

## VIEWPOINT

### Hull's suit to stop Logan runway costly, but paid dividends

Op/Ed by Stephen Lathrop  
Hull Representative to the Community  
Advisory Committee to Massport

A recent letter published in The Hull Times cited as an example of government waste Hull's now-concluded lawsuit against a new runway at Logan Airport. The letter contained inaccurate information.

According to Town Accountant Marcia D. Bohinc, the amount expended on the lawsuit was \$564,238.50. Not shown in the town accountant's records, but available from the town manager's office, is the information that \$228,500 of that amount was reimbursed to Hull from other towns, including Hingham, Cohasset, Everett, and Revere. Thus, Hull taxpayers paid about 60 percent [\$335,738.50] of the cost of the lawsuit, and taxpayers from other towns, principally Hingham, paid the balance.

Also, there are no continuing disbursements relating to the lawsuit. The last payment was made July 24, 2003.

However, Hull does continue to make airport-related expenditures, paying me on a contingent basis as the town's representative on airport-related environmental issues. My assignment is to analyze, report to the selectmen and town manager, and represent the town's interests during an ongoing process of environmental assessment and air-route reconfiguration that is being conducted by the FAA, Massport, and representatives of communities throughout the Boston area.

At least in part because of Hull's lawsuit, that process was begun more than two years ago. It probably will continue for at least three more years.

The town accountant's records show that between April 7, 2005 and July 6, 2006, the period for which these financial records can readily be retrieved, Hull's payments to me totaled \$12,542.14.

Citizens can decide for themselves whether these expenditures constitute waste or wise policy. Here are a few facts worth noting:

Prior to Hull's lawsuit, Massport and the FAA were pursuing a plan to relieve aircraft noise elsewhere by routing more jet traffic into the airspace around Hull. Massport trumpeted the general thrust of that plan in press releases, and extensive details were disclosed in the appendices of the original environmental impact statement for new Runway 14/32 at Logan.

Following Hull's lawsuit, and another suit by others which also attempted to block construction of Run-

### Runway Op/Ed

Continued from page 2

way 14/32 [and which also did not prevail], the FAA instituted the current process of environmental study and aircraft rerouting to mitigate noise.

The first stage of this process is an effort funded by approximately \$3 million in federal money. The second stage, now beginning, is expected to receive substantially greater funding, and to include a full environmental impact statement for most of Logan's air-side operations, more or less completely replacing the flawed environmental document that triggered Hull's lawsuit.

As part of this ongoing process, several proposals that promise noise reductions for Hull are now in the final stages of analysis.

Announcements of these proposals will be forthcoming when they have been fully analyzed. For some proposals, that should be in the next few months.

Other promising alternatives are in various, more preliminary, stages of consideration. Massport and the FAA have already informally endorsed some proposed noise mitigations that will produce noise reductions for Hull if implemented, as they now seem likely to be.

Not everything is completely positive. One proposal under consideration may have potential to produce adverse noise impacts in the Allerton Hill neighborhood, and in my neighborhood of Hull Village, while possibly producing benefits in southern Hull, and in Hingham and Cohasset. I expect specifics of that proposal to be publicized shortly.

Also, some issues with possible adverse consequences for Hull, mainly relating to operation of the new runway, have yet to receive any consideration at all, but that is coming.

In conclusion, I would like to say that even when the town's well-being is clearly at issue, it takes courage for elected officials to endorse expenditures aimed at opposing powerful interests. Officials know all too well that political opponents will be quick to use hindsight and criticize any loss in a lawsuit as foolishness.

In the battle over airplane noise impacts from Logan, my own view is that town officials acted wisely. The lawsuit was lost, but the cause won. The fact that Hull sued, while organizing other towns to provide support, transformed our negotiating position, and led directly to the positive process now underway. Before the suit, Massport and the FAA barely noticed our existence. Massport pretexts agents' term for flights it intended to shift our way: "Out over the water."

Now they know we are here, and it seems to be making a difference. We still need to be cautious, and to watch this process closely to be sure Hull gets the best result it can, but things are better than they were. Perhaps soon we will even be able to allow ourselves a bit of optimism. ∞

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# THE HULL TIMES

Vol. 77, No. 24 781-925-9266

Thursday, November 30, 2006 75¢

## Selectmen craft a quiet query to quell jet noise

*FAA letter seeks additional study of overflight routes that may adversely impact Hull*

By Susan Owens

Selectmen this week opted for quiet diplomacy as their next move in trying to quiet airplane noise over Hull.

Board members on Tuesday voted to send a letter to the Federal Aviation Administration asking for further study, including perhaps for an Environmental Impact Statement, of those overflight routes currently proposed that might adversely and significantly affect Hull residents.

Selectmen voted to send the letter outlining the town's concerns in response to painstaking analysis of a \$3 million study of proposed Logan flight routes provided this week by Stephen Lathrop, Hull's representative to Massachusetts' Community Advisory Committee (CAC), and at the urging of Glover Avenue resident Laura Eaton.

Eaton proposed the FAA letter strategy to selectmen, saying she fears that the CAC — made up of representatives of 29 Boston neighborhoods and communities surrounding the airport — may as soon as next week vote to support new overflight routes without due consideration of the "cumulative effects" of some of the proposals on communities already overburdened by jet noise, like Hull's Allenton Hill, Village, and Farnborough neighborhoods.

Not do the proposed routes take into consideration the additional noise that will be imposed on some neighborhoods due to last week's opening of a new runway, called

1402, Lathrop and Eaton told the board.

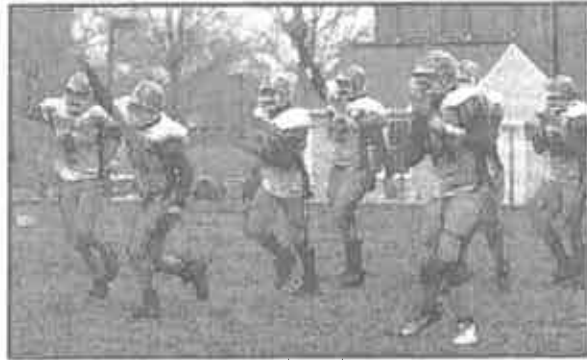
CAC members are finishing up Phase 1 of the Musgrave-funded study, whose aim — according to Hingham CAC representative Stephen Boland, in commentary published in this week's Conquest Mariner — "is seeking an equitable distribution of traffic over all communities and taking advantage of flight over water whenever that option is available..."

"Almost all of the options are very good news for Hingham [and other South Shore communities] in terms of reduced overflights, less noise and less pollution..." Boland's commentary assured Mariner readers.

Eaton, referencing Boland's article at this week's selectmen's meeting, begged to differ, saying CAC members, including Hingham and Cohasset's representatives, don't consider her Allenton neighborhood as loud, but rather some nebulous expense of water. "They see [flight over] Allenton Hill as not hurting anybody," she said.

Eaton urged selectmen to make their views known to the FAA in advance of any CAC votes. "We don't need to be talking about being in opposition, but we need to say that Alternatives 3, 5, and 11 need further study or need improvement..." she said.

If those route "improvements" can't be made within Phase 1 timelines, Lathrop — and now selectmen — would like to see their implementation delayed for further analysis during Phase 2, which



**HAVING A BALL** — The Hull Pirates posted a 20-7 victory on Thanksgiving Day over rival Cohasset. For complete game coverage and photos, see pages 9 and 10. (John Liddington photo)

would include extensive and formal Environmental Impact Studies of the various alternatives for which such identification is deemed warranted.

An Hull's representative to the CAC, Lathrop's charge is to work in concert with other committee members while trying to broker the best possible result for Hull. Eaton joined selectmen in praising Lathrop for his minute examination of all the proposed overflight alternatives and his thoughtful consideration of their potential consequences.

Lathrop told selectmen that, in some instances, some parts of Hull could be adversely impacted, while other local neighborhoods would see improvement. "I'm very conscious that they don't affect all of Hull in the same way. [Endorsing an alternative in that case] is not a decision for me to make. That's a decision for you guys," he told selectmen.

