DPH has worked with the City in the past on improvement projects and will continue to do so.

Director Allard inquired about the Golf Course kitchen modifications. Scott DeVito, PGA General Manager, reported that discussions were held with Pine Brook Corporation to try to keep the clubhouse kitchen and restaurant open during the renovations. The improvements will help with the kitchen operations by providing more prep area. Director Bohenko asked if the assistant pro position was filled and if there were any female applicants. Mr. DeVito reported that the position remains open as the current Golf Course staff has covered the lessons. No decision has been made yet to fill it and may not be filled for another season. Mr. DeVito expects to receive applications from female golf pros if a full time position is offered.

IX. Adjournment

Director Lamson moved and Director Torr seconded to **adjourn the Board meeting.**
Discussion: None. Disposition: Resolved by unanimous vote; motion carried. Meeting adjourned at 8:52 a.m.

X. Press Questions

No press attended the meeting.

Respectfully submitted,



David R. Mullen
Executive Director/Secretary

MOTION

Director Lamson:

The Pease Development Authority Board of Directors hereby approves of and authorizes Lonza Biologics, Inc. ("Lonza") to make exterior changes to Lonza's premises located at 101 International Drive, as outlined and in accordance with the terms and conditions set forth in the memorandum of Maria J. Stowell, P.E., Manager - Engineering, dated October 5, 2015 attached hereto.

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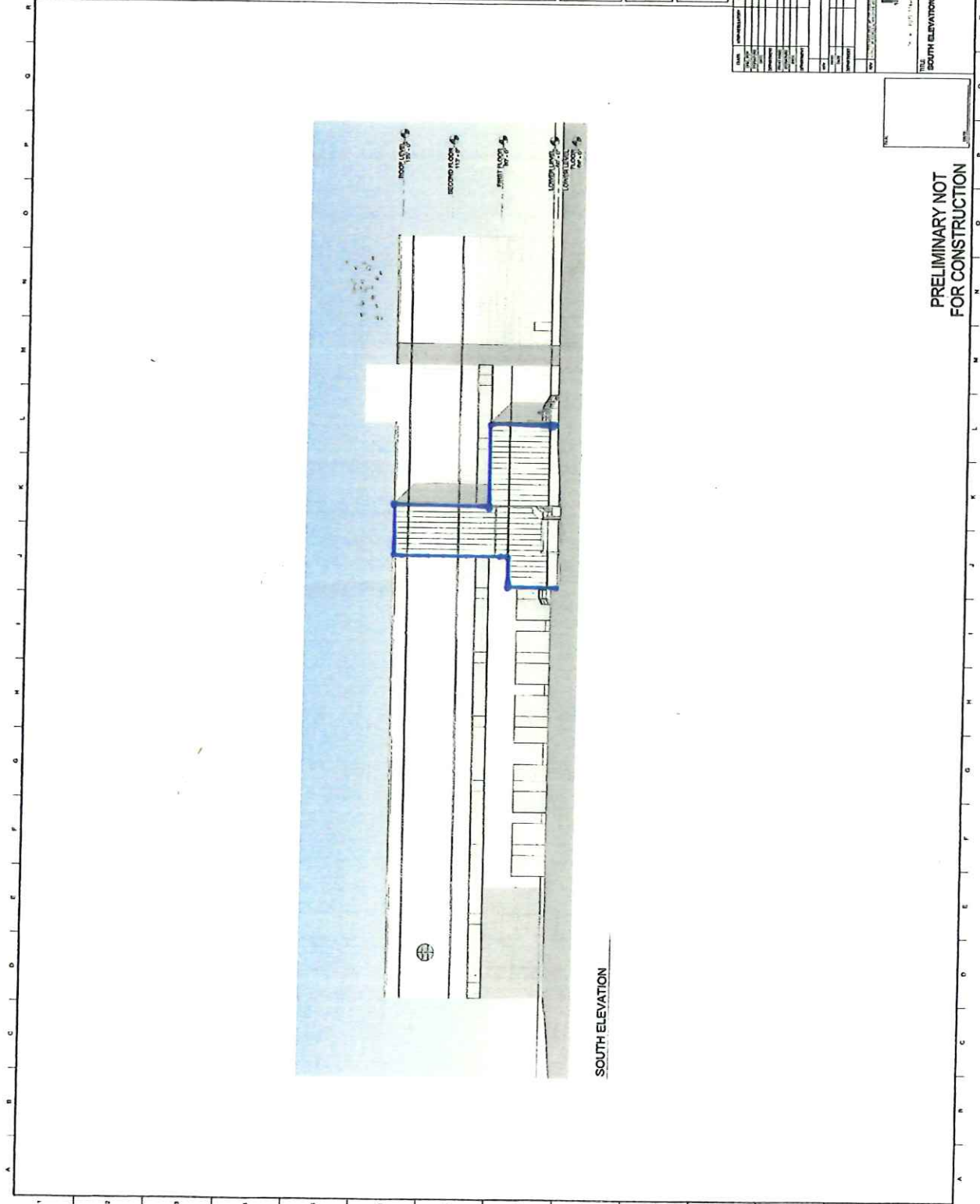
MEMORANDUM

To: David Mullen, Executive Director *DM*
From: Maria J. Stowell, P.E., Engineering Manager *Maria*
Date: October 5, 2015
Subject: Lonza – Building Addition and Additional Site Work

Lonza Biologics continues to plan the fit up of its existing shell and is currently considering the addition of an elevator shaft and receiving/loading area on the south side of the 101C expansion. Attached you will find drawings depicting the proposed expansion. As you can see, the proposed addition is minor (2,619 square feet) compared to the existing building footprint (250,000 square feet). In addition to this work, a new duct bank is proposed to serve a previously approved fit up for the CT Expansion. The CT Expansion was conceptually approved by the Board of Directors at the June meeting and recommended for approval by City of Portsmouth Planning Board in July. Since the new work is minor in nature, the exterior design is consistent with the current building aesthetics, there is no impact on traffic, safety, and intensity of use it is proposed to address this proposal administratively. Currently, staff is working with the City Planning Department for their concurrence on the administrative review.

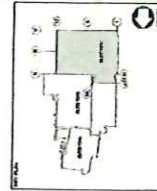
At next week's Board meeting please seek approval for the exterior changes proposed by Lonza.

NA\ENGINEER\Board Memos\2015\Lonza2.docx



SOUTH ELEVATION

ips
Integrated
Sustainable
Buildings
ARCHITECTURE
INTERIOR DESIGN
ENGINEERING
CONSULTING
1001 E. STATE STREET, SUITE 100
MILWAUKEE, WI 53212
TEL: 414.251.1200
WWW.IPS-INC.COM



CONFIDENTIAL

THIS DRAWING IS THE PROPERTY OF LONZA. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR DISTRIBUTED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF LONZA. LONZA ASSUMES NO LIABILITY FOR ANY DAMAGE OR INJURY RESULTING FROM THE USE OF THIS DRAWING.

NO.	DATE	DESCRIPTION	BY	CHKD BY

PROJECT: LONZA
SHEET: 10001 SOUTH ELEVATION
DATE: 12/1/2014
SCALE: AS SHOWN
DESIGNER: [NAME]
CHECKED: [NAME]
APPROVED: [NAME]

Lonza
LONZA

PRELIMINARY NOT FOR CONSTRUCTION

AUDIT COMMITTEE AGENDA

Time: 8:00 A.M.
Place: 55 International Drive
Pease International Tradeport
Portsmouth, New Hampshire 03801

- I. Call to Order (*Bohenko*)
- II. Acceptance of Committee Meeting Minutes: April 1, 2015*
- III. Public Comment
- IV. FY 2015 External Audit (*Canner and Berry Dunn*)

A. Reports

1. Management Representation Letter *
2. Executive Summary of Audit Engagement *
3. Auditor Required Communication Letter *

B. Approvals

1. Certified Financial Statements and A-133 Audit of Federal Awards * + (*Loughlin*)

- V. Next Meeting- TBD
- VI. Director's Comments
- VII. Adjournment
- VIII. Press Questions

* **Related Materials Attached**
+ **Proposed Motion**

COPY

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MOTION

Director Loughlin:

In accordance with the recommendation of the Pease Development Authority Audit Committee, the PDA Board of Directors accepts receipt of the certified Annual Financial Statement for the years ended June 30, 2015 and 2014 and the OMB Circular A-133 audit of Federal Awards for the year ended June 30, 2015; all as otherwise prepared and submitted by the PDA's independent auditor Berry, Dunn, McNeill and Parker, LLC; and further authorizes the Executive Director to forward the certified Financial Statement to the State of New Hampshire for inclusion in the Comprehensive Annual Financial Report.

N:\RESOLVES\Audit1015.wpd

Pease Development Authority

Financial Statements and Management's Discussion and Analysis

*Years Ended June 30, 2015 and 2014
With Independent Auditor's Report*



PEASE DEVELOPMENT AUTHORITY

FINANCIAL STATEMENTS

Years Ended June 30, 2015 and 2014

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PEASE DEVELOPMENT AUTHORITY

BOARD OF DIRECTORS

George M. Bald, Chairman
Appointed by the New Hampshire State Governor and Executive Council

Peter J. Loughlin, Vice Chairman
Appointed by the City of Portsmouth and Town of Newington

Robert A. Allard, Treasurer
Appointed by the New Hampshire Speaker of the House

John P. Bohenko
Appointed by the City of Portsmouth

Margaret F. Lamson
Appointed by the Town of Newington

Robert F. Preston
Appointed by the New Hampshire Senate President

Franklin G. Torr
Appointed by Strafford County Legislative Delegation

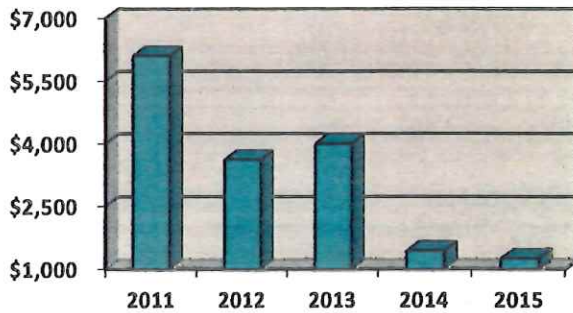
David R. Mullen
Executive Director and Secretary
Hired by the Pease Development Authority Board of Directors



**PEASE DEVELOPMENT AUTHORITY
FINANCIAL HIGHLIGHTS (UNAUDITED)**
(\$ in Thousands)

	2011	2012	2013	2014	2015
Consolidated Revenues					
Tradeport	\$ 9,056	\$ 9,220	\$ 7,926	\$ 7,631	\$ 7,826
Ports and Harbors	2,533	2,848	4,223	2,773	2,762
Golf Course	1,749	1,926	1,658	1,621	2,197
Aviation	<u>1,110</u>	<u>1,124</u>	<u>1,232</u>	<u>1,173</u>	<u>1,117</u>
Total	\$ <u>14,448</u>	\$ <u>15,118</u>	\$ <u>15,039</u>	\$ <u>13,198</u>	\$ <u>13,902</u>

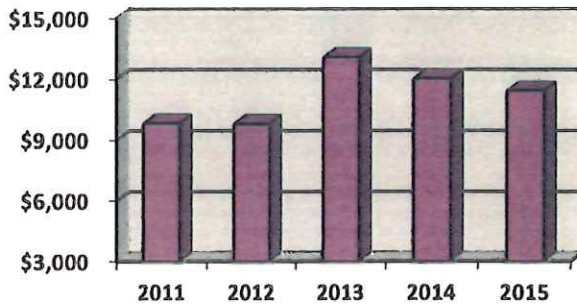
**UNRESTRICTED CASH AND
CASH EQUIVALENTS**



- Debt outstanding continues to be reduced but recent Skyhaven Airport and Tradeport renovations have required new short term borrowings:

June 30	Amount
2011	\$ 10,646
2012	3,359
2013	3,532
2014	4,307
2015	3,345

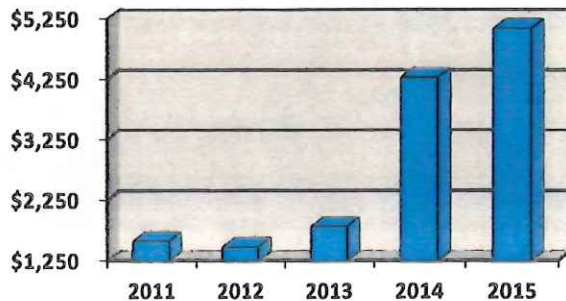
**OPERATING EXPENSES
(EXCLUDING DEPRECIATION)**



- Capital assets, primarily due to third party grant funding and renovations to the golf course and harbor facilities, have continued to increase during the past several years:

June 30	Amount
2011	\$ 138,519
2012	140,678
2013	146,771
2014	154,410
2015	160,155

CONTRIBUTED CAPITAL



- Net cash provided by operating activities has been impacted during the past several years due to changes in the allowance for doubtful accounts:

June 30	Amount
2011	\$ 4,167
2012	5,035
2013	3,859
2014	40
2015	2,774



INDEPENDENT AUDITOR'S REPORT

Board of Directors of
Pease Development Authority

Report on the Financial Statements

We have audited the accompanying financial statements of Pease Development Authority (PDA), a component unit of the State of New Hampshire, as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise PDA's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with U.S. generally accepted accounting principles; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with U.S. generally accepted auditing standards and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the 2015 financial statements referred to above present fairly, in all material respects, the respective financial position of PDA as of June 30, 2015, and the changes in its net position and its cash flows for the year then ended in accordance with U.S. generally accepted accounting principles.

Board of Directors of
Pease Development Authority

Other Matters

Required Supplementary Information

U.S. generally accepted accounting principles require that Management's Discussion and Analysis on pages 5 to 14 and the required supplemental information on pages 35 to 36 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board (GASB), who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with U.S. generally accepted auditing standards, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audits were conducted for the purpose of forming an opinion on the financial statements. The financial highlights section is presented for the purpose of additional analysis and is not a required part of the financial statements. The financial highlights section has not been subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

Change in Accounting Principle

As disclosed in Note 3 to the basic financial statements, in 2015 PDA adopted new accounting guidance, GASB Statement No. 68, Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27, and GASB Statement No. 71, Pension Transition for Contributions Made Subsequent to the Measurement Date—an amendment of GASB Statement no. 68. Our opinion is not modified with respect to this matter.

Audit of the Basic Financial Statements as of and for the Year Ended June 30, 2014

The basic financial statements of PDA as of and for the year ended June 30, 2014 were audited by other auditors whose report dated October 3, 2014, expressed an unmodified opinion on those statements.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated October 5, 2015 on our consideration of PDA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering PDA's internal control over financial reporting and compliance.

Berry Dunn McNeil & Parker, LLC

Manchester, NH
October 5, 2015

PEASE DEVELOPMENT AUTHORITY

MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION AND RESULTS OF OPERATIONS (UNAUDITED)

This report identifies the Pease Development Authority's ("PDA") financial position and describes the PDA's financial activities over the past three fiscal years. This section of the PDA's annual financial report is known as "*Management's Discussion and Analysis of Financial Condition and Results of Operations*" ("MD&A") and presents our discussion and analysis of the PDA's consolidated financial performance during the fiscal years ended June 30, 2015, 2014 and 2013.

The MD&A is an analysis of the financial condition and operating results of the PDA and is intended to introduce the basic financial statements and notes to those statements. The MD&A must be presented in every financial report that includes basic financial statements prepared in accordance with accounting principles generally accepted in the United States of America. It is intended to provide an objective and easily readable analysis of the PDA's financial activities based on currently known facts, decisions, or conditions. This MD&A should be read in conjunction with the PDA's financial statements and accompanying notes.

Overview of the Financial Statements

This annual report consists of three parts: a) Management's discussion and analysis; b) the basic audited financial statements which include notes explaining some of the information in the financial statements and provide detailed data; and c) required supplementary information.

The PDA is a self-supporting entity and follows enterprise fund reporting; accordingly, the financial statements are presented using the accrual basis of accounting. The component unit financial statements offer short and long-term financial information about the activities and operations of the PDA. These statements are presented in a manner similar to a private business.

The statements of net position show the financial position of PDA at the end of each fiscal year and includes all assets, deferred outflows of resources, liabilities, and deferred inflows of resources. The total net position is the difference between assets and deferred outflows of resources and liabilities and deferred inflows of resources. Over time, an increase in net position is one indicator of an institution's financial health.

The statements of changes in net position reports total operating revenues, operating expenses, nonoperating income (expense), contributed capital and the change in net position for the years ended June 30, 2015 and 2014.

The statements of cash flows summarize transactions involving cash and cash equivalents during each fiscal year. The statements provide an additional tool to assess the financial health of the institution and its ability to generate future cash flows to meet its obligations.

Change in Accounting Principle

As disclosed in Note 3 to the basic financial statements, in 2015 the PDA adopted new accounting guidance, GASB Statement No. 68, Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27, and GASB Statement No. 71, Pension Transition for Contributions Made Subsequent to the Measurement Date-an amendment of GASB Statement No. 68 (the new accounting standards). The changes made to the basic financial statements to comply with the new accounting standards have been reported as an adjustment as of the beginning of the year ended June 30, 2015. Because it was not practical for PDA to determine the amounts of all deferred inflows of resources and outflows of resources related to the pension plan as of June 30, 2014, the beginning balances of deferred inflows of resources and deferred outflows of resources related to pensions have not been reported.

PEASE DEVELOPMENT AUTHORITY

**MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION
AND RESULTS OF OPERATIONS (CONTINUED) (UNAUDITED)**

Change in Accounting Principle (continued)

The impact of the adoption of the new accounting standards as of the beginning of the year ended June 30, 2015 was an increase in long-term liabilities related to the net pension liability amounting to \$4,163,828, an increase in the deferred outflows of resources of \$318,681 and a decrease in unrestricted net position of \$3,845,147.

Current Assets

Current assets are those assets that are expected to be used (sold or consumed) within a year, unlike non-current assets. Current assets are reflected on the statement of net position and are listed in order of increasing liquidity. The current asset position of a company is important, both for assessing its financial strength and for gauging its operational efficiency.

Comparison of 2015 to 2014

Changes in Current Assets
(\$ in Thousands)

	<u>June 30, 2015</u>	<u>June 30, 2014</u>	<u>\$ Decrease</u>	<u>% Decrease</u>
Cash and Cash Equivalents	\$ 1,257	\$ 1,444	(187)	(13.0)
Accounts Receivable - Net	1,899	2,028	(129)	(6.4)
Other Current Assets	471	534	(63)	(11.8)
Total Current Assets	<u>\$ 3,627</u>	<u>\$ 4,006</u>	<u>(379)</u>	<u>(9.5)</u>

The PDA's current assets decreased by \$0.4 million or 9.5% primarily due to decreases in cash and cash equivalents to support construction activities across all business units. Accounts receivable included an allowance for doubtful accounts of approximately 0.9% and 0.2% of total accounts receivable at June 30, 2015 and 2014, respectively.

Comparison of 2014 to 2013

Changes in Current Assets
(\$ in Thousands)

	<u>June 30, 2014</u>	<u>June 30, 2013</u>	<u>\$ Increase (Decrease)</u>	<u>% Increase (Decrease)</u>
Cash and Cash Equivalents	\$ 1,444	\$ 3,995	(2,551)	(63.9)
Accounts Receivable - Net	2,028	1,260	768	61.0
Other Current Assets	534	541	(7)	(1.3)
Total Current Assets	<u>\$ 4,006</u>	<u>\$ 5,796</u>	<u>(1,790)</u>	<u>(30.9)</u>

The PDA's current assets decreased by \$1.8 million or 30.9% primarily due to the \$2.6 million decrease in cash and cash equivalents to support construction activities across all business units. Offsetting this decrease was a \$0.8 million increase in accounts receivable reflective of the grant reimbursement project receivables associated with construction at the Pease International Tradeport (the "Tradeport"), Portsmouth International Airport at Pease ("PSM") and the Skyhaven Airport ("DAW"). Accounts receivable included an allowance for doubtful accounts of approximately 0.2% and 45.6% at June 30, 2014 and 2013, respectively.

PEASE DEVELOPMENT AUTHORITY

**MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION
AND RESULTS OF OPERATIONS (CONTINUED) (UNAUDITED)**

Restricted Assets

Restricted assets represent amounts that are subject to externally imposed restrictions on their use by creditors, grantors, laws, regulations, or through constitutional restrictions or enabling legislation.

Comparison of 2015 to 2014

Changes in Restricted Assets
(\$ in Thousands)

	<u>June 30, 2015</u>	<u>June 30, 2014</u>	<u>\$ Increase</u>	<u>% Increase</u>
Cash and Cash Equivalents	\$ 875	\$ 703	172	24.5
Revolving Loan Fishery Fund Receivable	987	942	45	4.8
Total Restricted Assets	<u>\$ 1,862</u>	<u>\$ 1,645</u>	<u>217</u>	<u>13.2</u>

Total restricted assets increased by approximately 13.2% during the current fiscal year. Total assets associated with the Revolving Loan Fishery Fund had a composite valuation of approximately \$1.2 million at June 30, 2015 and 2014. There were 24 individual loans outstanding at June 30, 2015 versus 25 at June 30, 2014.

Comparison of 2014 to 2013

Changes in Restricted Assets
(\$ in Thousands)

	<u>June 30, 2014</u>	<u>June 30, 2013</u>	<u>\$ Increase</u>	<u>% Increase</u>
Cash and Cash Equivalents	\$ 703	\$ 695	8	1.2
Revolving Loan Fishery Fund Receivable	942	922	20	2.2
Total Restricted Assets	<u>\$ 1,645</u>	<u>\$ 1,617</u>	<u>28</u>	<u>1.7</u>

Total restricted assets increased by approximately 1.7% during the 2014 fiscal year. Total assets associated with the Revolving Loan Fishery Fund had a composite valuation of \$1.2 million and \$1.1 million at June 30, 2014 and 2013, respectively. There were 25 individual loans outstanding at June 30, 2014 versus 23 at June 30, 2013.

PEASE DEVELOPMENT AUTHORITY

**MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION
AND RESULTS OF OPERATIONS (CONTINUED) (UNAUDITED)**

Capital Assets

The PDA independently develops and maintains the Tradeport. Through the Division of Ports and Harbors (PDA-DPH), the PDA maintains and develops New Hampshire's ports, harbors, and navigable tidal rivers. Capital expenditures typically extend the useful life of an asset and can be financed through internal funds, grant related funding or through access to the capital markets.

Comparison of 2015 to 2014

Changes in Capital Assets
(\$ in Thousands)

	<u>June 30, 2015</u>	<u>June 30, 2014</u>	<u>\$ Increase (Decrease)</u>	<u>% Increase (Decrease)</u>
Land	\$ 7,521	\$ 7,499	22	0.3
Buildings and Facilities Improvements	128,142	126,492	1,650	1.3
Equipment	13,287	13,158	129	1.0
Construction in Process	<u>11,206</u>	<u>7,261</u>	<u>3,945</u>	<u>54.3</u>
Gross Capital Assets	<u>160,156</u>	<u>154,410</u>	<u>5,746</u>	<u>3.7</u>
Accumulated Depreciation	<u>(86,324)</u>	<u>(80,131)</u>	<u>6,193</u>	<u>7.7</u>
Total Capital Assets	<u>\$ 73,832</u>	<u>\$ 74,279</u>	<u>(447)</u>	<u>(0.6)</u>

PDA's capital expenditures totaled approximately \$5.8 million in the current year primarily in support of either federal or state funded projects. The more significant capital projects included runway reconstruction activities at both PSM and DAW. Approximately \$5.1 million of the total capital expenditures were associated with either federal or state funded projects.

Comparison of 2014 to 2013

Changes in Capital Assets
(\$ in Thousands)

	<u>June 30, 2014</u>	<u>June 30, 2013</u>	<u>\$ Increase</u>	<u>% Increase</u>
Land	\$ 7,499	\$ 5,139	2,360	45.9
Buildings and Facilities Improvements	126,492	121,965	4,527	3.7
Equipment	13,158	12,527	631	5.0
Construction in Process	<u>7,261</u>	<u>7,140</u>	<u>121</u>	<u>1.7</u>
Gross Capital Assets	<u>154,410</u>	<u>146,771</u>	<u>7,639</u>	<u>5.2</u>
Accumulated Depreciation	<u>(80,131)</u>	<u>(74,140)</u>	<u>5,991</u>	<u>8.1</u>
Total Capital Assets	<u>\$ 74,279</u>	<u>\$ 72,631</u>	<u>1,648</u>	<u>2.3</u>

The PDA's total capital assets increased by approximately \$1.6 million or 2.3%, mainly due to accelerated capital expenditures versus current year depreciation expense. During the current fiscal year, approximately \$7.6 million was expended on capital projects primarily in support of golf course renovations, repairs to the Hampton Harbor marine facility, and improvements at PSM. Approximately \$4.3 million of the total capital expenditures were associated with either federal or state funded projects.

PEASE DEVELOPMENT AUTHORITY

**MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION
AND RESULTS OF OPERATIONS (CONTINUED) (UNAUDITED)**

Long-Term Liabilities

The PDA borrowed money from the State of New Hampshire (the State) during its early years to finance its operations. Currently, the PDA owes no money to the State. Other monies were borrowed for capital improvements from local financial and municipal institutions.

Comparison of 2015 to 2014

Changes in Long-Term Liabilities
(\$ in Thousands)

	<u>June 30, 2015</u>	<u>June 30, 2014</u>	<u>\$ Increase (Decrease)</u>	<u>% Increase (Decrease)</u>
Net Pension Liability	\$ 3,687	\$ -	3,687	100.0
Due to City of Portsmouth - Waste Water Treatment Facility	465	582	(117)	(20.1)
The Provident Bank LCN @ 3.11%	-	928	(928)	(100.0)
The Provident Bank LCN @ 3.46%	-	142	(142)	(100.0)
Advance from Tenant	-	13	(13)	(100.0)
Total Long-Term Liabilities	<u>\$ 4,152</u>	<u>\$ 1,665</u>	<u>2,487</u>	<u>149.4</u>

The PDA increased its total noncurrent liabilities outstanding during the fiscal year by approximately \$2.5 million or 149.4%. The PDA recorded a net pension liability as of June 30, 2015 amounting to \$3.7 million in connection with the adoption of the new accounting standards. During the fiscal year, a total of \$1.7 million of total long-term debt was retired while \$0.8 million in new net borrowings under PDA's Revolving Line of Credit Facility, which went primarily to support working capital requirements, offset the decrease. It is anticipated that during fiscal year 2016, the PDA will need to continue to access the capital market to support scheduled capital improvements at both PSM and DAW. At the end of the 2015 fiscal year, PDA's overall cost of capital was approximately 3.1%.

Comparison of 2014 to 2013

Changes in Long-Term Liabilities
(\$ in Thousands)

	<u>June 30, 2014</u>	<u>June 30, 2013</u>	<u>\$ Decrease</u>	<u>% Decrease</u>
The Provident Bank LCN @ 3.11%	\$ 928	\$ 1,218	(290)	(23.8)
Due to City of Portsmouth - Waste Water Treatment Facility	582	698	(116)	(16.6)
The Provident Bank LCN @ 3.46%	142	352	(210)	(59.7)
Advance from Tenant	13	39	(26)	(66.7)
Total Long-Term Liabilities	<u>\$ 1,665</u>	<u>\$ 2,307</u>	<u>(642)</u>	<u>(27.8)</u>

The PDA decreased its total noncurrent liabilities outstanding during the fiscal year by approximately \$0.6 million or 27.8%. During the fiscal year, a total of \$1.3 million of total long-term debt was retired. The decrease was offset by \$2.0 million in new net borrowings under PDA's Revolving Credit Facility, which went primarily to support working capital requirements. At the end of the 2014 fiscal year, PDA's overall cost of capital remained at approximately 3.6%.

PEASE DEVELOPMENT AUTHORITY

**MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION
AND RESULTS OF OPERATIONS (CONTINUED) (UNAUDITED)**

Net Position

Net position represents the difference between assets and liabilities. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balance of debt and adding back any unspent proceeds.

Comparison of 2015 to 2014

Statements of Net Position

(\$ in Thousands)

	June 30, 2015	Restated June 30, 2014	\$ Increase (Decrease)	% Increase (Decrease)
Current Assets	\$ 3,627	\$ 4,007	(380)	(9.5)
Restricted Assets	1,862	1,645	217	13.2
Capital Assets	73,832	74,279	(447)	(0.6)
Total Assets	<u>79,321</u>	<u>79,931</u>	<u>(610)</u>	<u>(0.8)</u>
Deferred Outflows of Resources	<u>413</u>	<u>-</u>	<u>413</u>	<u>100.0</u>
Current Liabilities	5,363	6,816	(1,453)	(21.3)
Noncurrent Liabilities	4,761	1,665	3,096	185.9
Total Liabilities	<u>10,124</u>	<u>8,481</u>	<u>1,643</u>	<u>19.4</u>
Deferred Inflows of Resources	<u>472</u>	<u>-</u>	<u>472</u>	<u>100.0</u>
Net Investment in Capital Assets	72,641	70,157	2,484	3.5
Restricted Net Position	1,590	1,638	(48)	(2.9)
Unrestricted Net Position	(5,093)	(345)	(4,748)	1,376.2
Total Net Position	<u>\$ 69,138</u>	<u>\$ 71,450</u>	<u>(2,312)</u>	<u>(3.2)</u>

The PDA's total assets decreased \$0.6 million or 0.8% primarily due to lower cash and cash equivalents that were used to absorb construction expenditures across all business units. Restricted assets are primarily represented by the Revolving Loan Fishery Fund, which had an approximate value of \$1.2 million at June 30, 2015 and 2014.

The increase in deferred outflows of resources related to the pension plan and deferred inflows of resources is due to the adoption of the new accounting standards during the year during the year ended June 30, 2015.

The PDA's total liabilities increased by \$1.6 million or 19.4% primarily due to the adoption of the new accounting standards during the year ended June 30, 2015, net of decreases in long-term debt and lower construction related liabilities at the close of the fiscal year.

The PDA's net position decreased by \$2.3 million or 3.2%. This decrease is primarily due to the adoption of the new accounting standards offset by an increase in net position after contributed capital during the year ended June 30, 2015.

PEASE DEVELOPMENT AUTHORITY

**MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION
AND RESULTS OF OPERATIONS (CONTINUED) (UNAUDITED)**

Net Position (continued)

Comparison of 2014 to 2013

Statements of Net Position
(\$ in Thousands)

	June 30, 2014	June 30, 2013	\$ Increase (Decrease)	% Increase (Decrease)
Current Assets	\$ 4,007	\$ 5,796	(1,789)	(30.9)
Restricted Assets	1,645	1,616	29	1.8
Capital Assets	<u>74,279</u>	<u>72,631</u>	<u>1,648</u>	<u>2.3</u>
Total Assets	<u>79,931</u>	<u>80,043</u>	<u>(112)</u>	<u>(0.1)</u>
Current Liabilities	6,816	5,610	1,206	21.5
Noncurrent Liabilities	<u>1,665</u>	<u>2,307</u>	<u>(642)</u>	<u>(27.8)</u>
Total Liabilities	<u>8,481</u>	<u>7,917</u>	<u>564</u>	<u>7.1</u>
Net Investment in Capital Assets	70,157	69,763	394	0.6
Restricted Net Position	1,638	1,616	22	1.4
Unrestricted Net Position	<u>(345)</u>	<u>747</u>	<u>(1,092)</u>	<u>(146.2)</u>
Total Net Position	<u>\$ 71,450</u>	<u>\$ 72,126</u>	<u>(676)</u>	<u>(0.9)</u>

The PDA's total assets decreased by \$0.1 million or 0.1% primarily due to lower cash and cash equivalents that were used to absorb construction expenditures across all business units. Restricted assets are primarily represented by the Revolving Loan Fishery Fund, which had an approximate value of \$1.2 million and \$1.1 million at June 30, 2014 and 2013, respectively.

The PDA's total liabilities increased by \$0.6 million or 7.1% primarily due to the \$2.0 million outstanding under the Revolving Line of Credit Facility. This increase was offset by decreases in accounts and retainage payable associated with construction activities at the PSM and Tradeport and the reduction in long-term debt.

The PDA's net position decreased by \$0.7 million or 0.9%. This decrease was primarily attributable to the reduction in unrestricted net position associated with the results of operations during the current fiscal year.

PEASE DEVELOPMENT AUTHORITY

**MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION
AND RESULTS OF OPERATIONS (CONTINUED) (UNAUDITED)**

Change in Net Position

The PDA charges various types of fees for the rental or usage of its land and facilities.

Comparison of 2015 to 2014

Statements of Changes in Net Position
(\$ in Thousands)

	June 30, 2015	June 30, 2014	\$ Increase (Decrease)	% Increase (Decrease)
Operating Revenues				
Rental of Facilities	\$ 9,168	\$ 8,825	343	3.9
Fee Revenues	2,981	2,506	475	19.0
Fuel Sales	904	981	(77)	(7.8)
Concession and Other Miscellaneous	849	886	(37)	(4.2)
Total Operating Revenues	<u>13,902</u>	<u>13,198</u>	<u>704</u>	<u>5.3</u>
Operating Expenses				
Personnel Services and Benefits	6,556	6,285	271	4.3
Depreciation	6,222	5,992	230	3.8
Building and Facilities Maintenance	1,414	1,990	(576)	(28.9)
General and Administrative	777	1,221	(444)	(36.4)
Other	2,593	2,536	57	2.2
Total Operating Expenses	<u>17,562</u>	<u>18,024</u>	<u>(462)</u>	<u>(2.6)</u>
Operating Loss	<u>(3,660)</u>	<u>(4,826)</u>	<u>1,166</u>	<u>24.2</u>
Nonoperating Income (Expense)				
Interest Expense	(128)	(136)	8	(5.9)
Interest Income	3	6	(3)	(50.0)
Gain on Insurance Proceeds	220	-	220	-
Gain on Sale of Capital Assets	1	2	(1)	(50.0)
Total Nonoperating Income (Expense)	<u>96</u>	<u>(128)</u>	<u>224</u>	<u>175.0</u>
Loss Before Contributed Capital	<u>(3,564)</u>	<u>(4,954)</u>	<u>1,390</u>	<u>28.1</u>
Contributed Capital	<u>5,096</u>	<u>4,278</u>	<u>818</u>	<u>19.1</u>
Change in Net Position	<u>\$ 1,532</u>	<u>\$ (676)</u>	<u>2,208</u>	<u>326.6</u>

Total operating revenues increased by \$0.7 million or 5.3% primarily due to fee revenues associated with golf course operations. Both member and public play has increased from the prior year due to restoration of the irrigation system and course conditions. To a lesser extent, rental of facilities increased by 3.9% due to slight increases in the Consumer Price Index and new lease contracts. Offsetting these increases was a decrease in fuel sales due to increased regulatory compliance associated with commercial fishing activities.

Total operating expenses decreased by \$0.5 million or 2.6% primarily due to lower facilities costs and bad debt expenses from the prior year. Offsetting these decreases were increases in personnel services and benefits along with elevated depreciation costs.

Total non-operating income (expense) increased by \$0.2 million due to a one-time gain on insurance proceeds.

The increase in contributed capital of \$0.8 million reflects the continued use of grant funding to support capital project initiatives at the PSM and or the DAW. During the year ended June 30, 2015, a total of \$5.7 was spent on the purchase of capital assets of which approximately \$5.1 million were either grant funded or supported by the State for purposes of the PDA-DPH.

PEASE DEVELOPMENT AUTHORITY

**MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION
AND RESULTS OF OPERATIONS (CONTINUED) (UNAUDITED)**

Change in Net Position (continued)

Comparison of 2014 to 2013

Statements of Changes in Net Position
(\$ in Thousands)

	June 30, 2014	June 30, 2013	\$ Increase (Decrease)	% Increase (Decrease)
Operating Revenues				
Rental of Facilities	\$ 8,825	\$ 9,067	(242)	(2.7)
Fee Revenues	2,506	3,319	(813)	(24.5)
State Appropriation	-	1,344	(1,344)	(100.0)
Fuel Sales	981	915	66	7.2
Concession and Other Miscellaneous	886	394	492	124.9
Total Operating Revenues	13,198	15,039	(1,841)	(12.2)
Operating Expenses				
Personnel Services and Benefits	6,285	5,904	381	6.5
Depreciation	5,992	6,053	(61)	(1.0)
Building and Facilities Maintenance	1,990	3,054	(1,064)	(34.8)
General and Administrative	1,221	1,741	(520)	(29.9)
Other	2,536	2,374	162	6.8
Total Operating Expenses	18,024	19,126	(1,102)	(5.8)
Operating Loss	(4,826)	(4,087)	(739)	(18.1)
Nonoperating Income (Expense)				
Interest Expense	(136)	(107)	(29)	27.1
Interest Income	6	11	(5)	(45.5)
Gain on Sale of Capital Assets	2	544	(542)	(99.6)
Total Nonoperating Income (Expense)	(128)	448	(576)	(128.6)
Loss Before Contributed Capital	(4,954)	(3,639)	(1,315)	(36.1)
Contributed Capital	4,278	1,818	2,460	135.3
Change in Net Position	\$ (676)	\$ (1,821)	1,145	62.9

Total operating revenues decreased by \$1.8 million or 12.2% primarily due to the State providing \$1.3 million in operating funds during the prior fiscal year to assist in the Seabrook and Hampton Harbors dredging project. Fuel sales increased by 7.2% reflecting the commencement of fuel operations at Hampton Harbor marine facility. Offsetting this increase was a decrease in wharf and dockage activities at the PDA-DPH reflective of the economic climate.

