

***Pease Development Authority
Press Kit***



***Pease International Tradeport
Portsmouth International Airport at Pease
Division of Ports and Harbors
Pease Golf Course***

Pease Development Authority
55 International Drive
Portsmouth, NH 03801
(603) 433-6088 phone
(603) 427-0433 fax
www.peasedev.org

Media Contact:

Liz LaCava – Assistant to the Executive Director
l.lacava@peasedev.org or (603) 766-9276

PDA Staff:

David Mullen – Executive Director
d.mullen@peasedev.org or (603) 766-9276

Lynn Hinchee – General Counsel/Deputy Director
lynn@peasedev.org or (603) 433-6348

Irving Canner – Finance Director
i.canner@peasedev.org or (603) 766-9282

Paul Brean – Airport Director
p.brean@peasedev.org or (603) 433-6536

Geno Marconi – Director of Ports and Harbors
g.marconi@peasedev.org or (603) 436-8500

Scott DeVito – Course Manager and Golf Pro
s.devito@peasedev.org or (603) 433-1331

Maria Stowell – Manager of Engineering
m.stowell@peasedev.org or (603) 766-9294

Tanya Coppeta – Employee Relations Manager
t.coppeta@peasedev.org or (603) 766-9270

PDA Board of Directors:

George M. Bald

Chairman

Appointed by the Governor and Council

Peter J. Loughlin

Vice Chairman

Appointed by the City of Portsmouth and the Town of Newington

Robert Allard

Appointed by the Speaker of the House

John P. Bohenko

Appointed by the City of Portsmouth

Margaret “Peggy” F. Lamson

Appointed by the Town of Newington

Franklin Torr

Appointed by Strafford County

Robert F. Preston

Appointed by the Senate President

Board Meetings for 2017

All board meetings are open to the public and held at PDA headquarters located at 55 International Drive at 8:00 a.m. unless otherwise announced.

Thursday January 19, 2017

Thursday March 16, 2017

Thursday April 20, 2017

Thursday May 18, 2017

Thursday June 15, 2017

Thursday August 17, 2017

Thursday September 21, 2017

Thursday October 19, 2017

Thursday November 16, 2017

Thursday December 21, 2017

Fast Facts

The Tradeport's story begins with the announcement that the popular Pease Air Force Base would be closed, sending economic shockwaves and uncertainty through New Hampshire's Seacoast Region in 1988. The base was officially transferred from military to civilian control in 1991. Eighteen years later, the Tradeport represents the most successful military to civilian conversion in the country.

The Tradeport, Portsmouth International Airport at Pease, the Division of Ports and Harbors and the Pease Golf Course are all managed by the Pease Development Authority (PDA) along with its seven-member board of directors. The PDA is an independent state agency with combined annual revenues in excess of \$15 million. Its mission is to be an economic engine for New Hampshire's Seacoast Region.

The Tradeport includes multiple transportation connections including air, highways, railways and sea. It is adjacent to Interstate 95 and located 50 miles from Boston, Portland and Manchester, NH. A wildlife refuge and walking/bike trails are also on site.

The airport's runway is enormous. It measures 11,321 feet (over 2 miles) making it one of the longest on the eastern seaboard and capable of accommodating the world's largest aircrafts. It is also designated as an alternative landing site for all NASA space shuttles.

Additionally, the airport terminal has U.S Customs and Border Patrol agents on-site.

Despite the closure of the air force base, the New Hampshire Air National Guard still calls Pease home to its fleet of KC-135 planes, also known as "flying gas tanks".

The Port of N.H. Terminal is located on the Piscataqua River offering year-round, ice-free deep draft operations while the golf course has 27-holes and is open to the public.

The Tradeport is a world-class office and industrial park covering over 3,000 acres. Today there are 245 + companies employing 7,000 people and occupying 4 million square feet of office/R&D/industrial space.

Adding the approved future construction of another 665,000 + square feet the current projected total is 4.7 million square feet with a total of 8,400 employees at Pease over the next decade.

The industry base is diverse with high-tech, bio tech, manufacturing, R&D and import/export, including seven Fortune 500 companies and fourteen international businesses.

Current wage base to Pease employees and the indirect employment of those companies doing business with Pease companies is approaching \$500 million dollars annually.