As a private citizen attending CAC meetings, Eaton said she needs to be constrained by the political realities. "He's

[Lathrop] cooperative. I'm not on the committee. I don't have to be..." she said, asking selectmen to take a precautionary stance, while Lathrop had cautioned that perhaps the town should "husband our gunpowder" and avoid stepping on CAC members' toes.

In conference with selectmen, the two airplane-noise activists agreed that the town could make its concerns known to the FAA — which has ultimate authority over airport traffic — without gooding the CAC into peremptory positions contrary to Lathrop's goal of "improvements" to at least three of the proposed flight alternatives.

Perhaps bearing in mind Lathrop's statement to selectmen that "these maps are bad" and should not necessarily be seen as accurately depicting the proposed flight routes, residents who want to learn more about the Boston Overflight Noise Study and its potential impacts upon Hull should access the Web:

*Continued on page 29*

## Airplane noise

*Continued from page 1*

[www.bostonoverflightnoise.com](http://www.bostonoverflightnoise.com)

Click on Phase 1. Click on Early Implementation Measures. Click on the map at the bottom of the page. Click on Alternative Evaluations or — most importantly, Lathrop explained to selectmen — click on Appendices.

In this case, he suggested strongly, the devil really is in the details. *on*

**WEATHER**

Sunny  
Spring-like,  
High of 64°  
Breezy  
Some,  
High of 50°  
Page 29

+

**HOT JOBS  
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**HELP  
WANTED**

**BRUISED  
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ENTERTAINMENT 32

SATURDAY, JANUARY 27, 2007

The South Shore's Newspaper Since 1893

SOUTH BOSTON, MA

**Good  
Morning**  
Latest news from the  
South Shore and world

**NATION / WORLD**

**HOUSE AIMS FOR  
'PAY AS YOU GO'**

■ House Democrats vote to block future tax cuts or benefit increases from being financed with dollars that swell the national deficit. **Page 5**

**ONE NATION'S LOSS,  
ANOTHER'S GAIN**

■ Elmer Jacinto was the Philippines' most promising young doctor, but doctors there are not well paid. So he bought a plane in America — to make more money as a nurse. **Page 28**

**LOCAL**

**MAN COMMITTED  
FOR TESTS**

■ A Plymouth man is sent to Bridgewater State Hospital for evaluation after a five-hour standoff with police. **Page 31**

**TRAIN SAFETY NOW  
IN LESSON PLAN**

■ With Greenbush test train due to start running in the next few months, schools are adding a new component to their lesson plans on train safety. **Page 33**

**STATE**

**FINNERAN PLEADS  
GUILTY, APOLOGIZES**

■ Former House speaker Tom Finneran pleads guilty to obstruction of justice for lying in testimony in a voting-rights lawsuit. **Page 7**

**BUSINESS**

**TWEETER CUTS JOBS  
AT HOME OFFICE**

■ Twitter (a.k.a. Entertainment Group) has eliminated 70 corporate jobs at its Canton headquarters in a cost-cutting move. **Page 27**

**SPORTS**

**CELTICS HAVE FANS,  
BUT DO THE FANS  
HAVE PATIENCE?**

■ Though the Celtics are 4-11 at the Garden, they're somehow managing to draw 17,094 fans a game. **Page 18**

# LOGAN NOISE



## PROPOSED FLIGHT PATH CHANGES MAY GIVE SOUTH SHORE RESIDENTS SOME RELIEF

### Logan noise complaints by community

Total number of calls,  
January - October 2005/2006



Source: Logan Airport Noise Abatement

By **ALAN KATZ**  
The Patriot Ledger

**S**outh Shore residents have complained for decades about noise from jets taking off and landing at Logan Airport. This summer, they may finally get some relief. The Logan Citizens Advisory Committee, co-chaired by two South Shore residents, is to recommend flight path changes to aviation officials in the next several months.

Those recommendations could be made as early as the group's meeting this month and flight path changes could be made by summer.

Most of the proposals would require departing planes to fly farther east over Massachusetts Bay, gain altitude and be higher in the air when they cross back over the South Shore.

That may sound simple, but it isn't. Designing the paths has taken years of study and expensive technical work.

The Federal Aviation Administration paid \$2.4 million and Logan's owner, Massport, paid \$600,000 for the work already done. The agency calls the work the largest aviation noise study underway in the United States.

The advisory committee has held the daunting political task of moving solutions forward while trying to balance the local interests of the 29 communities represented on it.

### Flight facts

Flights in 2005  
498,306

People  
exposed to  
more than 65  
decibels of  
noise from  
Logan takeoffs  
in 1997  
67,000

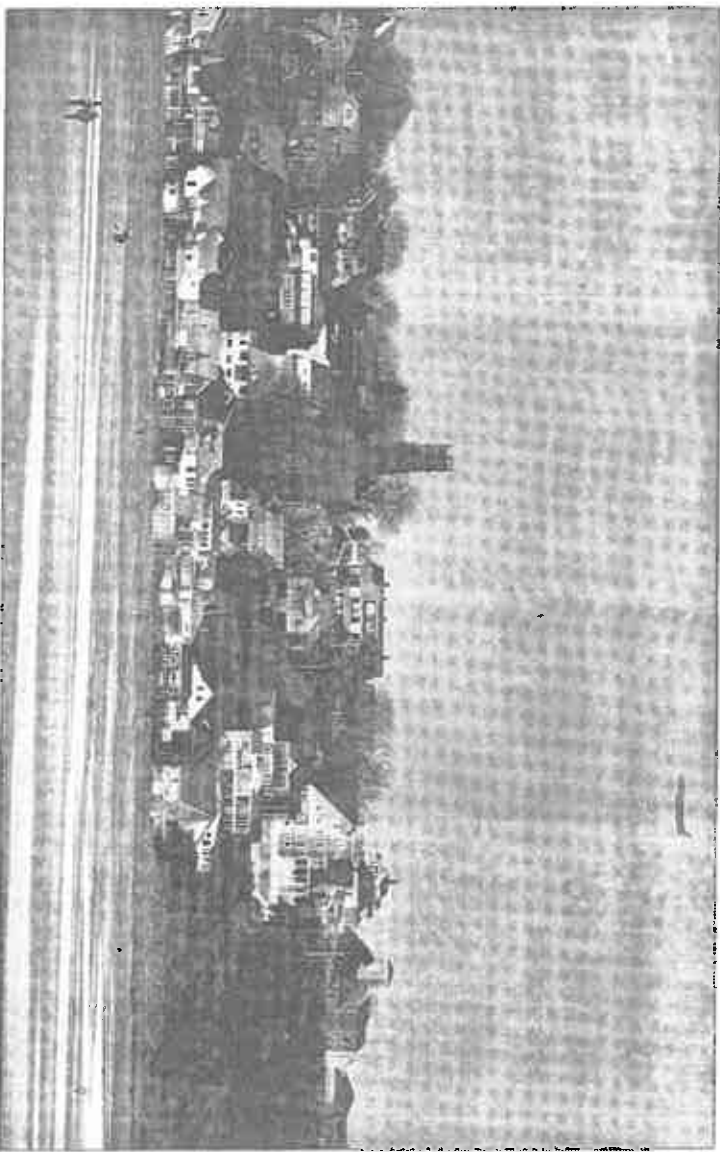
People  
exposed to  
more than 65  
decibels by  
2003  
7,300

Noise  
increases in  
the Boston  
area  
30  
Source: Massport



2006 MONUMENT photo supplied by The Patriot Ledger

FROM PAGE ONE



View is the South Shore community most affected by noise from airplanes taking off and landing at Logan Airport. View is north from the Hawthorne Beach area.

# Flight path changes may spell relief



## NEW TECHNOLOGY

### Pilots get directions in 3-D

#### By J. J. ...

Over the past 20 years, pilots and their passengers have had to rely on a series of ground-based radio beacons to guide them to the right place at the right time.