Total operating expenses decreased by \$1.1 million or 5.8% primarily due to prior year dredging activities at Seabrook and Hampton Harbor and a \$1.0 million decrease in the allowance for doubtful accounts. The 6.5% increase in personnel services and benefits was primarily associated with escalating employee health care costs including retirement contributions, workers compensation, and to a lesser extent, increases in the reserve for employee sick and vacation accruals.

Total non-operating income (expense) trended lower by \$0.6 million due to the prior year one-time gain on disposal of assets and the increased debt service levels to support construction activities across all business units.

The increase in contributed capital of \$2.5 million is a direct result of capital projects that are either funded through the State for the PDA-DPH or grant funded initiatives primarily at the PSM. During 2014, a total of \$7.6 was expended on capital additions of which \$4.3 were either grant funded or supported by the State for purposes of the PDA-DPH.

PEASE DEVELOPMENT AUTHORITY

**MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION
AND RESULTS OF OPERATIONS (CONTINUED) (UNAUDITED)**

Contacting the PDA's Leadership Team

This financial report is designed to provide a general overview of the PDA's finances and to demonstrate the PDA's accountability for the grants that it receives. If you have questions about this report or need additional financial information, please contact David R. Mullen, Executive Director, at 55 International Drive Portsmouth, NH 03801 via email at d.mullen@peasedev.org or by telephone at 603.433.6088. (Visit our website at: www.peasedev.org)

PEASE DEVELOPMENT AUTHORITY
STATEMENTS OF NET POSITION
June 30, 2015 and 2014

	2015	2014
ASSETS		
Current Assets:		
Cash and Cash Equivalents	\$ 1,256,867	\$ 1,444,356
Accounts Receivable - Net	1,899,183	2,028,218
Other Assets	471,040	533,925
Total Current Assets	3,627,090	4,006,499
Restricted Assets:		
Cash and Cash Equivalents	875,431	703,354
Accounts Receivable - Net	986,602	942,049
Total Restricted Assets	1,862,033	1,645,403
Capital Assets	73,831,568	74,278,904
Total Assets	79,320,691	79,930,806
DEFERRED OUTFLOWS OF RESOURCES		
Pension	412,837	-
LIABILITIES		
Current Liabilities:		
Accounts Payable and Accrued Expenses	1,935,382	1,776,575
Accounts Payable for Capital Assets	609,171	1,853,871
Unearned Revenues	547,761	543,461
Revolving Line of Credit Facility	2,750,000	2,000,000
Current Portion of Long-Term Liabilities	129,344	641,551
Total Current Liabilities	5,971,658	6,815,458
Noncurrent Liabilities:		
Net Pension Liability	3,687,154	-
Other Long-Term Liabilities	465,158	1,665,273
Total Noncurrent Liabilities	4,152,312	1,665,273
Total Liabilities	10,123,970	8,480,731
DEFERRED INFLOWS OF RESOURCES		
Pension	471,774	-
NET POSITION		
Net Investment in Capital Assets	72,640,949	70,157,372
Restricted For:		
Revolving Loan Fishery Fund	1,152,625	1,135,864
Harbor Dredging and Pier Maintenance	390,845	442,909
Foreign Trade Zone	46,493	59,057
Unrestricted	(5,093,128)	(345,127)
Total Net Position	\$ 69,137,784	\$ 71,450,075

See accompanying notes to financial statements.

PEASE DEVELOPMENT AUTHORITY
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
For the Years Ended June 30, 2015 and 2014

	<u>2015</u>	<u>2014</u>
Operating Revenues		
Rental of Facilities	\$ 9,168,399	\$ 8,824,515
Fee Revenues:		
Golf Course Operations	1,718,627	1,212,592
Mooring, Dockage, Pier Usage and Boat Registrations	1,128,829	1,142,036
All Other	133,940	151,385
	<u>2,981,396</u>	<u>2,506,013</u>
Fuel Sales	904,031	980,890
Concession and Other Miscellaneous	847,934	886,659
Total Operating Revenues	<u>13,901,760</u>	<u>13,198,077</u>
Operating Expenses		
Personnel Services and Benefits	6,555,847	6,285,213
Depreciation	6,222,153	5,991,422
Building and Facilities Maintenance	1,414,386	1,990,014
General and Administrative	776,825	1,220,616
Utilities	964,542	871,681
Professional Services	504,496	476,411
All Other	1,123,254	1,188,373
Total Operating Expenses	<u>17,561,503</u>	<u>18,023,730</u>
Operating Loss	<u>(3,659,743)</u>	<u>(4,825,653)</u>
Nonoperating Income (Expense)		
Gain on Sale of Capital Assets	1,000	1,500
Gain on Insurance Proceeds	220,036	-
Interest Income	3,474	6,423
Interest Expense	(127,638)	(135,795)
Total Nonoperating Income (Expense)	<u>96,872</u>	<u>(127,872)</u>
Loss Before Contributed Capital	(3,562,871)	(4,953,525)
Contributed Capital	5,095,727	4,277,717
Change in Net Position	<u>1,532,856</u>	<u>(675,808)</u>
Net Position at Beginning of Year, as Previously Stated	71,450,075	72,125,883
Cumulative Effect of Change in Accounting Principle	<u>(3,845,147)</u>	<u>-</u>
Net Position at Beginning of Year, as Restated	<u>67,604,928</u>	<u>72,125,883</u>
Net Position at End of Year	<u>\$ 69,137,784</u>	<u>\$ 71,450,075</u>

See accompanying notes to financial statements.

PEASE DEVELOPMENT AUTHORITY
STATEMENTS OF CASH FLOWS
For the Years Ended June 30, 2015 and 2014

	<u>2015</u>	<u>2014</u>
Cash Flows From Operating Activities		
Cash Received from Customers	\$ 13,960,133	\$ 12,011,644
Cash Payments to Personnel for Services and Benefits	(6,622,376)	(6,202,919)
Cash Payments to Suppliers of Goods and Services	(4,590,038)	(5,769,066)
Net Cash Provided (Used) by Operating Activities	<u>2,747,719</u>	<u>39,659</u>
Cash Flows From Noncapital Financing Activities		
Net Borrowings on the Provident Bank Revolving Line of Credit Facility	750,000	2,000,000
Interest Paid on the Provident Bank Line of Credit Facility	(61,194)	(33,427)
Net Cash Provided by Noncapital Financing Activities	<u>688,806</u>	<u>1,966,573</u>
Cash Flows From Capital and Related Financing Activities		
Contributed Capital by Federal and State Government	5,095,727	4,277,717
Cash Received from Sale of Capital Assets	1,000	1,500
Cash Received from Insurance Recoveries	220,036	-
Purchase of Capital Assets	(7,019,517)	(7,468,598)
Interest Paid on Capital Debt	(66,444)	(102,368)
Repayment of Long-Term Liabilities	(1,686,213)	(1,263,952)
Net Cash Used by Capital and Related Financing Activities	<u>(3,455,411)</u>	<u>(4,555,701)</u>
Cash Flows From Investing Activities		
Interest Income Received	3,474	6,423
Decrease in Cash and Cash Equivalents	(15,412)	(2,543,046)
Cash and Cash Equivalents - Beginning of Year	<u>2,147,710</u>	<u>4,690,756</u>
Cash and Cash Equivalents - End of Year	<u><u>\$ 2,132,298</u></u>	<u><u>\$ 2,147,710</u></u>

See accompanying notes to financial statements.

PEASE DEVELOPMENT AUTHORITY
STATEMENTS OF CASH FLOWS
For the Years Ended June 30, 2015 and 2014
(CONTINUED)

	2015	2014
Reconciliation of Operating Loss to Net Cash Provided by Operating Activities		
Operating Loss	\$ (3,659,743)	\$ (4,825,653)
Adjustments to Reconcile Operating Loss to Net Cash Provided by Operating Activities		
Depreciation	6,222,153	5,991,422
Change in Allowance for Doubtful Accounts	22,000	(1,050,000)
Tenant Rent	(26,109)	(26,109)
Changes in Operating Assets, Deferred Outflows and Liabilities:		
Accounts Receivable	62,482	260,875
Other Assets	62,885	6,782
Deferred Outflows of Resources - Pension	(99,056)	-
Accounts Payable and Accrued Expenses	158,807	(399,549)
Unearned Revenues	4,300	81,891
Net Cash Provided by Operating Activities	\$ 2,747,719	\$ 39,659
Reconciliation of Noncash Activity:		
Acquisition of Capital Assets	\$ 5,774,817	\$ 7,639,637
Less: Accounts Payable and Accrued Expenses as of Year-end	(609,171)	(1,853,871)
Add: Payments on Short-Term Trade Accounts to Finance Acquisitions of Capital Assets	1,853,871	1,682,832
Payments for the Acquisition of Capital Assets	\$ 7,019,517	\$ 7,468,598

See accompanying notes to financial statements.

PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS
June 30, 2015 and 2014

1. Reporting Entity

The Pease Development Authority ("PDA") is the successor entity to the Pease Redevelopment Commission ("PRC"). The PRC was created on March 21, 1989 by an act of the General Court of the State of New Hampshire (the "State"). The mandate of the PRC was to prepare a comprehensive plan for the conversion and redevelopment of Pease Air Force Base. The guiding principles of the plan were job creation, fiscal viability, economic development, and environmental quality.

Effective June 1, 1990, the PRC was dissolved and the PDA was established as its successor with the goals of converting and redeveloping the Pease International Tradeport ("Tradeport"). The PDA is a component unit of the State and is discretely presented in the Comprehensive Annual Financial Report of the State.

PDA is a body corporate and politic with a governing body of seven members. The Governor and State legislative leadership appoint four members and the City of Portsmouth ("COP") and the Town of Newington appoint three members.

Pursuant to Chapter 290, Laws of 2001, the New Hampshire State Port Authority ("Port"), a former department of the primary State government, was transferred to the PDA effective July 1, 2001. In doing so, the State authorized the transfer of functions, powers and duties of the Port to the PDA, acting through the Division of Ports and Harbors ("PDA-DPH"). The PDA-DPH is charged with the responsibility to: 1) plan for the maintenance and development of the ports, harbors and navigable tidal rivers of the State; 2) to foster and stimulate commerce and the shipment of freight; 3) aid in the development of salt water fisheries and associated industries; 4) cooperate with any federal agencies or departments in planning the maintenance, development, and use of the State ports, harbors, and navigable tidal rivers; and 5) plan, develop, maintain, use and operate land transportation facilities within a 15 mile radius of the PDA-DPH headquarters in Portsmouth, New Hampshire.

As a result of the transfer of the Port to the PDA, the Harbor Dredging and Pier Maintenance Fund was transferred to the PDA. This fund was set up for the purposes of initiating and implementing harbor dredging projects and maintaining public piers. On July 1, 2001, also as a result of the transfer of the Port to the PDA, the Revolving Loan Fishery Fund was transferred to the PDA. The Revolving Loan Fishery Fund was established in July 1994 by the Port through a Federal Economic Development Administration grant in the amount of \$810,000. The grant funds and related interest earned thereon provide a revolving loan fund to offer direct assistance to the fishing industry and to aid in the creation of economic opportunities within the industry.

Pursuant to Chapter 356, Laws of 2008, House Bill 65 was enacted by the State Legislature on July 11, 2008. The bill: 1) provides that service of non-classified employees of the PDA shall be credited as continuous State service for all purposes; 2) makes the PDA fund a nonlapsing fund for the benefit of the PDA-DPH; 3) requires a biennial report of the PDA-DPH; and 4) repeals provisions relative to coordination with the Department of Resources and Economic Development, reports on economic development programs and the Harbor Management Fund.

PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014

1. Reporting Entity (continued)

On May 12, 2008, the State, through House Bill 1168-FN-LOCAL, passed legislation that requires the New Hampshire Department of Transportation ("NHDOT") to negotiate a lease, which became effective November 1, 2008, with the PDA for the operation of Skyhaven Airport ("DAW") located in Rochester, New Hampshire. With the passage of Chapter 113, Laws of 2009, enacted on June 22, 2009, the NHDOT was directed to convey ownership of DAW to the PDA. The law required that the PDA accept ownership of, manage and operate, and act as the official Airport owner, operator, and sponsor. The PDA accepted this transfer of ownership, from and after July 1, 2009 with no liability relative to any regulatory matters or causes of action arising prior to November 1, 2008.

2. Summary of Significant Accounting Policies

Basis of Accounting

The accompanying financial statements of the PDA were prepared in accordance with U.S. generally accepted accounting principles and as prescribed by the Governmental Accounting Standards Board ("GASB"), which is the primary standard-setting body for establishing governmental accounting and financial reporting principles. The PDA uses enterprise fund reporting, which uses the economic resources measurement focus and the accrual basis of accounting.

Cash and Cash Equivalents

Cash and cash equivalents, for purposes of the Statements of Cash Flows, include unrestricted cash which is either held in demand deposit or short-term money market accounts, and highly liquid savings deposits and investments with original maturities less than three months from the date acquired.

The PDA maintains its cash in bank deposit accounts which, at times, may exceed federally insured limits. The PDA has not experienced any losses in such accounts. Management believes it is not exposed to any significant risk on cash and cash equivalents.

Accounts Receivable

Accounts receivable are carried at cost, less an allowance for doubtful accounts. Receivable balances also include outstanding loans from the Revolving Loan Fishery Fund, including principal plus accrued interest. Management provides an allowance for doubtful accounts based on an analysis of accounts that are delinquent based on payment terms. Accounts are written off when deemed uncollectible.

Capital Assets

Land, equipment, and buildings and facilities improvements are stated at cost. Depreciation is computed using a straight-line method over the estimated useful lives of the assets, which is principally five to thirty-five years. Capital asset acquisitions that equal or exceed \$5,000 are capitalized. The cost of maintenance and repairs is charged against income as incurred, while significant renewals and betterments are capitalized. Capital assets are depreciated using the straight-line method over the following useful lives:

<i>Capital Asset</i>	<i>Years</i>
Buildings	35
Buildings and Facilities Improvements	20
Equipment	5

PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014

2. Summary of Significant Accounting Policies (continued)

Compensated Absences

Employees are granted sick and vacation leave in varying amounts. Upon retirement, termination, or death, certain employees are compensated for unused sick and vacation leave (subject to certain limitations) at their then current rates of pay. The liability for vacation leave is based on the amount earned but not used; for sick leave, it is an estimated amount based on the amount accumulated at the balance sheet date that would be paid upon termination. The liability for both amounts is included in accounts payable and accrued expenses and is calculated based on the pay or salary rates in effect as of the date of the statements of net position.

Unearned Revenues

Unearned revenues include advance greens fees for the golf course, which are based upon a percentage allocation of the total days the course expects to operate. In addition, unearned revenues are recorded for mooring permits for the harbors and are based on the expiration date of the permit. Rental income received in advance is also classified as unearned revenues.

Net Pension Liability

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the New Hampshire Retirement System ("NHRS") and additions to/deductions from the NHRS's fiduciary net position have been determined on the same basis as they are reported by the NHRS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Net Position

Net position is presented in the following categories:

- *Net investment in capital assets* represents capital assets, net of long and short-term debt that relates to the purchase of those assets.
- *Restricted for specific purpose* represents amounts whose use is subject to an externally imposed restriction.
- *Unrestricted* represents the remaining balance of net position after the above net position categories have been determined.

When an expense is incurred for purposes for which both restricted and unrestricted net position are available, management applies unrestricted net position first, unless a determination is made to use restricted net position. The PDA's policy concerning which to apply first varies with the intended use and legal requirements. Management typically makes this decision on a transactional basis at the incurrence of the expenditure.

Revenue Recognition

Income from rental of facilities is recognized over the term of the lease net of provisions for uncollectible accounts. Various other revenues are recorded when earned which is generally when the related services are performed.

**PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014**

2. Summary of Significant Accounting Policies (continued)

Operating and Nonoperating Income and Expenses

The PDA distinguishes between operating revenues and expenses from nonoperating items in the preparation of its financial statements. The PDA's principal operating revenues result from charges to tenants for the lease or license of property, providing services, and delivering goods.

Operating expenses for the PDA include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating income and expenses.

Contributed Capital and Grants

Federal grants, received on a reimbursement basis, are recorded as contributed capital when the related expenditures are capital related. Non-capital related grants are recognized as grant revenue on the Statements of Revenues, Expenses and Changes in Net Position as other miscellaneous revenues.

Use of Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates.

Reclassifications

Certain prior year amounts have been reclassified to conform to the current year presentation.

3. Change in Accounting Principle

During the year ended June 30, 2015 PDA adopted new accounting guidance, GASB Statement No. 68, Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27, and GASB Statement No. 71, Pension Transition for Contributions Made Subsequent to the Measurement Date-an amendment of GASB Statement No. 68 (the new accounting standards). The changes made to the basic financial statements to comply with the new accounting standards have been reported as an adjustment as of the beginning of the year ended June 30, 2015. Because it was not practical for PDA to determine the amounts of all deferred inflows of resources and outflows of resources related to the pension plan as of June 30, 2014, the beginning balances of deferred inflows of resources and deferred outflows of resources related to pensions have not been reported. The impact of the adoption of the new accounting standards as of the beginning of the year ended June 30, 2015 was as follows:

	July 1, 2015
Net Pension Liability as of the measurement date of June 30, 2013	\$ 4,163,828
Contributions made in 2014 after the measurement date included in deferred outflows of resources	(318,681)
Cumulative Effect of Change in Accounting Principle	\$ 3,845,147

PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014

4. Cash and Cash Equivalents

Custodial Credit Risk

Custodial credit risk is the risk that in the event of a bank failure, the PDA's deposits may not be returned to it. State Statute RSA 12-G: 8 (XIII) empowers the PDA to invest and reinvest its funds and take and hold property as security for the payment of funds so invested. The PDA's investment policy is more restrictive than applicable New Hampshire law in that it restricts investments to the following: New Hampshire public deposit investment pool, federal agency securities, repurchase agreements, commercial paper, money market funds, and certificates of deposit. The PDA's policy does not explicitly address custodial credit risk.

As of June 30, 2015 and 2014, substantially all of the PDA's cash and equivalents were insured by the Federal Deposit Insurance Corporation and the Depositors Insurance Fund. At June 30, 2015 and 2014, cash and cash equivalents of \$37,340 and \$64,112, respectively, was collateralized by a Stand-by Letter of Credit at the Federal Home Loan Bank of Pittsburg and a Letter of Credit issued by the Federal Reserve Bank of Pittsburg.

5. Current Accounts Receivable - Net

Current accounts receivable - net was represented by the following at June 30:

	2015	2014
Tenants	\$ 985,075	\$ 490,262
Intergovernmental	931,108	1,542,956
Allowance for Doubtful Accounts	(17,000)	(5,000)
	\$ 1,899,183	\$ 2,028,218

6. Restricted Cash and Cash Equivalents

Restricted cash and cash equivalents was represented by the following at June 30:

	2015	2014
Harbor Dredging and Pier Maintenance	\$ 448,856	\$ 442,909
Revolving Loan Fishery Fund	372,900	201,388
Foreign Trade Zone	53,675	59,057
	\$ 875,431	\$ 703,354

7. Restricted Accounts Receivable - Net

Restricted accounts receivable was represented by the following at June 30:

	2015	2014
Revolving Loan Fishery Fund		
Due Within One Year	\$ 115,457	\$ 125,901
Due in More Than One Year	665,625	809,515
Intergovernmental	202,702	1,990
Tenants	12,818	4,643
Allowance for Doubtful Accounts	(10,000)	-
	\$ 986,602	\$ 942,049

PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014

8. Capital Assets

Capital asset activity for the year ended June 30, 2015 was as follows:

	<i>Balance July 1, 2014</i>	<i>Additions</i>	<i>Disposals</i>	<i>Transfers</i>	<i>Balance June 30, 2015</i>
Land	\$ 7,499,464	\$ -	\$ -	\$ 21,322	\$ 7,520,786
Buildings and Facilities Improvements	126,491,862	-	-	1,650,023	128,141,885
Equipment	13,158,195	-	(29,761)	158,142	13,286,576
Construction in Process	<u>7,260,757</u> 154,410,278	<u>5,774,817</u> 5,774,817	<u>-</u> (29,761)	<u>(1,829,487)</u> -	<u>11,206,087</u> 160,155,334
Less Accumulated Depreciation	(80,131,374)	(6,222,153)	29,761	-	(86,323,766)
Total Capital Assets	\$ 74,278,904	\$ (447,335)	\$ -	\$ -	\$ 73,831,568

Capital asset activity for the year ended June 30, 2014 was as follows:

	<i>Balance July 1, 2013</i>	<i>Additions</i>	<i>Disposals</i>	<i>Transfers</i>	<i>Balance June 30, 2014</i>
Land	\$ 5,139,351	\$ -	\$ -	\$ 2,360,113	\$ 7,499,464
Buildings and Facilities Improvements	121,964,570	-	-	4,527,292	126,491,862
Equipment	12,526,580	-	-	631,615	13,158,195
Construction in Process	<u>7,140,140</u> 146,770,641	<u>7,639,637</u> 7,639,637	<u>-</u> -	<u>(7,519,020)</u> -	<u>7,260,757</u> 154,410,278
Less Accumulated Depreciation	(74,139,952)	(5,991,422)	-	-	(80,131,374)
Total Capital Assets	\$ 72,630,689	\$ 1,648,215	\$ -	\$ -	\$ 74,278,904

PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014

9. Unearned Revenues

Unearned revenues (which are recognized when cash, receivables or other assets are recorded prior to their being earned) consisted of the following at June 30:

	2015	2014
Mooring Permits	\$ 246,962	\$ 250,827
Golf Course Membership Fees	205,265	179,780
All Other	95,534	112,854
	\$ 547,761	\$ 543,461

Mooring permits and golf course membership fees are collected primarily during the months of January through March and amortized ratably over the corresponding seasons.

10. Revolving Line of Credit Facility

The PDA currently has a \$5,000,000 Line of Credit Facility ("LCF") secured through The Provident Bank, which matures December 31, 2016. The terms of the LCF provide that a) the loan shall bear interest at a per annum rate equal to the thirty (30) day Federal Home Loan Bank (Boston) plus 250 basis points; and b) the PDA shall maintain various covenants that are to be reported on periodically. As of June 30, 2015 and 2014, the interest rate was 2.86% and 2.81%, respectively. The proceeds of any draw on the LCF are to be used for general working capital purposes of the PDA. As of June 30, the following table reflects a complete reconciliation of the LCF for the years ended June 30:

	2015	2014
Amount Outstanding at Beginning of Year	\$ 2,000,000	\$ -
Drawdowns	4,250,000	3,500,000
Repayments	(3,500,000)	(1,500,000)
Amount Outstanding at End of Year	\$ 2,750,000	\$ 2,000,000

11. Due to City of Portsmouth - Waste Water Treatment Facility

In December 2000, the State Water Pollution Control Revolving Fund program's debt outstanding of \$6,444,630 was assigned to the COP. A supplemental loan agreement was entered into between the State Water Pollution Control Revolving Fund program and COP in order to finance the construction of the wastewater treatment plant upgrade. In conjunction with the assignment of the debt to COP, a similar portion of the leasehold improvement for the wastewater treatment facility was also transferred to COP. The PDA agreed to pay an amount totaling \$2,307,064 to COP. Annual payments plus interest at 4.50% are payable through 2020. Amounts totaling \$581,448 and \$697,738 were outstanding at June 30, 2015 and 2014, respectively. Debt service requirements at June 30, 2015 are as follows:

Year	Principal	Interest	Total
2016	\$ 116,290	\$ 25,956	\$ 142,246
2017	116,290	20,764	137,054
2018	116,290	15,573	131,863
2019	116,290	10,382	126,672
2020	116,288	5,192	121,480
	\$ 581,448	\$ 77,867	\$ 659,315

**PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014**

12. Line of Credit Note – The Provident Bank

The PDA has a \$2,500,000 State of New Hampshire Guaranteed Line of Credit Note (“LCN”) through The Provident Bank. The State of New Hampshire has unconditionally guaranteed both the payment of the principal and interest on the LCN.

The proceeds of the LCN are made available to finance capital expenditures. The LCN, which is designated as a “qualified tax-exempt obligation” for the purposes of Section 265(b) (3) of the Internal Revenue Code, is a general obligation of the PDA, payable from all revenues of the PDA. The terms of the LCN provide that the interest rate, as associated with each drawdown, shall be based on the five year Municipal Market Data interest rate for the then prevailing Moody’s rating of the State, plus 1.50%. In addition, the PDA shall maintain various covenants that are to be reported on periodically.

The initial LCN drawdown of \$1,000,000 was made on March 14, 2011 and carries a five-year maturity at an interest rate of 3.46%. Amounts totaling \$ 0 and \$351,103 were outstanding at June 30, 2015 and 2014, respectively.

The final LCN drawdown of \$1,500,000 was made on June 28, 2013 and carries a five-year maturity at an interest rate of 3.11%. Amounts totaling \$ 0 and \$1,218,820 were outstanding at June 30, 2015 and 2014, respectively.

13. Changes in Long-Term Liabilities

Long-term liability activity for the year ended June 30, 2015 was as follows:

	<i>Balance July 1, 2014</i>	<i>Additions</i>	<i>Reductions</i>	<i>Balance June 30, 2015</i>	<i>Due in One Year</i>
Net Pension Liability	\$ 4,163,828	\$ -	\$ (476,674)	\$ 3,687,154	\$ -
Line of Credit Note The Provident Bank @ 3.11%	1,218,820	-	(1,218,820)	-	-
City of Portsmouth - Waste Water Treatment Facility	697,738	-	(116,290)	581,448	116,290
Line of Credit Note The Provident Bank @ 3.46%	351,103	-	(351,103)	-	-
Advance from Tenant	39,163	-	(26,109)	13,054	13,054
	\$ 6,470,652	\$ -	\$ (2,188,996)	\$ 4,281,656	\$ 129,344

**PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014**

13. Changes in Long-Term Liabilities (continued)

Long-term liability activity for the year ended June 30, 2014 was as follows:

	<i>Balance July 1, 2013</i>	<i>Additions</i>	<i>Reductions</i>	<i>Balance June 30, 2014</i>	<i>Due in One Year</i>
Note Payable - The Provident Bank @ 3.74%	\$ 664,325	\$ -	\$ (664,325)	\$ -	\$ -
Line of Credit Note - The Provident Bank @ 3.11%	1,500,000	-	(281,180)	1,218,820	290,425
City of Portsmouth - Waste Water Treatment Facility	814,013	-	(116,275)	697,738	116,290
Line of Credit Note - The Provident Bank @ 3.46%	553,275	-	(202,172)	351,103	208,727
Advance from Tenant	65,272	-	(26,109)	39,163	26,109
	\$3,596,885	\$ -	\$ (1,290,061)	\$ 2,306,824	\$ 641,551

14. Rental of Facilities

The PDA has leasing arrangements with various parties for the rental of land, buildings, office space, and airplane hangars. Rentals are generally based upon set rental fees with additional payments based upon gallons of fuel sold or dispensed, ramp parking fees per aircraft, and concession fees based upon a stated percentage of car rentals. Lease arrangements are primarily for periods ranging from one to fifty years. These leases meet the criteria for classification as operating leases. The PDA-DPH has leases, licenses, and other arrangements with various parties for the use of land, warehouse, and storage facilities.

At June 30, 2015, the projected minimum future revenue from noncancelable rental agreements is approximately:

<i>Year</i>	<i>Amount</i>
2016	\$ 8,239,000
2017	7,127,000
2018	6,633,000
2019	6,081,000
2020	5,937,000
Thereafter	82,106,000
	\$ 116,123,000

PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014

15. Municipal Service Fees

Effective July 1, 1998, the PDA entered into an amended municipal services agreement with COP and the Town of Newington to provide various municipal services, including police, fire, and public works at the Tradeport. This agreement specifies that PDA shall pay the COP a fee for the cost of services equal to the amount that would have been paid annually as *ad valorem* taxes excluding any school tax component in respect to such property within the Airport District. COP is responsible for service costs owed to the Town of Newington. This agreement excludes, as part of the allocated area, the space occupied by the PDA and any space for public use in the PSM Terminal. The agreement does include completed facilities other than the PDA's golf course or airport terminals within the Airport District operated by the PDA for public or other use. Any tenant located outside the Airport District, unless otherwise exempt from taxation, shall pay to the COP a payment in lieu of taxes in accordance with the provisions of the New Hampshire law. This agreement shall continue to be in force until one of the parties terminates the agreement in writing.

16. Airport Joint Use Agreement

On October 1, 2002, the Department of the Air Force and the PDA entered into an Airport Joint Use Agreement ("Agreement") regarding the required use of the airport facilities at the Tradeport by the New Hampshire Air National Guard as well as for other occasional government aircraft. Subject to the terms and conditions of the Agreement, the federal government has the use of the airport facilities in common with other users of the airport together with all necessary and conventional rights of ingress and egress to and from the related facilities located at the airport.

The federal government is responsible for the functions detailed in the Agreement, including, but not limited to, the following: air traffic control services, fire protection, and crash rescue. The PDA is responsible for certain services and functions, including, but not limited to, the following: maintenance of certain facilities, utilities, and other related services in connection with maintaining an airport facility in accordance with Federal Aviation Administration requirements. The current Agreement is effective through September 30, 2018.

17. Risk Management

The PDA is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; and natural disaster for which the PDA carries insurance.

The PDA has a comprehensive airport liability insurance policy that will provide coverage generally up to \$25,000,000 for each occurrence and in the aggregate in any one annual period of insurance. Other insurance coverage, which is carried includes automotive, crime, employment practices, fire, general liability, pollution, theft, and workers' compensation. There have been no significant changes in insurance coverage during the past fiscal year. Settlements did not exceed coverage amounts during fiscal years 2015 and 2014.

In addition to purchasing insurance coverages, the PDA maintains a risk transfer program. The PDA's agreements and leases include requirements to provide insurance coverage and coverage provisions, which include; 1) naming the PDA as an additional insured; 2) naming the PDA as loss payee on property coverage; 3) a waiver of subrogation; and 4) providing that such coverages be primary and non-contributing with respect to coverage the PDA maintains.

PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014

18. Defined Benefit Pension Plan

Plan Description

The PDA participates in the New Hampshire Retirement System ("NHRS"), which, as governed by RSA 100-A, is a cost-sharing multiple-employer contributory public employee defined benefit pension plan qualified under section 401(a) of the Internal Revenue Code and funded through a trust, which is exempt from tax under Code section 501(a). NHRS is a contributory, defined benefit plan providing service, disability, death and vested retirement benefits to members and their beneficiaries. NHRS retired members receive a lifetime pension. Substantially, all full-time state employees, public school teachers and administrators, permanent firefighters and permanent police officers with in the State are eligible and required to participate in the NHRS. RSA 100-A specifies the benefit terms provided to the members of NHRS.

Although benefits are funded by member contributions, employer contributions and trust fund assets, NHRS computes benefits on the basis of members' Average Final Compensation ("AFC") and years of creditable service. Unlike a defined contribution plan, NHRS benefits provided to members are not dependent upon the amount of contributions paid into the NHRS or the investment return on trust assets.

To qualify for a normal service retirement, members must have attained the age of 60 years old. However, a member who commenced service on or after July 1, 2011 shall not receive a service retirement allowance until attaining the age of 65. The member may receive a reduced allowance after age 60 if the member has at least 30 years of creditable service. The allowance shall be reduced based on a formula, for each month by which the date on which benefits commence precedes the month after which the member attains 65 years of age, by $\frac{1}{4}$ of one percent.

For members retiring prior to the age of 65, the yearly pension amount is 1.67% of AFC, multiplied by years of creditable service. For members retiring at 65 or older, the yearly pension amount is 1.52% of AFC, multiplied by years of creditable service. For members vested prior to January 1, 2012, AFC is based on the highest three years of creditable service. For members not vested prior to January 1, 2012, or hired on or after July 1, 2011, AFC is based on a member's highest five years of creditable service. At age 65, the yearly pension amount is recalculated with an appropriate graduated reduction based on years and months of creditable service that the member has at the time of retirement.

Contributions Required and Made

The Retirement Plan is financed by contributions from the members, the PDA, and investment earnings. Contributions required to cover that amount of cost not met by the members' contributions are determined by a biennial actuarial valuation by the Retirement Plan's actuary. By statute, the Board of Trustees of NHRS is responsible for the certification of employer contribution rates.

Commencing July 1, 2011, all Group I employees are responsible to accrue contributions at 7.00% while Group II (Police) employees accrue contributions at a rate of 11.55%.

In terms of the employer share of contributions made to the Retirement Plan, the pension contribution rate for Group I employees was 10.51% for the two-year period ending June 30, 2015. Effective July 1, 2015, the employer share was increased to 10.86% and will remain fixed through June 30, 2017.

For Group II employees, effective July 1, 2015, the contribution rate increased from 21.45% to 22.54% and will remain fixed through June 30, 2017.

**PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014**

18. Defined Benefit Pension Plan (continued)

Plan Description (continued)

For the years ended June 30, 2015 and 2014, contributions to NHRS were \$360,425 and \$318,681, respectively.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At June 30, 2015, the PDA reported a liability of \$3,687,154 for its proportionate share of the net pension liability. The net pension liability is based on an actuarial valuation performed as of June 30, 2013 and a measurement date of June 30, 2014. The net pension liability was rolled forward from June 30, 2013 to June 30, 2014. The PDA's proportion of the net pension liability was based on a projection of the PDA's long-term share of contributions to the NHRS relative to the projected contributions of all participating employers as actuarially determined. At June 30, 2014, the PDA's proportion of the net pension liability was 0.0982%.

For the year ended June 30, 2015, the PDA recognized pension expense of \$261,369.

At June 30, 2015 the PDA reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net differences between projected and actual investment earnings on pension plan investments	\$ -	\$ 471,774
Changes in proportion and differences between employer contributions and share of contributions	52,412	-
Contributions subsequent to the measurement date	360,425	-
Balances as of June 30, 2015	\$ 412,837	\$ 471,774

Amounts reported as deferred outflows related to pensions resulting from the PDA contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2016. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ended June 30,	Amount
2016	\$ 104,840
2017	104,840
2018	104,841
2019	104,841
	\$ 419,362

PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014

18. Defined Benefit Pension Plan (continued)

Actuarial Assumptions

The total pension liability was determined by a roll forward of the actuarial valuation as of June 30, 2013, using the following actuarial assumptions, which, accordingly, apply to both 2014 and 2013 measurements:

Inflation	3.0%
Salary increases	3.75 – 5.8% average, including inflation
Investment rate of return	7.75%, net of pension plan investment expense, including inflation

Mortality rates were based on the RP-2000 mortality table, projected to 2020 with Scale AA. The table includes a margin of 15% for men and 17% for women for mortality improvements.

The actuarial assumptions used in the June 30, 2013 valuation were based on the results of the most recent actuarial experience study, which was for the period of July 1, 2005 – June 30, 2010.

Long-Term Rates of Return

The long-term expected rate of return on pension plan investments was selected from a best estimate range determined using the building block approach. Under this method, an expected future real return range is calculated separately for each asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return net of investment expenses by the target asset allocation percentage and by adding expected inflation.

Following is a table present target allocations and long-term rates of return for 2014 and 2013:

Asset Class	Target Allocation	Weighted Average Long-Term Expected Real Rate of Return	
		2014	2013
Large Cap Equities	22.50%	3.25%	3.75%
Small/Mid Cap Equities	7.50	3.25	4.00
Total Domestic Equity	30.00		
International Equities (Unhedged)	13.00	4.25	4.75
Emerging International Equities	7.00	6.50	6.75
Total International Equity	20.00		
Core Bonds	18.00	(0.47)	(0.96)
High-Yield Bonds	1.50	1.50	2.00
Global Bonds (Unhedged)	5.00	(1.75)	(2.25)
Emerging Market Debt (External)	0.50	2.00	1.00
Total Fixed Income	25.00		
Private Equity	5.00	5.75	6.00
Private Debt	5.00	5.00	5.50
Real Estate	10.00	3.25	3.00
Opportunistic	5.00	2.50	2.63
Total Alternative Investments	25.00		
Total	100.00%		

**PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014**

18. Defined Benefit Pension Plan (continued)

Discount Rate

The discount rate used to measure the total pension liability was 7.75%. The projection of cash flows used to determine the discount rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. For purposes of the projection, member contributions and employer service cost contributions are projected based on the expected payroll of current members only. Employer contributions are determined based on the pension plan's actuarial funding policy and as required by RSA 100-A:16. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments to current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity Analysis

The following presents the PDA's proportionate share of the net pension liability calculated using the discount rate of 7.75%, as well as what the PDA's proportionate share of the pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate:

	1% Decrease (6.75%)	Current Discount Rate (7.75%)	1% Increase (8.75%)
PDA's proportionate share of the net pension liability	\$ 4,856,582	\$ 3,687,154	\$ 2,700,567

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position is available in the separately issued NHRS annual report available from NHRS website at <https://www.nhrs.org>.