Pease International Tradeport

The Tradeport's story begins with the announcement that the popular Pease Air Force Base would be closed, sending economic shockwaves and uncertainty through New Hampshire's Seacoast Region in 1988. The base was officially transferred from military to civilian control in 1991. Eighteen years later, the Tradeport represents the most successful military to civilian conversion in the country.

Today

The Pease International Tradeport is a world-class office and industrial park covering 3,000 acres. It is home to 245+ companies employing more than 10,000 people occupying some 4 million square feet of office and industrial space.

Tenants include national and international companies such as: Ingersoll Rand, Lonza Biologics, Fisher Scientific, Sig Sauer, Wentworth Douglas Walk in Clinic, Optima Bank, H&R Block, Flex Energy and Redhook Brewery. (Tenants list follows.)

Businesses range from 700 employees to one man shops including aviation, biotech, computer software, business support services, networking, manufacturing, construction, engineering, research and development, telecommunications, financial services, real estate, energy, healthcare, insurance, accounting, law and non-profits.

Additionally, six colleges have facilities at the Tradeport offering both day and evening classes: Daniel Webster, Franklin Pierce, Great Bay Community College, Granite State College, Southern New Hampshire University and UNH Continuing Education.

The Federal Government has a presence as well. The U.S. Department of State Passport Center and the National Visa Center are here.

The Tradeport includes multiple transportation connections including air, highways, railways and sea. It is adjacent to Interstate 95 and located 50 miles from Boston, Portland and Manchester, NH

In 1999, a Park & Ride facility was constructed at the Tradeport just off Interstate 95 in conjunction with *C&J Trailways*. The facility opened with 550 parking spaces, but due to its tremendous popularity, 450 spaces were quickly added for a total of 1000. The parking lot is continually full as commuters take advantage of the Park & Ride for trips to Dover, Portsmouth, Newburyport, Boston, Logan Airport and beyond.

The 1,200 acre Great Bay National Wildlife Refuge and walking/bike trails are also on site.

History

The Pease International Tradeport sits on the land once occupied by the former Pease Air Force Base that closed following the recommendation of the Base Realignment and Closure Committee in 1988. One year later, New Hampshire's Legislature created the Pease Redevelopment Commission (PRC) to plan for the base's closure and to study ways to redevelop the air base.

Then in 1990, the legislature dissolved the PRC and established the Pease Development Authority (PDA) citing the fact the PRC did not have the proper authority needed to acquire the base from the Air Force and to development/market the property.

The PDA now had the powers necessary to implement a redevelopment plan and accept the title to the land from the Air Force. To expedite the redevelopment process, the state also authorized \$250 million in bonding.

The PDA consists of a seven-member board of directors, comprised of four members appointed by the Governor, Senate President and Speaker of the House, plus three members appointed by Portsmouth and Newington. Each director serves a three-year term. The Authority an independent state agency with combined annual revenues in excess of \$15 million. Its mission is to be an economic engine for the New Hampshire's Seacoast Region.

The Air Force officially transferred Pease AFB to the PDA in October, 1991. In February of 1992, the facility was christened the Pease International Tradeport. The PDA welcomed its first tenant in 1993.

Portsmouth International Airport at Pease (PSM)

Today

The Portsmouth International Airport at Pease (PSM) supports both public and private aviation. The facility has an international/domestic passenger terminal with complete Federal Inspection Services. U.S. Customs and Border Protection are also on-site. It opened to civilian use on July 19, 1991.

The airport's runway is enormous. It measures 11,321 feet (over 2 miles) making it one of the longest on the eastern seaboard and capable of accommodating the world's largest aircrafts. The runway is also designated as an alternative landing site for all NASA space shuttles.

Additionally, the airport maintains 150 acres of apron and an air traffic control tower that operates 24/7 with instrument landing systems for landing in all types of weather. Aircraft maintenance and repair are also done on the premises.

Corporate charter flights and airplane “fractional ownerships” will continue to play a large role in the airport’s growth, particularly as an alternative to Boston’s Logan Airport.

Allegiant Air has many flights to Florida including Punta Gorda, Sanford/Orlando, Ft. Myers and the newly announced Myrtle Beach in South Carolina.

Despite the closure of the air force base, the 157th Air Refueling Group, New Hampshire Air National Guard (NHANG) still calls Pease home to its fleet of KC-135E Stratotankers, also known as “flying gas tanks”.