Now, with the advent of 3-D navigation systems, pilots can get more precise directions from the ground. The new systems use a series of ground-based radio beacons to guide them to the right place at the right time.

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1/7/07

6

**LOGAN**

Continued from Page 1

"We tried very hard not to pass traffic onto anybody who didn't have a choice as to somebody who already gets a lot," said Sandra Knez, co-chairwoman of the advisory committee. "It is a tremendously complicated situation."

And it remains to be seen whether the board's principle of not harming communities will be borne out by the chosen routes.

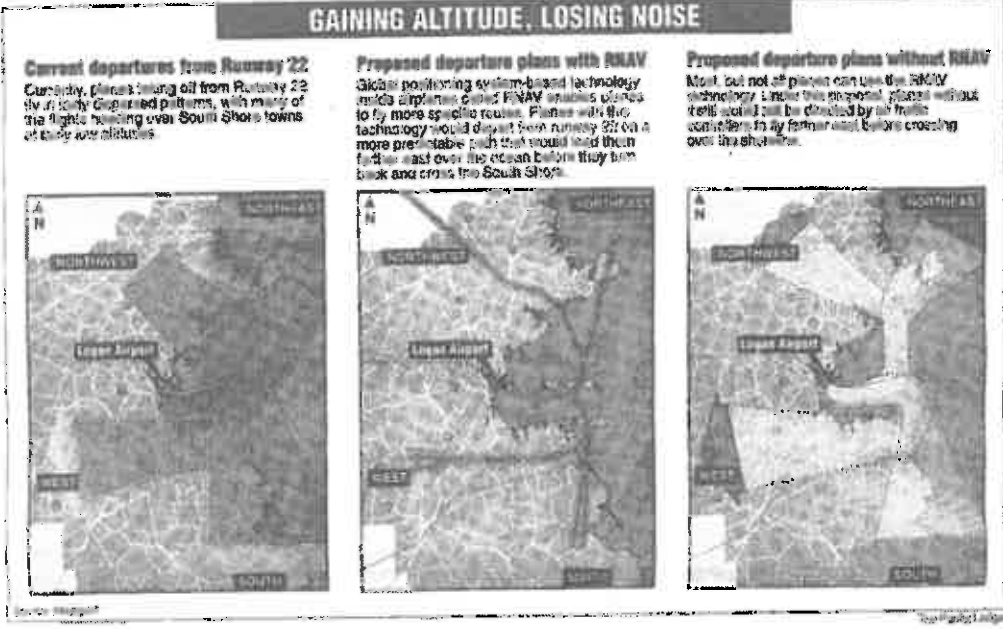
For the South Shore community affected most by Logan noise is Hull, where 570 flights are loud enough to maintain a normal outdoor conversation and 309 make talking difficult. It's not surprising, given that the periods on which the town sits are cut into Boston's long morning and afternoon commutes.

Stephen Latham, the current advisory committee member from Hull, said many of the routes now being considered are inadequate high capacity. But he said he is concerned that the routes could cause damage that other routes could do to limit in particular.

"There are significant advisory supports that don't show up on the decision-making tools" used by advisory committee members in recommending them, he said.

The routes were developed as part of a more study, the FAA and Massport agreed to undertake as part of building a new runway, 1B/32, which opened in November.

South Shore noise complaints related to flights taking off or landing at Logan are rolling new. In a dispute, which is currently in court, flight ops on the airport have been moved to New York.



Washington or Atlanta than lead north or west.

"The split is probably 75-25," a study by the Department of Transportation's Federal Aviation Administration (FAA) and the Massachusetts Department of Transportation (MassDOT) said.

While the study was conducted in part because of the construction of runway 1B/32, other points of focus by South Shore towns, the new flight routes are possible in large part because of improving navigational technology.

Following, Massachusetts and a neighboring state plan had

Hull, put together several years ago and started talking about how the noise could be dampened.

"We asked ourselves what we could do to really improve the noise," Dormitzer said.

Eventually, the four came up with 53 possible flight path alternatives that would require pilots to make different turns than the way over they take now.

The FAA, Massport and its independent consultant evaluated the effects the alternatives would have on airport operations, safety, efficiency and noise.

Eventually, the agencies

agreed at 13 routes they thought could be put in place relatively quickly without

"We tried very hard not to pass traffic onto somebody who didn't have it already."

Sandra Knez, co-chairwoman of the advisory committee

submitting a federal environmental review. The routes were chosen to be

considered in the coming years as part of a more expensive — the FAA and Massport have completed \$5.3 million — and potentially more contentious second phase.

"There are two significant ways to improve the noise problem at any airport," said Johnson. "One deals with the timing of the airplanes and with the altitude of airplanes on approach and departure."

Once the advisory committee narrows down the choices to 12 flight routes — it eliminated one of the 12 at its December meeting — the Federal Aviation Administration will look at the

combined effect of putting all the approved plans into play.

Whether the changes can be put in place this summer depends in part on whether the agency has to build any of the advisory committee-approved plans.

Greg Landis, project director for the FAA, said the FAA's role is to make sure the system is as simple as possible.

"I think before we're going to get something out of this," he said. "To think that a group of 29 communities could agree even on what they're going to do on the way is a long way."

Other areas may be involved in getting the system

THE QUEEN'S GARDEN

This

# WEATHER

Shelton

Low of 32°

High of 36°

# The Patriot Ledger

THE YEAR

RED, WHITE, WHATEVER

The world has fallen for wine GET OUT! 19

NEW ENGLAND NEW

COLTS' MANNING CHASING THE ONE ELUSIVE TROPHY

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SUZUKI OFFERS BARGAIN SUV VEHICLE DRIVING

ALINGTON, GARY  
COTASSET, DUKES  
BLAZAK, RANDY  
ELSON, KINGMAN, RUL  
ALINGTON, MARSHALL  
MONTANA, PETERSON  
PITTSBURGH, ROCKLAND  
COUTURE, WHITMAN



SOUTH BOSTON, MASS.

SOUTH BOSTON, MASS.

## Good Afternoon

Let's take a break from the South Shore and look at the

NATION / WORLD

DRINKING WATER

FATALITY PROBED

Horrible crash

are investigating the

case of a woman who

had after drinking too

much water in a race

can confirm, saying

she is in the state

of the state.

ANOTHER DEATH

# Board to Logan: Quiet your jets

## Recommended flight path changes may benefit S. Shore

By ALAN KATZ  
The Patriot Ledger

CAMBRIDGE — A committee advising Logan Airport last night approved changes in flight paths that will help quiet the sky above the South Shore.

In a unanimous vote

the Logan Citizens Advisory Committee, comprised of representatives from 29 communities affected by the airport, approved a variety of changes to current flight paths and departure procedures. The changes will require approval from the Federal Aviation Administration.

"This is an important step for

the community," said Philip Leo, manager of aviation planning for Logan Airport, which operates Logan Airport. The committee is one of the airport's three advisory committees, which are responsible for monitoring and improving flight paths and departure procedures. The study was ordered after a judge allowed Massachusetts to sue over noise abatement. The study was ordered after a judge allowed Massachusetts to sue over noise abatement.

higher altitudes. A consultant to the project said that planes would fly, on average, 3,000 to 4,000 feet higher when they cross the South and North shore than they do now.

The study was ordered after a judge allowed Massachusetts to sue over noise abatement.

Page 6

## Logan Airport noise plan

**Threat:** A Massachusetts Supreme Court decision in 1992 that required the airport to reduce noise levels. The airport is currently in violation of the court's order.

**Impact:** The airport is currently in violation of the court's order. The airport is currently in violation of the court's order.

**Next:** The airport is currently in violation of the court's order. The airport is currently in violation of the court's order.

A

PATRIOT LEDGER  
1/18/07

E ONE



GAFF HIGGINS/The Patriot Ledger  
Airplanes fly low into Logan Airport over Hull. A board advising MassPort last night approved changes in Logan flight paths that proponents say will help quiet the sky.