19. Other Post-Employment Benefits

In addition to providing pension benefits, NHRS administers four cost-sharing multiple-employer defined postemployment medical subsidiary healthcare plans designated in statute by membership type. The four plans are Group II Police Officer and Firefighters, Group I Teachers, Group I Political Subdivision Employees and Group I State Employees. Collectively, they are referred to as the OPEB Plans.

RSA 21-I: 30 specifies that the State provide certain health care insurance benefits for retired employees. These benefits include group hospitalization, hospital medical care and surgical care. Substantially all of the State's employees who were hired on or before June 30, 2003 and have 10 years of service, may become eligible for these benefits if they reach normal retirement age while working for the State and receive their pensions on a periodic basis rather than a lump sum. During fiscal year 2004, legislation was passed that requires State Group I employees hired on or after July 1, 2003 to have 20 years of State service in order to qualify for health coverage benefits.

**PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014**

19. Other Post-Employment Benefits (continued)

These and similar benefits for active employees are authorized by RSA 21-I: 30 and provided through the Employee and Retiree Benefit Risk Management Fund (the "Fund"), which is the State's self-insurance fund implemented in October 2003 for active State employees and retirees.

The State Legislature has indicated it plans to only partially fund (on a pay-as-you-go basis) the annual required contribution (ARC), an actuarially determined rate in accordance with the parameters of GASB Statement No. 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities over a period not to exceed 30 years.

Plan members are not required to contribute to the OPEB Plans. The PDA makes annual contributions to the OPEB Plans equal to the amount required by RSA 100-a:52, which was 1.62% of covered compensation during the years ended June 30, 2015, 2014 and 2013. The PDA's contributions to NHRS for the OPEB Plans for the years ended June 30, 2015, 2014 and 2013 were \$55,556, \$49,121 and \$45,488, respectively, which were equal to its ARC.

Detailed information about the OPEB's fiduciary net position is available in is available in the separately issued NHRS annual report available from NHRS website at <https://www.nhrs.org>.

20. Commitments and Contingencies

Water Quality Improvement

In January 2013, the PDA-DPH completed construction of the Storm Water Management System Modifications and Improvements, including the installation shore side of new drainage lines and catch basins and the addition of primary storm water treatment devices. The PDA-DPH sought and received from the State the release of \$1,000,000 for construction of these improvements and modifications as well as potential additional costs associated with permitting and additional environmental investigations and review.

Subsurface Investigation

In addition, during site subsurface investigations conducted at the Market Street Terminal, (performed, in part, to support the foregoing storm water system improvements), the PDA-DPH's environmental consultant found several areas of subsurface soils contaminated with significant levels of the heavy metal mercury. Initial investigations reveal that this contamination is most likely associated with a commercial wood preservation process that was located on a portion of the site and probably operated on the site sometime after 1875 and terminated operations before the State acquired title to the property in the 1960's and prior to July 1, 2001 when the PDA-DPH operations were transferred from the State to the PDA. The completed study has been submitted to the New Hampshire Department of Environmental Services and management is awaiting its review and comment. As of June 30, 2015, no liability has been recorded for future pollution remediation obligations.

Main Ship Wharf Rehabilitation and Expansion

The PDA-DPH submitted an application to the United States Department of Transportation requesting funding for the rehabilitation and expansion on the main ship wharf at the Market Street Marine Terminal on the Piscataqua River in Portsmouth, New Hampshire. The project provides direct access to ships for the entire length of the main wharf, assuring continued use for ocean commerce and greatly enhancing safety, functionality and operational efficiency.

PEASE DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
June 30, 2015 and 2014

20. Commitments and Contingencies (continued)

Main Ship Wharf Rehabilitation and Expansion (continued)

The proposed expansion is estimated to cost \$18,300,000 of which the State of New Hampshire is committed to providing \$5,000,000 toward the project. Grant funding of \$13,300,000 would complete the financing for these critical improvements. The PDA-DPH continues to evaluate grant funding sources for this project.

Grant Administration

The PDA receives federal grants, which are subject to review and audit by the grantor agencies. Although these audits could result in expenditure disallowances under the terms of the grants, it is believed that any required reimbursements would not have a material effect on the financial statements.

Construction Contracts

The PDA had commitments under construction contracts associated with federal grants totaling approximately \$1,614,000 and \$5,797,000 at June 30, 2015 and 2014, respectively.

Litigation

From time to time, the PDA is involved in pending or threatened lawsuits encountered in the normal course of business. Management of the PDA believes that the ultimate outcome of these matters, to the extent not covered by insurance, will not have a material impact on the PDA's financial position or operations.

21. Subsequent Event

GASB Statement No. 75 *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* was issued in June 2015. The primary objective of this Statement is to improve accounting and financial reporting by state and local governments for postemployment benefits other than pension (other postemployment benefits or OPEB). It also improves information provided by state and local governmental employers about financial support for OPEB that is provided by other entities. This Statement results from a comprehensive review of the effectiveness of existing standards of accounting and financial reported for all OPEB with regard to providing decision-useful information, supporting assessments of accountability and interperiod equity, and creating additional transparency. The provisions of this Statement will be effective for the PDA beginning with its year ending June 30, 2018. Management has not currently determined what impact the implementation of this Statement will have on the financial statements.

REQUIRED SUPPLEMENTARY INFORMATION

**PEASE DEVELOPMENT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
June 30, 2015, 2014 and 2013**

Schedule of Collective Net Pension Liability

	JUNE 30,	
	2014	2013
Employer Proportion of the Collective Net Pension Liability	0.0982%	0.0967%
Employer's Proportionate Share of the Collective Net Pension Liability	\$ 3,687,154	\$ 4,163,828
Employer's Covered-Employee Payroll	\$ 3,029,000	\$ 2,843,000
Employer's Proportionate Share of the Collective Net Pension Liability as a Percentage of the Employer's Covered-Employee Payroll	122%	146%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	66.32%	59.81%

Schedule is intended to show 10 years. Additional years will be added as they become available.

Schedule of Employer Contributions

	JUNE 30,		
	2015	2014	2013
Required Employer Contribution	\$ 360,425	\$ 318,681	\$ 241,055
Actual Employer Contributions	\$ 360,425	\$ 318,681	\$ 241,055
Excess/(Deficiency) of Employer Contributions	\$ -	\$ -	\$ -
Employer's Covered-Employee Payroll	\$ 3,430,000	\$ 3,029,000	\$ 2,843,000
Employer Contribution as a Percentage of the Employer's Covered-Employee Payroll	10.51%	10.52%	8.48%

Schedule is intended to show 10 years. Additional years will be added as they become available.

**PEASE DEVELOPMENT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION
June 30, 2015, 2014 and 2013**

Notes to the Required Supplementary Information

Valuation Date: June 30, 2009 for determining the Fiscal Year 2013 contributions
June 30, 2011 for determining the Fiscal Year 2014 contributions
June 30, 2013 for determining the Net Pension Liability

Notes: The roll-forward of total pension liability from June 30, 2013 to June 30, 2014 reflects expected service cost and interest reduced by actual benefit payments and administrative expenses.

Actuarial determined contribution rates for the 2012-2013 biennium were determined based on the June 30, 2009 actuarial valuation. Actuarial determined contribution rates for the 2014-2015 biennium were determined based on the June 30, 2011 actuarial valuation.

Pease Development Authority

Reports Required by *Government Auditing Standards* and OMB Circular A-133

Year Ended June 30, 2015



PEASE DEVELOPMENT AUTHORITY
REPORTS REQUIRED BY GOVERNMENT AUDITING STANDARDS
AND OMB CIRCULAR A-133

Year Ended June 30, 2015

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**INDEPENDENT AUDITOR'S REPORT ON INTERNAL
CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE
AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

Board of Directors
Pease Development Authority

We have audited, in accordance with U.S. generally accepted auditing standards and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the accompanying financial statements of Pease Development Authority (PDA), a component unit of the State of New Hampshire, as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise PDA's basic financial statements as listed in the table of contents thereto, and have issued our report thereon dated October 5, 2015.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered PDA's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of PDA's internal control. Accordingly, we do not express an opinion on the effectiveness of PDA's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of the internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether PDA's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our auditing procedures disclosed no instances of noncompliance or other matters that are required to be reported in accordance with *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of PDA's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering PDA's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Berry Dunn McNeil & Parker, LLC

Manchester, New Hampshire
October 5, 2015



**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE
FOR THE MAJOR PROGRAM; REPORT ON INTERNAL CONTROL OVER
COMPLIANCE; AND REPORT ON SCHEDULE OF EXPENDITURES OF FEDERAL
AWARDS AS REQUIRED BY OMB CIRCULAR A-133**

Board of Directors
Pease Development Authority

Report on Compliance for the Major Federal Program

We have audited Pease Development Authority's (PDA) compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) Circular A-133 *Compliance Supplement* that could have a direct and material effect on its major federal program for the year ended June 30, 2015. PDA's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for PDA's major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with U.S. generally accepted auditing standards; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about PDA's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the major federal program. However, our audit does not provide a legal determination of PDA's compliance.

Opinion on the Major Federal Program

In our opinion, PDA complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2015.

Report on Internal Control Over Compliance

Management of PDA is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered PDA's internal control over compliance with the types of requirements that could have a direct and material effect on its major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of PDA's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of the internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that were not identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

Board of Directors
Pease Development Authority

Report on Schedule of Expenditures of Federal Awards Required by OMB Circular A-133

We have audited the basic financial statements of PDA as of and for the year ended June 30, 2015, and the related notes to the financial statements. We issued our report thereon dated October 5, 2015, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by OMB Circular A-133 and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with U.S. generally accepted auditing standards. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

Berry Dunn McNeil & Parker, LLC

Manchester, New Hampshire
October 5, 2015

PEASE DEVELOPMENT AUTHORITY

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Year Ended June 30, 2015

<u>Federal Grant/Pass-Through Grantor/Program Title</u>	<u>Federal CFDA Number</u>	<u>2015 Federal Expenditures</u>
<u>U.S. Department of Commerce:</u>		
Direct:		
Economic Adjustment Assistance: 01-19-63007	11.307	\$ 1,170,658
Public Works Assistance – Building Demolition 01-01-14139	11.300	<u>2,174</u>
Total U.S. Department of Commerce		1,172,832
<u>U.S. Department of Homeland Security:</u>		
Direct:		
Disaster Grant – Public Assistance	97.036	21,070
Port Security Grant Program	97.056	<u>15,445</u>
Total U.S. Department of Homeland Security		36,515
<u>U.S. Department of Transportation:</u>		
Direct:		
Airport Improvement Program:		
3-33-0016-49-2011	20.106	43,135
3-33-0016-52-2012	20.106	10,870
3-33-0016-54-2012	20.106	1,458
3-33-0016-55-2012	20.106	12,780
Pass-Through State of New Hampshire:		
New Hampshire Department of Transportation:		
Airport Improvement Program:		
SPG-15-04-2012	20.106	20,527
SPG-15-05-2012	20.106	3,022,435
SPG-16-01-2013	20.106	6,070
SPG-16-02-2013	20.106	541,899
SPG-16-03-2013	20.106	462,189
ISTEA	20.205	<u>431,745</u>
Total United States Department of Transportation		<u>4,553,108</u>
Total Expenditures of Federal Awards		\$ <u>5,762,455</u>

See accompanying notes to the schedule of expenditures of federal awards

PEASE DEVELOPMENT AUTHORITY

NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Year Ended June 30, 2015

1. Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) presents the expenditures of federal programs administered by Pease Development Authority (PDA), an entity as defined in Note 1 to PDA's basic financial statements, during the year ended June 30, 2015. Because the Schedule presents only a selected portion of the operations of PDA, it is not intended to and does not present the financial position, changes in net position or cash flows of PDA.

The information in the Schedule is presented in accordance with the requirements of Office of Management and Budget (OMB) Circular A-133, *Audits of States, Local Government and Non-Profit Organizations*.

2. Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in OMB Circular A-87, *Cost Principles for State and Local Governments*, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Pass-through entity identifying numbers are presented where available.

3. Calculation of Economic Adjustment Assistance Grant Expenditures

Economic Adjustment Assistance grant expenditures reported in the Schedule of Expenditures of Federal Awards have been calculated as follows:

Balance of revolving loan fund loans outstanding	\$ 781,082
Cash and cash equivalent balances	372,900
Administrative expenses paid out during the fiscal year	<u>16,676</u>
	<u>\$ 1,170,658</u>

PEASE DEVELOPMENT AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

Year Ended June 30, 2015

Section I. – Summary of Auditor's Results

Financial Statements

Type of auditor's report issued: Unmodified
Internal control over financial reporting:
Material weakness(es) identified? ___ yes X no
Significant deficiency(ies) identified not considered to
be material weaknesses? ___ yes X none reported
Noncompliance material to financial statements noted? ___ yes X no

Federal Awards

Internal control over major programs:
Material weakness(es) identified? ___ yes X no
Significant deficiency(ies) identified not considered to
be material weaknesses? ___ yes X none reported
Type of auditor's report issued on compliance for major
programs: Unmodified
Any audit findings disclosed that are required to be reported
in accordance with Circular A-133, Section .510(a)? ___ yes X No

Identification of major programs:

<u>Name of Federal Program or Cluster</u>	<u>CFDA Number(s)</u>
---	-----------------------

U.S. Department of Transportation: Airport Improvement Program	20.106
---	--------

Dollar threshold used to distinguish between Type A and Type B programs:	\$300,000
---	-----------

Auditee qualified as low-risk auditee?	<u> X </u> Yes
--	----------------

PEASE DEVELOPMENT AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS (CONCLUDED)

Year Ended June 30, 2015

Section II. – Findings Relating to the Financial Statements Which are Required to be Reported in Accordance with Government Auditing Standards

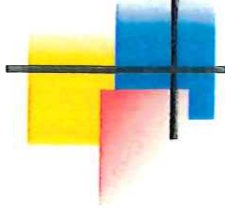
None noted

Section III. – Findings and Questioned Costs for Federal Awards

None noted

PEASE DEVELOPMENT AUTHORITY
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
Year Ended June 30, 2015

NONE



FY 2016 FINANCIAL REPORT FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015



**BOARD OF DIRECTORS MEETING
OCTOBER 15, 2015**



CONSOLIDATED STATEMENT OF REVENUES AND EXPENSES ² FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015 AND 2014

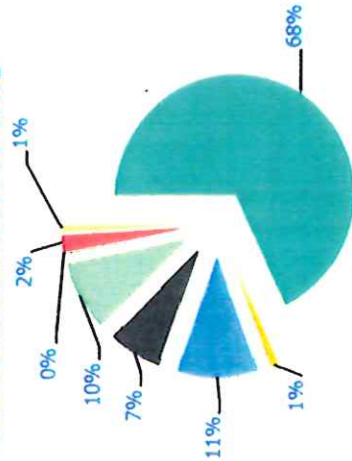
(\$ 000's)

	FY 2016 BUDGET VARIANCE ANALYSIS		YEAR TO DATE ACTUAL		YEAR TO DATE BUDGET		CURRENT YEAR VARIANCE		PRIOR YEAR TO DATE ACTUAL		YEAR TO YEAR VARIANCE		CURRENT YEAR BUDGET	
<ul style="list-style-type: none"> ▪ OPERATING REVENUES-HIGHER BY 3.0% 			3,036	2,947	89	2,872	164	14,119						
<ul style="list-style-type: none"> ▪ LOWER THAN ANTICIPATED FUEL SALES WITHIN THE DPH, OFFSET BY: <ul style="list-style-type: none"> ▪ INCREASED GOLF FEES- DUE TO INCREASE IN ROUNDS PLAYED / WEATHER. ▪ INCREASED CONCESSION REVENUES FROM HIGHER GRILL 28 SALES. 			956	1,028	(72)	1,000	(44)	5,824						
<ul style="list-style-type: none"> ▪ OPERATING COSTS- LOWER BY 17.6% 			293	306	(13)	247	46	2,383						
<ul style="list-style-type: none"> ▪ GENERAL UNDERRUNS ACROSS THE BOARD DUE TO ACCELERATED FY 2015 CUT-OFF PROCEDURES. FUEL PROCUREMENT COSTS LOWER DUE TO LOWER DPH FUEL SALES. 			118	123	(5)	115	3	720						
<ul style="list-style-type: none"> ▪ NONOPERATING (INCOME) AND EXPENSES 			88	104	(16)	72	16	842						
<ul style="list-style-type: none"> ▪ INDIRECT LABOR ALLOCATION TO BUILDINGS AND FACILITIES NOT BUDGETED. 			9	65	(56)	8	1	350						
<ul style="list-style-type: none"> ▪ NET OPERATING INCOME 			1,265	797	468	1,030	235	2,324						
			16	11	5	19	(3)	67						
<ul style="list-style-type: none"> ▪ INCREASED SHORT TERM BORROWINGS TO SUPPORT CONSTRUCTION RELATED ACTIVITIES- PSM AND SKYHAVEN 			1,028	984	44	1,037	(9)	5,958						
			221	(198)	410	(26)	247	(3,701)						

CONSOLIDATED OPERATING REVENUES FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015 AND 2014

(\$ 000's)

FEE REVENUES YEAR TO DATE



- GOLF FEES
- GOLF MEMBERSHIPS
- PARKING FEES
- PIER USAGE AND REGISTRATIONS
- WHARFAGE AND DOCKAGE
- MOORING FEES
- GOLF SIMULATOR
- ALL OTHER

	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	CURRENT YEAR VARIANCE	PRIOR YEAR TO DATE ACTUAL	YEAR TO YEAR VARIANCE	CURRENT YEAR BUDGET
RENTAL OF FACILITIES	1,785	1,630	155	1,581	204	9,395
FEE REVENUES (SEE CHART)	765	732	33	804	(39)	2,746
FUEL SALES (SEE CHART)	271	417	(146)	350	(79)	1,095
CONCESSION REVENUE	64	37	27	37	27	293
GOLF MERCHANDISE	57	43	14	49	8	180
ALL OTHER- NET	94	88	6	51	43	410
	3,036	2,947	89	2,872	164	14,119

FUEL ANALYSIS	ACTUAL SALES	BUDGETED SALES	SALES VARIANCE	ACTUAL COGS	BUDGETED COGS	COGS VARIANCE
SKYHAVEN AIRPORT	30	34	(4)	22	31	(9)
PORTSMOUTH FISH PIER	126	214	(88)	93	201	(108)
RYE HARBOR	52	70	(18)	43	69	(26)
HAMPTON HARBOR	63	99	(36)	46	96	(50)
	271	417	(146)	204	397	(193)

CONSOLIDATED OTHER OPERATING EXPENSES FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015 AND 2014

(\$ 000's)

UTILITIES	YEAR TO	YEAR TO	PRIOR	CURRENT	PROFESSIONAL SERVICES	YEAR TO	YEAR TO	PRIOR	CURRENT
	DATE ACTUAL	DATE BUDGET	YEAR TO DATE ACTUAL	YEAR BUDGET		DATE ACTUAL	DATE BUDGET	YEAR TO DATE ACTUAL	YEAR BUDGET
ELECTRICITY	52	55	41	508	LEGAL	-	23	-	136
WASTE DISPOSAL	23	15	18	92	INFORMATION TECHNOLOGY	6	12	6	77
NATURAL GAS AND OIL	2	11	2	106	AUDIT	1	26	-	65
PROPANE	4	11	4	63	ALL OTHER - NET	2	4	2	72
WATER	7	12	7	73		9	65	8	350
	88	104	72	842					

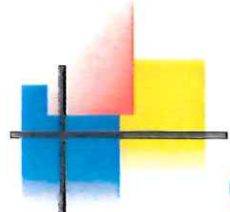
KWH CONSUMPTION ANALYSIS BY BUSINESS UNIT

TOTAL KWH	2,214	2,095	FY YTD KWH			
	FY 2015 3,691	FY 2014 3,556	2016	2015	2014	2014
PSM	1,968	1,837	71	79	82	82
TRADEPORT	458	405	342	336	317	317
SKYHAVEN	94	94	11	11	12	12
GOLF	88	77	102	94	80	80
DPH			65	63	70	70
TOTAL			591	583	561	561



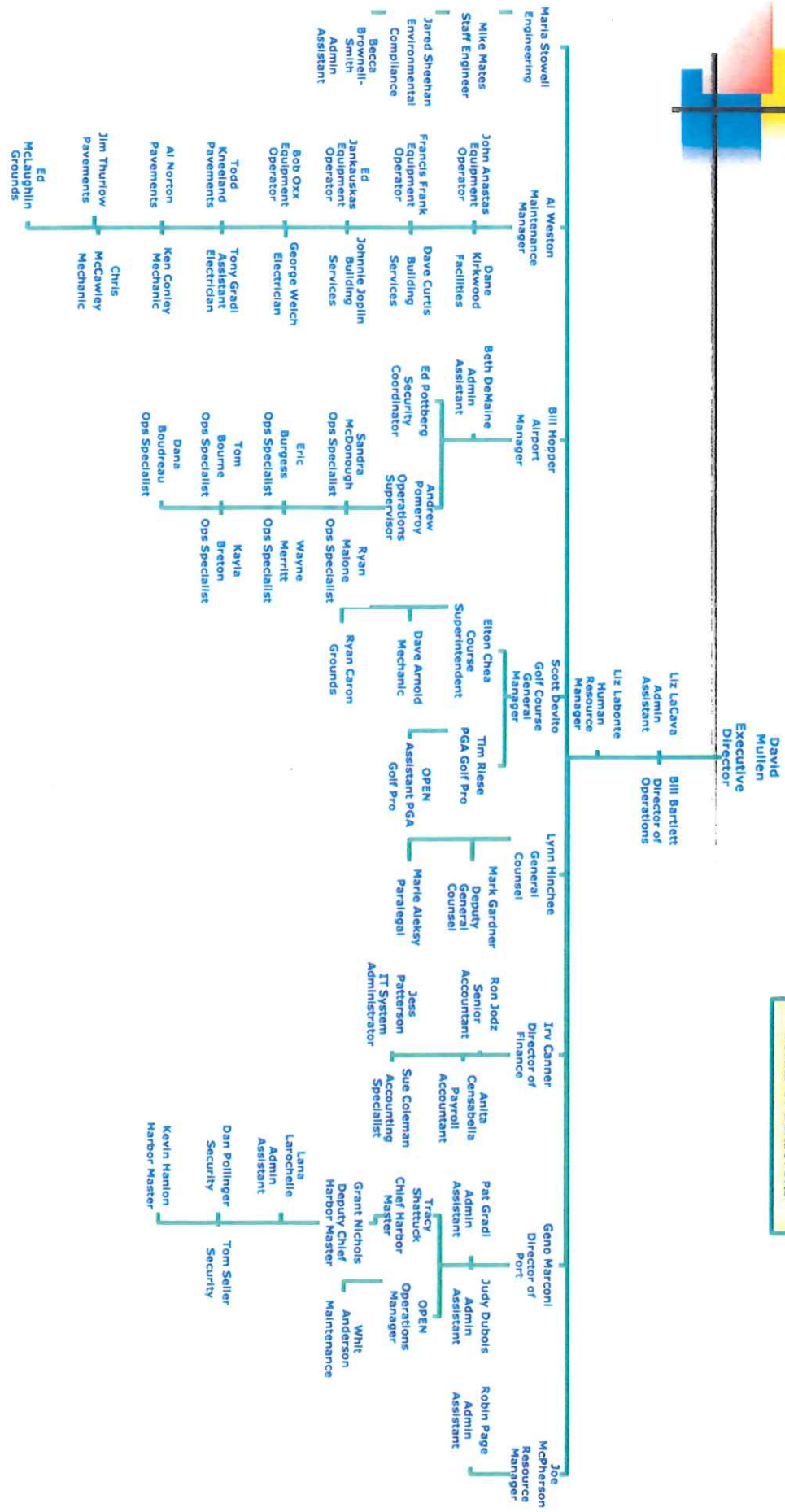
ALL OTHER

ALL OTHER	YEAR TO	YEAR TO	PRIOR	CURRENT
	DATE ACTUAL	DATE BUDGET	YEAR TO DATE ACTUAL	YEAR BUDGET
FUEL	204	397	327	1,019
COAST TROLLEY	-	20	-	120
GOLF MERCHANDISE	35	26	26	153
GOLF CART LEASE	21	28	31	64
	260	471	384	1,356



PEASE DEVELOPMENT AUTHORITY ORGANIZATION CHART (CURRENT)

BOARD OF DIRECTORS



NOTE:
1. EXCLUDES, NON-BENEFITED EMPLOYEES, CONTRACT AND SEASONAL EMPLOYEES.

CONSOLIDATED NONOPERATING (INCOME) EXPENSE FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015 AND 2014

(\$ 000's)

	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	PRIOR YEAR TO DATE ACTUAL	CURRENT YEAR BUDGET	
INTEREST EXPENSE	16	12	21	71	
INTEREST INCOME AND OTHER	-	(1)	(1)	(4)	
(GAIN) / LOSS ON SALE OF ASSETS	-	-	(1)	-	
	<u>16</u>	<u>11</u>	<u>19</u>	<u>67</u>	

	YEAR TO DATE	FISCAL BUDGET
PROVIDENT BANK	12	45
CITY OF PORTSMOUTH	4	26
TOTAL	<u>16</u>	<u>71</u>

INTEREST EXPENSE

NOTE:
1. SEE PAGE #15 FOR FURTHER INFORMATION REGARDING THE PDA CURRENT LONG TERM DEBT STRUCTURE AND CURRENT INTEREST RATES.

CONSOLIDATED STATEMENT OF NET POSITION

(\$ 000's)

ASSETS	JUN 30	AUG 31	LIABILITIES	JUN 30	AUG 31	CASH AND INVESTMENTS AT AUGUST 31, 2015	
	2015	2015		2015	2015	UNRESTRICTED	RESTRICTED
CURRENT ASSETS							
CASH AND INVESTMENTS	1,257	1,294	ACCOUNTS PAYABLE AND ACCRUED EXPENSE	2,545	1,964		
ACCOUNTS RECEIVABLE-NET	1,899	1,208	UNEARNED REVENUE	548	330	694	-
INVENTORIES	338	312	REVOLVING DEMAND NOTE	2,750	1,200	13	-
PREPAID INSURANCE	133	77	LONG TERM LIABILITIES (PAGE #15)			48	-
TOTAL CURRENT ASSETS	3,627	2,891	DUE WITHIN 1 YEAR	129	123	5	-
			DUE IN MORE THAN 1 YEAR	465	465	760	-
RESTRICTED ASSETS			TOTAL LIABILITIES	6,437	4,082		
CASH AND INVESTMENTS	875	859	NET POSITION				
ACCOUNTS RECEIVABLES	987	743	NET INVESTMENT IN CAPITAL ASSETS	70,487	71,099	324	-
TOTAL RESTRICTED ASSETS	1,862	1,602	RESTRICTED FOR:			94	-
CAPITAL ASSETS			REVOLVING LOAN FUND	1,153	1,156		392
LAND	7,521	7,521	HARBOR DREDGING AND PIER MAINTENANCE	391	393		372
CONSTRUCTION IN PROCESS (PAGES #10-#14)	11,204	11,289	FOREIGN TRADE ZONE	46	52		52
OTHER CAPITAL ASSETS-NET	55,107	54,078	UNRESTRICTED	807	599	126	-
TOTAL CAPITAL ASSETS	73,832	72,888	TOTAL NET POSITION	72,884	73,299	534	859
TOTAL ASSETS	79,321	77,381				1,294	859

PEASE DEVELOPMENT AUTHORITY

- GENERAL OPERATING
- TENANT ESCROW
- PCA MARKETING
- ALL OTHER

DIVISION OF PORTS AND HARBOR

- GENERAL OPERATING
- HARBOR MANAGEMENT
- HARBOR DREDGING AND PIER MAINTENANCE

REVOLVING LOAN-FISHERY FUND

REVOLVING LOAN-FISHERY FUND (SEQUESTERED)

FOREIGN TRADE ZONE

ALL OTHER

TOTAL

SUMMARY OF INTERGOVERNMENTAL RECEIVABLES AS OF AUGUST 31, 2015

(\$ 000's)

PROJECT NAME	APPROVAL DATE	TOTAL PROJECT	GRANT AWARD	EXPENDED TO DATE	PDA SHARE	RECEIVED TO DATE	BALANCE DUE PDA	AMOUNT SUBMITTED
TRADEPORT MULTI-USE PATH	11-20-08	802	642	1,170	(240)	618	312	312
TRADEPORT BUILDING DEMO AT 80 ROCHESTER	12-21-11	800	400	759	(380)	291	88	-
PSM NOISE EXPOSURE MAP UPDATE (FAA #52)	05-31-12	162	150	161	(12)	149	-	-
PSM PAVEMENT AND DRAINAGE RESTORATION (FAA #54)	07-03-12	105	97	99	(8)	91	-	-
PSM AIRPORT MARKING AND SIGNAGE (FAA #55)	08-28-12	448	414	422	(32)	346	44	-
PSM RUNWAY DEMAND LENGTH ANALYSIS	04-16-13	78	74	76	(4)	64	8	-
PSM ASR CONSTRUCTION PROJECT	04-16-13	2,150	2,044	1,691	(84)	1,594	13	-
PSM PAVEMENT AND DRAINAGE	11-06-13	1,310	1,244	1,110	(55)	1,045	10	-
PSM OBSTRUCTION REMOVAL / PERMITTING AND DESIGN		-	-	2	(2)	-	-	-
PSM RUNWAY 16-34 PRE-DESIGN		-	-	2	(2)	-	-	-
PSM OBSTRUCTION MITIGATION DESIGN (FAA #49)	05-23-11	318	318	283	-	244	39	-
SKYHAVEN RUNWAY 15-33 R,M,L & S (SBG 05-2012)	06-18-14	3,790	3,601	3,363	(319)	2,774	270	265
SKYHAVEN TAXILANE PAVEMENT AND DRAINAGE		-	-	11	(11)	-	-	-
SKYHAVEN RUNWAY DESIGN AND RECON (SBG 04-2012)	09-04-13	567	539	508	(25)	479	4	-
DPH RYE FLOATING DOCK REPLACEMENT		-	-	78	(76)	2	-	-
DPH SEABROOK / HAMPTON DREDGING		-	-	1,681	(109)	1,572	-	-
DPH HAMPTON HARBOR PIER RENOVATIONS		-	-	1,599	(3)	1,596	-	-
DPH WATER QUALITY IMPROVEMENT- 555 MARKET STREET		-	-	1,923	(925)	998	-	-
							788	577

SUMMARY OF CONSTRUCTION WORK IN PROGRESS AS OF AUGUST 31, 2015

(\$ 000's)

<u>PROJECT NAME</u>	BALANCE AT 06-30-15	CURRENT YEAR EXPENDITURES	TRANSFER TO PLANT IN SERVICE	NET CURRENT YEAR CHANGE	BALANCE AT 08-31-15
PORTSMOUTH AIRPORT					
ASR CONSTRUCTION PROJECT (SBG 1602)	1,691	-	-	-	1,691
PAVEMENT AND DRAINAGE RESTORATION (SBG 1603)	1,110	-	-	-	1,110
OBSTRUCTION MITIGATION DESIGN (FAA #49)	283	-	-	-	283
RUNWAY DEMAND AND LENGTH ANALYSIS (SBG 1601)	76	-	-	-	76
AIRFIELD MARKING AND SIGNAGE (FAA #55)	12	-	-	-	12
PSM SIGN ENTRANCE	5	19	-	19	24
PSM TERMINAL BATHROOM RENOVATIONS	11	6	-	6	17
PSM OBSTRUCTION PERMITTING AND DESIGN	2	-	-	-	2
JFE RUNWAY 16-34 PRE-DESIGN	2	-	-	-	2
	<u>3,192</u>	<u>25</u>	<u>-</u>	<u>25</u>	<u>3,217</u>

SUMMARY OF CONSTRUCTION WORK IN PROGRESS AS OF AUGUST 31, 2015 (CONTINUED)

(\$ 000's)

<u>PROJECT NAME</u>	BALANCE AT 06-30-15	CURRENT YEAR EXPENDITURES	TRANSFER TO PLANT IN SERVICE	NET CURRENT YEAR CHANGE	BALANCE AT 08-31-15
SKYHAVEN AIRPORT					
RUNWAY 15-33 RECONSTRUCT-MARKING AND SIGNAGE (SBG 05-2012)	3,358	5	-	5	3,363
RUNWAY DESIGN AND RECONSTRUCTION (SBG 04-2012)	508	-	-	-	508
TAXILANE PAVEMENT AND DRAINAGE (SBG05-2012)	11	-	-	-	11
	<u>3,877</u>	<u>5</u>	<u>-</u>	<u>5</u>	<u>3,882</u>
MAINTENANCE	=	=	=	=	=
ADMINISTRATION	=	=	=	=	=

SUMMARY OF CONSTRUCTION WORK IN PROGRESS AS OF AUGUST 31, 2015 (CONTINUED)

(\$ 000's)

<u>PROJECT NAME</u>	BALANCE AT 06-30-15	CURRENT YEAR EXPENDITURES	TRANSFER TO PLANT IN SERVICE	NET CURRENT YEAR CHANGE	BALANCE AT 08-31-15
GOLF COURSE					
CLUBHOUSE EXPANSION (DESIGN ONLY)	53	-	-	-	53
GOLF WEBSITE UPGRADE	6	2	-	2	8
CLUBHOUSE EQUIPMENT	-	2	-	2	2
	<u>59</u>		<u>4</u>	<u>4</u>	<u>63</u>

SUMMARY OF CONSTRUCTION WORK IN PROGRESS AS OF AUGUST 31, 2015

(CONTINUED):

(\$ 000's)

<u>PROJECT NAME</u>	BALANCE AT 06-30-15	CURRENT YEAR EXPENDITURES	TRANSFER TO PLANT IN SERVICE	NET CURRENT YEAR CHANGE	BALANCE AT 08-31-15
TRADEPORT					
ROUNDABOUT- BUILDING #90	8	-	-	-	8
STREET LIGHT REPLACEMENT	-	2	-	2	2
LAND IMPROVEMENT AND BUILDING DEMO (80 ROCHESTER)	-	-	-	-	-
	<u>8</u>	<u>2</u>	<u>-</u>	<u>2</u>	<u>10</u>

SUMMARY OF CONSTRUCTION WORK IN PROGRESS AS OF AUGUST 31, 2015

(CONTINUED):

(\$ 000's)

<u>PROJECT NAME</u>	BALANCE AT 06-30-15	CURRENT YEAR EXPENDITURES	TRANSFER TO PLANT IN SERVICE	NET CURRENT YEAR CHANGE	BALANCE AT 08-31-15
DIVISION OF PORTS AND HARBORS					
WATER QUALITY IMPROVEMENT	1,923	-	-	-	1,923
HAMPTON HARBOR DESIGN AND RENOVATIONS	1,599	-	-	-	1,599
SOUTH ACCESS BRIDGE REPLACEMENT	384	-	-	-	384
MARKET STREET TRUCK SCALE REPLACEMENT	103	40	-	40	143
CAMERAS- NEWCASTLE PIER	25	1	-	1	26
RYE FLOATING DOCK REPLACEMENT	16	-	-	-	16
FACILITY SECURITY OFFICER TRAINING	15	-	-	-	15
TIGER GRANT APPLICATION	3	4	-	4	7
CONDENSER REPLACEMENT- PFP	-	4	-	4	4
	<u>4,068</u>	<u>49</u>	<u>-</u>	<u>49</u>	<u>4,117</u>
TOTAL	<u>11,204</u>	<u>85</u>	<u>-</u>	<u>85</u>	<u>11,289</u>

LONG TERM LIABILITIES AS OF AUGUST 31, 2015

(\$ 000's)

SCHEDULE OF DEBT SERVICE REPAYMENT

DEBT HOLDER / INTEREST RATE	CURRENT PORTION	LONG TERM PORTION	TOTAL AMOUNT DUE
CITY OF PORTSMOUTH- WATER POLLUTION CONTROL NOTE @ 4.50%	116	465	581
TENANT ADVANCES (LONZA)	Z	:	Z
TOTAL	<u>123</u>	<u>465</u>	<u>588</u>

FISCAL YEAR	CITY OF PORTS NH @ 4.50%
2016	116
2017	116
2018	116
2019	116
2020	117
PAID IN FY 2016	=
TOTAL	<u>581</u>

STATEMENT OF OPERATIONS FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015 PORTSMOUTH AIRPORT

(\$ 000's)

