



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
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FRANK M. HYNES
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Committees:
Ways and Means
Health Care Financing

July 1, 2008

Ms. Terry English
Project Manager, Boston Logan Airport Noise Study
FAA, Air Traffic Organization
11 Murphy Drive
Nashua, NH 03062

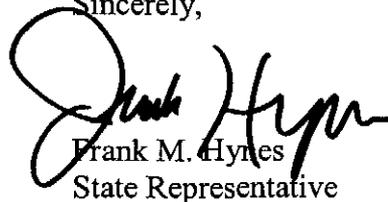
Dear Ms. English:

I am writing regarding comments forwarded to you via email from Marianne McCabe, CAC representative for the town of Marshfield, by the deadline of June 30, 2008.

I have enclosed a copy of those comments and I respectfully request you consider those comments submitted under my name.

Thank you for your consideration and please contact me if I can be of any assistance.

Sincerely,


Frank M. Hynes
State Representative

Received 7/29/08

SUBMISSION BY ELECTED OFFICIAL
CONCERNING MARSHFIELD FLIGHT CONCEPTS
JUNE 30, 2008

Respectfully submitted to the Federal Aviation Administration and Massport:

The following concepts are being submitted for purposes of alleviating noise in the Town of Marshfield. It is hoped that Marshfield can deal directly with the FAA and Massport in processing these concepts, rather than proceeding solely through the CAC. Marshfield seeks to have its own consultants and advisors assist in this matter. The right to withdraw any and all the concepts submitted herein is expressly reserved.

M-1. Raise the altitude of the arrivals and adopt a Continuous Descent Approach (CDA) for Runway 33L. The intent is to retain Runway 33L arrivals where they were prior to this commencement of this noise study, but to reduce noise by raising the altitude from 4,000 feet to as high as feasible, and having the aircraft be in descent mode over Marshfield and the South Shore. It is expressly requested that the Runway 33L arrivals not be funneled east over the new arrival corridor over south Marshfield, but continue heading north. Furthermore, it is expressly requested that the Runway 33L traffic not be concentrated over east Marshfield.

M-2. Adopt the same CDA concept for Runway 32 arrivals over Marshfield, under the same conditions as concept M-1 above.

M-3. Move Phase 2 concepts F-F and F-G to the north or south of the bounds of the Town of Marshfield, rather than focus such traffic over DRUNK Intersection in Marshfield.

M-4. Move Phase 1 alternatives 6, 7 and 11 to the south of the bounds of the Town of Marshfield rather than staying over DRUNK Intersection in Marshfield.

M-5. Move the entire Phase 1 arrival corridor to the south of the bounds of the Town of Marshfield, rather than staying over DRUNK Intersection in Marshfield.

M-6. If the arrivals are to stay at DRUNK Intersection in Marshfield rather than moved south of Marshfield, move DRUNK Intersection further out over the water by several miles, not just one or two miles as proposed by Concept F-B.

M-7 If the arrivals are to stay at DRUNK Intersection in Marshfield rather than moved south of Marshfield, raise the altitude of the arrivals at DRUNK by several thousand feet, not just by one or two thousand feet as proposed by Concept F-C.

M-8 Move all of the departures over Marshfield, including for Runways 4, 9, 14, 15, 22L, 22R out over the water. This includes both conventional and RNAV procedures.

The intent is to reduce noise impacts by having the traffic stay over the water as it heads south towards Cape Cod and Providence, rather than coming over Marshfield at North Marshfield and then heading south over Marshfield.

M-9. In the event that the Phase 1 narrow arrival corridor over south Marshfield cannot be moved south, as sought in concept F-E, move the departures to the west of Marshfield to obtain a sufficient horizontal separation between the departures and the arrivals to allow for the arrivals to be raised.