## Changes recommended to quiet South Shore sky

BY LOGAN

Continued from Page 1

start a sixth runway. The new runway, which opened in November, had been blocked by activists for 20 years.

"It feels good to think something is going to come out of it," said Gail Lattrell, a spokeswoman for the FAA.

The flight path changes approved last night represent the study's first phase, which considered only alternatives that would not require the FAA to do a full environmental review. The second phase, which could involve changes to runway two as an attempt to distribute noise more evenly, is likely to be more controversial and will require environmental review.

For now, the FAA will review the effect of the changes approved by the citizens' committee to determine whether, taken as a whole, they make further environmental review necessary. Because the agency has been closely involved, it is not expected that they will.

Steven Kelly, manager of airspace redesign for the FAA, said it could take up to 18 months to put all the flight path changes in place, but that some could

be implemented as early as fall.

While one of the goals of phase one was to avoid shifting more noise to any community, some communities detected increased noise in some locations.

Stephen Lattrop, who represents Hull on the committee, pointed to data showing that while Hull will hear about the same number of flights, it will see an increase in noisier flights under one of the new flight path scenarios. A more precise flight path would mean that some flights will fly closer to Hull, although others will be further away.

Locations in Scituate, Duxbury and Marshfield also might experience a slight uptick in noise from flights, although other spots might see a reduction.

Marshfield and Duxbury have not had representatives on the advisory committee recently, despite efforts to involve those towns. Last night, the Scituate Board of Selectmen sent town planner Laura Harbottle to the meeting. The committee was following strict parliamentary procedure and Harbottle, as a nonmember, was not allowed to speak.

After the meeting, she said "it's obvious Scituate is going to be affected and I was amazed they didn't even let me speak," Harbottle said.

Jane Jette may be reached at [jette@ledger.com](mailto:jette@ledger.com).

'SHOW ME THE LAW'

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GLOBE

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07

#### MARSHFIELD

## Logan plan irks coastal towns

Officials say they  
weren't consulted

By Christine Wallgren

MARSHFIELD (AP) —

A contingent from Marshfield will go to Boston City Hall tonight to confront the advisory committee that is recommending a Logan Airport flight path over a narrow section of this coastal town.

The proposed flight plan is designed to reduce the roaring jet noise over neighborhoods around Logan, but officials from Marshfield — which was not represented on the advisory committee that drafted the plan — say that relief will come at Marshfield's expense. They say they would like to get the plan changed, and that's the message they will deliver this evening. But it may well be too late.

Just why Marshfield, along with Duxbury, did not have a member on the advisory committee from the start is a point of contention. Marshfield officials say they were sent only vague notices about the committee and why they might want to join it. But advisory committee members

PLANNING PARTIAL, PAGE 5

## Officials like

A

# Logan flight plan irks coastal towns

BY FLIGHT PATH  
Continued from page 1

say that if a town was unaware of the importance of the committee's work, it was the town's fault for not paying attention.

"What you've got are two towns that will be dramatically impacted by these changes, and the committee would have you believe Marshfield and Duxbury are out to lunch, incompetent, or belatedly interested in something they should have cared about 2½ years ago," said Chip Keating, a Green Harbor resident and former chairman of the Marshfield Planning Board. "I say their notices to the town were purposefully vague and purposefully not belatedly."

The Logan Airport Community Advisory Committee is made up of representatives from 29 of the communities affected by airplane noise. It voted on its recommended new flight tracks on Jan. 17 after a 2½-year, \$3 million study done jointly with the Federal Aviation Administration and the Massachusetts Port Authority, which runs Logan. The study, in which two consulting firms reviewed noise data and flight paths, was the most ambitious of its kind ever done in the United States, officials said. The FAA expects to implement at least some of the recommended flight tracks as early as this fall and others over the next 18 months.

Marshfield resident Marianne McCabe, an attorney, said she first read about the flight path changes in a local newspaper and voiced her concern to the selectmen early this month. After reviewing information posted on the website [bostonoverflightnoiseestudy.com](http://bostonoverflightnoiseestudy.com), McCabe realized that three of the proposed flight tracks will send planes over southern Marshfield and northern Duxbury. Planes approaching the airport would be channeled into a mile-wide corridor over a portion of the Marshfield-Duxbury line rather than spread over a larger area, as they are now, before they loop over the ocean and proceed to Logan. Planes will be descending, and thus make more noise. Selectmen appointed McCabe to represent the town on the airport Commu-



A United jet lands at Logan Airport. Three proposed flight paths will go over southern Marshfield and northern Duxbury.

ty Advisory Committee. She plans to attend tonight's meeting but said it might be too late to help the town.

"All the decisions have already been made," McCabe said. "I think basically a lawsuit has to be filed." McCabe said Marshfield was sent only vague notices about joining the Advisory Committee two years ago and was notified via e-mail of the recent vote just 13 days before it was to occur. That notice, too, was vague, she said. "It's been like a big mystery, yet they have the power to change flight tracks," she said.

Duxbury Selectman John Tuffy said his town also found out about the impending vote sometime after Christmas. Selectman Andre Martecchini, who is researching the issue for the town, could not be reached for comment. Chairwoman Elizabeth Sullivan said Martecchini is expected to update the board at its meeting on Monday. Schutte also came to the process late. It found out about the Jan. 17 vote and sent a representative, but she lacked official standing and thus was not allowed to speak. Marshfield Selectman Patricia Keating plans to speak on behalf of her town at tonight's meeting in Boston. "Being a selectman, I believe I should have immediate standing to speak," Keating said. "I don't want to overreact or underreact. I just want to know what I'm looking at." FAA spokesman Jim Peters said officials made every effort to notify the 90 communities affected by air traffic of the upcoming study in 2005 and urged their participation. Some chose not to send representatives. Sandra Kunz of Braintree and

Ralph Dormitzer of Cohasset, co-chairs of the Community Advisory Committee, argue that all communities should have been aware of the ongoing noise study.

"To say they didn't know is complete and utter fiction," Dormitzer said.

Kunz has been upset by public accusations that the committee worked against some communities. "We were all volunteers, and we did our best," Kunz said. "Nobody was out to hurt somebody else. This has been a strictly open process. Our minutes are on the website. How much more open can we be?"

Currently about 310 planes generate enough noise as they pass over Marshfield to disrupt conversation. The narrow corridor through which they will fly over southern Marshfield and northern Duxbury, rather than over a broader land area, is the result of technological improvements in navigation that the FAA plans to implement.

The so-called RNAV system will allow for much greater precision, compressing flight approaches from the Providence area into a mile-wide swath above southern Marshfield.

The change, Dormitzer said, would likely be made even if the Community Advisory Committee did not recommend it.

Marshfield will not have a greater number of flights, "it will be just a different distribution of flights," he said. "I think half of Marshfield will be delighted with the changes and the other half won't be delighted." Dormitzer said he will urge the committee to allow those attending tonight's

session to speak — "We want to retire all the inaccuracies" — but the plan is basically set.

"About 26 communities were involved in the vote, and most of them thought this was the best we could do," Dormitzer said. "I don't think there will be any changes at this point."

Christine Wallgren can be reached at [CWallgren@aol.com](mailto:CWallgren@aol.com).