	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	FISCAL YEAR BUDGET
OPERATING REVENUES	<u>137</u>	<u>150</u>	<u>137</u>	<u>150</u>	<u>137</u>	<u>150</u>	<u>137</u>	<u>150</u>	<u>137</u>	<u>150</u>	<u>957</u>
FACILITIES RENT	103	110	103	110	103	110	103	110	103	110	566
CARGO AND HANGARS	26	27	26	27	26	27	26	27	26	27	161
CONCESSION REVENUES	5	2	5	2	5	2	5	2	5	2	13
FEE REVENUES	-	3	-	3	-	3	-	3	-	3	167
ALL OTHER	3	8	3	8	3	8	3	8	3	8	50
	<u>137</u>	<u>150</u>	<u>137</u>	<u>150</u>	<u>137</u>	<u>150</u>	<u>137</u>	<u>150</u>	<u>137</u>	<u>150</u>	<u>957</u>
OPERATING EXPENSES											
PERSONNEL SERVICES AND BENEFITS	139	160	139	160	139	160	139	160	139	160	949
BUILDINGS AND FACILITIES MAINTENANCE	140	151	140	151	140	151	140	151	140	151	1,303
GENERAL AND ADMINISTRATIVE	26	28	26	28	26	28	26	28	26	28	168
UTILITIES	28	27	28	27	28	27	28	27	28	27	368
PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-	-
MARKETING AND PROMOTION	3	4	3	4	3	4	3	4	3	4	24
ALL OTHER	-	-	-	-	-	-	-	-	-	-	-
	<u>336</u>	<u>370</u>	<u>336</u>	<u>370</u>	<u>336</u>	<u>370</u>	<u>336</u>	<u>370</u>	<u>336</u>	<u>370</u>	<u>2,812</u>
	(199)	(220)	(199)	(220)	(199)	(220)	(199)	(220)	(199)	(220)	(1,855)
OPERATING INCOME											
NONOPERATING (INCOME) AND EXPENSE											
DEPRECIATION AND AMORTIZATION	648	601	648	601	648	601	648	601	648	601	3,600
NET OPERATING INCOME	<u>(847)</u>	<u>(821)</u>	<u>(847)</u>	<u>(821)</u>	<u>(847)</u>	<u>(821)</u>	<u>(847)</u>	<u>(821)</u>	<u>(847)</u>	<u>(821)</u>	<u>(5,455)</u>

ENPLANEMENT DATA



STATEMENT OF OPERATIONS FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015 SKYHAVEN AIRPORT

(\$ 000's)

	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	YEAR TO DATE BUDGET	YEAR TO DATE BUDGET	FISCAL YEAR BUDGET
OPERATING REVENUES	54	60	(6)		265
CARGO AND HANGARS	24	25			144
FUEL SALES	30	35			120
ALL OTHER	-	-			1
	54	60			265
OPERATING EXPENSES					
PERSONNEL SERVICES AND BENEFITS	5	5	-		40
BUILDINGS AND FACILITIES MAINTENANCE	2	19	(17)		113
GENERAL AND ADMINISTRATIVE	5	6	(1)		35
UTILITIES	2	6	(4)		37
PROFESSIONAL SERVICES	-	1	(1)		5
MARKETING AND PROMOTION	-	-	-		-
ALL OTHER- FUEL	22	31	(9)		102
	36	68	(32)		332
OPERATING INCOME	18	(8)	26		(67)
NONOPERATING (INCOME) AND EXPENSE	-	-	-		-
DEPRECIATION AND AMORTIZATION	37	52	(15)		290
NET OPERATING INCOME	(19)	(60)	41		(357)

(\$,000 \$)

	CURRENT MONTH	YEAR TO DATE	TOTAL YEAR	YTD AVE PRICE
GALLONS OF FUEL SOLD				
FY 2015	2,124	3,773	15,831	\$ 5.53
FY 2016	3,388	6,684	6,684	\$ 4.37

	OPERA	CAPITAL EXPEND	DEBT REPAY	GRANT FUNDS	TOTAL
NET CASH FLOW					
FY 2016	18	(5)	-	18	31
FY 2015	(109)	(3,392)	-	2,834	(667)
FY 2014	(68)	(557)	-	458	(167)
FY 2009- FY 2013	(499)	(525)	(100)	318	(806)
	(658)	(4,479)	(100)	3,628	(1,609)

(\$,000 \$)

STATEMENT OF OPERATIONS FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015 TRADEPORT

(\$ 000's)

	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	YEAR TO DATE BUDGET	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	FISCAL YEAR BUDGET
OPERATING REVENUES	<u>1,561</u>	<u>1,406</u>	<u>155</u>	<u>1,561</u>	<u>1,406</u>	<u>8,058</u>
RENTAL OF FACILITIES	1,519	1,405		1,519	1,405	7,982
INTEREST INCOME ON LOANS	42	1		42	1	76
	<u>1,561</u>	<u>1,406</u>		<u>1,561</u>	<u>1,406</u>	<u>8,058</u>
OPERATING EXPENSES						
PERSONNEL SERVICES AND BENEFITS	-	-	-	-	-	-
BUILDINGS AND FACILITIES MAINTENANCE	58	48	10	58	48	315
GENERAL AND ADMINISTRATIVE	8	9	(1)	8	9	55
UTILITIES	10	28	(18)	10	28	167
PROFESSIONAL SERVICES	-	2	(2)	-	2	10
MARKETING AND PROMOTION	20	-	20	20	-	-
ALL OTHER	-	20	(20)	-	20	120
	<u>96</u>	<u>107</u>	<u>(11)</u>	<u>96</u>	<u>107</u>	<u>667</u>
OPERATING INCOME	1,465	1,299	166	1,465	1,299	7,391
NONOPERATING (INCOME) AND EXPENSE	-	-	-	-	-	-
DEPRECIATION AND AMORTIZATION	152	160	(6)	152	160	960
NET OPERATING INCOME	<u>1,313</u>	<u>1,139</u>	<u>174</u>	<u>1,313</u>	<u>1,139</u>	<u>6,431</u>

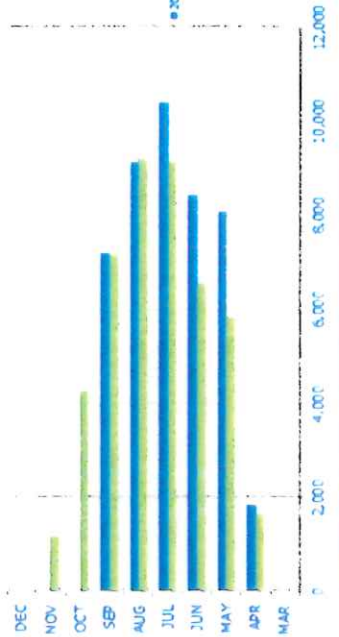
STATEMENT OF OPERATIONS FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015 GOLF COURSE

(\$ 000's)

	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	YEAR TO YEAR VARIANCE	FISCAL YEAR BUDGET	OPERATING REVENUES	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	FISCAL YEAR BUDGET		
OPERATING REVENUES	<u>722</u>	<u>595</u>	<u>127</u>	<u>2,043</u>	CONCESSION REVENUES	54	32	272		
OPERATING EXPENSES					FEE REVENUES					
PERSONNEL SERVICES AND BENEFITS	183	196	(13)	915	GOLF FEES	522	438	1,140		
BUILDINGS AND FACILITIES MAINTENANCE	75	52	23	363	MEMBERSHIPS	84	78	320		
GENERAL AND ADMINISTRATIVE	36	29	7	155	SIMULATOR	-	-	116		
UTILITIES	19	25	(6)	150	GOLF LESSONS	<u>5</u>	<u>4</u>	<u>15</u>		
PROFESSIONAL SERVICES	1	2	(1)	9		<u>611</u>	<u>520</u>	<u>1,591</u>		
MARKETING AND PROMOTION	8	9	(1)	55	MERCHANDISE AND OTHER	57	43	180		
ALL OTHER	55	53	2	218		<u>722</u>	<u>595</u>	<u>2,043</u>		
OPERATING INCOME	<u>345</u>	<u>229</u>	<u>116</u>	<u>177</u>						
NONOPERATING (INCOME) AND EXPENSE					BUSINESS UNIT ANALYSIS	PRO SHOP	COURSE OPERA	FOOD / BEV	SIM	TOTAL
DEPRECIATION AND AMORTIZATION	68	52	16	392	OPERATING REVENUES	57	610	55	-	722
NET OPERATING INCOME	<u>277</u>	<u>177</u>	<u>100</u>	<u>(215)</u>	OPERATING EXPENSES (EXCLUDING DEPRECIATION)	44	289	37	7	377
					NET OPERATING INCOME	<u>13</u>	<u>321</u>	<u>18</u>	<u>(7)</u>	<u>345</u>

KEY GOLF COURSE BENCHMARKING DATA AS OF SEPTEMBER 30, 2015

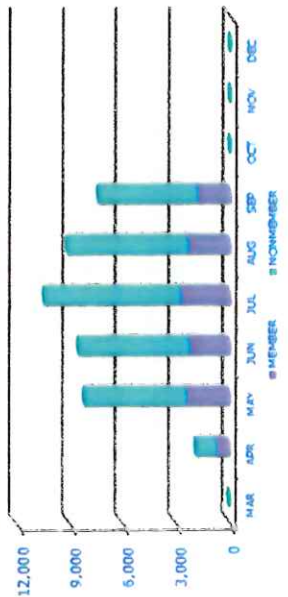
ROUNDS OF GOLF PLAYED



SEASON	2014	2015
SEASON (YTD)	44,942	45,181

ROUNDS PLAYED 44,942 58 40
RAIN DAYS 58 40

2015 MEMBER VERSUS NONMEMBER ROUNDS



GOLF SIMULATOR REVENUES	FY 2015	FY 2016
JULY	\$ -	\$ -
AUGUST	-	-
SEPTEMBER	-	-
OCTOBER	2,102	-
NOVEMBER	12,929	-
DECEMBER	16,600	-
JANUARY	25,580	-
FEBRUARY	21,984	-
MARCH	25,425	-
APRIL	13,439	-
MAY	-	-
JUNE	927	-
TOTAL	\$ 118,986	\$ -

BAR AND GRILL GROSS SALES	FY 2015	FY 2016
JULY	\$ 164,577	\$ 176,459
AUGUST	168,895	185,715
SEPTEMBER	157,632	166,667
OCTOBER	113,012	-
NOVEMBER	72,858	-
DECEMBER	95,487	-
JANUARY	71,415	-
FEBRUARY	67,945	-
MARCH	84,329	-
APRIL	97,307	-
MAY	160,133	-
JUNE	169,876	-
TOTAL	\$ 1,423,466	\$ 528,841

2015 YTD ROUNDS		
MEMBER	12,794	
NONMEMBER	32,387	
TOTAL	45,181	

2014 YTD ROUNDS		
MEMBER	12,628	
NONMEMBER	26,894	
TOTAL	39,522	

CLUB/ COURSE FUNCTIONS	2014 SEASON	2015 SEASON (YTD)
GROUPS 12-40	\$ 14,971	\$ 33,254
TOURNAMENT PLAY	136,184	114,116
LEAGUES	106,519	88,171
FOOD AND ROOM FEES	156,150	140,069

STATEMENT OF OPERATIONS FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015 PORT AUTHORITY OF NEW HAMPSHIRE (UNRESTRICTED)

(\$ 000's)

	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	YEAR TO YEAR VARIANCE	FISCAL YEAR BUDGET	OPERATING REVENUES	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	YEAR TO YEAR VARIANCE	FISCAL YEAR BUDGET
OPERATING REVENUES	<u>541</u>	<u>717</u>	<u>(176)</u>	<u>2,654</u>	FACILITY RENTALS	107	64	43	537
OPERATING EXPENSES					CONCESSION REVENUE	5	4	1	9
PERSONNEL SERVICES AND BENEFITS	194	213	(19)	1,188	FEE REVENUE	55	56	(1)	335
BUILDINGS AND FAC AND MAINTENANCE	13	25	(12)	225	MOORING FEES	71	77	(6)	142
GENERAL AND ADMINISTRATIVE	19	16	3	97	REGISTRATIONS	10	-	10	165
UTILITIES	29	17	12	114	WHARF / DOCK	2	64	(55)	250
PROFESSIONAL SERVICES	-	3	(3)	18	FUEL SALES	145	197	(52)	892
MARKETING AND PROMOTION	-	-	-	2	ALL OTHER	241	383	(142)	975
ALL OTHER - FUEL	182	367	(185)	917	TOTAL	<u>541</u>	<u>717</u>	<u>(176)</u>	<u>2,654</u>
OPERATING INCOME	<u>437</u>	<u>641</u>	<u>(204)</u>	<u>2,561</u>	BUSINESS UNIT ANALYSIS				
NONOPERATING (INCOME) AND EXPENSE	104	76	28	93	OPERATING REVENUES	104	104	137	64
DEPRECIATION AND AMORTIZATION	101	97	4	576	OPERATING EXPENSES (EXCLUDING DEPRECIATION)	73	62	72	73
NET OP INCOME	<u>3</u>	<u>(21)</u>	<u>24</u>	<u>(483)</u>	NET OP INC	<u>31</u>	<u>42</u>	<u>65</u>	<u>(46)</u>

STATEMENT OF OPERATIONS FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015 PORT AUTHORITY OF NEW HAMPSHIRE (RESTRICTED)

	YEAR TO DATE ACTUAL		YEAR TO DATE BUDGET		YEAR TO DATE VARIANCE		FISCAL YEAR BUDGET		FISCAL YEAR BUDGET	
	10	12	10	12	(2)	(2)	102	102	5	5
HARBOR DREDGING										
OPERATING REVENUES										
OPERATING EXPENSES										
PERSONNEL SERVICES AND BENEFITS	-	-	-	-	-	-	-	-	-	-
BUILDINGS AND FACILITIES MAINTENANCE	-	-	-	-	-	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-	-	-	1	(1)	2
UTILITIES	-	-	-	-	-	-	-	-	-	-
PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-
MARKETING AND PROMOTION	-	-	-	-	-	-	-	1	(1)	8
ALL OTHER	-	-	-	-	-	-	-	-	-	-
OPERATING INCOME	10	12	-	-	-	-	102	2	(2)	10
NONOPERATING (INCOME) AND EXPENSE	-	-	-	-	-	-	-	(1)	7	(5)
DEPRECIATION AND AMORTIZATION	2	2	-	-	-	-	13	-	-	-
NET OPERATING INCOME	8	10	(2)	(2)	(2)	(2)	89	(1)	7	(5)

(\$ 000's)

STATEMENT OF OPERATIONS FOR THE TWO MONTH PERIOD ENDING AUGUST 31, 2015 PORT AUTHORITY OF NEW HAMPSHIRE (RESTRICTED)

(CONTINUED)

(\$ 000's)

	YEAR TO DATE ACTUAL	YEAR TO DATE BUDGET	YEAR TO YEAR VARIANCE	FISCAL YEAR BUDGET	
REVOLVING LOAN FUND					
OPERATING REVENUES	5	7	(2)	36	
OPERATING EXPENSES					
PERSONNEL SERVICES AND BENEFITS	-	-	-	-	158
BUILDINGS AND FACILITIES MAINTENANCE	-	-	-	-	43
GENERAL AND ADMINISTRATIVE	-	-	-	-	201
UTILITIES	-	-	-	-	
PROFESSIONAL SERVICES	2	4	(2)	22	126
MARKETING AND PROMOTION	-	-	-	-	809
ALL OTHER	-	-	-	-	935
OPERATING INCOME	3	3	-	14	1,136
NONOPERATING (INCOME) AND EXPENSE					
DEPRECIATION AND AMORTIZATION	-	-	-	-	(7.3)
NET OPERATING INCOME	3	3	-	14	-

REVOLVING LOAN FUND RECONCILIATION

	BALANCE AT 08-31-2105	BALANCE AT 06-30-2015	BALANCE AT 06-30-2014
CASH BALANCES			
GENERAL FUNDS	372	330	158
RESTRICTED FUNDS	43	43	43
LOANS OUTSTANDING	415	373	201
CURRENT LONG TERM	115 627	115 666	126 809
CAPITAL UTILIZATION RATE- %	64.1	67.7	82.3
FUND DEFICIENCY- %	(10.9)	(7.3)	-

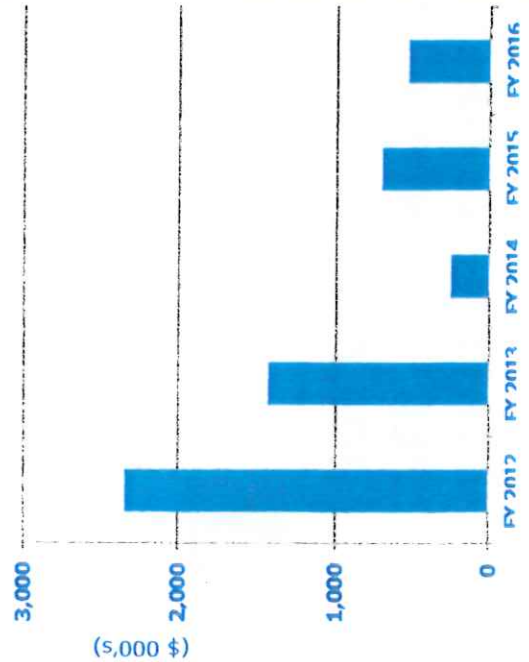
PEASE DEVELOPMENT AUTHORITY STATEMENT OF NET POSITION *(EXCLUDING PORT AUTHORITY OF NEW HAMPSHIRE)*

(\$ 000's)

DISCUSSION AND ANALYSIS

- CONTINUED FINANCIAL OBLIGATION TO SUPPORT NONGRANT RELATED CAPITAL PROJECTS AND DEBT REPAYMENT.
- REVENUE ESCALATION / CPI HAS BEEN EXCEEDED BY COST ESCALATION RELATIVE TO LABOR AND FRINGE BENEFITS.

NET UNRESTRICTED POSITION



	JUN 30 2015	AUG 31 2015
ASSETS		
<u>CURRENT ASSETS</u>		
CASH AND INVESTMENTS	967	749
ACCOUNTS RECEIVABLE- NET	1,197	1,187
INVENTORIES	286	278
PREPAID INSURANCE	125	73
TOTAL CURRENT ASSETS	2,575	2,287
<u>CAPITAL ASSETS</u>		
LAND	7,144	7,144
CONSTRUCTION IN PROCESS	6,977	7,173
OTHER CAPITAL ASSETS- NET	47,368	46,442
TOTAL CAPITAL ASSETS	61,489	60,759
TOTAL ASSETS	64,064	63,046
LIABILITIES		
ACCOUNTS PAYABLE AND ACCRUED EXPENSE	1,647	1,627
UNEARNED REVENUE	230	134
REVOLVING DEMAND NOTE	2,750	1,200
LONG TERM LIABILITIES		
DUE WITHIN 1 YEAR	129	123
DUE IN MORE THAN 1 YEAR	465	465
TOTAL LIABILITIES	5,221	3,549
NET POSITION		
NET INVESTMENT IN CAPITAL ASSETS	58,092	58,971
RESTRICTED FOR: REVOLVING LOAN FUND	-	-
HARBOR DREDGING AND PIER MAINTENANCE	-	-
FOREIGN TRADE ZONE	-	-
UNRESTRICTED	751	526
TOTAL NET POSITION	58,843	59,497

PORT AUTHORITY OF NEW HAMPSHIRE STATEMENT OF NET POSITION - UNRESTRICTED FUNDS

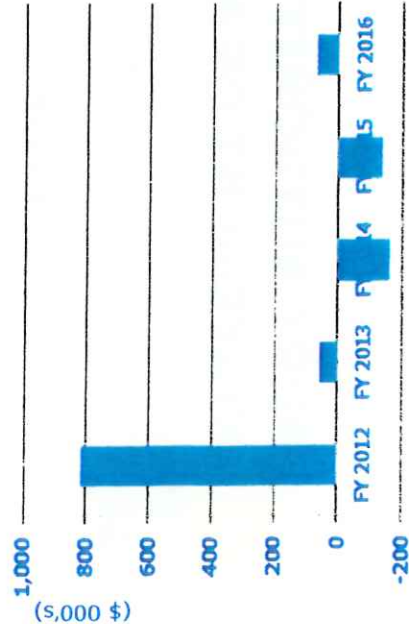
(\$ 000's)

	JUN 30 2015	AUG 31 2015	JUN 30 2015	AUG 31 2015
ASSETS				
CURRENT ASSETS				
CASH AND INVESTMENTS	290	545		
ACCOUNTS RECEIVABLE- NET	223	22		
INVENTORIES (FUEL)	52	34		
PREPAID INSURANCE	8	4		
TOTAL CURRENT ASSETS	<u>573</u>	<u>605</u>		
CAPITAL ASSETS				
LAND	377	377		
CONSTRUCTION IN PROCESS	3,582	3,586		
OTHER CAPITAL ASSETS- NET	7,538	7,438		
TOTAL CAPITAL ASSETS	<u>11,497</u>	<u>11,401</u>		
TOTAL ASSETS	<u>12,070</u>	<u>12,006</u>		
LIABILITIES				
ACCOUNTS PAYABLE AND ACCRUED EXPENSE	464	336		
UNEARNED REVENUE	247	196		
TOTAL LIABILITIES	<u>711</u>	<u>532</u>		
NET POSITION	11,497	11,401		
NET INVESTMENT IN CAPITAL ASSETS	11,497	11,401		
RESTRICTED FOR:				
UNRESTRICTED	(138)	73		
TOTAL NET POSITION	<u>11,359</u>	<u>11,474</u>		

DISCUSSION AND ANALYSIS

- CONTINUED FINANCIAL OBLIGATION TO SUPPORT UNREIMBURSED CAPITAL PROJECTS HAS DETERIORATED FINANCIAL STRUCTURE AND MAY REQUIRE REDUCTION IN SERVICES.
- \$ 1.9 MILLION IN STORM WATER MANAGEMENT SYSTEM MODIFICATION AND IMPROVEMENT PROJECT COSTS IN PAST THREE FISCAL YEARS. THE PIER EXPANSION FUND HAS PROVIDED \$1.0 MILLION IN MONIES WHILE \$0.9 MILLION HAS BEEN ABSORBED BY UNRESTRICTED FUND BALANCES.

NET UNRESTRICTED POSITION



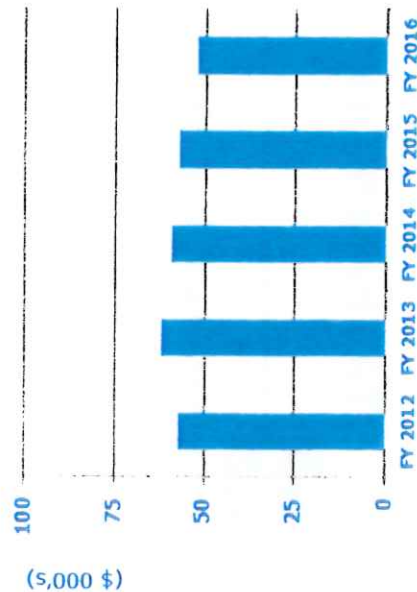
PORT AUTHORITY OF NEW HAMPSHIRE STATEMENT OF NET POSITION- FOREIGN TRADE ZONE

(\$ 000's)

DISCUSSION AND ANALYSIS

- STEADY STATE WITH NO INDICATION OF FINANCIAL CHALLENGES.
- PRIOR YEAR WESTINGHOUSE RECEIVABLE DELINQUENT BY GREATER THAN 120 DAYS. FULLY RESERVED IN FY 2015

NET RESTRICTED POSITION



	JUN 30 2015	AUG 31 2015	JUN 30 2015	AUG 31 2015
ASSETS				
<u>RESTRICTED ASSETS</u>				
CASH AND INVESTMENTS	54	52		
ACCOUNTS RECEIVABLES	<u>10</u>	-		
TOTAL RESTRICTED ASSETS	<u>64</u>	<u>52</u>		
<u>CAPITAL ASSETS</u>				
LAND	-	-		
CONSTRUCTION IN PROCESS	-	-		
OTHER CAPITAL ASSETS- NET	-	-		
TOTAL CAPITAL ASSETS	<u>-</u>	<u>-</u>		
TOTAL ASSETS	<u>64</u>	<u>52</u>		
LIABILITIES				
ACCOUNTS PAYABLE AND ACCRUED EXPENSE			7	-
UNEARNED REVENUE			-	-
			<u>2</u>	<u>-</u>
TOTAL LIABILITIES			<u>7</u>	<u>-</u>
<u>NET POSITION</u>				
NET INVESTMENT IN CAPITAL ASSETS			-	-
RESTRICTED FOR:				
FOREIGN TRADE ZONE			57	52
TOTAL NET POSITION			<u>57</u>	<u>52</u>

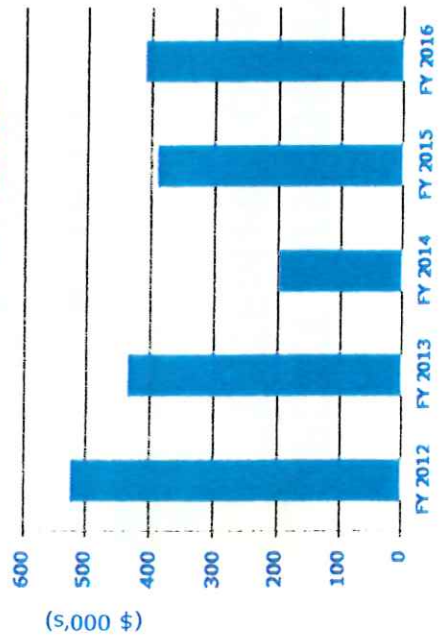
PORT AUTHORITY OF NEW HAMPSHIRE STATEMENT OF NET POSITION- HARBOR DREDGING

(\$ 000's)

DISCUSSION AND ANALYSIS

- CONTINUED FINANCIAL OBLIGATION TO SUPPORT UNREIMBURSED CAPITAL PROJECTS FOR PORT OPERATIONS.
- FY 2011- HAMPTON HARBOR \$140
- FY 2012- SEABROOK / HAMPTON \$200
- FY 2013- TURNING BASIN \$90
- FY 2014- TURNING BASIN \$98
- FY 2015
 - GROUND TRUCK SCALE \$120
 - GENERAL PIER REPAIRS \$50
 - SEABROOK / HAMPTON \$13

NET RESTRICTED POSITION



	JUN 30 2015	AUG 31 2015
ASSETS		
<u>RESTRICTED ASSETS</u>		
CASH AND INVESTMENTS	449	393
ACCOUNTS RECEIVABLES	204	-
TOTAL RESTRICTED ASSETS	653	393
<u>CAPITAL ASSETS</u>		
LAND	-	-
CONSTRUCTION IN PROCESS	487	530
OTHER CAPITAL ASSETS- NET	199	198
TOTAL CAPITAL ASSETS	686	728
TOTAL ASSETS	1,339	1,121
LIABILITIES		
ACCOUNTS PAYABLE AND ACCRUED EXPENSE	264	-
TOTAL LIABILITIES	264	-
NET POSITION		
NET INVESTMENT IN CAPITAL ASSETS	686	728
RESTRICTED FOR:		
HARBOR DREDGING AND PIER MAINTENANCE	389	393
TOTAL NET POSITION	1,075	1,121

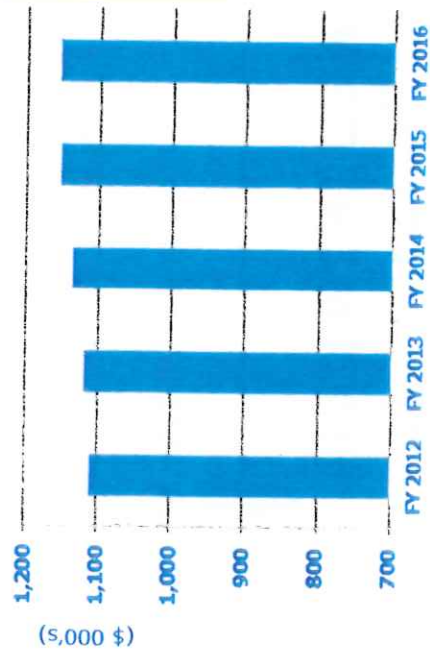
PORT AUTHORITY OF NEW HAMPSHIRE STATEMENT OF NET POSITION- REVOLVING LOAN FUND

(\$ 000's)

DISCUSSION AND ANALYSIS

- STEADY STATE WITH NO INDICATION OF ANY FINANCIAL CHALLENGES RELATIVE TO THE FUND BALANCE.
- CURRENT ECONOMIC ENVIRONMENT DOES HOWEVER CHALLENGE THE DEMAND FOR FUTURE LOANS.

NET RESTRICTED POSITION



ASSETS	JUN 30 2015	AUG 31 2015
<u>RESTRICTED ASSETS</u>		
CASH AND INVESTMENTS	373	415
ACCOUNTS RECEIVABLES	781	742
TOTAL RESTRICTED ASSETS	1,154	1,157
TOTAL ASSETS	1,154	1,157

LIABILITIES	JUN 30 2015	AUG 31 2015
ACCOUNTS PAYABLE AND ACCRUED EXPENSE	1	1
TOTAL LIABILITIES	1	1
<u>NET POSITION</u>		
NET INVESTMENT IN CAPITAL ASSETS	-	-
RESTRICTED FOR: REVOLVING LOAN FUND	1,153	1,156
TOTAL NET POSITION	1,153	1,156

CASH FLOW PROJECTIONS FOR THE NINE MONTH PERIOD ENDING JUNE 30, 2016



**BOARD OF DIRECTORS MEETING
OCTOBER 15, 2015**

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- CAPITAL EXPENDITURES
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DIVISION OF PORTS AND HARBORS

- SUMMARY OVERVIEW- UNRESTRICTED FUNDS
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PEASE DEVELOPMENT AUTHORITY CASH FLOW SUMMARY OVERVIEW OCTOBER 1, 2015 TO JUNE 30, 2016

(EXCLUDING DIVISION OF PORTS AND HARBORS)

(\$ 000's)

	AMOUNT
OPENING FUND BALANCE	<u>317</u>
SOURCES OF FUNDS	
TRADEPORT TENANTS	6,488
FEDERAL / STATE GRANT AWARDS (SEE PAGE #9)	1,998
GOLF COURSE FEE AND CONCESSION REVENUES	975
PORTSMOUTH AIRPORT	420
SKYHAVEN AIRPORT HANGAR AND FUEL REVENUES	161
MUNICIPAL SERVICE FEE (COP)- NET	4
EXTERNAL BANK WORKING CAPITAL- NET	(500)
	<u>9,546</u>
USES OF FUNDS	
PERSONNEL SERVICES	4,225
CAPITAL EXPENDITURES- NON GRANT (SEE PAGES #6-#8)	1,520
CAPITAL EXPENDITURES- GRANT (SEE PAGE #5)	2,097
OPERATING EXPENSES	1,395
LONG TERM DEBT RETIREMENT	116
	<u>9,353</u>
NET CASH FLOW	<u>193</u>
CLOSING FUND BALANCE	<u>510</u>

DISCUSSION

THE PDA WILL CONTINUE TO NEED TO FURTHER UTILIZE IT'S SHORT TERM LINE OF CREDIT WITH THE PROVIDENT BANK TO PRIMARILY FINANCE PROJECTED GRANT RELATED CAPITAL EXPENDITURES.

CURRENT SENSITIVITIES TOWARD FUTURE PROJECTIONS INCLUDE 1) RECEIPT OF FEDERAL / STATE GRANT AWARDS, 2) ACCURACY OF CAPITAL EXPENDITURE FORECAST AND 3) TRADEPORT REVENUE STREAMS.

PROJECTED CASH AND DEBT BALANCES



TOTAL FUND BALANCES	BALANCE AT 10-01-2015	BALANCE AT 06-30-2015
PDA UNRESTRICTED	317	871
PDA DESIGNATED	66	65
TOTAL	<u>383</u>	<u>936</u>

PEASE DEVELOPMENT AUTHORITY
STATEMENT OF CASH FLOW (EXCLUDING THE DIVISION OF PORTS AND HARBORS)
OCTOBER 1, 2015 TO JUNE 30, 2016

(\$ 000's)

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
OPENING FUND BALANCE	317	781	794	300	456	431	484	1,069	1,109	317
SOURCES OF FUNDS										
GRANT AWARDS (SEE PAGE #8)	312	-	225	103	188	400	-	470	300	1,998
TRADEPORT TENANTS	1,051	557	532	1,036	557	557	1,071	557	570	6,488
MUNICIPAL SERVICE FEE	355	205	208	355	205	208	355	205	208	2,304
GOLF COURSE	175	175	50	35	35	40	75	175	215	975
PORTSMOUTH AIRPORT	50	45	45	50	45	45	50	45	45	420
SKYHAVEN AIRPORT	20	18	16	15	15	15	18	21	23	161
WORKING CAPITAL RLOC- NET	(500)	-	1,000	(500)	(250)	(250)	-	-	-	(500)
	<u>1,463</u>	<u>1,000</u>	<u>2,076</u>	<u>1,094</u>	<u>795</u>	<u>1,015</u>	<u>1,569</u>	<u>1,473</u>	<u>1,361</u>	<u>11,846</u>
USE OF FUNDS										
WAGES AND BENEFITS	552	403	410	415	443	465	547	445	545	4,225
CAPITAL- NONGRANT (SEE PAGES #5-#7)	36	219	272	95	50	125	130	468	125	1,520
CAPITAL- GRANT RELATED (SEE PAGE #4)	291	255	263	187	222	257	187	410	25	2,097
OPERATING EXPENSES	120	110	475	125	105	115	120	110	115	1,395
MUNICIPAL SERVICE FEE	-	-	1,150	-	-	-	-	-	1,150	2,300
LONG TERM DEBT RETIREMENT (SEE PAGES #9-#10)	=	=	=	116	=	=	=	=	=	116
	<u>999</u>	<u>987</u>	<u>2,570</u>	<u>938</u>	<u>820</u>	<u>962</u>	<u>984</u>	<u>1,433</u>	<u>1,960</u>	<u>11,653</u>
NET CASH FLOW	464	13	(494)	156	(25)	53	585	40	(599)	193
CLOSING FUND BALANCE	781	794	300	456	431	484	1,069	1,109	510	510

PEASE DEVELOPMENT AUTHORITY CAPITAL EXPENDITURES OCTOBER 1, 2015 TO JUNE 30, 2016

(EXCLUDING THE DIVISION OF PORTS AND HARBORS)

(\$ 000'S)

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
GRANT REIMBURSEMENT										
PORTSMOUTH AIRPORT										
OBSTRUCTION MITIGATION- PHASE II	50	30	30	50	50	50	30	13	-	303
IDENTIFICATION MANAGEMENT SYSTEM**	-	-	-	105	50	35	40	30	-	260
ASR CONSTRUCTION (SBG 1602)	170	12	6	2	2	-	10	208	25	435
PAVEMENT AND DRAINAGE (SBG 1603)	56	3	-	-	-	2	2	124	-	187
BATHROOM RENOVATIONS **	5	10	5	5	80	130	105	35	-	375
SKYHAVEN AIRPORT										
RUNWAY CONSTRUCTION	-	200	200	-	-	-	-	-	-	400
TAXILANE PAVEMENTS (DESIGN)	-	-	20	25	40	40	-	-	-	125
RUNWAY DESIGN	8	-	2	-	-	-	-	-	-	10
TRADEPORT										
MULTI USE PATH (ROUTE #33)	2	-	-	-	-	-	-	-	-	2
TOTAL GRANT	291	255	263	187	222	257	187	410	25	2,097

NOTE:
** PENDING BOARD APPROVAL

**PEASE DEVELOPMENT AUTHORITY
CAPITAL EXPENDITURES (EXCLUDING THE DIVISION OF PORTS AND HARBORS)
OCTOBER 1, 2015 TO JUNE 30, 2016**

(\$ 000's)

(CONTINUED):

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
<u>NONGRANT REIMBURSEMENT</u>										
TRADEPORT										
AIRPORT ENTRANCE SIGN- EXETER STREET**	3	-	-	-	-	-	-	-	-	3
STORM WATER TREATMENT **	-	-	-	-	-	-	-	50	-	50
BUILDING DEM- 53 DURHAM **	-	-	-	-	-	50	-	-	-	50
UNDERGROUND STREET LIGHTING **	7	76	33	-	-	-	-	-	-	116
SIDEWALKS- PEDESTRIAN FACILITIES**	-	-	-	-	-	-	-	50	25	75
DRAINAGE DITCHES **	-	-	-	-	-	-	20	-	-	20
SURFACE TRANSPORTATION PLAN **	-	-	-	-	-	25	-	-	-	25
	<u>10</u>	<u>76</u>	<u>33</u>	<u>-</u>	<u>-</u>	<u>75</u>	<u>20</u>	<u>100</u>	<u>25</u>	<u>339</u>

NOTE:
** PENDING BOARD APPROVAL

PEASE DEVELOPMENT AUTHORITY CAPITAL EXPENDITURES OCTOBER 1, 2015 TO JUNE 30, 2016

(EXCLUDING THE DIVISION OF PORTS AND HARBORS)

(CONTINUED):

(\$ 000's)

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
<u>NONGRANT REIMBURSEMENT</u>										
SKYHAVEN AIRPORT										
HANGAR I RENOVATIONS (DESIGN) **	1	1	10	15	:	:	:	:	:	27
ADMINISTRATION										
COMPUTERS / PRINTERS / SOFTWARE / SERVERS / TELECOMMUNICATIONS **	:	:	20	:	:	:	60	:	:	80
GOLF COURSE										
KITCHEN MODIFICATIONS	25	125	100	-	-	-	-	-	-	250
FUEL TANK PAD	-	17	-	-	-	-	-	-	-	17
	<u>25</u>	<u>142</u>	<u>100</u>	:	:	:	:	:	:	<u>267</u>

NOTE:
** PENDING BOARD APPROVAL

PEASE DEVELOPMENT AUTHORITY CAPITAL EXPENDITURES (EXCLUDING THE DIVISION OF PORTS AND HARBORS) OCTOBER 1, 2015 TO JUNE 30, 2016

(\$ 000's)