History

Aviation first came to the Seacoast shortly after WWI when pilots barnstormed their way into the area, providing airplane rides to local residents. At that time, the Portsmouth Fairgrounds was their airfield. Then in the early 1930’s, Portsmouth built a 300-acre airport open to passenger service and private planes. With the on set WWII, the airport was used by the U.S. Navy.

Following WWII, the federal government sought to build a bomber base in New Hampshire with the Portsmouth Airport considered to be the prime location. In 1952, the Army Corps of Engineers began to acquire land from the state, surrounding cities and private property owners. The new base was situated in the middle of a peninsula formed by the Piscataqua River, Little Bay and Great Bay.

The facility was formally opened on June 30, 1956 as the Portsmouth AFB. But in September of 1957, the Air Force renamed the base in honor of Captain Harl Pease, Jr., a New Hampshire native. Capt. Pease had posthumously earned the Congressional Medal of Honor for his extraordinary heroism as a B-17 pilot during a bombing raid against the Japanese in August of 1942.

Over the years, Pease AFB was host to two SAC operational units. The 100th BMW, which flew the B-47 bomber and the KC-97 tanker, was at Pease from 1956 to 1966. The 509th BMW came to Pease in 1958, and replaced B-47s and KC-97s in 1966 with the B-52 Stratofortress and the KC-135 Stratotanker. The B-52s were replaced, in turn, by the FB-111A in 1970.

In 1988, the Base Realignment and Closure Commission (BRAC) recommended that Pease be shut down due to the reduced military threat posed by the Soviet Union and the availability of other facilities to support Air Force operations.

Pease AFB officially closed when its flag was dropped in October of 1991 after thirty-five years of distinguished service to the nation.

The Division of Ports and Harbors

The Division of Ports and Harbors (DPH) maintains and develops the ports, harbors and navigable tidal rivers of the state of New Hampshire for commercial shipping and pleasure boating. Under state law, it became part of the PDA in 2001.

DPH is responsible for more than 1,500 moorings in 29 mooring fields. Due to high demand for these moorings, the division maintains a public wait list with an average of 600 names. DPH also aids in the development of salt water fisheries and other associated industries. In doing so, Division manages the state-owned commercial fishing piers at Portsmouth, Rye and Hampton Harbors.

For more information, visit the port's web page at www.portofnh.org

Port of New Hampshire/Market Street Terminal

The Port of New Hampshire is a Foreign-Trade Zone situated on Market Street on the Piscataqua River. It offers a year round, ice-free, deep draft shipping terminal with a 600 foot berth with 35 feet mean low water and a 312 foot berth with 22 feet mean low water.

It is the only public access, general cargo terminal on the river. The port also is three nautical miles from the open sea, has on-site rail access and the capacity to host cruise ships. Cargo handling capabilities include: bulk cargo (scrap, salt and wood chips), break bulk (industrial and machinery parts and construction material) project cargo (power plant components) and container cargo.

The Salt and Scrap Metal Piles

Both the salt and scrap metal piles located at the Market Street Terminal are owned by private companies that lease their space from the PDA. Currently, International Salt operates the salt pile while Grimmel Industries manages the metal. A second salt pile nearby is owned by Granite State Minerals and sits on private property.

The Tugboats

The signature tugboats of Portsmouth Harbor docked near the Market Street Terminal are privately owned by the Moran Corporation – the largest tugboat operators on the Eastern Seaboard. Working closely with state licensed pilots appointed by the PDA, Moran assists all ocean-going vessels in the Piscataqua River and Portsmouth Harbor.

Passenger Vessels

The sightseeing, whale watching, deep-sea fishing and other charter boats docked at both the Market Street Terminal and Rye Harbor pier are owned and operated by private companies. However, DPH does manage the facilities from which these passenger vessel operations are conducted.

The Pease Golf Course

The Pease Golf Course is a popular 27-hole public course. The facility also includes indoor golf simulators, a driving range, two practice greens as well as a clubhouse with a restaurant.

Manager Scott DeVito sets opening day for the season at April 1st, but golfers are often able to enjoy the course sooner weather permitting. Ten-day advanced tee times are available at www.peasegolf.com

The course was designed by Alexander Findly and originally built in 1901 as the Portsmouth Country Club by Jack Kelly. In 1956, the U.S. Air Force acquired the land and changed the name to Pease Air Force Base Golf Club. When the air base closed, the course was taken over by the state of New Hampshire and is currently managed by the PDA. It was re-named the Pease Golf Course in 1991.

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(revised 4/17)