**South Shore's New England Gallery**  
Invites you to our current show  
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**Brian Josselyn**  
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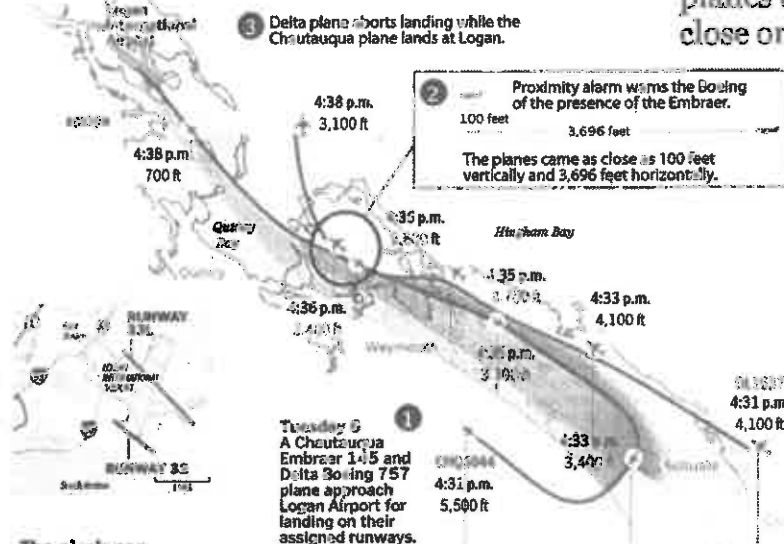
THE BOSTON GLOBE FRIDAY, MARCH 9, 2007

Deaths B  
Lottery B2  
Weather C6

## A new risk enters the skies

A Delta Boeing 757 aborted its landing at Logan International Airport on Tuesday after a collision alarm sounded in the cockpit. Below are the positions and altitude of the planes, according to Airport Monitor.

More precise than ever,  
landing systems bring  
planes uncomfortably  
close on Logan approach



By Marc Daniel  
GLOBE STAFF

A Delta Air Lines passenger jet aborted its landing this week at Logan International Airport after the cockpit collision alarm sounded as a small regional jet attempted to land on a parallel runway, Federal Aviation Administration officials said yesterday.

No one was injured, and spokesman Jim Peters said the FAA is not investigating the incident.

Air traffic controllers and the two pilots did everything by the book, and the Delta pilot has not filed a near-collision report, Peters said.

Radar data show that the jets were about 100 feet apart vertically and 3,693 feet apart horizontally, the FAA said yesterday. "There was no imminent danger of these two aircraft colliding with each other," Peters said.

Still, what happened Tuesday afternoon was the first unusual incident involving Runway 32, the new landing strip that had its first landing in December, after three decades of court battles with nearby communities.

Aviation officials said such incidents could become more common at Logan because the new runway, used by regional jets, and the parallel Runway 33L, used by larger commercial jets, will have planes landing on them almost simultaneously.

Circle 36, Page B6

### The airplanes



CHQ3044  
Airline: Chautauqua  
Plane: Embraer 145  
Departed: Buffalo  
Landing: Runway 32

SOURCE: Airport Monitor, F/GAR

DL1637  
Airline: Delta  
Plane: Boeing 757  
Departed: Salt Lake City  
Landing: Runway 33L



DAVID ZARACHA/PILOTE STAFF

3/9/07

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Globe  
3/9/07

## Landing system brings planes closer together

✦ STORM CALLS  
Continued from Page B1

Delta Flight 1637, a Boeing 737 from Salt Lake City, was approaching Runway 32L at the same time a Delta Connection 60-seat regional jet operated by Chautauqua Airlines was approaching the new Runway 32. The FAA did not know how many passengers and crewmembers were aboard the planes.

Air traffic controllers had both pilots acknowledge that another plane was nearby and maintain visual separation, Peters said.

But as they approached Logan in gusty conditions, the Boeing 737 pilot reported first a visual warning and then an audible collision avoidance warning before pulling out of the attempted landing and returning to 3,000 feet.

"Sixteen-thirty-seven. We're climbing," said the Delta pilot, according to a recording of communication between the pilots and the Boston tower archived on a commercial air traffic control

website.

The pilot later contacts the tower, saying, "That traffic was just about 100 feet below us."

"He had you in sight," replies the air traffic controller.

"All right, but we had to comply with an [alarm]," the Delta pilot states while turning the plane for another landing approach.

Officials with the Massachusetts Port Authority, which operates the airport, have said the new \$110 million Runway 32 has already reduced delays on days when winds blow out of the northwest or southwest.

Before the runway was built, such winds limited Logan to one to two runways, creating delays for arrivals and departures.

Massport can only use the runway for smaller regional jets and only when winds blow out of the northwest or southeast at more than 10 miles per hour. On Tuesday afternoon, winds were gusting to 39 miles per hour.

The alarm that sounded in the Delta jet's cockpit is known as a

traffic collision avoidance system (TCAS), which is intended to prevent mid-air collisions and is standard on all commercial planes.

"It's up to the pilot to take whatever appropriate action he feels is necessary," said Peters. "His alarm went off, and he pulled the plane up."

Pete Janhunen, spokesman for the Air Line Pilots Association, said the system "is incredibly safe" and should be strictly obeyed.

"Pilots can make those decisions [to short landings] and not face any repercussions, even if they're going to be a little late," he said. "Generally what we say is pilots should trust the TCAS systems in their cockpits and they should follow the instructions that they receive. The system is that good."

FAA officials said Tuesday's in-

cident, first reported yesterday in the Patriot-Ledger of Quincy, had nothing to do with a series of close calls on Logan's runways, includ-

ing a June 2005 episode in which two passenger jets came within 106 vertical feet while simultaneously taking off on intersecting runways.

The National Transportation Safety Board continues to investigate that runway incident.

The FAA and Massport made several changes designed to prevent runway problems, including speeding the completion of Runway 32, placing strict limits on planes taking off on runways not normally part of take-off patterns, and providing more training for air traffic controllers.

Mac Daniel can be reached at [mdaniel@globe.com](mailto:mdaniel@globe.com).

**Pilots should trust the TCAS systems . . . and follow the instructions that they receive.**

PETE JANHUNEN  
Air Line Pilots Assoc.

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3/11/07 GLOBE

annual Town Meeting; if approved, it would be up to selectmen to schedule the necessary ballot vote.

3/11/07  
GLOBE, Page 4

## FAA won't yield on new flight tracks

By Christine Waltheren  
GLOBE CORRESPONDENT

MARSHFIELD — Federal aviation officials have agreed to discuss the impacts of several alternative flight tracks being recommended for Logan Airport with representatives from five area towns on Thursday. But they say they will not slow their timetable for review and implementation to give the communities time to have their own experts review the data.

Marshfield, Scituate, Duxbury, Pembroke, and Norwell will all be represented at the noon meeting at the State House, arranged by state Representative Frank M. Hynes, Democrat of Marshfield, at Marshfield's request. The cochairmen of the Logan Airport Community Advisory Committee, a group of 29 communities that recommended the alternative flight routes to the Federal Aviation Administration in January, will also be there, along with a specialist from Landrum and Brown, a commercial-aviation consultancy, who plan to outline the alternative tracks and explain their impacts.

Marshfield officials had hoped to buy time to have their own specialists review the material, but FAA officials say they will not grant such a request. "Our plan is to move forward in the process," FAA project manager Steve Kelley said last week.

The FAA is now studying the cumulative impact of seven alternative routes in and out of Logan to see whether they can be implemented without further environmental review. Some will be in place by fall. Those that involve the computerized navigation system most likely will not be implemented for about a year.

Marianne McCabe, appointed by  
FLIGHT TRACKS, Page 4

Inside An hour in church tri  
college football. Page 3... At the

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GLOBE 3/11/07

Norman Paley, a member of Seitate Citizens for Limited Taxation, said the town needs

money for the town's newly created Capital Projects Stabilization Fund. The yearly cash infusion will cover loans for \$51 million in

Christine Wallgren can be reached at [christine.wallgren@aol.com](mailto:christine.wallgren@aol.com).

## FAA sticks to plan for new flight tracks

**FAA STICKS TO PLAN**  
Continued from page 1

Marshfield selectmen to represent her community in future dealings with the Logan Airport Community Advisory Committee, said she was surprised her town's request for time will not be considered.

"We thought the purpose of the meeting was to present our side and get some kind of accommodation," she said when told about

Waller's comments. "I thought this was a way to reach a compromise."

Marshfield officials only found out about the proposed changes in flight paths the day after the advisory panel's vote in January.