(CONTINUED):

NONGRANT REIMBURSEMENT (CONTINUED):	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
PORTSMOUTH AIRPORT										
AIRFIELD RUNWAY RELAMPING (LEED) **	-	-	-	-	-	-	-	78	-	78
ROOF REPLACEMENT TERMINAL BUILDING **	-	-	-	-	-	-	-	200	100	300
REROOFING OF HUT # 7 AND #8 **	-	-	50	-	-	-	-	-	-	50
SECURITY ACCESS SYSTEM REPLACEMENT**	-	-	-	-	50	-	-	-	-	50
NEW SECURITY DOORS- P1**	-	-	-	-	-	10	-	-	-	10
	=	=	<u>50</u>	=	<u>50</u>	<u>10</u>	=	<u>278</u>	<u>100</u>	<u>488</u>
MAINTENANCE										
HVAC SYSTEM UPGRADE- 7 LEE STREET **	-	-	-	15	-	40	-	-	-	55
VEHICLE FLEET- DUMP BODY **	-	-	30	-	-	-	-	-	-	30
OVERHEAD DOOR- INCINERATOR PLANT **	-	-	7	-	-	-	-	-	-	7
LOADER PLOW- ARTIC **	-	-	22	-	-	-	-	-	-	22
FORKLIFT REPLACEMENT **	-	-	-	15	-	-	-	-	-	15
BUILDING INFRASTRUCTURE **	-	-	-	-	-	-	50	-	-	50
75 ROCHESTER- FIRE ALARM **	-	-	-	-	-	-	-	90	-	90
VEHICLE FLEET REPLACEMENT **	=	=	=	<u>50</u>	=	=	=	=	=	<u>50</u>
	=	=	<u>59</u>	<u>80</u>	=	<u>40</u>	<u>50</u>	<u>90</u>	=	<u>319</u>
TOTAL NONGRANT	<u>36</u>	<u>219</u>	<u>272</u>	<u>95</u>	<u>50</u>	<u>125</u>	<u>130</u>	<u>468</u>	<u>125</u>	<u>1,520</u>

NOTE:
** PENDING BOARD APPROVAL

PEASE DEVELOPMENT AUTHORITY RECEIPT GRANT AWARDS (EXCLUDING THE DIVISION OF PORTS AND HARBORS) OCTOBER 1, 2015 TO JUNE 30, 2016

(\$ 000's)

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
PORTSMOUTH AIRPORT										
OBSTRUCTION MITIGATION- PHASE I	-	-	-	35	-	-	-	-	-	35
OBSTRUCTION MITIGATION- PHASE II	-	-	75	-	75	-	-	95	-	245
IDENTIFICATION MANAGEMENT SYSTEM**	-	-	-	-	55	-	-	100	-	155
ASR CONSTRUCTION (SBG 1602)	-	-	-	-	-	-	-	-	180	180
PAVEMENT AND DRAINAGE (SBG 1603)	-	-	-	-	-	-	-	-	120	120
BATHROOM RENOVATIONS	-	-	-	-	-	-	-	200	-	200
SKYHAVEN AIRPORT										
RUNWAY REHAB DESIGN AND RECON	-	-	-	68	-	-	-	-	-	68
RUNWAY CONSTRUCTION	-	-	-	-	-	400	-	-	-	400
TAXILANE PAVEMENTS	-	-	-	-	50	-	-	75	-	125
RUNWAY DESIGN	-	-	-	-	8	-	-	-	-	8
TRADEPORT										
FEMA SNOW RECOVERY	-	-	150	-	-	-	-	-	-	150
MULTI USE PATH (GRAFTON DRIVE SECTION ONLY)	312	-	-	-	-	-	-	-	-	312
TOTAL GRANT	312	-	225	103	188	400	-	470	300	1,998

DIVISION OF PORTS AND HARBORS

CASH FLOW SUMMARY OVERVIEW (EXCLUDING RESTRICTED FUNDS)

OCTOBER 1, 2015 TO JUNE 30, 2016

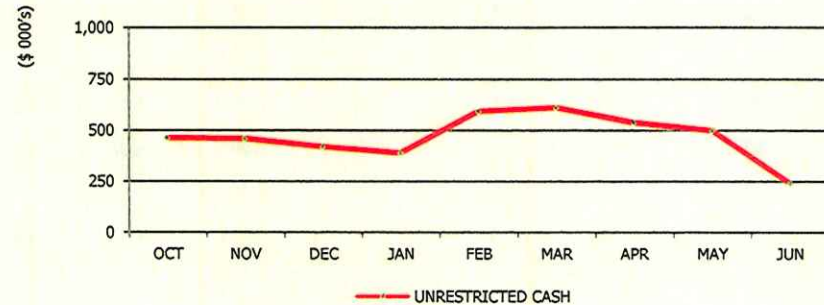
(\$ 000's)

(\$ 000's)	AMOUNT
OPENING FUND BALANCE	<u>608</u>
SOURCES OF FUNDS	
FACILITY RENTALS	418
FUEL SALES	375
REGISTRATIONS / WHARFAGE	360
MOORING FEES	335
PARKING FEES	50
	<u>1,538</u>
USES OF FUNDS	
PERSONNEL SERVICES	930
CAPITAL EXPENDITURES	210
FUEL PROCUREMENT	325
OPERATING EXPENSES	439
	<u>1,904</u>
NET CASH FLOW	<u>(366)</u>
CLOSING FUND BALANCE	<u>242</u>

DISCUSSION

- CURRENT SENSITIVITIES TOWARD FUTURE PROJECTIONS INCLUDE 1) ACCURACY OF CAPITAL EXPENDITURE FORECAST, 2) WORKERS COMPENSATION CLAIMS AND OR LEGAL SETTLEMENTS, 3) FUEL CONSUMPTION DEMAND AND 4) CONTAINMENT OF EMPLOYEE OVERTIME.
- LEASE AGREEMENT WITH STATE OF MAINE DEPARTMENT OF TRANSPORTATION EXPIRES DECEMBER 31, 2017.

PROJECTED UNRESTRICTED CASH BALANCES



TOTAL FUND BALANCES	BALANCE AT 10-01-2015	BALANCE AT 06-30-2015
UNRESTRICTED FUNDS	608	321
HARBOR DREDGING	402	449
FOREIGN TRADE ZONE	52	54
REVOLVING LOAN FUND	425	373
TOTAL	<u>1,487</u>	<u>1,197</u>

DIVISION OF PORTS AND HARBORS STATEMENT OF CASH FLOW- UNRESTRICTED FUNDS OCTOBER 1, 2015 TO JUNE 30, 2016

(\$ 000's)

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
OPENING FUND BALANCE	608	462	461	421	390	595	614	540	501	608
SOURCES OF FUNDS										
FACILITY RENTALS	40	50	50	35	45	50	45	45	48	408
CONCESSION REVENUES	2	-	-	-	-	-	-	3	5	10
MOORING FEES	-	-	-	65	200	40	20	10	-	335
REGISTRATIONS / WHARFAGE	40	45	20	60	65	30	70	20	10	360
PARKING FEES	5	5	-	-	-	-	5	15	20	50
FUEL SALES	80	50	40	20	20	20	35	55	55	375
	167	150	110	180	330	140	175	148	138	1,538
USE OF FUNDS										
PERSONNEL SERVICES	155	65	65	145	65	55	145	80	155	930
BUILDINGS AND FACILITIES	10	10	14	20	10	30	35	25	20	174
GENERAL AND ADMINISTRATIVE	10	11	6	10	6	7	9	12	10	111
UTILITIES	13	15	15	21	14	14	15	10	12	129
PROFESSIONAL SERVICES	5	10	-	-	-	-	-	-	-	25
FUEL	75	40	35	15	15	15	30	50	50	325
CAPITAL EXPENDITURES AND OTHER	15	-	15	-	15	-	15	-	150	210
	313	151	150	211	125	121	249	187	397	1,904
NET CASH FLOW	(146)	(1)	(40)	(31)	205	19	(74)	(39)	(254)	(366)
CLOSING FUND BALANCE	462	461	421	390	595	614	540	501	242	242

DIVISION OF PORTS AND HARBORS STATEMENT OF CASH FLOW- HARBOR DREDGING FUND OCTOBER 1, 2015 TO JUNE 30, 2016

(\$ 000's)

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
OPENING FUND BALANCE	402	398	400	391	402	388	396	390	400	402
SOURCES OF FUNDS										
PIER USAGE FEES	4	1	7	10	7	7	7	9	8	60
REGISTRATIONS	1	-	-	1	1	1	1	1	1	7
FUEL FLOWAGE FEES	-	1	1	-	-	-	1	2	2	7
	5	2	8	11	8	8	9	12	11	74
USE OF FUNDS										
PERSONNEL SERVICES	-	-	-	-	-	-	-	-	-	-
BUILDINGS AND FACILITIES	-	-	-	-	-	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-	-	-	-	-	-
UTILITIES	-	-	-	-	-	-	-	-	-	-
PROFESSIONAL SERVICES	2	-	2	-	2	-	-	2	-	8
ALL OTHER	7	-	15	-	20	-	15	-	15	72
	9	-	17	-	22	-	15	2	15	80
NET CASH FLOW	(4)	2	(9)	11	(14)	8	(6)	10	(4)	(6)
CLOSING FUND BALANCE	398	400	391	402	388	396	390	400	396	396

**DIVISION OF PORTS AND HARBORS
STATEMENT OF CASH FLOW- FOREIGN TRADE ZONE
OCTOBER 1, 2015 TO JUNE 30, 2016**

(\$ 000's)

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
OPENING FUND BALANCE	52	50	53	53	63	61	61	61	59	52
SOURCES OF FUNDS										
FACILITY RENTALS	-	5	-	10	-	-	-	-	-	15
ALL OTHER	-	-	-	-	-	-	-	-	-	-
USE OF FUNDS										
PERSONNEL SERVICES	-	-	-	-	-	-	-	-	-	-
BUILDINGS AND FACILITIES	-	-	-	-	-	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-	-	-	-	-	-
UTILITIES	-	-	-	-	-	-	-	-	-	-
PROFESSIONAL SERVICES	2	2	-	-	2	-	-	2	-	8
ALL OTHER	-	-	-	-	-	-	-	-	-	-
	2	2	-	-	2	-	-	2	-	8
NET CASH FLOW	(2)	3	-	10	(2)	-	-	(2)	-	7
CLOSING FUND BALANCE	50	53	53	63	61	61	61	59	59	59

DIVISION OF PORTS AND HARBORS STATEMENT OF CASH FLOW- REVOLVING LOAN FUND OCTOBER 1, 2015 TO JUNE 30, 2016

(\$ 000's)

	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
OPENING FUND BALANCE	382	303	315	327	340	352	365	378	392	382
SOURCES OF FUNDS										
LOAN REPAYMENTS	10	11	11	11	11	12	12	12	12	102
INTEREST INCOME-LOANS	3	3	3	3	3	3	3	3	3	27
INTEREST INCOME- FUND BALANCE	-	-	-	1	-	-	-	1	-	2
	13	14	14	15	14	15	15	16	15	131
USE OF FUNDS										
NEW LOANS ISSUED	90	-	-	-	-	-	-	-	-	90
PERSONNEL SERVICES	-	-	-	-	-	-	-	-	-	-
BUILDINGS AND FACILITIES	-	-	-	-	-	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-	-	-	-	-	-
UTILITIES	-	-	-	-	-	-	-	-	-	-
PROFESSIONAL SERVICES	2	2	2	2	2	2	2	2	2	18
ALL OTHER	-	-	-	-	-	-	-	-	-	-
	92	2	2	2	2	2	2	2	2	108
NET CASH FLOW	(79)	12	12	13	12	13	13	14	13	23
CLOSING FUND BALANCE	303	315	327	340	352	365	378	392	405	405

NOTE:
1) EXCLUDES SERQUESTERED FUND BALANCE OF \$43.

MOTION

Director Allard:

The Pease Development Authority Board of Directors hereby authorizes the Executive Director to execute an extension to the Right of Entry with Jalbert Leasing, Inc. dba C & J Bus Lines for the premises located at 45 Exeter Street. The Right of Entry is extended for a period of six (6) months beginning May 15, 2015, with one (1) 6 month option to extend through May 14, 2016, at the Executive Director's sole discretion on the same terms and conditions set forth in the Right of Entry dated September 9, 2014 attached hereto.

N:\RESOLVES\C&JROEExt1015.wpd

September 9, 2014

Mr. James Jalbert
Jalbert Leasing, Inc. d/b/a C & J Bus Lines
185 Grafton Drive
Portsmouth, NH 03801

Re: Right of Entry for Use of Parking Area
Exeter Street, Portsmouth, NH

Dear Mr. Jalbert:

This letter will authorize C & J Trailways ("C & J") to use and to enter upon and utilize the parking area situated at Exeter Street, Portsmouth, New Hampshire as shown on the attached Exhibit A (the "Premises") for the period commencing November 16, 2014 through, through midnight May 14, 2015 for the purposes of parking C & J customer vehicles on a valet basis only. The privileges granted under this Right of Entry will expire at midnight on May 14, 2015, unless otherwise extended by agreement of C & J and Pease Development Authority and subject to the express prior approval of the Pease Development Authority Board of Directors.

This authorization is conditioned upon the following:

1. C & J's agreement herein that any use of the Premises is at its sole risk and that its signature below constitutes its agreement to assume full responsibility for any and all risk of loss or damage to property and injury or death to persons by reason of or incident to its entry or the entry by any of its employees, agents, patrons, or invitees upon the Premises and/or the exercise of any of the authorities granted herein. C & J expressly waives all claims against the Pease Development Authority for any such loss, damage, personal injury or death caused by or occurring as a consequence of C & J's and its employees, agents, patrons, or invitees use of the Premises or the conduct of activities or the performance of responsibilities under this authorization. C & J further agrees to indemnify, save, hold harmless, and defend the Pease Development Authority, its officers, board members, agents and employees, from and against all suits, claims, demands or actions, liabilities, judgements, costs and attorney's fees arising out of or related to C & J's, and its employees, agents, patrons, or invitees use of the Premises or any activities conducted or undertaken in connection with or pursuant to this authorization.
2. C & J understands and acknowledges that this Right of Entry: (a) allows only temporary use of the Premises; (b) is granted on a non-exclusive basis; and (c) may be revoked at will by PDA or terminated at will and that PDA need not state a reason for any such revocation or termination. The use of the Premises shall be orderly and efficient, shall not constitute a nuisance and shall not cause disruption to other Airport activities.

3. C & J and/or any agent of C & J providing to the Pease Development Authority satisfactory evidence of comprehensive general liability insurance to a limit of not less than Four Million Dollars (\$4,000,000.00) per occurrence, naming the Pease Development Authority as an additional insured; automobile liability insurance in the amount of One Million Dollars (\$1,000,000.00) and evidence of workers compensation coverage to statutory limits.

Each such policy or certificate therefor issued by the insurer shall contain: (i) a provision that no act or omission of any employee, officer or agent of C & J which would otherwise result in forfeiture or reduction of the insurance therein provided shall affect or limit the obligation of the insurance company to pay the amount of any loss sustained; (ii) provide that the insurer shall have no right of subrogation against Pease Development Authority; and (iii) a provision that any liability insurance coverage required to be carried shall be primary and non-contributing with respect to any insurance carried by PDA. It is the intent of C & J that such policies will not be cancelled. Should a policy cancellation occur, PDA will be advised in accordance with policy provisions.

4. C & J's agreement that all vehicles parked at the Premises will be driven to and from the Premises by a valet service provided by C & J at its sole expense and that its patrons will not be allowed to self-park vehicles on the Premises. *C & J's further agreement to take such steps as may be required to ensure that vehicles are not left on the Premises in excess of the term limits of this Right of Entry and to assume full responsibility for the removal of vehicle(s) left on the Premises after May 14, 2015. All vehicles shall be removed from the Premises no later than midnight, May 14, 2015.*
5. C & J agrees the vehicles may be parked in the area depicted in Exhibit A. PDA has the right, in its sole discretion, to terminate all of or any portion of the Premises used for vehicle parking as a priority for Pease operations.
6. C & J shall provide snow removal and salting, as necessary, for the Premises during the periods of use provided for under the terms of this Right of Entry.
7. C & J shall coordinate the initial snow removal with the Pease Maintenance Department. All snow removal, sanding, and salting shall be at C & J's own cost and expense.
8. PDA shall not be responsible for damages to property or injuries to persons which may arise from or be attributable or incident to the condition or state or repair of the Premises, or the use and occupation thereof, or for damages to the property or injuries to the person of C & J's patrons, officers, agents, servants or employees, or others who may be on the Premises at its invitation.
9. C & J's agreement that C & J's maintenance and management of the Premises shall be done at C & J's own costs and expense.
10. C & J's agreement to restore the Premises to the same or better conditions existing prior to

James Jalbert
C & J Bus Lines
September 9, 2014
Page 3

the commencement of this Right of Entry.

12. C & J's agreement herein that this letter of authorization does not constitute a grant of an exclusive interest in the Premises, an option to lease the Premises or an offer to lease the Premises.
13. C & J's agreement to pay a fee of \$2,221.67 per month for the period of use under this Right of Entry and pro-rated for partial periods

Please indicate by your signature below C & J's consent to the terms and conditions of this Right of Entry and return the same to me with evidence of insurance and payment of fee as required before November 16, 2014.

Very truly yours,



David R. Mullen
Executive Director

Agreed and accepted this 17 day of September, 2014

C & J ~~Trailways~~ Bus Lines

By:



EXHIBIT "A"

PREMISES



Potential Satellite Parking for C&J Trailways

DESIGNED BY: MRM

DATE: 6/22/14

SCALE: 1"=60'

 **PEASE DEVELOPMENT AUTHORITY**

55 INTERNATIONAL DRIVE, PORTSMOUTH, NH 03801

MOTION

Director Bohenko:

The Pease Development Board of Directors authorizes the Executive Director to execute License Agreement Amendment No. 4 with Lonza Biologics, Inc. for the use of a portion of the parking area adjacent to 55 International Drive. The License is hereby extended for a period of one (1) year from November 1, 2015 through October 31, 2016, subject to all other terms and conditions of the License, as amended, remaining in full force and effect; and on substantially the same terms and conditions set forth in the License Agreement Amendment No. 4 attached hereto.

N:\RESOLVES\Lonzaparking1015.wpd

License Agreement Amendment No. 4

Licensor: Pease Development Authority ("PDA" or "Licensor")
Licensee: Lonza Biologics, Inc. ("Lonza" or "Licensee")
Licensed Premises: Parking area adjacent to 55 International Drive, Portsmouth, NH
License Date: October 31, 2011

This License Agreement Amendment No. 3 made effective November 1, 2014, by and between PDA and Licensee:

WHEREAS, Licensee desires to extend its License through October 31, 2016 for the continued use of the parking area adjacent to 55 International Drive, Portsmouth, NH (the "Premises");

WHEREAS, PDA has agreed to extend the term of the License through October 31, 2016;

NOW THEREFORE, for good and valuable consideration, the receipt of which is acknowledged, the Parties agree to amend the License as follows:

1. The term of the License is extended for one (1) year from November 1, 2015 through October 31, 2016.
2. In accordance with Paragraph 21 of the License, Licensee shall continue to pay, on a monthly basis through October 31, 2016, a License Fee of Three Hundred Eight and 39/100 (\$308.39) Dollars on the same terms and conditions set forth in the License.
3. All other terms and conditions of the License shall remain in full force and effect and continue to be binding upon the Parties.

Date: _____, 2015

Date: _____, 2015

Lonza Biologics, Inc.

Pease Development Authority

By: _____
Duly Authorized

David R. Mullen
Executive Director

(Print Name)
Title: _____

MEMORANDUM

To: Pease Development Authority Board of Directors

From: David R. Mullen, Executive Director *DM*

Date: October 15, 2015

Re: Sublease between Martin's Point Healthcare, Inc and Elsa Nesbitt Get Healthy Nutrition, LLC

In accordance with the "Delegation to Executive Director: Consent, Approval of Sub-sublease Agreements" adopted by the Board on August 8, 1996, I am pleased to report that PDA has approved of a sublease between Martin's Point Health Care, Inc. (fka Penobscot By Medical Associates, Inc dba Martin's Point Health Care) and Elsa Nesbitt Get Healthy Nutrition, LLC ("Get Healthy Nutrition") at 161 Corporate Drive. The Sublease for 120 square feet is for a base term of three years. Get Healthy Nutrition will use the premises for dietetics treatments and services and related uses.

The Delegation to Executive Director: Consent, Approval of Subleases provides that:

"A Sublease Agreement subject to this delegation of authority shall not be consented to, approved or executed unless all of the following conditions are met:


1. The use of the Subleased Premises associated with the sublease is permitted under the original sublease;
2. The sublease is consistent with the terms and conditions of the original Lease;
3. The original Lessee remains primarily liable to Lessor to pay rent and to perform all other obligations to be performed by Lessee under the original Lease; and
4. The proposed Sublessee is financially and operationally responsible.

Conditions one through three have been met. As to condition four, PDA relies on Martin's Point Health Care, Inc.'s continued primary liability for payment of rent and other obligations pursuant to the PDA/Martin's Point Health Care, Inc. Lease.

The Delegation to Executive Director: Consent, Approval of Sub-sublease Agreements also requires the consent of one member of the PDA Board of Directors. In this instance, Director Lamson was consulted and granted her consent.

P:\MARTINS POINT\Boardmem101515.wpd

MEMORANDUM

To: Pease Development Authority Board of Directors
From: David R. Mullen, Executive Director 
Date: October 15, 2015
Re: Sublease between Shaines & McEachern Company Portsmouth LLC and Lonza Biologics, Inc.

In accordance with the "Delegation to Executive Director: Consent, Approval of Sub-sublease Agreements" adopted by the Board on August 8, 1996, I am pleased to report that PDA has approved of a sublease between Shaines & McEachern Company Portsmouth LLC ("Shaines & McEachern") and Lonza Biologics Inc. ("Lonza") 11,412 square feet at 282 Corporate Drive. The Shaines & McEachern/Lonza sublease is for a base term of two years effective September 8, 2015. Lonza a pharmaceuticals company, will use the Subleased Premises for general business offices.

The Delegation to Executive Director: Consent, Approval of Sub-subleases provides that;

"A Sublease Agreement subject to this delegation of authority shall not be consented to, approved or executed unless all of the following conditions are met:

1. The use of the Subleased Premises associated with the sublease is permitted under the original sublease;
2. The sublease is consistent with the terms and conditions of the original Lease;
3. The original Lessee remains primarily liable to Lessor to pay rent and to perform all other obligations to be performed by Lessee under the original Sublease; and
4. The proposed Lessee is financially and operationally responsible."

Conditions one through three have been met. As to condition four, PDA relies on Shaines & McEachern's continued primary liability for payment of rent and other obligations pursuant to the PDA/Shaines & McEachern Sublease. The Delegation to Executive Director: Consent, Approval of Sub-sublease Agreements also requires the consent of one member of the PDA Board of Directors. In this instance, Director Lamson was consulted and granted her consent.

P:\SHAINES\Board\Boardmem101515.wpd

MEMORANDUM

To: Pease Development Authority Board of Directors

From: David R. Mullen, Executive Director *DRM*

Date: October 15, 2015

Re: Sublease between 222 International, Limited Partnership and Kirk Communications

In accordance with the "Delegation to Executive Director: Consent, Approval of Sub-sublease Agreements" adopted by the Board on August 8, 1996, I am pleased to report that PDA has approved of a sublease between 222 International, Limited Partnership ("222ILP") and Kirk Communications for 3,007 square feet at 195 New Hampshire Avenue. The 222ILP/Kirk sublease is a for a base term of five years with one 5 year option to extend. Kirk, a website design and development company, will use the premises for general business offices.

The Delegation to Executive Director: Consent, Approval of Sub-subleases provides that;

"A Sublease Agreement subject to this delegation of authority shall not be consented to, approved or executed unless all of the following conditions are met:

1. The use of the Subleased Premises associated with the sublease is permitted under the original sublease;
2. The sublease is consistent with the terms and conditions of the original Lease;
3. The original Lessee remains primarily liable to Lessor to pay rent and to perform all other obligations to be performed by Lessee under the original Lease; and
4. The proposed Sublessee is financially and operationally responsible."

Conditions one through three have been met. As to condition four, PDA relies on 222ILP's continued primary liability for payment of rent and other obligations pursuant to the PDA/222ILP Sublease.

The Delegation to Executive Director: Consent, Approval of Sub-sublease Agreements also requires the consent of one member of the PDA Board of Directors. In this instance, Director Lamson was consulted and granted her consent.

P:\TWOINTL\195 New Hampshire\Board\Boardmemo101515.wpd

MOTION

Director Preston:

The Pease Development Authority Board of Directors hereby authorizes the Executive Director to enter into Amendment No. 2 of the Terminal Lease & Airfield Operating Agreement with Allegiant Air, LLC on substantially the same terms and conditions of the draft Amendment No. 2 attached hereto.

N:\RESOLVES\Allegiant1015.wpd

DRAFT

TERMINAL LEASE & AIRFIELD OPERATING AGREEMENT AMENDMENT NO. 2

Lessor: Pease Development Authority ("Lessor" or "PDA")
Lessee: Allegiant Air, LLC (Lessee)
Premises: Airport Terminal Building, 36 Airline Avenue
Portsmouth International Airport at Pease, Portsmouth, New Hampshire
Lease Date: October 25, 2013

This Amendment No. 2 to the Terminal Lease and Airfield Operating Agreement (the "Agreement") effective November 8, 2015 by and between the above referenced Lessor and Lessee:

WHEREAS, Lessor and Lessee entered into an Agreement on October 25, 2013 which Agreement had a term commencement date of November 8, 2013 (the date on which Lessee began air passenger service at Portsmouth International Airport at Pease).

WHEREAS, Lessee desires to extend its Agreement for one additional year through November 7, 2016 and Lessor has agreed to the same;

NOW, THEREFORE, Lessor and Lessee agree for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, that the Agreement be amended as set forth below:

- a.) Article 3, Section 3.1 is amended to extend the Agreement through November 7, 2016.
- b.) Article 4.A.1. "Lessee's Service Obligations" is deleted in its entirety and replaced with the following language:

Lessee shall exercise best efforts to re-commence commercial passenger air transportation services on or about October 1, 2015. For a period of one (1) year following commencement of such operations, Lessee will schedule and, to the extent not otherwise excused, will provide a minimum of two (2) scheduled direct departure and return flights per week between the following airports: Portsmouth International Airport at Pease (PSM) and Sanford-Orlando Airport (SFB), Fort Lauderdale International Airport (FLL) and Punta Gorda (PGD). Notwithstanding the foregoing, Lessee may seasonally schedule service on its routes and temporarily suspend or reduce service during periods of time when demand is historically low (e.g., around the start of most academic school years in September / October or such other times when demand has diminished).

- c.) Article 23 entitled "Notices" is amended to insert Lessee's new address which is as follows:

Allegiant Air, LLC
1201 N. Town Center Drive
Las Vegas, NV 89144

- d.) Section 10 of Exhibit D entitled "Lease Provisions Required by the Federal Aviation Administration" is amended to include the following additional language in italics:

"This Lease shall be subordinate to the provisions and requirements of any existing or future agreement between the Lessor and the United States, relative to the development, operation or maintenance of the airport *including, but not limited to, Federal Airport Improvement Project Grant Assurances as the same are deemed applicable to this Lease agreement.*"

- e.) All other terms and conditions of the Agreement, as amended, shall remain in full force and effect and shall continue to be binding upon the Parties.

IN WITNESS WHEREOF, Lessor and Lessee have executed this Amendment No. 1 effective October __, 2015

Lessee: ALLEGIANT AIR, LLC

By: _____

Print Name: _____

Its: _____

DRAFT

Lessor: PEASE DEVELOPMENT AUTHORITY

By: _____
David R. Mullen

Its: Executive Director

DRAFT

STATE OF NEVADA

: ss.

COUNTY OF CLARK

On this _____ day of _____, 2015, before me, _____, the undersigned officer in and for said County and State, personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the _____ of Allegiant Air, LLC, and on oath stated that he was authorized to execute this instrument and acknowledged it to be his free and voluntary act for the uses and purposes set forth herein.

Notary Public in and for said County and State

Printed Name: _____

My commission expires: _____

STATE OF NEW HAMPSHIRE

: ss.

COUNTY OF ROCKINGHAM

On this _____ day of _____, 2015, before me, _____, the undersigned officer in and for said County and State, personally appeared David R. Mullen, personally known to me (or proved to me on the basis of satisfactory evidence) to be the Executive Director of the Pease Development Authority and on oath stated that he was authorized to execute this instrument and acknowledged it to be his free and voluntary act for the uses and purposes set forth herein.

Notary Public in and for said County and State

Printed Name: _____

My commission expires: _____

MOTION

Director Torr:

The Pease Development Authority Board of Directors hereby authorizes the Executive Director to enter into Amendment No. 9 of the Car Rental Concession Lease and Operating Agreement with Enterprise Rent-A-Car Company on substantially the same terms and conditions of the Amendment No. 9 attached hereto.

N:\RESOLVES\Enterprise1015.wpd

CAR RENTAL CONCESSION LEASE AND OPERATING AGREEMENT

AMENDMENT NO. 9

Lessor: Pease Development Authority (“Lessor” or “PDA”)
Lessee: Enterprise Rent-A-Car Company of Boston, LLC
a Delaware limited liability company (“Lessee”)
Premises: Portsmouth International Airport at Pease
Air Passenger Terminal Building, Portsmouth, New Hampshire
Lease Date: September 20, 1999

This Amendment No. 9 to the Car Rental Concession Lease and Operating Agreement is (“Agreement”) made effective November 1, 2015, by and between the above referenced Lessor and Lessee;

WHEREAS, effective May 29, 2008, Lessee assumed the Agreement pursuant to an Assignment and Assumption Agreement;

WHEREAS, the Lease was amended and the term was extended through October 31, 2015;

WHEREAS, Lessee has requested and Lessor has agreed to amend the Lease to extend the October 31, 2016;

NOW, THEREFORE, Lessor and Lessee agree for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, that the Agreement be amended as set forth below:

- a.) Article 3.1 is amended to extend the term of the Car Rental Concession Lease and Operating Agreement through October 31, 2016. Lessee is also granted an option to extend the Lease for one (1) year upon the same terms and conditions, subject to the express prior approval of the Executive Director of the PDA. Lessee agrees to provide Lessor with at least three (3) months advance written notice of its intent.
- b.) All other terms and conditions of the Car Rental Concession Lease and Operating Agreement, as amended, shall remain in full force and effect and shall continue to be binding upon the Parties.

IN WITNESS WHEREOF, Lessor and Lessee have executed this Lease Amendment No.9 which shall be effective November 1, 2015.

Lessee: **Enterprise Rent-A-Car of Boston, LLC**
a Delaware limited liability company

By: _____

Its: _____

Lessor: **Pease Development Authority**

By: _____

Its: Executive Director

STATE OF NEW HAMPSHIRE
COUNTY OF ROCKINGHAM, ss.

On this ___ day of _____, 2015, before me, _____, a Notary Public in and for said County and State, personally appeared David R. Mullen, personally known to me (or proved to me on the basis of satisfactory evidence) to be the Executive Director of the Pease Development Authority and on oath stated that he was authorized to execute this instrument and acknowledged it to be his free and voluntary act for the uses and purposes set forth herein.

Notary Public in and for said County and State

Printed Name:

My commission expires:

STATE OF NEW HAMPSHIRE
COUNTY OF ROCKINGHAM, ss

On this ___ day of _____, 2015, before me, _____, a Notary Public in and for said County and State, personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the _____ of Enterprise Rent-A-Car of Boston, LLC a Delaware limited liability company and on oath stated that he/she was authorized to execute this instrument and acknowledged it to be his/her free and voluntary act for the uses and purposes set forth herein.

Notary Public in and for said County and State

Printed Name:

My commission expires:

MEMORANDUM

To: David R. Mullen, Executive Director *DM*

From: Maria J. Stowell, P.E., Engineering Manager *Maria*

Date: September 22, 2015

Subject: Sign Revision Report for Lonza Biologics at 282 Corporate Drive

In accordance with your authority under the "Delegation to Building Inspector: Consent and Approval of Minor Revisions to Existing Signs" adopted by the Board on June 20, 2005, I am reporting the following:


Lonza Biologics, requested to modify the sign located at 282 Corporate Drive. The former tenant, Elbrys, has left the building and Lonza has now leased their space. Lonza will be using the same acrylic panel insert and will be replacing the Elbrys logo with their own. The tenant's sign proof sheets is attached to this report.

This sign revision meets the all of the following conditions:

1. Required for maintenance and a revision to sign graphics reflecting a new name or logo for an existing tenant.
2. No substantive change in size or style of the sign.
3. Consistent with the terms and conditions of the original sign approval.
4. All other conditions of the PDA Land Use Controls are satisfied.

Director Lamson has reviewed the sign revisions and has given her approval. At the upcoming Board meeting, please report the revisions of the sign at 282 Corporate Drive.

N:\ENGINEER\Board Memos\2015\282 Corporate Signage 9.22.15.docx

SHAINES
MCEACHERN
 ATTORNEYS

Lonza

282

MEMORANDUM

TO: Pease Development Authority Board of Directors
FROM: David R. Mullen, Executive Director *DM*
RE: Contract Reports
DATE: October 15, 2015

In accordance with Article 3.9.1.1 of the PDA Bylaws, I am pleased to report the following:

1. Project Name: Employee Assistance Program
PDA Obligation: \$2,900 (for two years)
Board Authority: Vice-Chairman Loughlin
Summary: For the provision of services to PDA employees in accordance with the Agreement for services attached hereto.

2. Project Name: East Coast Heating & Air Conditioning - Skyhaven Airport
PDA Obligation: \$4,500
Board Authority: Vice-Chairman Loughlin
Summary: To upgrade the hearing units in the snow removal equipment building at Skyhaven Airport by East Coast Heating & Air Conditioning, PDA's HVAC services provider.

3. Project Name: ETS Corporation
PDA Obligation: \$4,696.45
Board Authority: Vice-Chairman Loughlin
Summary: For the purchase of computer equipment to upgrade the Golf Course credit card system.

4. Project Name: Childs HVAC
PDA Obligation: \$8,000
Board Authority: Vice-Chairman Loughlin
Summary: To remove and replace the condensor unit at the Portsmouth Fish Pier.

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STATE OF NEW HAMPSHIRE
DEPARTMENT OF HEALTH AND HUMAN SERVICES
EMPLOYEE ASSISTANCE PROGRAM

Nicholas A. Toumpas
Commissioner

Paula N. Booth
Director

Liberty House
119 PLEASANT STREET, CONCORD, NH 03301-3852
603-271-4336 1-800-852-3345 Ext. 4336
FAX: 603-271-6635 TDD Access: 1-800-735-2964

August 19, 2015

David R. Mullen, Executive Director
Pease International Tradeport
55 International Drive
Portsmouth, New Hampshire 03801

Dear Mr. Mullen:

Please find enclosed for your signature, the Interagency Agreement between the Pease Development Authority and the Employee Assistance Program (EAP) for fiscal years 2016 and 2017.

In an effort to ensure the efficient continuation of this program, and to help us stay within the established policies and procedures, please sign the enclosed document and return to EAP at your earliest convenience. As soon as both copies have been properly executed, we will return one to you for your records.

The employees of the State of New Hampshire are its greatest assets. The staff at the EAP makes every effort to support them in all phases of their lives and is proud of its accomplishments. We at EAP look forward to serving your agency over the next two years. If you have any questions, please feel free to contact me at 271-4336.

Sincerely,

Paula N. Booth, ACSW, CEAP

PNB/plh
Enclosures

STATE OF NEW HAMPSHIRE
AGREEMENT BY AND BETWEEN
PEASE DEVELOPMENT AUTHORITY
AND
STATE OF NEW HAMPSHIRE
EMPLOYEE ASSISTANCE PROGRAM

The Employee Assistance Program agrees to provide the following services to the **Pease Development Authority** according to the conditions specified herein.

1. Service Definition

The Employee Assistance Program (EAP) will provide services to the **Pease Development Authority** employees having personal problems which could adversely affect performance or personal well being. Specialized services will be provided to support supervisors in managing difficult situations. Services will be provided statewide regardless of work location.

The Employee Assistance Program further agrees to provide the **Pease Development Authority** with:

- “Reasonable Cause” training programs to comply with the Omnibus Transportation Act;
- Problem identification of issues, resource development and follow-up;
- Onsite crisis response;
- Trauma debriefings;
- Management and/or supervisory consultation;
- Mediation services for workplace conflicts;
- Educational programs designed for supervisors and/or employees;
- Orientation programs for employees and management personnel on an ongoing basis;
- Health and Wellness newsletter articles, for inclusion in the **Pease Development Authority** Newsletter or publications;
- Posters and related informational materials to all **Pease Development Authority** locations and offices;
- Lending library materials covering topics from recovery to self-help;
- Support and transition groups; and
- Onsite standby services.

In order to facilitate the EAP’s provision of services, the **Pease Development Authority** agrees to provide:

- **Pease Development Authority** personnel with at least three hours of administrative leave time to utilize the individual services provided by the program;
- **Pease Development Authority** personnel with administrative leave time to attend training, orientation and educational programs conducted by EAP;
- If available, space for training, orientation and education programs provided by EAP;
- Space for display of EAP informational posters and information; and
- Logistical support to further the purposes of these agreements.