While the alternatives are aimed at reducing the rumbling noise of overhead jets for the communities affected by Logan, Marshfield officials say they believe that some of the alternatives may channel air traffic away from other communities and over their. Duxbury, Scituate, Pembroke, and Norwell could also be affected.

Officials in all five towns complain they were never adequately

notified of the noise study which it was being done over the last two years. But Kelley maintained that the process was made as transparent as possible and that information about the study had been posted on the Internet.

FAA project manager Gail Lattrell said all communities within a 20-mile radius of Logan Airport were considered in the study, from Gloucester in the north to Marshfield and Duxbury in the south.

Kelley said changes in flight paths are commonplace, particularly as the computerized navigation system becomes more widely used. The system allows for more

precise flying, creating narrow corridors for planes to use.

Ralph Dormitzer, cochairman of the Logan Airport Community Advisory Committee, said the number of planes flying over Marshfield daily will remain the same at 168, but they will fly through a narrower corridor of the town.

The changes in flight paths at Logan have received more public attention since a federal record of decision, granted by the Environmental Protection Agency in 2002 when a new runway for Logan was approved, mandated citizen input. The record of decision stipulated that a noise study be done to determine how to mitigate impacts on communities surrounding Logan.

Selectwoman Patricia Epstein of Marshfield said she hopes she will leave Thursday's meeting at least with a better understanding of the flight plans' impacts.

"I just want to know what I'm looking at and how it affects Marshfield," she said.

Scituate resident Gary Banks, who was a pilot with American Airlines for 31 years before retiring in 1997, will represent that town.

Banks has already studied the flight track alterations online and does not believe they will create further noise problems, at least for Scituate.

"That's just my first take on it," Banks said. "I want to hear the official report and take it back to the selectmen."

Andre Martecchini, a Duxbury selectman who will attend the meeting with Town Manager Richard MacDonald, checked out the proposed changes to flight tracks online, but said he found the data complicated.

"It was difficult to see whether there will be significant impacts," Martecchini said. "Hopefully, they can give us some good information at the meeting."

Town Administrator Edwin Thorne of Pembroke said his town will be represented Thursday, as well. Thorne said Pembroke officials had only vaguely been aware of an ongoing noise study. "But now that we've been made aware of it, we'll be following it up," he said.

Norwell selectman had not yet discussed the State House meeting, but chairman John Mariano said his board will send a representative. "It's going to affect our town," he said, "we want to be there."

Christine Wallgren can be reached at [christine.wallgren@aol.com](mailto:christine.wallgren@aol.com).

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March 21, 2007

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# Friendlier skies for airlines, airports

New, more precise navigation systems will help pilots save time, fuel and may calm runway abutters

By Peter J. Horne  
Illustration by [unintelligible]

With a big new boost, premised from the nation's busiest airline, Southwest Airlines Co., a long-brewing revolution in US air traffic control is finally poised for takeoff.

It's a change that could make everyone connected with the aviation business happier: passengers, pilots, control-tower crews, airline shareholders, and even airport neighbors.

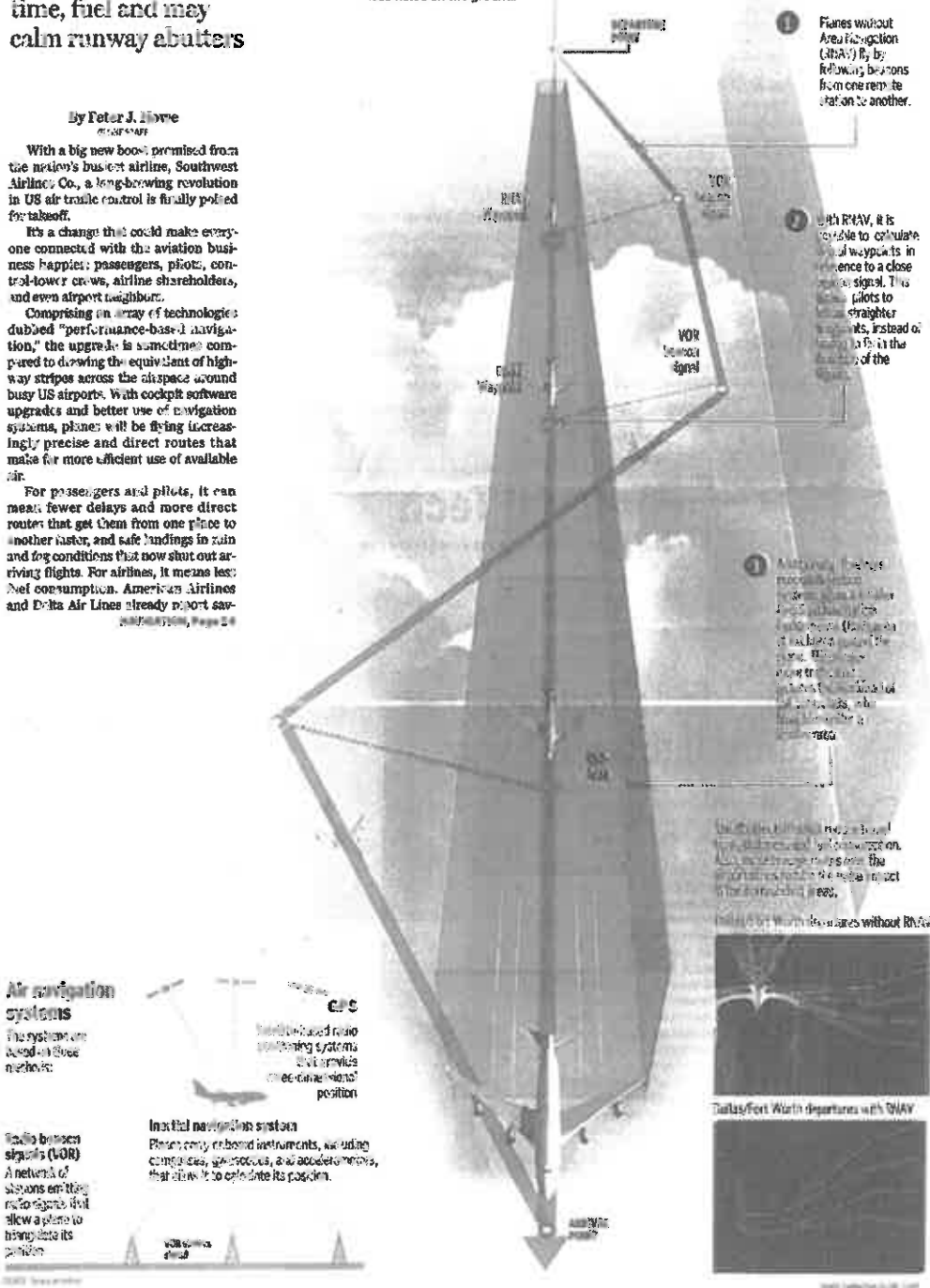
Comprising an array of technologies dubbed "performance-based navigation," the upgrade is sometimes compared to drawing the equivalent of highway stripes across the airspace around busy US airports. With cockpit software upgrades and better use of navigation systems, planes will be flying increasingly precise and direct routes that make for more efficient use of available air.

For passengers and pilots, it can mean fewer delays and more direct routes that get them from one place to another faster, and safe landings in rain and fog conditions that now shut out arriving flights. For airlines, it means less fuel consumption. American Airlines and Delta Air Lines already report sav-

ing 200,000 gallons of fuel a year.

## HIGHWAYS OF THE SKY

The introduction of more precise air navigation technologies allows the FAA and airlines to optimize the Area Navigation (RNAV) and Required Navigation Performance (RNP) standards for more efficient use of air space and fuel and less noise on the ground.



### Air navigation systems

The system are based on three methods:

#### Radio beacon signals (VOR)

A network of stations emitting radio signals that allow a plane to triangulate its position.

#### Inertial navigation system

Planes carry onboard instruments, including compasses, gyroscopes, and accelerometers, that allow it to calculate its position.

#### GPS

Global positioning system that provides three-dimensional position.

1 Planes without Area Navigation (RNAV) fly by following beacons from one remote station to another.

2 With RNAV, it is possible to calculate direct waypoints in reference to a close radio signal. This allows pilots to take straighter routes, instead of having to fly in the distance of the signal.

3 Additionally, the new system allows for more direct routes, which can save time and fuel. This is because the system allows for more precise navigation, which can result in shorter routes.

RNAV (Area Navigation) is a type of navigation that allows a plane to fly a direct route from one point to another, instead of having to follow a series of beacons. This can save time and fuel.

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# Airlines, FAA look to navigation upgrades

By [Name] and [Name]

For air traffic controllers with the air-traffic control job of guiding planes into and out of airports, the past few years have been a time of change. Over the last three years, the FAA has been upgrading its air-traffic control system with the help of airlines.

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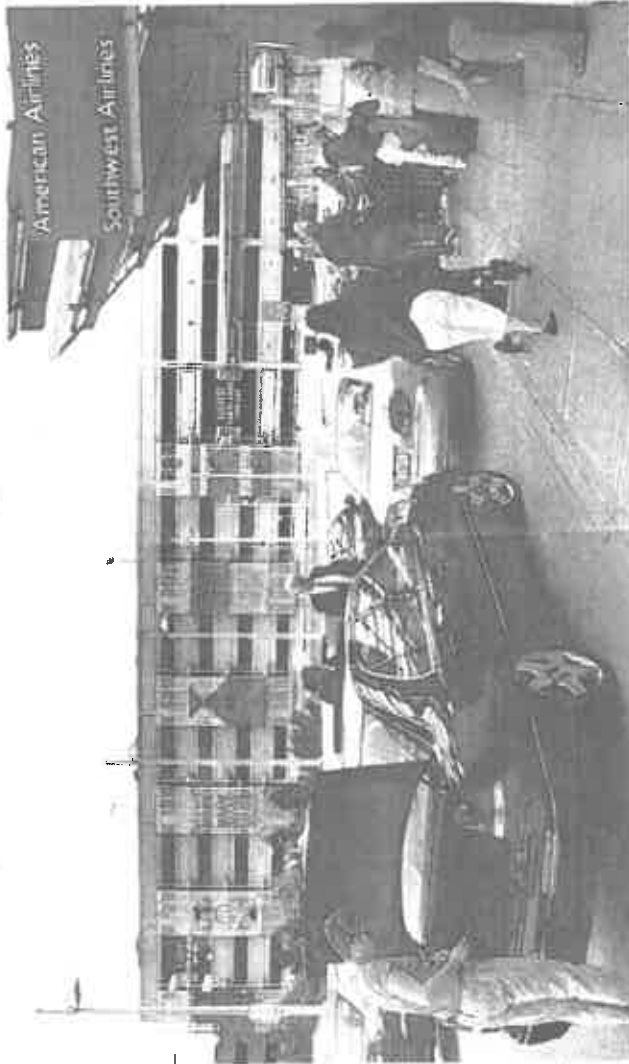
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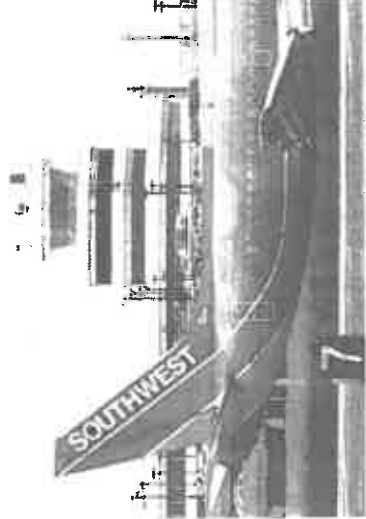
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Southwest Airlines will upgrade all of its Boeing 737s for RNP operations by late next year, and will chart new procedures for cockpit navigation computers to the Los Angeles International Airport in New England, I.R. Green State Airport (above) outside Providence, and the other airports where it flies.



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Air Traffic Controllers Association, Polk said, that "as with any other new tool, there are kinks to be worked out." The new technology will handle a flight whose departure runway is closed after its departure path has been loaded into the jet's navigation computer. Still, Polk said, "Safetywise, right now I feel it's the best thing to do."

Currently, few of the 1,600 to 1,100 daily flights arriving at and departing from Logan take advantage of the new navigation systems, according to Steve Kelley, an FAA "airspace redesign" manager. The systems make a dramatically bigger difference when most or all of the flights are flying enhanced paths, because if only a small minority are, they still have to be given the wide clearance mandated for planes using the standard system.

As part of an ongoing effort to reduce jet noise around Logan, the FAA wants to spread its more widely used RNAV and RNP flight paths, including more than 100 takeoffs and landings per hour by bunching more planes closer together. But, Kelley said, "It's not about increasing capacity. It's about improving pre-

42 By September, Alaska Airlines reported that thanks to enhanced navigation capabilities, 580 of its flights were saved last year from mandatory diversions during weather conditions, like low clouds or thick fog, that would have prevented standard technology planes from landing. With enhanced navigation, federal safety laws can allow pilots to land with less visibility than the cockpit windshield.

Among many other efforts, the navigation changes are allowing airlines such as Delta to begin experimenting with what are called "continuous descent approaches" to airports. For a pilot, it's roughly like putting the jet in lowest gear at 35,000 feet and coasting the last few hundred miles in to the airport. Early results indicate Delta could save 1.5 million gallons of jet fuel annually just on flights coming in to its Hartsfield-Jackson International Airport hub in Atlanta, potentially more than \$50 million.

"It's a huge improvement, and it is definitely more efficient for the national airspace system," said Vance E. Polk, an Atlanta tower controller who is chair of the safety committee for the National

In time, the technology could allow Logan to exceed its current rough cap of 120 takeoffs and landings per hour by bunching more planes closer together. But, Kelley said, "It's not about increasing capacity. It's about improving pre-

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B

# The Boston Globe

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HELEN W. DONOVAN Executive Editor

## HEARD ABOVE THE ROAR

**T**HIRTY-THREE years is a long time, even by the standards of Boston's fierce neighborhood battles, and newer residents might be forgiven for puzzling over the protracted fight to block a single short runway at Logan Airport. But Boston's modern history has in many ways been the story of unaccountable institutions — universities, hospitals, courts, and transportation agencies — trampling the rights of ordinary citizens, and the resulting efforts of the citizens to find their voice. Runway 14/32 opened on Thanksgiving Day, but the struggle between the Massachusetts Port Authority and Logan's neighbors endures.

East Boston was a blue-collar neighborhood of mostly Italian-American families when Massport director Edward J. King first tried to expand Logan's footprint. King had little sentimental attachment to East Boston, even though he had been born there, calling it a "dilapidated area" to justify his plans. Massport had ordered the destruction of a beloved park to make way for an earlier expansion; noise, traffic, and pollution were on the rise; and many in the community saw the new runway as an existential crisis.

Most of the housewives and laborers who fought the expansion had never been involved in politics before. But they became sophisticated advocates who demanded a say in their own fate, negotiating environmental impact

cession of directors, broken promises, hard bargaining, and hopes raised and dashed. Each director at Massport since King has vowed to be a good neighbor. But some are better than others.

Now a new administration is coming to Beacon Hill, headed by a governor who was just a student when the Runway 14/32 battle was joined. Deval Patrick should try to understand the deep skepticism with which many Logan neighbors view the runway project, even though Massport has promised to observe a series of conditions the Superior Court imposed in 2003, when it lifted a three-decade-long injunction against the runway's construction.

These include not using the runway unless winds out of the northwest or southeast reach 10 knots; taking off or landing in one direction only so that the jets don't fly over the Jeffries Point neighborhood; the completion of a serious noise abatement plan for the area; and the implementation of a peak-pricing plan that will minimize congestion on windy days before the runway needs to be employed.