2. Term

This agreement shall remain in effect from **July 1, 2015** and terminating **June 30, 2017**.

3. Cost of Services and Payment

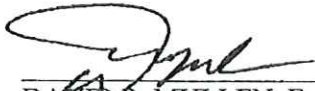
Pease Development Authority shall pay Fourteen Hundred, Fifty and No/100 Dollars (\$1,450.00) per year for EAP services rendered through June 30, 2017. All part-time employees are at no cost. Payment as invoiced.

SIGNATURES

Acting in our official capacities, we the undersigned agree to abide by and execute the terms and conditions specified in this Agreement. We further state our continued commitment and intent to execute these provisions in a cooperative spirit, in order to ensure the proper and effective delivery of services to the employees of the **Pease Development Authority**.

NICHOLAS A. TOUMPAS, Commissioner
Department of Health and Human Services

Date



DAVID R. MULLEN, Executive Director
Pease Development Authority

Date

8/27/15

PAULA N. BOOTH, ACSW, CEAP Director
Employee Assistance Program

Date

PAY FAIRLY.
EAST COAST
HEATING & AIR CONDITIONING
P.O. BOX 8213 PORTSMOUTH, NH 03802-8213

Date: January 2, 2015
To: Dane Kirkwood
Pease Development Authority
From: Dan Westbrook
Re: Skyhaven Airport

Dear Dane,

Upon review of the facility and a subsequent service call to acid clean one of the severely clogged Hydronic unit heaters in the garage, I have determined the best course of action would be to replace the existing unit heaters. Years of the hydronic loop not being treated correctly have resulted in the coils being plugged, and the attempted cleaning and flush have led me to make this recommendation.

I have also done a load estimate on the building and have determined the size of the fan coils only provide the facility with the ability of heat to about 55 degrees at best. This is also compounded by the door gaskets around the garage doors allowing major loss during cold weather. The boiler can accommodate larger capacity coils with the current pipe sizes, so I have calculated bumping up the Sterling HS-72 coils with a capacity of 52.3 mbtu/h @ to HS-96 coils with a capacity of 69.7mbtu/h @. This give us a net gain of if almost 50mbtu/h when the loss of the glycol factor is calculated in. This would also be based on the door gaskets being repaired/replaced as well.

I would expect that you would have a cost not to exceed of roughly \$4,500.00. If you have any questions, please let me know.

Regards,
Dan Westbrook
Cc: Peter Robitaille



PURCHASE ORDER

ETS Corporation

DATE: 09/03/2015

10 Pidgeon Hill Drive, Sterling Va. 20165
Phone 703.421.9101 Fax 703.421.3741
hadi@etsms.com

VENDOR ETS Corporation
10 Pidgeon Hill Drive Suite 200
Sterling Va. 20165
703.421.9101

SHIP TO PEASE GOLF COURSE
200 GRAFTON DR
PORTSMOUTH NH 03801

SHIPPING METHOD	SHIPPING TERMS	DELIVERY DATE
Ground	N/A	N/A

QTY	ITEM #	DESCRIPTION	JOB	UNIT PRICE	LINE TOTAL
6	INGENICO ISC250	EMV TERMINAL	N/A	\$649.00	\$3,894.00
1	INGENICO IWL250	EMV WIRELESS TERMINAL	N/A	\$749.00	\$749.00
SUBTOTAL					\$4,643.00
SHIPPING & HANDLING					\$53.45
TOTAL					\$4,696.45

ECON. DEV. APPROVAL

DEPT. HEAD:

EXEC. DIR.: *Dolan* 9/3/15

If payment not received in full within 30-days of order, payment will be drafted from existing (voided check on file) depository account associated with each ETS Merchant ID#.

Proposal

Page No.

of

Pages

ATTN:
Geno

CHILDS HVAC

P.O. Box 804
PLAISTOW, NEW HAMPSHIRE 03865
(603) 642-7462 FAX (603) 642-5130

PROPOSAL SUBMITTED TO <i>Polt Authority</i>	PHONE	DATE <i>8-5-15</i>
STREET	JOB NAME	
CITY, STATE and ZIP CODE <i>Portsmouth NH</i>	JOB LOCATION	
ARCHITECT	DATE OF PLANS	JOB PHONE

We propose hereby to furnish material and labor — complete in accordance with specifications below, for the sum of:

dollars (\$ 8000.00).

Payment to be made as follows:

1/2 agreed amount to order unit

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from specifications below involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Authorized
Signature

[Signature]
Note: This proposal may be
withdrawn by us if not accepted within _____ days.

We hereby submit specifications and estimates for:

*Removal of old ice machine
condenser unit and installation of new
condenser unit will connect refriger. lines
electrical and secure to platform will remove
all junk and debris*

Price includes all parts & labor

*old unit is losing freon
every three days*

MOTION

Director Torr:


The Pease Development Authority Board of Directors hereby authorizes the Executive Director to:


1. enter into an Contract with Advanced Excavating and Paving, Inc. in an amount not to exceed \$32,330 for the installation of power supply conduits and related materials related to the installation of five LED street lights; and
2. expend up to \$9,631 for contingencies to install infrastructure required for the installation of the five LED street lights;

all in accordance with the memorandum of Maria J. Stowell, P.E., Engineering Manager, dated September 10, 2015, attached hereto.

N:\RESOLVES\Streetlights1015.wpd

MEMORANDUM

To: David Mullen, Executive Director 

From: Maria J. Stowell, P.E., Manager, Engineering 

Date: October 5, 2015

Subject: New Street Lights – Contractor Approval

As reviewed with the Board of Directors during the September meeting (memo attached), PDA has received bids for the construction of infrastructure required for the installation of five street lights on the Tradeport. Attached is a drawing indicating where these lights will be installed.

The Engineering Department advertised a Request for Bids in late September to install infrastructure for the five new lights. Only one bid was received and it was opened on October 2nd. That bid was submitted by Advanced Excavating and Paving, Inc. (Advanced) for \$32,330. For this price, Advanced will be installing power supply conduit, concrete bases, light poles, truss arms, hand holes, and a transformer pad. Advanced has successfully completed other site work at Pease for PDA tenants and for the City of Portsmouth. We think the bid price is reasonable and recommend award despite the lack of additional bids.

The work by Advanced, together with the costs of materials and installation by Eversource, brings the total defined project cost to \$115,369. The project was budgeted at 125,000 which should be an adequate amount to cover unforeseen costs.

At this month's board meeting, please ask the Board to authorize the Executive Director to enter into a contract with Advanced Excavating & Paving, Inc., in the amount of \$32,330 and to authorize up to \$9,631 (8%) for contingencies to install infrastructure required for the installation of five street lights as described.

N:\ENGINEER\Board Memos\2015\Street Lights2.docx

MEMORANDUM

To: David R. Mullen, Executive Director
From: Maria Stowell, Engineering Manager *MS*
Date: September 10, 2015
Subject: New Street Lights on Pease International Tradeport

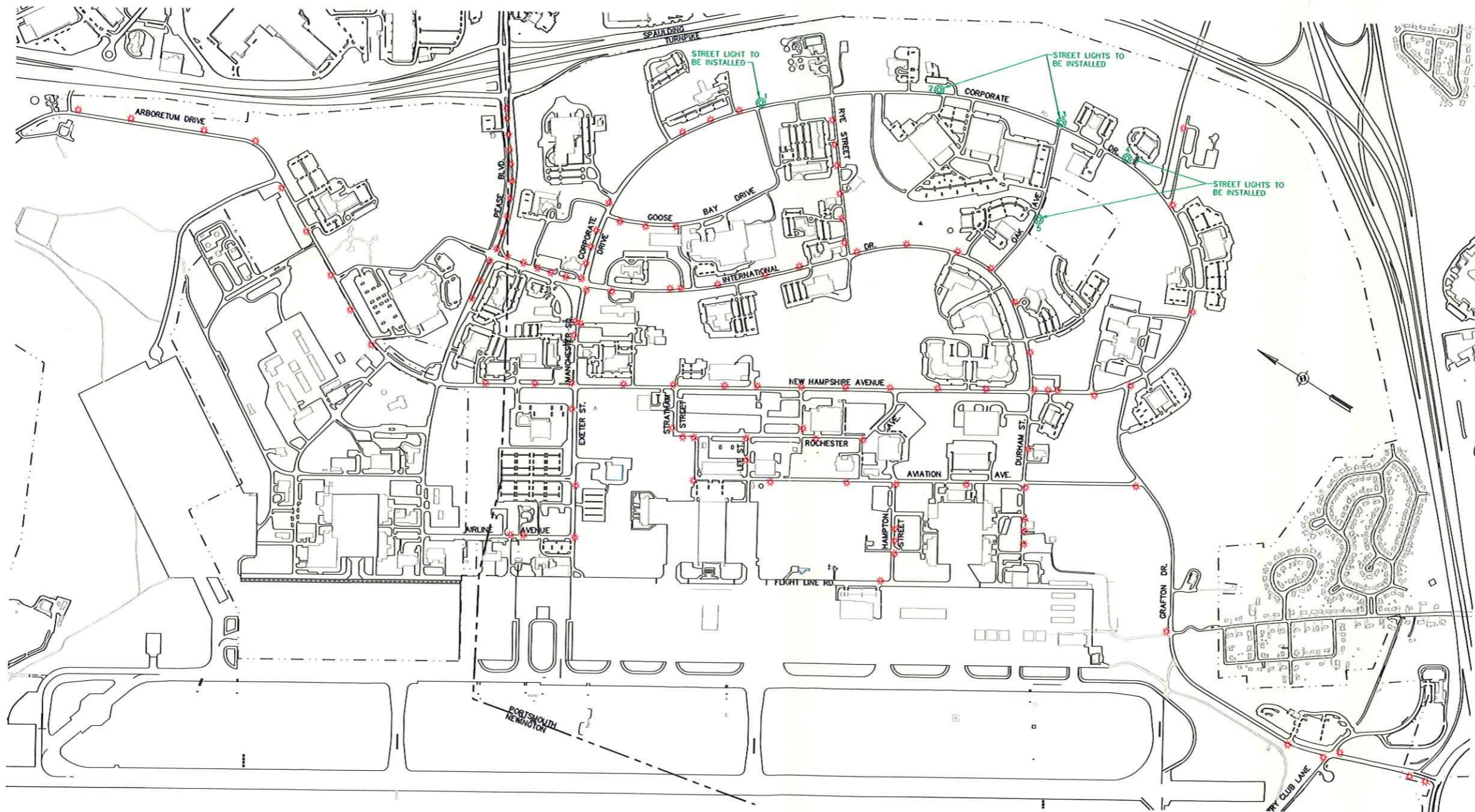
Over the past months, staff has been coordinating with Eversource and the City of Portsmouth to erect new street lights in dimly lit areas of the Tradeport. A total of six new street lights are proposed, five on Corporate Drive and one on Oak Avenue. The new lights would be fed through an underground conduit system, consistent with PDA's policy of removing overhead utility wires wherever possible.

In accordance with the Municipal Services Agreement (MSA), the City provides electrical service and maintenance to a certain number of street lights determined as of the date of the MSA (July 1, 1998). Additional street lighting must be approved by the City following application to the Department of Public Works (DPW). After consultation with DPW, staff recommends that, together with adding the six new street lights, we also remove six lights keeping the same total number. This approach is in line with the City's management of its own street lights in that it reduces light pollution and energy costs. We have identified six existing street lights that are either unnecessary or are redundant. The attached exhibit shows the locations of lights to be added and removed.

We are currently out to bid for the work associated with erecting these new lights. Bids are due on October 2 and we plan to request approval to enter into a construction contract at the October Board of Directors meeting. The contractor will be installing power supply conduit, concrete bases, light poles, truss arms, hand holes, and a transformer pad. In addition to the cost of the construction contract, there will be costs associated with purchasing the new light fixtures and engaging Eversource to energize the system. The compatible light fixtures are available from Speclines at a cost of \$7,170.00 for six LED fixtures. Eversource will be installing the LED fixtures, running the new wires, and energizing each light for an estimated cost of \$75,869.00. The final Eversource cost will be adjusted up or down based on the actual work performed. This money is due before Eversource will perform any work.

Although we will not have bids for the construction phase of the work until next month, I would like to secure Board approval for the street light removal and the Eversource and light fixture expenditures in September. At next week's Board of Directors meeting, please request authorization to:

1. Remove six street lights in anticipation of installing six LED street lights, all as shown on the attached Exhibit;
2. Spend \$7,170.00 to purchase six LED fixtures from Speclines, the manufacturer specified by Eversource; and
3. Enter into an agreement and prepay Eversource \$75,869.00 to remove six lights, install six new lights and energize the underground system



LEGEND

- * EXISTING STREET LIGHT TO REMAIN
- NEW STREET LIGHT TO BE INSTALLED
- 1 4 5 BREAKAWAY BASES, LIGHT POLES AND TRUSS ARMS TO BE INSTALLED. CONDUIT, HAND HOLE AND CONCRETE LIGHT POLE BASE PREVIOUSLY INSTALLED. COORDINATE WITH EVERSOURCE TO ENERGIZE.
- 3 30' POWER SUPPLY CONDUIT, HAND HOLE, LIGHT POLE AND BREAKAWAY BASES, LIGHT POLE AND TRUSS ARM TO BE INSTALLED. COORDINATE WITH EVERSOURCE TO ENERGIZE.
- 2 150' POWER SUPPLY CONDUIT, HAND HOLE, LIGHT POLE AND BREAKAWAY BASES, LIGHT POLE, TRUSS ARM AND TRANSFORMER PAD TO BE INSTALLED. COORDINATE WITH EVERSOURCE TO ENERGIZE.

NOTES

1. LED FIXTURES WILL BE PURCHASED BY THE PEASE DEVELOPMENT AUTHORITY AND PROVIDED TO EVERSOURCE FOR INSTALLATION.
2. THE PEASE DEVELOPMENT AUTHORITY WILL PAY ALL COSTS FOR WIRING TO EVERSOURCE DIRECTLY.

**PEASE INTERNATIONAL
TRADEPORT
STREET LIGHT
INSTALLATION PLAN**



**PEASE
DEVELOPMENT
AUTHORITY**

55 INTERNATIONAL DRIVE
PORTSMOUTH, NH 03801
Date: 8/31/15 NOT TO SCALE


MOTION


Director Lamson:

The Pease Development Authority Board of Directors hereby authorizes the Executive Director to expend funds in an estimated amount of \$16,300 for the cleaning of the oil water separators by Tradebe Environmental Services, LLC, PDA's on-call hazardous waste collector; all as otherwise set forth in the memorandum from Maria Stowell, P.E., Manager – Engineering, dated October 6, 2015 and attached hereto.

N:\RESOLVES\Tradebe0915.wpd

MEMORANDUM

To: David Mullen, Executive Director 

From: Maria J. Stowell, PE, Manager, Engineering 

Date: October 6, 2015

Subject: Oil Water Separator Maintenance

Staff has been working with Tradebe Environmental Services, LLC, PDA's on-call hazardous waste collector, to assess the maintenance required to clean out the oil water separators on the airport and at the maintenance garage. On September 28th each oil water separator was inspected to determine if cleaning was warranted.

As required by our National Pollutant Discharge Elimination System (NPDES) Permit, the o/w separator at McIntyre Brook is cleaned every year. The others are checked for oil and sediment yearly and cleaned as required.

Tradebe provided a proposal for the following oil water separators to be cleaned:

2,100 Gallon o/w separator at 7 Lee Street	\$ 2,800
250,000 Gallon o/w separator at McIntyre Brook	<u>\$ 13,500</u>
	\$ 16,300

Please note that these prices are estimates and will be adjusted based on actual quantities of sediment and oily waste removed. At this month's board meeting, please request authorization to proceed with this work in accordance with Tradebe's proposal and PDA's agreement for Spill Emergency Response and Waste Disposal Services.

MEMORANDUM

To: David R. Mullen, Executive Director *DRM*

From: Scott DeVito, PGA General Manager

Date: October 7, 2015

Subject: Blue Nine Course Usage Report

This memo is in response to the request from Golf Committee Chairman Bohenko regarding the usage and associated cost of operation for the Blue Nine Course.

Play on the Blue Nine is increasing despite the increased availability of all 27 holes.

Additionally, the Blue Nine costs slightly less than one third of the overall budget to maintain.

To best compare usage, we pulled data from:

- two years prior to the construction of the lower holes, FY2011 and FY2012
- one year after the construction period, FY2015
- the first three months of FY2016

During these time periods all 27 holes were available to book. We did not look at the FY2013 and FY2014 numbers because not all 27 holes were open for play during these years.

Fiscal Year	Total Rounds	Blue Nine Rounds	% of total Rounds	Days lower nine holes closed – requiring play on the Blue Nine
FY2011	47,876	12,242	25.5%	19
FY2012	51,515	14,312	27.7%	34
FY2015	49,837	14,089	28.5%	1
FY2016	27,526	8,721	31.6%	0

When looking at operational costs for each nine hole course, we focused on the areas of highest cost: total acreage of greens, fairways, tees and rough areas. These areas have the highest associated cost each season in fertilizers, disease control, water and labor. There is more rough area on the 18 hole course to manage, but there are items such as cart paths, leaf/debris clearing, underbrush mowing on the Blue Nine that are of equal labor demands and associated cost on an annual basis. There is more acreage on the 18 hole course being irrigated then on the Blue Nine, so the water cost is less for the Blue Nine then the other two 9 hole courses.

Operational Cost Breakdown:

Blue Nine = 31%


18 Hole Course = 69%

Courses	Green Complexes	Fairways	Teeing Area	Rough Area
18 Hole Course	4 Acres	17 Acres	2 ½ Acres	28 Acres
Blue Nine	2 Acres	9 Acres	1 Acre	11 Acres

Availability of all 27 holes has a number of significant advantages for the facility.

- Almost one third more tee times available than an 18 hole course
- Season Pass Holders can still play when hosting an 18 hole golf outing
- Helps maintain pace of play when players choose to play Blue Nine instead of turning to back nine
- Able to accommodate more walk on traffic
- Ability to host small groups without disrupting scheduled leagues or other events
- Can host golf outings of 180 players or more (have a date reserved in 2016 for all 27)
- A competitive price point option for either an 18 hole or 9 hole round
- More challenging design

Memorandum

To: Kim W. Hopper, A.A.E., Airport Manager 
From: Sandra McDonough, Airport Operations/Community Liaison
Date: 10/6/2015
Subj: Noise Report for August 2015

For the calendar month of August 2015, we received a total of 193 inquiries.

Out of the 193 inquiries, 107 of them are helicopter related with 86 being from one residence. It is difficult to determine based and non-based helicopters, but it is safe to assume the majority of the helicopters were operated by Seacoast Helicopters. The 107 helicopter inquiries were generated by 15 residences from three communities. Most helicopter inquiries were generated in Portsmouth and also included Rye and Kittery.

Eighty-five inquiries were fixed wing aircraft with 76 of them being from one residence in Newmarket. The inquiries regarding fixed wing were from a large geographical area including Newington, Durham, Newmarket, Hampton, Rye and Kittery. A majority of the complaints were military aircraft to include non-based C5s and based KC135s.

Attached is the Noise Report for August 2015

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
1	8/1/2015	9:29	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
2	8/1/2015	9:54	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house, very low, very loud. Please give us a break!	Caller has indicated in the past that a call back is unnecessary.
3	8/1/2015	14:23	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
4	8/2/2015	10:17	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: NOISE COMPLAINT - Red helicopter again. I guess there's no possibility of some quiet on Sunday morning so people can go to church in peace? No - guess not.	Caller has indicated in the past that a call back is unnecessary.
5	8/2/2015	11:55	ID Number 109 Tanner Court Portsmouth, NH	ON	Robinson Helicopter	It's 1152 on Sunday morning and for about the third time, I guess, a helicopter has flown right over my house. No need to call me back. Now he's circling around again. He does that sometimes. No need to call me back, no need to investigate. I just decided that today I'm going to keep track of how many times I'm annoyed by this helicopter. I'm going to, if my patience holds out, call in every time, just as a way of keeping a tally. So, this is my first call but this is about the fourth time the helicopter has flown over, disturbing the peace. Thank you. Bye.	Caller stated in his first call of the day that he does not need a call back. He intends on calling everytime a helicopter goes over his house today.
6	8/2/2015	12:08	ID Number 109 Tanner Court Portsmouth, NH	ON	Robinson Helicopter	Yeh, XXXXX XXXXX, XX Tanner Ct. XXX-XXX-XXXX. It's 1206 and there he is again. A little louder than he was the last time. Thank you. Bye bye.	Caller stated in his first call of the day that he does not need a call back. He intends on calling everytime a helicopter goes over his house today.

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
7	8/2/2015	12:25	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
8	8/2/2015	12:27	ID Number 109 Tanner Court Portsmouth, NH	ON	Robinson Helicopter	Hi, XXXXXX XXXXXX again. XX Tanner Ct., XXX-XXX-XXXX. It's 1225. No need to call me. I just wanted to let you know that the helicopter is flying overhead again. I know this is probably going to be annoying for you to keep hearing from me all day long. But you probably know what the implications of that are. That's it for now. Bye bye.	Caller stated in his first call of the day that he does not need a call back. He intends on calling everytime a helicopter goes over his house today.
9	8/2/2015	14:08	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
10	8/2/2015	14:11	ID Number 109 Tanner Court Portsmouth, NH	ON	Robinson Helicopter	Hi, XXXXXX XXXXXX again. XX Tanner Ct., XXX-XXX-XXXX. No need to call me, no need to do any research. Another helicopter up there; same helicopter again.	Caller stated in his first call of the day that he does not need a call back. He intends on calling everytime a helicopter goes over his house today.
11	8/2/2015	14:17	ID Number 109 Tanner Court Portsmouth, NH	ON	Robinson Helicopter	XXXXXX XXXXXX, XX Tanner Ct., XXX-XXX-XXXX. There he is again. It's 1416.	Caller stated in his first call of the day that he does not need a call back. He intends on calling everytime a helicopter goes over his house today.
12	8/2/2015	14:17	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: Red helicopter circling over downtown Portsmouth, very low, very loud.	Caller has indicated in the past that a call back is unnecessary.

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
13	8/3/2015	13:35	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	NOISE COMPLAINT - Red helicopter directly over my house, then circling around Market Square - always the same route.	Caller has indicated in the past that a call back is unnecessary.
14	8/3/2015	14:05	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	NOISE COMPLAINT - Red helicopter directly over my house, then circling over Market Square, always exactly the same route.	Caller has indicated in the past that a call back is unnecessary.
15	8/5/2015	9:27	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
16	8/5/2015	9:58	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
17	8/6/2015	13:57	ID Number 187 Cedar Point Road Durham, NH	TGL	C5	Emailed: Big loud aircraft disturbing the peace, again!	McDonough left message 8/7. No response.
18	8/6/2015	14:12	ID Number 181 Bayview Road Newmarket, NH	TGL		See notes on 8/6 at 21:27	
19	8/6/2015	14:15	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27	

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
20	8/6/2015	15:30	ID Number 185 Hemlock Drive Gilmanton, NH	ON	C5	For the second time in a week, what appeared to be a military plane, flew very low over the lake heading east. The sound is loud and it looks like the plane is going to land very near by, or crash. What is the purpose of this? It is frightening!	McDonough spoke with caller on 8/7. Caller stated her call is not a complaint. She was concerned at first but ultimately just wanted information in the aircraft flying.
21	8/6/2015	19:19	ID Number 181 Bayview Road Newmarket, NH	TGL		See notes on 8/6 at 21:27	
22	8/6/2015	21:10	ID Number 186 Island Path Hampton, NH	TGL	KC135R X2	Emailed: What has changed with the large aircraft slowly flying very low right over the Hampton seacoast? (right over my head - as I write this!) This has happened about 8 to 10 times today (4 times in the last hour).	Left message 8/7 and 8/31. No response.
23	8/6/2015	21:11	ID Number 181 Bayview Road Newmarket, NH	TGL	KC135R X2	Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
24	8/6/2015	21:26	ID Number 181 Bayview Road Newmarket, NH	ON	KC135R X2	Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
25	8/6/2015	21:27	ID Number 181 Bayview Road Newmarket, NH	ON	KC135R X2	Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
26	8/7/2015	9:39	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27	

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
27	8/7/2015	13:34	ID Number 188 Pocahontas Road Kittery, ME	ON	C5	Emailed: Very loud plane	McDonough followed up with ATCT. The airfield had smaller aircraft working in the pattern and used the east side of the airfield to separate the larger aircraft.
28	8/7/2015	13:41	ID Number 188 Pocahontas Road Kittery, ME	ON	C5	Emailed: Very loud plane	McDonough followed up with ATCT. The airfield had smaller aircraft working in the pattern and used the east side of the airfield to separate the larger aircraft.
29	8/7/2015	13:54	ID Number 188 Pocahontas Road Kittery, NH	ON	C5	Emailed: Very loud plane	McDonough followed up with ATCT. The airfield had smaller aircraft working in the pattern and used the east side of the airfield to separate the larger aircraft.
30	8/7/2015	14:21	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
31	8/7/2015	15:43	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
32	8/7/2015	16:04	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house	Caller has indicated in the past that a call back is unnecessary.
33	8/7/2015	16:09	ID Number 181 Bayview Road Newmarket, NH	TGL		See notes on 8/6 at 21:27	

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
34	8/7/2015	16:47	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. Apparently this is the only place in NH where he is able to fly this thing.	Caller has indicated in the past that a call back is unnecessary.
35	8/7/2015	17:00	ID Number 181 Bayview Road Newmarket, NH	TGL		See notes on 8/6 at 21:27	
36	8/7/2015	17:45	ID Number 181 Bayview Road Newmarket, NH	TGL		See notes on 8/6 at 21:27	
37	8/7/2015	17:52	ID Number 181 Bayview Road Newmarket, NH	TGL		See notes on 8/6 at 21:27	
38	8/8/2015	9:14	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
39	8/8/2015	9:49	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
40	8/8/2015	10:05	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.

TYPE KEY: AR=AM RUN-UP, PR=PM RUN-UP, MX=MAINTENANCE APU/GPU, ON=OVERFLIGHT NOISE, OL=OVERFLIGHT LOW, TGL=TOUCH AND GO LANDINGS, C=CIVILIAN, M=MILITARY, T=TRANSIENT, GPU=GROUND POWER UNIT, APU=AUXILLARY POWER UNIT, W=WEB REPORT

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
41	8/8/2015	10:24	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
42	8/8/2015	11:08	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
43	8/8/2015	11:42	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. Six times so far this morning.	Caller has indicated in the past that a call back is unnecessary.
44	8/8/2015	11:59	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopters	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
45	8/8/2015	15:37	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. That makes 12 times today (plus a couple I did not log). Does that seem reasonable to you?	Caller has indicated in the past that a call back is unnecessary.
46	8/8/2015	15:55	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter - 13 times today.	Caller has indicated in the past that a call back is unnecessary.
47	8/8/2015	16:10	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.

TYPE KEY: AR=AM RUN-UP, PR=PM RUN-UP, MX=MAINTENANCE APU/GPU, ON=OVERFLIGHT NOISE, OL=OVERFLIGHT LOW, TGL=TOUCH AND GO LANDINGS, C=CIVILIAN, M=MILITARY, T=TRANSIENT, GPU=GROUND POWER UNIT, APU=AUXILLARY POWER UNIT, W=WEB REPORT

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
48	8/8/2015	16:26	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
49	8/8/2015	16:47	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter - 10 times so far today.	Caller has indicated in the past that a call back is unnecessary.
50	8/8/2015	17:22	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
51	8/8/2015	18:24	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter, two passes directly over my house - 14 times today.	Caller has indicated in the past that a call back is unnecessary.
52	8/8/2015	19:45	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter, 15 times today, a new record.	Caller has indicated in the past that a call back is unnecessary.
53	8/8/2015	20:03	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house, 16 times today.	Caller has indicated in the past that a call back is unnecessary.
54	8/9/2015	13:24	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.

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PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
55	8/9/2015	13:34	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
56	8/9/2015	13:43	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
57	8/9/2015	14:02	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
58	8/9/2015	14:20	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house	Caller has indicated in the past that a call back is unnecessary.
59	8/9/2015	15:49	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson	Emailed: NOISE COMPLAINT - Red helicopter directly over my house, always the same route.	Caller has indicated in the past that a call back is unnecessary.
60	8/9/2015	16:24	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
61	8/9/2015	16:57	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.

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PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
62	8/9/2015	17:11	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
63	8/9/2015	17:18	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
64	8/10/2015	9:04	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
65	8/10/2015	11:02	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
66	8/10/2015	11:47	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
67	8/10/2015	12:00	ID Number 190 Wentworth Road New Castle, NH	ON	Robinson helicopter	Emailed: Hi, this is a general complaint about frequency and level of noise. I spend summers on Badgers Island and those helicopters are relentless. They come by very often, quite low, and the worst part is they circle around and come by again just minutes after their first pass. They definitely decrease quality of life around this otherwise beautiful area.	McDonough spoke with caller and informed the caller the airport cannot tell the helicopters where they can and cannot fly.

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
68	8/10/2015	12:38	ID Number 157 Ruth Street Portsmouth,	ON	Robinson helicopter	“Yes, my name is XXXX. I live on Ruth Street in Portsmouth. I’m calling in regards to a helicopter incident. The time of the incident is 20 minutes to 1. And what happened was is the helicopter has been repeatedly passing back and forth. It was probably the 6th pass over our area today. But this time on the 6th pass, he was right at the tree tops. I don’t know if something was wrong with the helicopter or what, but this was the lowest I’ve ever seen him come in. And he wasn’t even close to 500 feet. It almost looked like something was wrong with the helicopter he was flying so low and he was going awful slow. So I don’t know if they were low taking pictures or something or like I said something was wrong. But he was right at the, probably a couple hundred feet above the tree line over my neighbor’s house across the street from me so... Anyway just reporting it, like I said the noise was deafening. It was more the concern of how low he was this time other than the noise. Thank you very much. Bye.”	McDonough spoke with the caller and informed him Seacoast Helicopters flew their normal tours at 1000 feet today. Caller stated it was a different path than what the tours normally fly and he heard lots of backfiring. McDonough thinks it could have been a different helicopter flying over Portsmouth.
69	8/10/2015	12:47	ID Number 189 Airport Road Newington, NH	ON	information	I am looking for, who to apply to for benefits for the noise from the airplanes. It shakes the house unbelievably and the noise is getting worse. If you can call me at that number. Thank you.”	McDonough spoke with caller and discussed the Noise Exposure Map that was recently updated. The caller does not qualify for the sound insulation program before or after the Noise Exposure Map was updated.
70	8/10/2015	13:26	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house, always exactly the same route.	Caller has indicated in the past that a call back is unnecessary.
71	8/10/2015	13:44	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house	Caller has indicated in the past that a call back is unnecessary.
72	8/10/2015	14:35	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
73	8/10/2015	17:52	ID Number 77 Ruth Street Portsmouth, NH	ON	Robinson helicopters	Emailed: Two Seacoast Helicopters flew over my house at the same time. Very loud with two of them at once. Can you ask them if they can stagger the times or off-set the routes so there are not two flying at the same time right next to each other?	McDonough left a message. No response.
74	8/10/2015	17:52	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
75	8/10/2015	19:23	ID Number 181 Bayview Road Newmarket, NH	TGL	KC135R	See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
76	8/10/2015	20:43	ID Number 181 Bayview Road Newmarket, NH	TGL	KC135R	See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
77	8/10/2015	20:46	ID Number 181 Bayview Road Newmarket, NH	TGL	KC135R	See notes on 8/6 at 21:27	See notes on 8/6 at 21:27.
78	8/10/2015	20:53	ID Number 191 Bayview Rd Newmarket, NH	TGL	KC135R	Caller has expresses concerns pertaining to low flying aircraft both military and civilian. All flight that have been researched have been found to be flying as published. All flights that were researched were flying as published. Due to the number of calls it is difficult to research every flight. These calls will be looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
79	8/10/2015	20:54	ID Number 191 Bayview Road Newmarket, NH	TGL		Caller has expresses concerns pertaining to low flying aircraft both military and civilian. All flight that have been researched have been found to be flying as published. All flights that were researched were flying as published. Due to the number of calls it is difficult to research every flight. These calls will be looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
80	8/10/2015	20:58	ID Number 191 Bayview Road Newmarket, NH	TGL	KC135R	Caller has expresses concerns pertaining to low flying aircraft both military and civilian. All flight that have been researed have been found to be flying as published. All flights that were researched were flying as published. Due to the number of calls it is difficult to research every flight. These calls will be looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
81	8/10/2015	21:00	ID Number 191 Bayview Road Newmarket, NH	TGL	KC135R	Caller has expresses concerns pertaining to low flying aircraft both military and civilian. All flight that have been researed have been found to be flying as published. All flights that were researched were flying as published. Due to the number of calls it is difficult to research every flight. These calls will be looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
82	8/12/2015	13:43	ID Number 181 Bayview Road Newmarket, NH	ON	KC135R	See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
83	8/12/2015	13:48	ID Number 181 Bayview Road Newmarket, NH	ON	KC135R	See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
84	8/12/2015	13:53	ID Number 181 Bayview Road Newmarket, NH	TGL		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
85	8/12/2015	13:59	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
86	8/12/2015	20:21	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
87	8/12/2015	20:26	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
88	8/12/2015	20:30	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
89	8/12/2015	20:36	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
90	8/12/2015	20:38	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
91	8/12/2015	20:40	ID Number 110 Bayview Road Newmarket, NH	TGL	KC135R X 2	"Hello, this is XXXX. I'm calling from Mountain View Terrace in Rye. There is a jet flying repeatedly right over my house. I don't think that's necessary. I think the jet can practice without flying over the same houses over and over again. Can you please direct the pilots to use some variety in choosing their flight paths when practicing, or even, when looping around, to land once or twice? Just stop them from riding over my house time and time again. It's 8:31 tonight, August 12th. Thank you."	McDonough left a message 8/16. No response.
92	8/12/2015	20:43	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
93	8/12/2015	20:49	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
94	8/12/2015	20:55	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
95	8/12/2015	21:00	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
96	8/12/2015	21:02	ID Number 181 Bayview Road Newmarket, NH	TGL	KC135R	See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
97	8/13/2015	7:03	ID Number 181 Bayview Road Newmarket, NH	DEP		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
98	8/13/2015	8:18	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
99	8/13/2015	8:31	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
100	8/13/2015	10:52	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
101	8/13/2015	12:15	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.

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PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
102	8/13/2015	14:16	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson Helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
103	8/13/2015	20:20	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
104	8/13/2015	20:27	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	See notes on 8/6 at 21:27.
105	8/14/2015	8:29	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	
106	8/14/2015	9:53	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	
107	8/14/2015	12:19	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Description: NOISE COMPLAINT - Red helicopter. two passes, and a lot lower than 1000'.	Caller has indicated in the past that a call back is unnecessary.
108	8/14/2015	12:46	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.

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PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
109	8/14/2015	13:01	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
110	8/14/2015	13:19	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
111	8/14/2015	14:16	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
112	8/14/2015	16:42	ID Number 181 Bayview Road Newmarket, NH	ON		Sec notes on 8/6 at 21:27.	
113	8/14/2015	17:41	ID Number 181 Bayview Drive Newmarket, NH	ON		Sec notes on 8/6 at 21:27.	
114	8/14/2015	18:06	ID Number 181 Bayview Drive Newmarket, NH	ON		Sec notes on 8/6 at 21:27.	
115	8/14/2015	18:20	ID Number 181 Bayview Drive Newmarket, NH	ON		Sec notes on 8/6 at 21:27.	

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PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
116	8/14/2015	18:48	ID Number 191 Bayview Drive Newmarket, NH	ON		See notes on 8/10 20:53.	
117	8/14/2015	19:37	ID Number 191 Bayview Drive Newmarket, NH	ON		See notes on 8/10 20:53.	
118	8/14/2015	19:54	ID Number 181 Bayview Road Newmarket, NH	ON		See notes on 8/6 at 21:27.	Caller has indicated in the past that a call back is unnecessary.
119	8/15/2015	10:42	ID Number 195 Thornton Street Portsmouth, NH	ON	Robinson helicopter	Emailed: The helicopters are flying too low- this is making their noise a serious source of noise pollution. They are invasive on our air space, and must be required to fly higher. I'm pretty sure their height is currently too low for safety purposes also. Please act now with common sense, so as not to engender more serious opposition.	McDonough sent an email with a response but the caller did not leave her phone number and the email got kicked back.
120	8/15/2015	12:53	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	
121	8/15/2015	14:16	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter over S. Playground, trip #10 today.	Caller has indicated in the past that a call back is unnecessary.
122	8/15/2015	17:37	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
123	8/15/2015	20:22	ID Number 190 Wentworth Road New Castle, NH	ON	helicopter	Emailed: Yes I emailed a few days ago and got a call back. I understand you can't do anything but I'll keep complaining anyway. No need to call me back. That damn copter from HELL is flying overhead at ten past 8 pm? really? will I hear them at midnight soon? It's too bad....Portsmouth was a nice place.	Caller stated in his email that he did not need a call back.
124	8/15/2015	20:25	ID Number 191 Bayview Drive Newmarket, NH	ON		See notes on 8/10 20:53.	
125	8/15/2015	20:39	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	
126	8/16/2015	9:32	ID Number 191 Bayview Drive Newmarket, NH	ON	PC-12?	See notes on 8/10 20:53.	
127	8/16/2015	10:36	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
128	8/16/2015	11:07	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
129	8/16/2015	11:26	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	

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PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
130	8/16/2015	11:59	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. That makes three times today before lunchtime.	Caller has indicated in the past that a call back is unnecessary.
131	8/16/2015	12:18	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
132	8/16/2015	12:38	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
133	8/16/2015	13:13	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
134	8/16/2015	13:31	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
135	8/16/2015	13:36	ID Number 192 Stimson Street Kittery, ME	ON	Robinson helicopter	Emailed: Red helicopter flying over the house making loud noise. It keeps turning almost directly over the house making the noise louder. It's been going on for a while but this is my first complaint. It goes on all day and gives us no peace on a Sunday. Thank you.	McDonough sent an email on 8/18 because the original email did not contain a contact number. McDonough left her number if he would like to discuss the matter any further.
136	8/16/2015	13:46	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.