The Patrick administration has a crucial role to play as honest broker and enforcer of these commitments. Patrick is perhaps uniquely gifted among recent political leaders in navigating competing interests. This page has mostly opposed the new runway because of Massport's uneven history with its neighbors. A vigilant community and a responsive government are needed to keep the peace.

100 years. New cost project are being worked up, and

ANIM TIMES 2007

recreation grant to help pay for the so-called Green Hill/Summit Avenue seawall repair. The state's portion of

walls, revelements, breakwaters, etc. Continued on page 15

## Opening of new runway at Logan could send more planes over Hull

By Christopher Haraden

If plans to begin using Runway 14/32 at Logan Airport this week take off, Hull Village residents like Stephen Lathrop will be among the first to know.

Lathrop, the town's representative on the airport's Community Advisory Committee, said this week that the severity of noise impacts on Hull will depend on how planes approach the new runway.

One flight pattern under consideration would move aircraft to the west of the peninsula, while the other would route planes directly over Pemberton and Point Allerton.

Lathrop said noise from planes taking the latter approach would be most noticeable to his neighbors.

"I certainly won't have to go to the window, and neither will anyone else in Hull Village," Lathrop said

this week.

Lathrop said the planned Thanksgiving Day opening of the runway was a surprise to CAC members, and that he hasn't yet been told exactly how pilots will be instructed to use the runway.

"They haven't given me an answer I feel I can rely on," Lathrop said. "I asked as recently as last week ... and I'm still waiting."

The construction of Runway 14/32 was approved by the Federal Aviation Administration in 2002 despite vigorous protests and a lawsuit filed by the towns of Hull, Hingham, and Cohasset. A judge dismissed the lawsuit before trial, clearing the way for the 5,000-foot runway's construction.

The FAA's decision instituted a wind restriction that "will limit the use of Runway 14/32 to those times

Continued on page 15

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## Runway to open

Continued from page 1

when winds are equal to or greater than 10 knots from the northwest or southeast."

The Massachusetts Port Authority (Massport), which operates Logan Airport, argued that the short runway will allow smaller, commercial jets to land during high wind conditions, reducing delays at the airport. Opponents, including communities in Greater Boston and north and south of the city, argued that adding a sixth landing strip would allow more planes to use the airport during all types of weather.

"The runway's primary benefit is to accommodate regional jet and non-jet traffic and to improve arrival flow to the airport during northwest wind conditions," according to a statement from Massport issued to announce Runway 14/32's completion. "Massport estimates that the new runway will reduce overall delays by about 25 percent and cut delays during strong northwest winds by almost 90 percent."

"It won't have to operate too much to accomplish the goal publicly announced, which was reduction of delay in northwest wind conditions," Lathrop said. "But if the goal is to increase airport capacity, I expect that it would be operating more frequently."

The CAC is conducting a two-phase noise study of all traffic at Logan Airport, and Lathrop said the second phase of the study will explore rerouting some of the planes over the harbor and away from Hull. The impact of the new runway will be included in that analysis.

"There's some hope that if the initial configuration [creates more noise over Hull], we can mitigate those impacts," Lathrop said.

Residents with questions or complaints about airplane noise can call Logan Airport's 24-hour Noise Complaint Line, 617 561-3333. ∞

A new program sponsored by Hull's animal control officer will teach residents about animal safety and promote harmonious living with the town's four-legged residents.

Animal Control Officer Deni Goldman said the Community Animal Awareness Program [CAAP] begins Nov. 30. The free series of workshops will cover the topics of animal law, animal cruelty, living with wildlife, marine life, zoonotic diseases, emergency first aid, bite prevention, and emergency management/disaster response.

Selective topics will include guest speakers from various state and local organizations. The CAAP begins Nov. 30 and will run for six weeks, on Thursdays, from 6:30 p.m. to 8:00 p.m., at the Hull Police Station, 1 School St. [There will be no program on Dec. 21 in order to respect holiday observances].

You may pick up a registration form from either the animal control office at Hull Town Hall, or from the police department. Registration forms must be returned to the animal control officer no later than Nov. 23. Questions? Call ACO Goldman, 781 925-4718. ∞

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Wellspring offers job seekers the opportunity to meet with a human resources professional, at no cost, on Tuesdays from 6-8 p.m.

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**CLEANING UP FOR THEATER OFFENSIVE** — Cynthia Harmon (left) of Boston and Marianne Stravinskis of Milton were among the 300 guests at The Theater Offensive's annual climActs! Glam fund-raiser Saturday at the Jorge Hernandez Cultural Center in Boston.

## Towns seek review of flight plan

**FLIGHT PLAN**  
Continued from Page 1

60 days to take a closer look at the proposed flight paths. Epstein was given 30 seconds by Darryl Pomfret, the advisory member moderating Thursday's meeting at Boston City Hall, to present her case. The group then denied the request.

"I was very disappointed in the way the meeting was conducted," Epstein said afterward. "They seem to make up rules as they go along." One advisory member talked on a cellphone during Epstein's presentation, and others milled about talking.

A few members were inclined to grant the delay and suggested the group simply hold off on forwarding its recommendations for nine flight-path changes to Massport and the FAA. But they were told by chairman Ralph Dormitzer of Cohasset that it was too late; he had already forwarded the recommendations and the agency's 90-day review process had already started.

A few advisory members offered to provide Marshfield with information on the over-flight noise study that underpins the flight change proposals, so Marshfield can study it — but only as the implementation process continues.

Some of the flight-path changes are slated to be in effect by fall. "If they were given the 60-day window, the consulting teams would have to stop the work," Dormitzer said on Friday. "They've got to continue the work."

Marshfield officials were angered by the advisory committee's decision. "We made a pretty reasonable request and got shot down," said Town Administrator John Clifford. "They don't follow the traditional formalities of a government body, and it's not clear to us what standing this group has or what authority they have."

Marianne McCabe, recently appointed to represent Marshfield at the advisory committee meetings and present for last Thursday's discussion, said the only way to slow the process is to take the committee to court.

The proposed flight plan has flaws, she said. Among them, she said, was the consultants' failure to factor in the proximity of the 2.1-gigawatt nuclear power plant in Plymouth to a highly concentrated flight track being proposed over northern Duxbury and southern Marshfield.

Clifford said he does not think court action against the advisory committee will gain the town anything.

"We need to focus our effort on the people who make the decisions, at Massport and the FAA," he said.

Hynes said Monday that Massport officials were in favor of meeting with the three towns, as well as a couple of inland communities that also will be affected by the changes. He was still talking to FAA officials, but expected to have a meeting date soon. "The most important question is, if there is an increase in air traffic, what is the impact on the ground?" Hynes said.

Clifford agrees: "Our biggest focus right now is to get an analysis — someone to tell us what is at stake here. . . . We need an objective review."

Duxbury Town Manager Richard MacDonald protested the process for choosing the flight paths. "Duxbury has not been informed of the hearings and has not received any information," MacDonald said. "I only found out about this a month ago, and I was taken aback. That's just a poor approach. It's not fair."

Schuette Town Administrator Richard Agnew said his town had not sent a representative to last Thursday's meeting because officials were not told of it until the last minute. Schuette's town planner attended the Jan. 17 meeting but was not allowed to participate in discussion or to vote on the alternative flight paths.

Agnew doesn't hold out much hope that Duxbury, Marshfield, and Schuette will have an impact at this point. "We're not going to make a difference, anyway," he said. "They're going to do what they're going to do."

Duxbury Selectman Andre Martecchini said he hopes there is still time to address the issue. "We will certainly work with Schuette and Marshfield to understand this issue and find out what we can do to make sure we're not getting a bad deal," he said.

Halifax, another town that would be affected by the proposed change in flight paths, also did not send a representative to the Community Advisory Committee. But Selectwoman Margaret Fitzgerald seemed unconcerned. She noted that Halifax is already one of the towns in Logan's flight tracks, and she has never had anyone complain about the noise.

Charles Seelig, Halifax executive administrator, said he had received no information from the panel on flight-path changes. "No one has sent specific information to us saying, 'Here's the plan,'" he said.

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