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PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
137	8/16/2015	14:04	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. Trip #9 today.	Caller has indicated in the past that a call back is unnecessary.
138	8/16/2015	14:23	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. #11 today	Caller has indicated in the past that a call back is unnecessary.
139	8/16/2015	14:33	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter. Trip #12	Caller has indicated in the past that a call back is unnecessary.
140	8/16/2015	14:44	ID Number 43 Gates Street Portsmouth, NH	ON	Robinson helicopter	You have heard from me before and you're probably going to hear from me again. Right now I'm at a point of screaming and that is when I usually call. The red helicopters started this morning and have not stopped. I'm so sick of hearing them and seeing them. I so sick of seeing them circle around my house and hear their rotors as they go around. I can even see their tail numbers now. There are so low. They seem to be descending every time this year especially. Last year they were much higher. I don't even know what their limit is but they are so intrusive. They are such a invasion of my quite life. I just had to register that complaint. There is no reason to call me back but please report this. Thank you.	McDonough left a message 8/19 and 9/31. No response.
141	8/16/2015	14:50	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. #13 today	Caller has indicated in the past that a call back is unnecessary.
142	8/16/2015	14:57	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. #14 today	Caller has indicated in the past that a call back is unnecessary.

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PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
143	8/16/2015	15:05	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
144	8/16/2015	15:09	ID Number 193 Millpond Way Portsmouth, NH	ON	Robinson helicopter	Hi. I would like to register my complaint about this red tourist helicopter doing frequent overflights. Today is Sunday the 16th of August, 2015. Around three o'clock this afternoon there was a couple of crossovers here that seemed to be unusually loud, flight pattern and this happens over and over again during the tourist season. It seems to me that there ought to be a flight pattern that could diminish the noise rather than just sticking your fingers in our eyes day after day. I'm located in the Christian Shores neighborhood on Mill Pond Way. Thank you	McDonough spoke with the caller on 8/17. Caller said he called the police to see if we were under attack. The police gave him the number to the PDA noise line.
145	8/16/2015	15:18	ID Number 194 Highland Street Portsmouth, NH	ON	Robinson helicopter	I'm filing a complaint like probably every other resident of the City of Portsmouth regarding the red helicopter. All they have been doing is flying all weekdays, all day Saturday and then I have had to suffer through it all day Sunday. And I'm sick of it. I don't understand why this can't stop. This is positively noise pollution and it is also disturbing the peace. And it has to stop. I want someone to respond back to me immediately.	McDonough Spoke with the caller on 8/17. Caller believes the regulations should change. Helicopter should not be allowed to operate at the expense of the residents. McDonough gave her the number to the FAA FSDO office in Maine.
146	8/16/2015	15:31	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. #16 today. How would you like it if this guy was flying over YOUR house? When are we going to get some help with this situation?	Caller has indicated in the past that a call back is unnecessary.
147	8/16/2015	15:31	ID Number 191 Bayview Drive Newmarket, NH	ON		See notes on 8/10 20:53.	McDonough left a message 8/16. McDonough will call again on Monday when she is in the office.
148	8/16/2015	15:52	ID Number 191 Bayview Drive Newmarket, NH	ON		See notes on 8/10 20:53.	

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
149	8/16/2015	15:53	ID Number 103 Clinton Street Portsmouth, NH	ON	Robinson helicopter	My name is XXXX and I'm calling from XXX Clinton Street in Portsmouth and I don't really need to be contacted. I'm just calling to complain about the red helicopter. This is Sunday afternoon and it has gone over our house at least a half a dozen times in the last hour. At least one of those times quite low. We had this happen the other night while we were eating dinner during the hour we counted the same, a least a half a dozen times and ya know I don't have a scientific count about how much the helicopter is flying but that just seems like too much. Thank you.	Caller stated he does not require a call back but McDonough called to get verify Street information. Caller indicated he is not so concerned with the current traffic but he is worried the helicopter flying will increase over time.
150	8/17/2015	13:17	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
151	8/17/2015	13:26	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
152	8/17/2015	14:22	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R X2	See notes on 8/6 at 21:27.	
153	8/17/2015	14:24	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R	See notes on 8/6 at 21:27.	
154	8/17/2015	14:27	ID Number 191 Bayview Drive Newmarket, NH	ON	C130	See notes on 8/10 20:53.	

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
155	8/17/2015	14:59	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
156	8/17/2015	15:26	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter. 171 times so far this year. When are we going to get some help with this miserable situation?	Caller has indicated in the past that a call back is unnecessary.
157	8/17/2015	17:08	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
158	8/17/2015	17:54	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
159	8/17/2015	18:11	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R	See notes on 8/6 at 21:27.	
160	8/17/2015	20:00	ID Number 181 Bayview Drive Newmarket, NH	ON	KC35R x2	See notes on 8/6 at 21:27.	
161	8/17/2015	20:23	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R X2	See notes on 8/6 at 21:27.	

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
162	8/17/2015	20:29	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R X2	See notes on 8/6 at 21:27.	
163	8/17/2015	20:33	ID Number 181 Bayview Drive Newmarket, NH	ON	KC35R	See notes on 8/6 at 21:27.	
164	8/17/2015	22:09	ID Number 191 Bayview Drive Newmarket, NH	ON	KC135R x2, C310	See notes on 8/10 20:53.	
165	8/17/2015	22:15	ID Number 191 Bayview Drive Newmarket, NH	ON	KC-135R/ C310	See notes on 8/10 20:53.	
166	8/18/2015	10:52	ID Number 75 Mark Street Portsmouth, NH	ON	Robinson Helicopter	Emailed: Please tell him to stop flying over the Middle School. It is now filled with kids for orientation. Change his flight path. He flies up to 25 times a day over the same houses, schools, etc.	McDonough spoke with the caller and the caller wants the helicopters to fly different route over the city and also states the Robinson helicopter is an unsafe helicopter.
167	8/18/2015	12:58	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	
168	8/18/2015	14:39	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
169	8/18/2015	19:40	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	
170	8/19/2015	8:41	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	
171	8/19/2015	8:53	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	
172	8/19/2015	8:58	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	
173	8/19/2015	9:03	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	
174	8/19/2015	9:38	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	
175	8/19/2015	9:54	ID Number 181 Bayview Drive Newmarket, NH	ON		See notes on 8/6 at 21:27.	
176	8/21/2015	15:30	ID Number 06 Little Bay Road Newington, NH	TGL	KC135R	Emailed: Loud	McDonough left a message. No response.

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PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
177	8/22/2015	10:32	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
178	8/22/2015	11:20	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
179	8/22/2015	12:21	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
180	8/22/2015	12:35	ID Number 125 New Castle Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: Red helicopter flying low over downtown Portsmouth, one block from Market Square. Noise reverberated as it passed over.	Caller has indicated in the past that a call back is unnecessary. She calls to provide data for future analysis.
181	8/22/2015	17:04	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
182	8/22/2015	17:53	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. 178 times so far this year. When are you going to do something about this?	Caller has indicated in the past that a call back is unnecessary.
183	8/22/2015	18:19	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
184	8/24/2015	16:58	ID Number 181 Bayview Drive Newmarket, NH	TGL	KC135R X2	See notes on 8/6 at 21:27.	
185	8/26/2015	12:41	ID Number 109 Tanner Court Portsmouth, NH	ON	R66	12:41: Description: Overflight by a small helicopter - probably a Robinson R22 or maybe an R-44 - at an altitude I would estimate at 2 or 300 feet. Naturally it was quite loud. I called this in, but I think I forgot to leave my phone number, being somewhat astonished by the altitude. I would like to have Seacoast Helicopters contacted and asked if his helicopters are flying in this vicinity, and, if so, at what altitude. News Update: he just flew over again, at about 12:35. It's an R-22. I'll see if I can get a tail number from one of these photographs. 13:22: OK, I do have a photo taken 2015-08-26 12:39:37 pm, showing a Robinson R66, tail number N5QH. I'm willing to swear under oath that he could not have been any higher than 300 feet on his first pass. Is the pilot of the aircraft ready to swear under oath that he was flying at 1,000 feet or above? Could you ask him that for me?	McDonough checked with Seacoast helicopters. They were hired by a company to film the downtown. He was flying lower than his normal 1000ft for tours. The helicopter did not go below 600ft. McDonough spoke with the ATCT Manager who spoke to the controller working that day and the controller remembers the helicopter flying between 700 and 900ft. The R66 was used for the film crew and cameras.
186	8/28/2015	12:20	ID Number 196 Longmarsh Road Durham, NH	ON	F18 x3	"Hi, I just wanted to file a noise complaint. Some kind of a jet was just circling overhead for about five minutes and its sound was deafening and my two year old was trying to sleep. I just wanted to file a complaint to say that I don't think those types of planes should be allowed to fly over residential areas. Thanks.	McDonough spoke to caller on 8/28 and informed her there were 3 F-18's that flew here on a training mission and separated to allow spacing before landing. Caller stated the aircraft should only fly over the ocean or the desert.
187	8/29/2015	12:00	ID Number 125 New Castle Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: Between 12 noon and 2:00 PM helicopters passed over our neighborhood / property at least 12 times! At one point there seemed to be two helicopters doing tours over the area simultaneously. Noisy and irritating, made it difficult to enjoy the summer day outside.	Caller has indicated in the past that a call back is unnecessary. She calls to provide data for future analysis.
188	8/30/2015	12:01	ID Number 197 Little Harbor Road Portsmouth, NH	ON	Robinson helicopter	Emailed: Loud red helicopter back & forth over my house all day. Large decrease in enjoyment of life, highly annoying. Please tell them to stop.	McDonough left a message on 8/31. No response.

PDA Noise Report Log

For the Period: 08/01/15 to 08/31/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
189	8/30/2015	12:31	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
190	8/30/2015	12:47	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. Always the same route.	Caller has indicated in the past that a call back is unnecessary.
191	8/30/2015	16:27	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
192	8/30/2015	16:30	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter again.	Caller has indicated in the past that a call back is unnecessary.
193	8/30/2015	16:30	ID Number 70 Mark Street Portsmouth, NH	ON	Robinson helicopter	Emailed: Red helicopter ruining my weekend - last night sitting outside at a restaurant, today swimming at Peirce island pool, and now circling my house. Enough is enough!	McDonough was unable to leave a message because the phone just rang and rang. 8/31

Memorandum

To: Kim W. Hopper, A.A.E., Airport Manager (B)
From: Sandra McDonough, Airport Operations/Community Liaison
Date: 10/6/2015
Subj: Noise Report for September 2015

For the calendar month of September 2015, we received a total of 132 inquiries.

Out of the 132 inquiries, 51 of them are helicopter related with 34 being from one residence. It is difficult to determine based and non-based helicopters, but it is safe to assume the majority of the helicopters were operated by Seacoast Helicopters. On September 14, 2015 we received 6 helicopter complaints about a non-based helicopter practicing approaches into Portsmouth Hospital's helipad. All regulations were followed and verified with the ATCT. The 51 helicopter inquiries were generated by 15 residences from three communities. Most helicopter inquiries were generated in Portsmouth and also included Eliot and Kittery.

Eighty-one inquiries were fixed wing aircraft with 77 of them being from one residence in Newmarket. The majority of the inquiries regarding fixed wing aircraft were almost exclusively military aircraft both based and non-based. One residence inquired about a civilian PC12 that was running their engines and did not call to use the Run-Up Enclosure. The company has acknowledged the mistake and will follow procedures to utilize the GRE when performing power run ups. Most of the inquiries originated in Newmarket and also included Portsmouth and Rye.

Attached is the Noise Report for August 2015

PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
1	9/1/2015	13:05	ID number 201 Eliot, ME	ON	Robinson helicopters	"I'm calling about the Seacoast Helicopters. I just called them to complain and the guy was very rude and told me to call you and he hung up on me. I've called to complain before. The helicopters are flying very low over our house in Eliot, Maine. One flew over just now and barely cleared the top of the trees and I find it very annoying, obnoxious, and loud. It starts early in the morning on Sundays. Thank you very much."	Unknown caller.
2	9/3/2015	7:07	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
3	9/4/2015	10:15	ID number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. When are you going to do something about this?	Caller has indicated in the past that a call back is unnecessary.
4	9/4/2015	10:54	ID number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	Caller has indicated in the past that a call back is unnecessary.
5	9/4/2015	14:28	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
6	9/4/2015	14:30	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter again.	Caller has indicated in the past that a call back is unnecessary.

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PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
7	9/4/2015	17:43	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. WHEN ARE YOU GOING TO DO SOMETHING ABOUT THIS?	Caller has indicated in the past that a call back is unnecessary.
8	9/5/2015	11:09	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
9	9/5/2015	11:16	ID number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
10	9/5/2015	12:17	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
11	9/5/2015	12:31	ID Number 68 Miller Avenue Portsmouth, NH	ON	Seacoast helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
12	9/5/2015	12:49	ID Number 68 Miller Avenue Portsmouth, NH	ON	Seacoast helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
13	9/5/2015	15:45	ID Number 200 Dunlin Way Portsmouth, NH	ON	Robinson helicopter	Emailed: Disruptive noise directly over our home. Began at 8:30 am today.	McDonough left a message 9/8. McDonough emailed 9/16. No response.

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PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
14	9/5/2015	16:53	ID Number 70 Mark Street Portsmouth, NH	ON	Robinson helicopter	Emailed: This is a beautiful holiday weekend, which means the red helicopter is flying directly over my house every 15 to 30 minutes. Why do I have no right to peace?	McDonough left a message. No response.
15	9/7/2015	16:32	ID Number 68 Miller Avenue Portsmouth, NH	ON	Seacoast Aviation	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
16	9/7/2015	16:49	ID Number 68 Miller Avenue Portsmouth, NH	ON	Seacoast Aviation	Emailed: NOISE COMPLAINT - Red helicopter. When are you going to do something about this?	Caller has indicated in the past that a call back is unnecessary.
17	9/8/2015	9:12	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
18	9/8/2015	17:03	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
19	9/9/2015	11:35	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R	Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
20	9/9/2015	11:39	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R	Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.

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PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
21	9/9/2015	12:22	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R	Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
22	9/9/2015	12:28	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R	Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
23	9/9/2015	12:34	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R	Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
24	9/9/2015	12:39	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R	Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
25	9/9/2015	20:23	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R	Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
26	9/9/2015	20:25	ID Number 181 Bayview Drive Newmarket, NH	ON	KC135R	Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.

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PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
27	9/11/2015	23:30	ID Number 198 Woodlawn Circle Portsmouth, NH	GPU	PC12	"This is XXXX. I live on Wood Lawn Circle in Portsmouth. I'm calling with a complaint about the noise at Pease. It's been going on since 8 o'clock Friday night September 11th. It is now 11:27 and it's still going on. It sounds like a whine of an engine and I'm wondering it may be the air national guard up there, one of their planes testing it. But it's really annoying. It is Friday September 11th 2015 and we will never forget. Bye."	Spoke with Frank Diglio on Tuesday 9/15. The pc12 that was using the GRE earlier had issues and after working on the issues the PC12 did not call for the GRE rather ran up on the PlaneSense ramp. Left message 9/15. McDonough spoke with the caller on 9/16 and discussed the details of the run-up and informed the caller the aircraft should have been using the run-up enclosure. Frank will follow up with the mechanics at a meeting on 9/16.
28	9/12/2015	9:28	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
29	9/12/2015	9:46	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
30	9/12/2015	10:19	ID Number 68 Miller Avenue Portsmouth, NH	ON	Seacoast helicopters	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
31	9/12/2015	10:54	ID Number 68 Miller Avenue Portsmouth, NH	ON	Seacoast helicopters	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
32	9/12/2015	11:17	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house. Why does he always have to fly directly over my house. Why can't he change the route now and then?	Caller has indicated in the past that a call back is unnecessary.

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PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
33	9/12/2015	11:54	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
34	9/12/2015	13:34	ID Number 191 Bayview Drive Newmarket, NH	ON	C-5	Yeah, Hi. It is Saturday, the 12th of September. My name is XXX. I live in Newmarket, on the Newmarket/Durham line, right adjacent to Great Bay. Just had a C5 fly over my house at something like 400-500'. Extremely loud and he's flying from South to North. It was about 13:25, about 25 minutes after one, Saturday afternoon, and I appreciate a call back on this and how you're going to notify the military that their C5's are flying at such low altitudes. Thank you.	McDonough left a message 9/14. McDonough spoke with the Ops agent on duty who noted the C-5 was doing IFR approaches into PSM. Air Traffic control stated the C-5 was not below published altitude.
35	9/14/2015	18:21	ID Number 199 Ruth Street Portsmouth, NH	ON	Green Helicopter	Hi, my name is xxxxx. Approximately 6:20 on September 14th, we had a green, loud, very loud helicopter go towards Pease from Maine, then from Pease back over our house. He couldn't have been 500', there's no way. I'd like to report that I think it's a violation and it's like he didn't even have a muffler on the helicopter. I'm totally floored. So, if you could call me back to find out who the heck that was, and why they were so low, I'd really appreciate it. Thank you so much, bye-bye.	McDonough returned call 9/15 and spoke with CN157(spouse of CN199) about using better verbiage before calling the noise line. I informed him I am investigating the concern and I will call him with any information I find. 9/15 Helicopter was practicing new approaches into the heliport at Portsmouth hospital.
36	9/14/2015	18:37	ID Number 199 Ruth Street Portsmouth, NH	ON	Robinson helicopter	Hi, this is XXX again. That green helicopter went by again. I feel like I'm under siege. I don't know what the heck is going on. I don't know if there's something I should be really worried about, or not. Please investigate and get back to me. I know it won't be until tomorrow, but I'm kind of worried. Alright, thank you, bye	McDonough returned call 9/15 and spoke with CN157(spouse of CN199) about using better verbiage before calling the noise line. I informed him I am investigating the concern and I will call him with any information I find. 9/15 Helicopter was practicing new approaches into the heliport at Portsmouth hospital.
37	9/14/2015	18:37	ID Number 199 Ruth Street Portsmouth, NH	ON	Green helicopter	Hi, this is XXX again. That green helicopter went by again. I feel like I'm under siege. I don't know what the heck is going on. I don't know if there's something I should be really worried about, or not. Please investigate and get back to me. I know it won't be until tomorrow, but I'm kind of worried. Alright, thank you, bye.	McDonough returned call 9/15 and spoke with CN157(spouse of CN199) about using better verbiage before calling the noise line. I informed him I am investigating the concern and I will call him with any information I find. 9/15 Helicopter was practicing new approaches into the heliport at Portsmouth hospital.

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PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
38	9/14/2015	18:41	ID Number 157 Ruth Street Portsmouth, NH	ON	Green helicopter, non based	Yes, Hello, my name is XXXX I'm calling about a noise complaint against a helicopter, and the incident happened around 6:36. I live on Ruth Street in Portsmouth. I understand my wife made a call about 20 minutes ago. That sun-of-a-bitch is not 500' and I got pictures to prove it this time. It's a darker greenish helicopter with probably some white or silver on it. I'll tell you right now, if that guy is 500' you can kiss my ass, because there is no way that thing is that low over my house. All the neighbors are out in the middle of the street right now watching this guy fly back and forth over our house. This is getting to be bullshit. So, I want it on record that this is a definite violation. There's no doubt in my mind this guy is just skimming the rooftops. I know it ain't the red one, but wherever this guy is from, he needs to be contacted. He is definitely in violation. Thank you, bye.	McDonough called and informed the caller that the non-based helicopter was practicing approaches into the new heliport at Portsmouth hospital.
39	9/14/2015	18:55	ID Number 136 Thornton Street Portsmouth, NH	ON	green helicopter, non based	Hi, my name is XXXX, at XXX Thornton St. here in Portsmouth, NH. A really, really loud helicopter passed right overhead, about 6:15, and again, maybe 20 minutes later. So, that's three times over. He's going right over, he came very low. It was absolutely deafening. It's very, very upsetting, and I hope other people are calling here, because it's the flight path, it's just wrong. This is a residential area. We shouldn't be under siege, and having this helicopter fly this low. Thank you.	McDonough returned call 9/15 and spoke with CN157(spouse of CN199) about using better verbiage before calling the noise line. I informed him I am investigating the concern and I will call him with any information I find. 9/15 Helicopter was practicing new approaches into the heliport at Portsmouth hospital.
40	9/14/2015	19:00	ID Number 136 Thornton Street Portsmouth, NH	ON	green helicopter, non based	Emailed: VERY loud and VERY low - all over residential community. Passed over 3 different times starting at 6.15 pm	McDonough returned call 9/15 and spoke with CN157(spouse of CN199) about using better verbiage before calling the noise line. I informed him I am investigating the concern and I will call him with any information I find. 9/15 Helicopter was practicing new approaches into the heliport at Portsmouth hospital.
41	9/15/2015	13:51	ID Number 181 Bayview Drive Newmarket, NH	ON		Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.

PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
42	9/15/2015	14:21	ID Number 181 Bayview Drive Newmarket, NH	ON		Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
43	9/15/2015	15:09	ID Number 181 Bayview Drive Newmarket, NH	ON		Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
44	9/15/2015	15:12	ID Number 65 Washington Street Rye, NH	TGL	C5/KC135R	Emailed: It is now 3:04 pm and in the past hour I have had 6 - 7 airplanes fly, low, over my house. Is there any way the flight path can be changed so they're not ALWAYS flying over our home? We can't sit out on our back deck, watch TV at night, or enjoy the backyard. Some planes fly over late at night, early morning, and now in the middle of the day. It's very frustrating. This is not my first complaint, as I'm sure you are aware.	Spoke with CN 65 on 9/16. The aircraft vary their routes when they train in the area but since she is in the flight path there is little that can be done. She indicated it has increased over the past 3 years.
45	9/15/2015	19:54	ID Number 181 Bayview Drive Newmarket, NH	ON		Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
46	9/15/2015	20:04	ID Number 181 Bayview Drive Newmarket, NH	ON		Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
47	9/15/2015	20:22	ID Number 181 Bayview Drive Newmarket, NH	ON		Caller has expressed concern pertaining to safety issues with the aircraft that fly in the vicinity of her home. All flights that were researched were flying as published. Due to the number it is difficult to research every flight. These are looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
48	9/16/2015	13:50	ID Number 181 Bayview Drive Newmarket, NH	181			See ID Number 181 on 9/15 at 13:51.

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PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
49	9/16/2015	13:30	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
50	9/16/2015	13:56	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
51	9/16/2015	15:26	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
52	9/16/2015	15:30	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
53	9/16/2015	15:41	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
54	9/16/2015	15:46	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
55	9/16/2015	16:23	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
56	9/16/2015	19:20	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.

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PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
57	9/16/2015	21:15	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
58	9/16/2015	21:34	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
59	9/16/2015	21:59	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
60	9/16/2015	22:05	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
61	9/16/2015	22:12	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
62	9/16/2015	22:18	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
63	9/16/2015	22:37	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
64	9/16/2015	22:42	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.

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For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
65	9/16/2015	22:48	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
66	9/17/2015	9:16	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
67	9/17/2015	10:16	ID Number 75 Mark Street Portsmouth, NH	ON	Robinson helicopter	Emailed: Fourth pass directly over the middle school, why risk it. New Zealand and Australia grounded the R44's for safety. An R44 crashed in Ketchum in August due to gearbox failure. Tell Bruce stop flying over the school and actually be a good neighbor rather than lip service.	McDonough spoke with caller and reiterated
68	9/17/2015	14:05	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house again.	Caller has indicated in the past that a call back is unnecessary.
69	9/17/2015	17:01	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
70	9/17/2015	17:06	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
71	9/17/2015	17:27	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.

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For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
72	9/17/2015	19:29	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
73	9/17/2015	20:10	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
74	9/17/2015	21:30	ID Number 202 Longmarsh Road Durham, NH	ON	KC135 x2	Emailed: Low flying air craft making almost a screeching noise. Painful, had to cover ears.	McDonough left a message. No response.
75	9/18/2015	8:30	ID Number 203 Deermeadow Durham, NH	ON	general	Live call Called concerning an increase in activity over the past few years.	McDonough discussed troop flights as cyclical and the past few months have been high. McDonough also mentions some of the military activity over the past 2 weeks. Aircraft that have night training requirements have a shorter window of opportunity in the summer due to the days being longer. Caller was satisfied with the information given to her.
76	9/18/2015	16:04	ID Number 75 Mark Street Portsmouth, NH	ON	Robinson helicopters	Emailed: There's an Airworthiness Directive for Robinson R44's to replace delaminating rotors. Please instruct Bruce to stop flying over populated area, ie our Middle School, downtown and Prescott Park. It's not worth the risk and makes him a bad business owner in my opinion. If he doesn't a group will be handing out fliers in downtown siting the crash in Ketchum in August and the grounding of all R44's in New Zealand and Australia.	McDonough spoke with caller and informed him The Seacoast Helicopters that were effected have been modified.
77	9/19/2015	10:00	ID Number 204 Main Street Kittery, ME	ON	Robinson helicopters	"Hello, I live in Kittery, Maine. I have been watching a helicopter flying around here consistently throughout the day, to the point where it is so annoying. I feel like I live in a war zone. So, I don't know how they get the right to do that. It is completely annoying. It's like someone running a lawn mower all day. It's unacceptable, and I don't know why you allow it. If you need to contact me."	McDonough left message. No response.

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For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
78	9/19/2015	10:00	ID Number 204 Main Street Kittery, ME	ON	Robinson helicopter	"My name is XXXXXX. I live at XX Main St. Kittery, Maine. Are you kidding me? It is Saturday, Sept. 19, From 10:00 AM, it is now 1755. The freaking helicopters have been going by my house every 15 minutes. This is a damn joke. You need to shut it down the way you did the damn scrap piles. This is ridiculous, you need to do something about this, you really do."	McDonough left message. No response.
79	9/19/2015	11:53	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house, really low, really LOUD.	Caller has indicated in the past that a call back is unnecessary.
80	9/21/2015	6:05	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
81	9/21/2015	12:23	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
82	9/21/2015	19:40	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
83	9/21/2015	20:24	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
84	9/21/2015	20:30	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.

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For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
85	9/22/2015	13:02	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
86	9/22/2015	13:55	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
87	9/22/2015	14:20	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
88	9/22/2015	14:27	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
89	9/22/2015	14:44	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
90	9/22/2015	14:53	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
91	9/22/2015	14:55	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
92	9/22/2015	15:01	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.

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For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
93	9/22/2015	15:06	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
94	9/22/2015	15:21	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
95	9/23/2015	11:50	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	See ID Number 181 on 9/15 at 13:51.
96	9/23/2015	13:06	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
97	9/23/2015	13:59	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
98	9/23/2015	14:24	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
99	9/23/2015	14:31	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
100	9/23/2015	14:48	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.

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For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
101	9/23/2015	14:57	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
102	9/23/2015	14:59	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
103	9/23/2015	15:05	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
104	9/23/2015	15:25	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
105	9/23/2015	15:35	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
106	9/23/2015	16:05	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
107	9/23/2015	16:07	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house.	See ID Number 181 on 9/15 at 13:51.
108	9/23/2015	16:19	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.

TYPE KEY: AR=AM RUN-UP, PR=PM RUN-UP, MX=MAINTENANCE APU/GPU, ON=OVERFLIGHT NOISE, OL=OVERFLIGHT LOW, TGL=TOUCH AND GO LANDINGS, C=CIVILIAN, M=MILITARY, T=TRANSIENT, GPU=GROUND POWER UNIT, APU=AUXILIARY POWER UNIT, W=WEB REPORT

PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
109	9/23/2015	16:40	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
110	9/23/2015	22:08	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
111	9/23/2015	22:12	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
112	9/23/2015	22:16	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
113	9/24/2015	14:41	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
114	9/24/2015	15:57	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
115	9/24/2015	15:59	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
116	9/24/2015	16:02	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.

TYPE KEY: AR=AM RUN-UP, PR=PM RUN-UP, MX=MAINTENANCE APU/GPU, ON=OVERFLIGHT NOISE, OL=OVERFLIGHT LOW, TGL=TOUCH AND GO LANDINGS, C=CIVILIAN, M=MILITARY, T=TRANSIENT, GPU=GROUND POWER UNIT, APU=AUXILIARY POWER UNIT, W=WEB REPORT

PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
117	9/24/2015	19:38	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
118	9/24/2015	19:50	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
119	9/24/2015	19:57	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
120	9/24/2015	20:09	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
121	9/24/2015	20:12	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
122	9/24/2015	20:27	ID Number 181 Bayview Drive Newmarket, NH	ON		See ID Number 181 on 9/15 at 13:51.	See ID Number 181 on 9/15 at 13:51.
123	9/25/2015	11:07	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.

TYPE KEY: AR=AM RUN-UP, PR=PM RUN-UP, MX=MAINTENANCE APU/GPU, ON=OVERFLIGHT NOISE, OL=OVERFLIGHT LOW, TGL=TOUCH AND GO LANDINGS, C=CIVILIAN, M=MILITARY, T=TRANSIENT, GPU=GROUND POWER UNIT, APU=AUXILIARY POWER UNIT, W=WEB REPORT

PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
124	9/25/2015	11:40	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Emailed: NOISE COMPLAINT - Red helicopter directly over my house	Caller has indicated in the past that a call back is unnecessary.
125	9/26/2015	19:46	ID Number 191 Bayview Drive Newmarket, NH	ON	helicopters	Caller has expresses concerns pertaining to low flying aircraft both military and civilian. All flight that have been researched have been found to be flying as published. All flights that were researched were flying as published. Due to the number of calls it is difficult to research every flight. These calls will be looked at on a case by case basis.	Caller has been given the number to FSDO (Flight Standards District Office) to contact for her safety concerns.
126	9/27/2015	10:47	ID Number 129 Thornton Street Portsmouth, NH	ON	helicopters	Emailed: I have been told that there is a meeting on Wed 30th Sept to discuss noise complaints. Please confirm if this is correct as there is no reference to it on the schedule of meetings on this web site. Thanks.	McDonough confirmed NCC meeting on September 30th.
127	9/27/2015	11:07	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Description: NOISE COMPLAINT - Red helicopter	Caller has indicated in the past that a call back is unnecessary.
128	9/27/2015	11:40	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	Description: NOISE COMPLAINT - Red helicopter directly over my house	Caller has indicated in the past that a call back is unnecessary.
129	9/28/2015	11:47	ID Number 125 Newcastle Avenue Portsmouth, NH	ON	helicopters	Description: Beautiful day, trying to enjoy time outside on desk. Red helicopter was over property 11:52, 11:54, 12:26 and 12:55. After four noisy passes in a short time, moved indoors!	McDonough left a message but no response.

TYPE KEY: AR=AM RUN-UP, PR=PM RUN-UP, MX=MAINTENANCE APU/GPU, ON=OVERFLIGHT NOISE, OL=OVERFLIGHT LOW, TGL=TOUCH AND GO LANDINGS, C=CIVILIAN, M=MILITARY, T=TRANSIENT, GPU=GROUND POWER UNIT, APU=AUXILIARY POWER UNIT, W=WEB REPORT

PDA Noise Report Log

For the Period: 09/01/15 to 09/30/15

#	Date	Time	Caller Information	Type	Aircraft	Narratives	Follow Up
130	9/28/2015	11:51	ID Number 49 Blue Heron Drive Portsmouth, NH	ON	Robinson helicopter	<p>Emailed: The red helicopter is infringing on my right to quiet enjoyment of my home. It insists on flying over the residential area of Osprey Landing, instead of the industrial area of Woodbury Ave. When it flies over I cannot carry on a telephone conversation because of the noise level. I will be helping my daughter with her homework and when it flies over we need to stop & wait for it to leave before we can continue. The owner has done and said things publicly that clearly show he has no interest in working with the community on how his flights annoy us and infringe upon our rights! He has attempted to silence those in the community that find this a problem and have complained. Take note - I will not be intimidated by him or people that he has "in his pocket", nor remain silent!</p>	McDonough spoke with the caller and the caller did not want an explanation rather wanted to explain her frustration. Caller also wanted to confirm the noise meeting on September 30th.
131	9/28/2015	14:46	ID Number 68 Miller Avenue Portsmouth, NH	ON	Robinson helicopter	<p>Emailed: NOISE COMPLAINT - Red helicopter</p>	Caller has indicated in the past that a call back is unnecessary.
132	9/28/2015	18:21	ID Number 137 Gates Street Portsmouth, NH	ON	Robinson helicopter	<p>Emailed: I try to be tolerant of community noise issues. The helicopter has finally put me over the edge. All day yesterday, Sunday, it buzzed up and down my street. Today, Monday it is driving me crazy. From morning until night, it does not stop. It does not seem fair that one man can make money at the expense of entire neighborhoods.</p>	Left message. No response.

TYPE KEY: AR=AM RUN-UP, PR=PM RUN-UP, MX=MAINTENANCE APU/GPU, ON=OVERFLIGHT NOISE, OL=OVERFLIGHT LOW, TGL=TOUCH AND GO LANDINGS, C=CIVILIAN, M=MILITARY, T=TRANSIENT, GPU=GROUND POWER UNIT, APU=AUXILIARY POWER UNIT, W=WEB REPORT

MOTION

Director Allard:

The Pease Development Authority Board of Directors authorizes the Executive Director to expend funds in the total amount of \$2,808.00 for legal services rendered to the Pease Development Authority by:

1.	Anderson & Kreiger, LLP Through July 31, 2015	\$2,000.00	
2.	Donahue, Tucker & Ciandella, PLLC* Through August 31, 2015	\$ 576.00	
3.	Sheehan Phinney Bass + Green Through August 31, 2015	<u>\$ 232.00</u>	
		Total	<u>\$2,808.00</u>

*Subject to reimbursement by 25, 29 Retail, LLC

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**ANDERSON
KREIGER**

Anderson & Kreiger LLP
One Canal Park, Suite 200
Cambridge, MA 02141
(617) 621-6500
EIN: 04-2988950

August 20, 2015

Pease Development Authority
Lynn Marie Hinchee, General Counsel
360 Corporate Drive
Portsmouth, NH 03801

Reference # 113748 / 1047-4136

In Reference To: Federal Regulatory Advice

Professional Services

	<u>Hours</u>	<u>Amount</u>
Total Current Billing:		2,000.00
Previous Balance Due:		0.00
Total Now Due:		2,000.00

PLEASE NOTE: ALL BALANCES DUE WITHIN 30 DAYS

DONAHUE, TUCKER & CIANDELLA, PLLC

Attorneys at Law
225 Water Street
Exeter, New Hampshire 03833
603-778-0686 www.dtclawyers.com

CELEBRATING 30 YEARS OF SERVICE TO OUR CLIENTS

September 17, 2015

Pease Development Authority
55 International Drive
Newington, NH 03801-2882

Our File # 0969 0004
Invoice # 115617 SCS
Billing through 08/31/2015

Total Balance Due \$576.00

RE: General Land Use Only

BILLING SUMMARY

Total professional services	\$560.00
Total expenses incurred	\$16.00
Total of new charges for this invoice	<u>\$576.00</u>
Total Balance Now Due	<u><u>\$576.00</u></u>

Please include invoice number with your payment. We accept Visa, Mastercard, & Discover for your convenience. Thank you.

SHEEHAN PHINNEY BASS + GREEN,
PROFESSIONAL ASSOCIATION
1000 ELM STREET
P.O. BOX 3701
MANCHESTER, NH 03105-3701

SERVICE AND EXPENSE MAILBACK SUMMARY

RE: Trade Port - General Representation

CLIENT/CASE NO. 14713-10167
BILLING ATTORNEY: Robert P Cheney

TOTAL FOR PROFESSIONAL SERVICES RENDERED:	\$232.00
TOTAL EXPENSES:	\$0.00

TOTAL THIS BILL:	\$232.00

PREVIOUS BALANCE:	\$0.00

TOTAL BALANCE DUE:	\$232.00

PAYMENT DUE 30 DAYS FROM INVOICE DATE

Please return this page with your remittance and please reference the client/case number on all related correspondence.

AMOUNT PAID... \$ _____

COPY

PEASE DEVELOPMENT AUTHORITY

PORT COMMITTEE MEETING

THURSDAY, AUGUST 27, 2015 @ 8:00 A.M.

1. CALL TO ORDER
2. APPROVE MINUTES OF THE APRIL 2, 2015 MEETING
3. NEW BUSINESS
 - Discussion with Representatives of Promote Our Port
4. PUBLIC COMMENT
5. PRESS QUESTIONS
6. ADJOURNMENT



TO: David Mullen, Executive Director, PDA *DM*
FROM: Geno J. Marconi, Director, DPH *GM*
DATE: August 10, 2015
RE: Commercial Mooring For Hire

The Pease Development Authority, Division of Ports and Harbors has received a request for a commercial mooring for hire from Esther's Marina, LLC.

I have reviewed the attached paperwork and concur with the local Harbormaster and Chief Harbormaster that the request meets all the requirements of the PDA-DPH Code of Administrative Rules regarding commercial moorings for hire. Therefore, I am requesting approval of the application.



If you have any questions or need further information, please let me know.



PEASE
INTERNATIONAL

PORTS AND HARBORS

555 Market Street, Suite 1 Portsmouth, NH 03801

TO: David Mullen, Executive Director, PDA 
FROM: Geno J. Marconi, Director, DPH 
DATE: September 17, 2015
RE: Commercial Mooring Transfer

The Pease Development Authority, Division of Ports and Harbors has received a request for the transfer of a commercial mooring, permit #1373, from Norm and Eric Bernier Lobster Company to Peter Jeffrey Riccio.

I have reviewed the attached paperwork and concur with the local Harbormaster and the Deputy Chief Harbormaster that the request meets all the requirements of the PDA-DPH Code of Administrative Rules regarding commercial mooring transfers. Therefore, I am requesting approval of the transfer.

If you have any questions or need further information, please let me know.

MOTION

Director Bohenko:

In accordance with the provisions of RSA 12-G:42, X, the PDA Board of Directors hereby adopts "Pda 700 Slip Permits; State-Owned Restricted Piers" as attached hereto effective October 20, 2015; and authorizes the Division Director to take any necessary or recommended action in accordance with RSA 541-A, in furtherance of this matter.

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Pda 700 SLIP PERMITS; STATE-OWNED RESTRICTED PIERS

701 PURPOSE

Readopt Pda 701.01, effective 3-21-07 (Document #8845), to read as follows:

Pda 701.01 Purpose. The purpose of Pda 700 is to provide a comprehensive slip permit system pursuant to RSA 12-G:42, VI, for the implementation of RSA 12-G:42, VII which authorizes the authority to set and collect fees for state-owned slips in ports, harbors, and state tidal waters. State-owned slips exist at both state-owned commercial piers and state-owned restricted piers. Because pier use, berthing, and skiff permits issued under Pda 600 for state-owned commercial piers function as slip permits under RSA 12-G:42, VII, Pda 700 recognizes that these permits constitute slip permits. The pier use, berthing, and skiff permits issued under Pda 600 allow a vessel to occupy a state-owned slip at a state-owned commercial pier. The slip permits issued under Pda 700 for state-owned restricted piers allow a vessel to occupy a state-owned slip at a state-owned restricted pier.

PART Pda 702 SLIP PERMITS REQUIRED

Readopt Pda 702.01 – Pda 702.04, effective 3-21-07 (Document #8845), to read as follows:

Pda 702.01 Slip Permit Required for State-Owned Slip; Exceptions. No vessel shall occupy a state-owned slip, unless the owner or operator of the vessel has obtained a slip permit for such vessel, except for the following:

- (a) A private recreational vessel secured to a recreational-use pier in compliance with Pda 603.01;
- (b) A vessel secured to a business-use pier in compliance with Pda 603.02(d);
- (c) A vessel secured to a state-owned restricted pier in compliance with Pda 703.01; and
- (d) A vessel secured to a recreational-use pier in compliance with Pda 603.01(d)(1)b.2., 5., 6., or 7.

Pda 702.02 Limited Applicability of Slip Permits for State-Owned Restricted Piers. Any vessel with a slip permit issued under Pda 706 shall only be authorized to occupy a state-owned slip at a state-owned restricted pier.

Pda 702.03 Certain Permits Constitute Slip Permits. For the purposes of the comprehensive slip permit system established in Pda 700, the following permits issued under Pda 600 shall constitute a slip permit:

- (a) A pier use permit issued under Pda 600;
- (b) A berthing permit issued under Pda 600 for the Portsmouth pier berthing area; and
- (c) A skiff permit issued under Pda 600.

Pda 702.04 Limited Applicability of Slip Permits for State-Owned Commercial Piers. Any vessel with a slip permit listed under Pda 702.03 shall only be authorized to occupy a

state-owned slip at a state-owned commercial pier. Such vessel shall not be authorized to occupy a state-owned slip at a state-owned restricted pier, unless the owner, operator, or duly authorized agent has applied for and obtained a slip permit under Pda 704 and Pda 706.

PART Pda 703 USE OF STATE-OWNED RESTRICTED PIERS; REMOVAL OF VESSELS

Readopt Pda 703.01 – Pda 703.02, effective 3-21-07 (Document #8845), to read as follows:

Pda 703.01 Use of State-Owned Restricted Piers. A vessel without a slip permit issued under Pda 706 may be secured to a state-owned restricted pier, if the vessel operator requests permission to be so secured and the division director or an employee of the division:

(a) Determines that the securing of the vessel would not interfere with the use of the pier by another vessel approaching, departing from, or already secured to the pier and that one or more of the following applies:

- (1) The vessel requires emergency repairs;
- (2) Weather or tide conditions make it hazardous for the vessel not to be secured to the pier;
- (3) A medical emergency exists involving a passenger or crew member;
- (4) The crew or passengers, or both, of the vessel are making use of state-owned facilities for official government business; or
- (5) Failure to secure the vessel to the pier would result in an imminent and substantial hazard to navigation or to the safety of any person on board such vessel; and

(b) Gives the operator of the vessel oral permission to be secured to the pier, but only for as long as the situation creating the reason for the stay exists.

Pda 703.02 Removal of Vessels from State-Owned Restricted Piers. If any vessel is secured to or berthed at or otherwise occupies a slip or a portion of a slip at a state-owned restricted pier in violation of Pda 700, and the owner or operator is not available or refuses to move the vessel, the division shall remove or arrange for the removal of such vessel from the state-owned restricted pier in accordance with RSA 12-G:52-b.

PART Pda 704 PERMITS

Readopt Pda 704.01 – Pda 704.02, effective 3-21-07 (Document #8845), to read as follows:

Pda 704.01 Granting of Annual State-Owned Restricted Pier Slip Permits; Modification, Duration, and Nontransferability.

(a) The division director or designee shall grant pursuant to Pda 706.01 annual state-owned restricted pier slip permits for state-owned restricted piers, on a space available basis, only for vessels authorized under a written contractual agreement with the authority to make use of or berth at the Barker wharf or the Burge wharf.

(b) Only the owners or operators of the vessels specified pursuant to (a) above shall be permitted to apply for an annual state-owned restricted pier slip permit under Pda 700 by:

- (1) Identifying the state-owned restricted pier for which the applicant seeks a slip permit;
- (2) Submitting a completed application form as described in Pda 709.01 to the division; and
- (3) Paying the applicable annual slip permit fee.

(c) An annual state-owned restricted pier slip permit shall be valid for a one-year period from January 1 to December 31. All annual state-owned restricted pier slip permits issued during the time period from January 1 to December 31 shall expire on December 31.

(d) Annual state-owned restricted pier slip permits shall not be transferable.

(e) An annual state-owned restricted pier slip permit for the Barker wharf or the Burge wharf shall allow the permit holder to occupy a slip or portion of a slip at the designated wharf subject to the requirements of Pda 700 and such additional terms and conditions set forth in a written contractual agreement between the authority and the permit holder, the permit holder's employer or hirer, or any association in which the permit holder is a member.

(f) Any available slip space not specifically reserved or scheduled for priority use under the terms of a written contractual agreement with the authority shall be available to the division for its use or use by a vessel:

- (1) With an annual state-owned restricted pier permit and a written contractual agreement with the authority to utilize a state-owned restricted pier;
- (2) Authorized by the division to secure to a state-owned restricted pier under Pda 703.01; or
- (3) With a single-use state-owned restricted pier slip permit obtained under Pda 704.02(a).

(g) An annual state-owned restricted pier slip permit shall be modified by substitution of a modified or replacement vessel for the vessel identified in the permit if the following conditions are met:

- (1) The permit holder provides to the division, at least 14 days before making use of the modified or replacement vessel under the annual state-owned restricted pier slip permit:
 - a. Written notice of any changes to vessel information under Pda 709.01(b)(8); and
 - b. If there is a new registration for the vessel, a copy of such registration; and
- (2) Before making use of a modified or replacement vessel under the annual

state-owned restricted pier slip permit, the permit holder pays to the division an amount equal to the difference in the amount, if any, that the slip permit fee for the modified permit exceeds the slip permit fee paid for the original permit.

(h) The expiration date of an annual state-owned restricted pier slip permit modified under (g) above shall be the same as the originally issued permit.

(i) In order to maintain updated information with the division, each annual state-owned restricted pier slip permit holder shall notify the division in writing, within 30 days of the change, of any changes to information required pursuant to Pda 709.01(b)(1)-(7).

Pda 704.02 Granting of Single-Use State-Owned Restricted Pier Slip Permits; Duration and Nontransferability.

(a) The division director or designee shall grant pursuant to Pda 706.02 single-use state-owned restricted pier slip permits for the Barker wharf or the Burge wharf only for the following vessels on a space available basis:

- (1) A charter boat;
- (2) A commercial cargo vessel in transit requiring a temporary berth or seeking to load or unload cargo in New Hampshire; or
- (3) Any vessel invited to Portsmouth harbor by a nonprofit organization registered in New Hampshire or any state or local governmental agency to attend or otherwise participate in any celebration, festival, or historical reenactment held within the state.

(b) The division director or designee shall grant pursuant to Pda 706.02 single-use state-owned restricted pier slip permits for the marine terminal wharves on a space available basis for any vessel:

- (1) Proposing to occupy all or a portion of one of the slips located at the marine terminal wharves; and
- (2) That agrees to pay the applicable slip fee and all other applicable fees associated with use of the marine terminal wharves.

(c) The owner or operator of a vessel identified under (a) or (b) above shall be permitted to apply for a single-use state-owned restricted pier slip permit.

(d) A single-use state-owned restricted pier slip permit shall allow the vessel to occupy a slip or portion of a slip at the state-owned restricted pier, as specified in the permit, subject to the Pda 700.

(e) A single-use state-owned restricted pier slip permit shall be valid for a one-time use of the pier for the period of time specified in the permit, not to exceed 24hours. The holder of the permit may extend the stay beyond the time in the permit by paying the required fee(s), subject to available slip space.

(f) A single-use state-owned restricted pier slip permit shall not be transferable.

(g) Any person who qualifies for a single-use state-owned restricted pier slip permit may make application for a permit by:

- (1) Submitting an application as described in Pda 706.02 to the division; and
- (2) Paying the single-use state-owned restricted pier slip permit fee.

PART Pda 705 WAIT LIST FOR BARKER AND BURGE WHARVES [RESERVED]

PART Pda 706 PERMIT APPLICATIONS; PROCESSING OF APPLICATIONS

Readopt with amendment Pda 706.01, effective 3-21-07 (Document #8845), to read as follows:

Pda 706.01 Annual State-Owned Restricted Pier Slip Permit; Application Requirements; Processing.

(a) An applicant for an annual state-owned restricted pier slip permit shall:

- (1) Obtain an annual state-owned restricted pier slip permit application form:
 - a. In person, from the division office located at 555 Market Street, Portsmouth, New Hampshire; or
 - b. By sending a request in writing, including a self-addressed, stamped envelope to the division office at the following address:

Pease Development Authority
Division of Ports and Harbors
555 Market Street
Portsmouth, NH 03801-3532
- (2) Provide the information and certification required on the annual state-owned restricted pier slip permit application form, as provided in Pda 709.01(b) and (d); and
- (3) Attach to the application the following:
 - a. A photocopy of the applicant's New Hampshire state tidal, other state or International Maritime Organization number registration for a commercial vessel;
 - b. If the vessel described on the application is a charter boat, a photocopy of the vessel's New Hampshire state tidal or other state registration and U.S. Coast Guard merchant mariner's license for the operator; and
 - c. Payment of the annual state-owned restricted pier slip permit fee, provided that fees paid in the form of a check or a money order shall be made payable to "Pease Development Authority, Division of Ports and Harbors" or "PDA-DPH."

(b) The applicant or the applicant's duly authorized officer or member shall sign the application.

(c) Upon receipt of the application form by the division, the division director or designee shall verify that:

- (1) The applicant has provided all applicable information and documentation required under Pda 709.01;
- (2) The application has attached the documentation required under (a)(3) above;
- (3) The vessel information on the New Hampshire state tidal, other state or International Maritime Organization registration or federal documentation is the same vessel information provided on the application;
- (4) The annual state-owned restricted pier slip permit fee is paid, provided that the check or money order is made payable to "Pease Development Authority, Division of Ports and Harbors" or "PDA-DPH" and is attached to the application;
- (5) There is a valid written contractual agreement between the authority and the applicant covering the permit period;
- (6) There is no reason to deny the application under Pda 707.02; and
- (7) The applicant has signed the application.

(d) Within 30 days of receipt of the application by the division, the division director or designee shall grant or deny the application consistent with the provisions of Pda 707.

(e) If the applicant is granted an annual state-owned restricted pier slip permit under Pda 707, the division director or designee shall:

- (1) Issue an annual state-owned restricted pier slip permit to the applicant;
- (2) Sign and date the permit(s); and
- (3) Mail a photocopy of the permit(s) to the applicant at the address specified by the applicant on the permit application, or, if none is specified, to the applicant's permanent address.

Readopt Pda 706.02, effective 3-21-07 (Document #8845), to read as follows:

Pda 706.02 Single-Use State-Owned Restricted Pier Slip Permit; Application Requirements; Processing.

(a) Only the owner, operator, or agent of an owner or operator of a vessel specified in Pda 704.02 shall be eligible to apply for a single-use state-owned restricted pier slip permit.

(b) Prior to or immediately upon securing a vessel to a state-owned restricted pier, an applicant for a single-use state-owned restricted pier slip permit shall make an oral or written application.

(c) The applicant shall provide the information required in Pda 709.02(a) to the division either:

(1) By telephone in accordance with:

a. Signage posted by the division at the state-owned restricted pier that displays the telephone number(s) of the division; or

b. The instructions on the division's Internet website that provide the telephone number(s) of the division; or

(2) In person to the division at the pier or the division's office.

(d) If the applicant contacts the division by telephone, the division director or an employee of the division shall enter the information provided by the applicant on a single-use state-owned restricted pier slip permit application form and allow the applicant to secure the vessel to the pier after the division director or employee verifies the accuracy of the information relating to the vessel operator and vessel provided under (b) above, if space is available.

(e) Once the vessel is secured to the state-owned restricted pier, the applicant shall:

(1) Display to, and allow a copy to be made by, the division director or employee of the division:

a. The applicant's New Hampshire state tidal or other state registration or International Maritime Organization number for a commercial vessel; and

b. If the vessel described on the application is a charter boat, a photocopy of the vessel's New Hampshire state tidal or other state registration and U.S. Coast Guard merchant mariner's license for the operator;

(2) Make payment of the single-use state-owned restricted pier slip permit fee, provided that fees paid in the form of a check or a money order shall be made payable to "Pease Development Authority, Division of Ports and Harbors" or "PDA-DPH;" and

(3) Sign the application form.

(f) Upon receipt of a signed application and tender of the single use state-owned restricted pier slip permit fee, the division director or employee shall grant or deny the application consistent with the provisions of Pda 707.

(g) If the applicant is granted a single-use state-owned restricted pier slip permit under Pda 707, and meets the requirements of (e) above, the division director or employee shall:

(1) Enter the time of day and date that the permit was granted on the permit;

(2) Sign the permit; and

(3) Issue a single-use state-owned restricted pier slip permit to the applicant.

PART Pda 707 GRANT OR DENIAL OF PERMIT APPLICATION; REVOCATIONS; HEARINGS

Readopt Pda 707.01 – Pda 707.02, effective 3-21-07 (Document #8845), to read as follows:

Pda 707.01 Annual and Single-Use State-Owned Restricted Pier Slip Permits. Applications under Pda 706 for annual state-owned restricted pier slip permits and single-use state-owned restricted pier slip permits shall be granted unless denied by the division in accordance with Pda 707.02.

Pda 707.02 Reasons for Denial of Application.

(a) The director shall deny a permit application for an annual or single-use state-owned restricted pier slip permit if the applicant:

- (1) Is not a qualified applicant under Pda 704.01(a) and (b) or Pda 704.02(a) or (b), as applicable;
- (2) Has not included the required permit fee;
- (3) Has not provided the required information and documentation under Pda 709, for the type of permit applied for;
- (4) Has provided materially false information on the application form or to a representative of the division, or has provided materially false or invalid information in any of the documentation required under Pda 709;
- (5) Has failed to:
 - a. Timely pay any fees or other costs due the authority or the division under RSA 12-G:42-53 or rules adopted thereunder and such fees or other costs remain due and payable at the time the application is filed;
 - b. Timely pay any fines assessed under RSA 12-G:52 or RSA 12-G:52-a and such fine or fines remain due and payable at the time the application is filed; or
 - c. Obey any lawful order of the director, the chief harbor master, the deputy chief harbor master, a harbor master, or an assistant harbor master and full compliance with such lawful order remains outstanding at the time the application is filed; or

(6) Has not signed the application.

(b) The director shall deny a permit application for an annual state-owned restricted pier slip permit or single-use state-owned restricted pier slip permit if the division determines that the vessel cannot be safely secured at the slip, taking into consideration the LOA, width, and draft of the vessel, the strength of the particular pier to which the vessel will be secured, and the potential for storms, wind, waves, tides, currents, and wash at the proposed location.

Readopt with amendment Pda 707.03, effective 3-21-07 (Document #8845), to read as follows:

Pda 707.03 Revocation of State-Owned Restricted Pier Slip Permit.

(a) The director shall revoke an annual state-owned restricted pier slip permit or single-use state-owned restricted pier slip permit for any of the following reasons, as applicable to the type of permit:

- (1) The permit was transferred in violation of Pda 704.01(d) or 704.02(f);
- (2) The applicant has provided materially false information on the application form or to a representative of the division, or has provided materially false or invalid information in any of the documentation required under Pda 709;
- (3) The permit holder's use of the state-owned restricted pier is in violation of the law, including any rule set forth in Pda 700, presents an imminent and substantial threat to human health, public safety, or the environment, or is likely to result in immediate and substantial damage to division property;
- (4) The permit holder has failed during the term of the permit to:
 - a. Timely pay any fees or other costs due the authority or the division under RSA 12-G:42-53 or rules adopted thereunder and such fees or other costs remain due and payable for more than 30 days;
 - b. Timely pay any fines assessed under RSA 12-G:52 or RSA 12-G:52-a and such fine(s) remain due and payable for more than 30 days; or
 - c. Obey any lawful order of the director, the chief harbor master, the deputy chief harbor master, a harbor master, or an assistant harbor master and full compliance with such lawful order remains outstanding for more than 30 days;
- (5) The permit holder ceases to have any ownership interest in a vessel identified in the permit holder's permit;
- (6) The permit holder returned the permit to the division in accordance with Pda 707.06; or
- (7) The permit holder did not provide the written notification to the division required under Pda 707.06(a).

(b) The director shall provide notice and opportunity for a hearing before revocation of an annual state-owned restricted pier slip permit or single-use state-owned restricted pier slip permit.

Readopt Pda 707.04 – Pda 707.06, effective 3-21-07 (Document #8845), to read as follows:

Pda 707.04 Hearings; Notice of Denial.

(a) Any hearing required pursuant to Pda 707.03 shall be held by the division director or designee.

(b) If a permit is denied or revoked under Pda 707.03(b) after notice and opportunity for a hearing, notice of the denial or revocation and the reason(s) therefor shall be sent to the applicant in writing within 10 working days of the decision.

Pda 707.05 Removal of Vessel from the State-Owned Restricted Pier if Permit Revoked. Within 10 days of receipt of a notice of revocation of a permit pursuant to Pda 707.03(b), or, if the applicant or permit holder files a request for reconsideration pursuant to Pda 708, within 10 days of receipt of a notice of decision under Pda 708.03(b), the vessel for which the permit was issued shall be permanently removed from its slip. If the vessel is not removed by 11:59 p.m. on the tenth day following the receipt of such notice, a representative of the division shall arrange for the removal of the vessel from its slip. The owner of the vessel shall be responsible for any costs incurred by the division in removing the vessel from its slip.

Pda 707.06 Written Notification and Return of Permit Required in Certain Circumstances.

(a) A permit holder shall provide written notification to the division within 15 days of the sale or other disposition of the vessel for which a state-owned restricted pier slip permit has been issued.

(b) A person required under (a) above to provide written notification to the division shall return the permit to the division within 15 days of the event requiring notification under (a) above.

PART Pda 708 RECONSIDERATION

Readopt Pda 708.01 – Pda 708.03, effective 3-21-07 (Document #8845), to read as follows:

Pda 708.01 Reconsideration; Who May Petition. The following person(s) may petition the division director for reconsideration pursuant to Pda 708:

(a) Any holder of an annual state-owned restricted pier slip permit or single-use state-owned restricted pier slip permit issued under Pda 700 whose permit was revoked by the division director pursuant to Pda 707.03; and

(b) Any applicant for an annual state-owned restricted pier slip permit or single-use state-owned restricted pier slip permit whose application was denied by the division director pursuant to Pda 706.01(d) or Pda 706.02(f).

Pda 708.02 Requirements for Petition for Reconsideration. A petition for reconsideration shall:

(a) Specify the date of the challenged decision;

(b) Specify every reason that the action taken by the division director was unlawful or unreasonable, including any error of law or error of fact;

(c) Include as an attachment a copy of the application or request that was denied or

failed to receive approval; and

(d) Include any new or additional information relevant to the matter proposed for reconsideration.

Pda 708.03 Reconsideration by Division Director.

(a) A petition for reconsideration by the division director shall be filed with the division director within 10 days from receipt of notice of:

- (1) Revocation of a permit pursuant to Pda 707.03; or
- (2) Denial of a permit pursuant to Pda 706.01(d) or 706.02(f).

(b) The division director shall review a petition for reconsideration within 10 days of receipt and notify the petitioner of his or her decision on whether to grant or deny the petition within 5 business days of review.

(c) When making a decision on a petition for reconsideration, the division director shall consider any new or additional information relevant to the matter under reconsideration that was not available:

- (1) In a permit denial proceeding, when the application in question was submitted; or
- (2) In a permit revocation proceeding, when the decision to revoke a permit was rendered.

(d) The division director shall grant a petition for reconsideration if the division director finds it more likely than not that the decision was based on an error of law or fact or lacked facts that could reasonably sustain the decision.

(e) The division director shall deny a petition for reconsideration if the petition for reconsideration was not timely filed in accordance with (a) above, or the division director finds it more likely than not that the decision was not based on any error of law or that there were facts reasonably sustaining the decision.

PART Pda 709 FORMS

Readopt with amendment Pda 709.01, effective 3-21-07 (Document #8845), to read as follows:

Pda 709.01 Annual State-Owned Restricted Pier Slip Permit Application Form.

(a) Each person seeking an annual state-owned restricted pier slip permit shall complete an annual state-owned restricted pier slip permit application form provided by the division and:

- (1) Deliver the completed application to:

Pease Development Authority
Division of Ports and Harbors
555 Market Street

Portsmouth, NH 03801-3532; or

(2) Mail the completed application to:

Pease Development Authority
Division of Ports and Harbors
555 Market Street
Portsmouth, NH 03801-3532

(b) The applicant shall provide the following information on the annual state-owned restricted pier slip permit application form:

- (1) The applicant's full legal name;
- (2) The name and address of the applicant's business;
- (3) The applicant's mailing address, if different from the business address identification in (2) above;
- (4) Which address the applicant requests be used as the correspondence address by the division;
- (5) The applicant's type of business organization;
- (6) The applicant's telephone number(s) including:
 - a. Business telephone number;
 - b. Home telephone number;
 - c. Business fax number, if the applicant has a business fax number;
 - d. Emergency telephone number; and
 - e. Cell telephone number, if different from permanent telephone number;
- (7) The applicant's e-mail address, if the applicant has an e-mail address;
- (8) The following information pertaining to the vessel:
 - a. Vessel name;
 - b. New Hampshire or other state registration number or International Maritime Organization number;
 - c. Federal documentation number, if applicable;
 - d. Vessel LOA;
 - e. Vessel width;

- f. Vessel draft;
- g. Vessel color; and
- h. Type of vessel;

(9) The state-owned restricted pier for which the applicant is seeking a slip permit; and

(10) The amount of slip space requested at the pier identified in (9) above.

(c) The applicant shall attach the documentation required under Pda 706.01(a)(3).

(d) By his or her signature, the applicant shall certify the following:

“I certify that the statements and information in the enclosed documents are to the best of my knowledge and belief true, accurate and complete. I am aware that my state-owned restricted pier slip permit may be withdrawn by the Pease Development Authority for submitting false statements or information or omitting required statements or information.”

(e) The applicant or the applicant’s duly authorized officer or member shall sign and date the application.

Readopt with amendment Pda 709.02, effective 3-21-07 (Document #8845), to read as follows:

Pda 709.02 Single-Use State-Owned Restricted Pier Slip Permit Application Form.

(a) The applicant, the division director, or an employee of the division shall enter the following information provided by an applicant under Pda 706.02(c) on a single-use state-owned restricted pier slip permit application form:

- (1) The applicant’s full legal name;
- (2) The applicant’s permanent address;
- (3) The applicant’s telephone number(s) including:
 - a. Business telephone number;
 - b. Home telephone number;
 - c. Cell telephone number, if different from permanent telephone number; and
 - d. An emergency contact telephone number;
- (4) The following information pertaining to the vessel and registration and identification numbers:

- a. Vessel name;
- b. New Hampshire or other state registration number or International Maritime Organization number;
- c. Federal documentation number, if applicable;
- d. Vessel LOA;
- e. Vessel width;
- f. Vessel draft;
- g. Vessel color; and
- h. Type of vessel;

(5) The state-owned restricted pier for which the applicant is seeking a slip permit and the reason the applicant wishes to use the state-owned restricted pier; and

(6) The amount of slip space requested at the pier identified in (5) above.

(b) The form shall require the division director or an employee of the division to verify that the applicant has displayed the documentation required under Pda 706.02(e)(1).

(c) By his or her signature, the applicant shall certify the following:

“I certify that the statements and information in this application are to the best of my knowledge and belief true, accurate and complete. I am aware that my state-owned restricted pier slip permit may be withdrawn by the Pease Development Authority for submitting false statements or information or omitting required statements or information.”

(d) The applicant or the applicant’s duly authorized officer or member shall sign and date the application.


MOTION

Director Loughlin:

The Pease Development Authority Board of Directors hereby authorizes the Executive Director to accept on behalf of the PDA – Division of Ports and Harbors (“DPH”), a Department of Homeland Security Grant Offer in the amount of \$17,760 to upgrade the video security system servers at Division facilities; all in accordance with the memorandum of Geno J. Marconi, Division Director, dated October 5, 2015 attached hereto.

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Date: October 5, 2015
To: PDA Board of Directors
From: Geno Marconi, Port Director 
Subject: Port Security Grant

The Department of Homeland Security has approved a grant application submitted by the Division of Ports and Harbors to upgrade the servers for the Division's video security systems at the Market Street Marine Terminal, the Portsmouth Commercial Fish Pier and the Marine Facilities at Rye and Hampton. Attached is a memo from Deputy Chief Harbor Master Grant Nichols explaining the purpose of the upgrades.

The Grant application was for \$17,760.00 and requires no matching funds.

The Division of Ports and Harbors recommends that the PDA Board of Directors accepts the security grant.

MEMORANDUM

To: Director Marconi
From: DCHM Nichols
Date: September 28, 2015
Re: Acceptance of 2015 Port Security Grant

As you are aware, the Division of Ports and Harbors (DPH) maintains a 30-camera security system throughout the port area with cameras mounted in various locations from Portsmouth to Hampton, New Hampshire. We share these cameras with federal, state, county and local authorities in our effort to increase Maritime Domain Awareness (MDA).

DPH currently utilizes a mixture of analog and digital cameras in its system. As cameras have failed due to the extreme weather conditions in the port area or, have been damaged in some other manner, e.g. lightning strikes, we have replaced analog cameras with newer digital technology. The three (3) existing Digital Video Recorders (DVR's) used in our system do not complement the high-definition/higher performance capabilities of the cameras available on the market which we have purchased with money awarded under through previous Port Security Grants.

In May of 2015, DPH submitted a grant application in the amount of \$17,760 under the FY 2015 Port Security Grant Program. We were advised that we were selected to receive the funds in August. Should the Pease Development Authority Board of Directors choose to accept the grant award, we would seek to replace our three (3) current DVR's with three (3) Network Video Recorders. Replacing the older DVR's with new, higher performance NVR's will allow the installation of higher definition digital cameras, enhancing DPH and other responsible state and federal agencies command and control capabilities in both maritime security related events and maritime accident response.

Should the board vote in favor of accepting the funds, I can start the process immediately through the NDGRANTS website.

MOTION

Director Torr:

In accordance with NH Code of Administrative Rules Pda 300 Port Captains, Pilots and Pilotage, and the memorandum of Geno Marconi, Division Director, dated September 1, 2015 attached hereto, the Pease Development Authority hereby approves of the reappointment of Captain Christopher D. Holt as a Class I Pilot for the Portsmouth Harbor and Piscataqua River through August 20, 2020.

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Date: September 1, 2015
To: PDA Board of Directors
From: Geno Marconi, Port Director
Subject: Pilot Reappointment



The Division of Ports and Harbors, in accordance with RSA 12: 47 and the New Hampshire Code of Administrative Rules CHAPTER Pda 300 PORT CAPTAINS, PILOTS AND PILOTAGE, has received an application for reappointment as a CLASS I Pilot from Captain Christopher D. Holt.

Captain Christopher Holt has submitted the application form under Pda 306.02 Application Form for Pilot Reappointment including all required certifications.

Upon review of the application and all supporting documentation and certifications, the Division has determined that Captain Christopher D. Holt has met the requirements set forth in Pda 305.06 Minimum Requirements for Pilot Appointment or Reappointment and therefore recommends that the PDA Board of Directors reappoint Captain Christopher David Holt as a CLASS I Pilot for Portsmouth Harbor and the Piscataqua River for the Line of Demarcation to Dover Point, New Hampshire for a term to expire August 20, 2020.

MOTION

Director Preston:

The Pease Development Authority Board of Directors hereby authorizes the Executive Director to execute a Right of Entry with Sunrise Adventure Charters for marine charter vessel operations located at the Hampton Harbor Marine facilities; all otherwise in accordance with the terms and conditions set forth in the memo of Geno J. Marconi, Division Director, dated October 5, 2015, and attached hereto.

N:\RESOLVES\ROESunriseAdventures1015.wpd

TO: Pease Development Authority
Board of Directors

FROM: Geno J. Marconi, Director
Division of Ports and Harbors

DATE: October 05, 2015

RE: Right of Entry (ROE)
Sunrise Adventure Charters

The Division of Ports and Harbors has received a request for a Right of Entry (ROE) from Captain Jim Flanders dba "Sunrise Adventure Charters" for the pick-up and discharge of charter boat passengers at the Rye and Hampton Harbor Marine Facilities.

The Division has reviewed the request and recommends approval of the ROE subject to the following Terms and Conditions:

- TERM:** July 1, 2016 through June 30, 2017
- FEE:** Apply for and secure an Annual Pier Use Permit
- INSURANCE:** Minimum insurance coverage, to include Protection and Indemnity Insurance in the amount of \$1,000,000.00 endorsed for piers, docks and gangway coverage. Workers Compensation coverage, Automobile liability coverage in a minimum amount of \$1,000,000.00 and commercial general liability in a minimum amount of \$1,000,000.00, as the same may be required or appropriate in connection with the individual operations of each entity doing business on State property. Coverage amounts and types may change from time to time contingent upon the nature and scope of operations of each entity authorized to conduct business at Division properties.
- ADDITIONAL REQUIREMENTS:** All entities issued a Right of Entry are subject to all applicable Administrative Rules and Policies as promulgated by the Pease Development Authority.



July 20, 2015

Mr. Geno Marconi,
Director
Division of Ports and Harbors
555 Market St., P.O. Box 369
Portsmouth, NH 03802-0369

Dear Mr. Marconi,

The purpose of this letter is to request approval for Right of Entry (ROE) for commercial fishing and fishing charter operations at the Hampton Harbor State Facility beginning 2016 season.

Capt. Jim Flanders
Sunrise Adventure Charters
47 Meetinghouse Rd.
Merrimack, NH 03054
(603) 345-4946

I have owned and operated Sunrise Adventure Charters, commercial fishing, charter and lobster fishing business at the Hampton River Marina since 2005. I currently hold a U.S. Coast Guard 50 gross ton master license, State of New Hampshire Charter Boat License, State of New Hampshire Commercial Fishing License, and a National Marine Fisheries ground fish permit for commercial sales. Current copies of all federal and state licenses, permits, boat registration and certificate of insurance are enclosed. Please let me know if more information or documentation is needed.

Thank you for your consideration.

Respectfully,



Capt. Jim Flanders

Sunrise Adventure Charters

MOTION

Director Allard:

The Pease Development Authority Board of Directors authorizes the Executive Director to expend funds in the total amount of \$2,242.50 for legal services rendered to the Division of Ports and Harbors by:

1.	Sheehan Phinney Bass + Green	
	Through July 1, 2015	\$1,151.50
	Through August 31, 2015	\$ 116.00
2,	Susan Marshall, Esq.	
	Through July 31, 2015	<u>\$ 975.00</u>
	Total	\$2,242.50 =====

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ANALYSIS - LEGAL FEES
SHEEHAN PHINNEY BASS + GREEN

PEASE TRADEPORT			DIVISION OF PORTS AND HARBORS						
DATE	GENERAL	GOLF COURSE PERMITTING	HODGSON BROOK	CLF	GENERAL	Regulatory	Subsurface	Stormwater*	
FY 2011	\$12,884.42			\$81,894.40	\$1,325.00				
FY 2012	\$17,235.99			\$96,696.03	\$115.29	\$22,769.90	\$18,402.27	\$23,504.33	
FY 2013	\$4,364.43	\$19,636.31	\$25,208.41		\$650.00	\$100,262.34	\$46,924.04	\$31,343.00	
FY 2014	\$19,272.30		\$2,494.00			\$90,551.47	\$35,974.64	\$2,974.00	
FY 2015	\$8,112.67					\$31,948.93	\$6,740.00	\$406.00	
FY 2016	\$232.00					\$1,151.50		\$116.00	
Cumulative Total	\$62,101.81	\$19,636.31	\$27,702.41	\$178,590.43	\$2,090.29	\$246,684.14	\$108,040.95	\$58,343.33	
Total PDA Expenses	\$109,440.53			\$593,749.14					
FYCumAug2015									

Total DPH Expenses

*Capitalized Exp.

SHEEHAN PHINNEY BASS + GREEN,
PROFESSIONAL ASSOCIATION
1000 ELM STREET
P.O. BOX 3701
MANCHESTER, NH 03105-3701

SERVICE AND EXPENSE MAILBACK SUMMARY

RE: Regulatory Issues Relatng to Port Operations

CLIENT/CASE NO. 14713-16200
BILLING ATTORNEY: Robert P Cheney

TOTAL FOR PROFESSIONAL SERVICES RENDERED:	\$377.00 290.00
TOTAL EXPENSES:	\$0.00

TOTAL THIS BILL:	\$377.00 290.00

PREVIOUS BALANCE:	\$861.50

TOTAL BALANCE DUE:	\$1,238.50 1151.50

PAYMENT DUE 30 DAYS FROM INVOICE DATE

Please return this page with your remittance and
please reference the client/case number on all
related correspondence.

AMOUNT PAID... \$ _____

SHEEHAN PHINNEY BASS + GREEN,
PROFESSIONAL ASSOCIATION
1000 ELM STREET
P.O. BOX 3701
MANCHESTER, NH 03105-3701

SERVICE AND EXPENSE MAILBACK SUMMARY

RE: Stormwater Upgrade Project

CLIENT/CASE NO. 14713-16199
BILLING ATTORNEY: Robert P Cheney

TOTAL FOR PROFESSIONAL SERVICES RENDERED:	\$116.00
TOTAL EXPENSES:	\$0.00

TOTAL THIS BILL:	\$116.00

PREVIOUS BALANCE:	\$0.00

TOTAL BALANCE DUE:	\$116.00

PAYMENT DUE 30 DAYS FROM INVOICE DATE

Please return this page with your remittance and please reference the client/case number on all related correspondence.

AMOUNT PAID... \$ _____

Invoice No. 2015-07-28-0145

July 28, 2015

Billed to:

Pease Development Authority
Pease International Tradeport
55 International Drive
Portsmouth, NH 03801-2002

Attn: Ms. Marie Aleksy

Amount due:

\$ 975 (16.25 hours @ \$60 per hour=\$ 975). Time sheet attached.

Submitted by:



Susan E. Marshall
33 Hilltop Road
Philadelphia PA 19118