



*The Commonwealth of Massachusetts*

*Executive Office of Environmental Affairs*

*251 Causeway Street, Suite 900*

*Boston, MA 02114-2119*

JANE SWIFT  
GOVERNOR

BOB DURAND  
SECRETARY

Tel. (617) 626-1000  
Fax (617) 626-1181

<http://www.magnet.state.ma.us/envir>

December 16, 2002

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS  
FOR THE DRAFT

2000 L. G. HANSCOM FIELD ENVIRONMENTAL STATUS AND PLANNING REPORT

PROJECT NAME : Draft 2000 Hanscom Field Environmental  
Status and Planning Report

PROJECT MUNICIPALITY : Bedford, Concord, Lexington, and  
Lincoln

PROJECT WATERSHED : Shawsheen River

EOEA NUMBER : 5484/8696

PROJECT PROPONENT : Massachusetts Port Authority  
(Massport)

DATE NOTICED IN MONITOR : August 10, 2002

As Secretary of Environmental Affairs, I determine that the Draft 2000 Hanscom Field Environmental Status and Planning Report (DESPR) submitted **adequately and properly complies** with the Massachusetts Environmental Policy Act (MGL, C/ 30, SS. 61-62H) and with its implementing regulations (301 CMR 11.00 and 11.09 Special Review Procedures).

Hanscom Field comprises approximately 1,300 acres of land, located approximately 20 miles northwest of Boston, within the municipalities of Bedford, Concord, Lincoln, and Lexington. Since 1974, when Massport assumed ownership of the field, it has primarily accommodated private GA activity. The Federal Aviation Administration (FAA) identifies Hanscom Field as a reliever airport. As a reliever to Logan Airport, Hanscom Field provides substantial airside relief by annually serving over 200,000 general aviation (GA) operations. Hanscom Field also supports limited commercial air service: approximately 134,000 passengers in 2001 and 6,414 operations, or 3% of the facility's total.

In this certificate, I particularly want to highlight the invaluable contribution made by the Hanscom Field Noise Workgroup, which was established as a condition of the 1995 GEIR



Certificate. Massport had already implemented many of its recommendations on abatement measures prior to the scoping of the DESPR. The DESPR has incorporated many of its recommendations on the analysis of noise impacts. The Noise Workgroup has provided valuable suggestions for collecting noise data and new/different formats for presenting the information.

### **History and Purpose of Environmental Status and Planning Report**

Since 1985, the Generic EIR (GEIR) and now the ESPR has provided a retrospective analysis of past trends in the environmental effects of Hanscom Field while including analyses for future conditions under various scenarios. The ESPR also provides a list and description of all capital projects to be undertaken by Massport within the 2005 and 2015 moderate and high growth time frames. As a result, these documents can provide a useful planning tool from which the proponent's policy and program developments are derived. The 2000 DESPR presented an overview of the operational environment and planning for future improvements at Hanscom Field and provided long-range projections of environmental conditions against which the effects of future individual projects could be compared. The ESPR allowed the reviewer to see historical environmental information, current information, and the forecast of the future environmental effects at Hanscom Field.

I have received many comments on the DESPR asking me to, in effect, order Massport to halt commercial flights at Hanscom. Such requests misapprehend the legal status of MEPA review. MEPA review is an informal process, which does not itself result in any formal adjudicative decision approving or disapproving a project. The purpose of MEPA review is to provide a forum for the informed public analysis of potential impacts from state agency actions, in order to inform the ultimate actions of those agencies (in this case, Massport). As described in more detail in this Certificate, after examining the record before me, I find that there is enough information in the DESPR to meet the applicable regulatory standard.

The ESPR does not replace the MEPA review of specific projects at the site that exceed regulatory thresholds. I note that the thresholds specifically exempt routine maintenance and replacement projects. For each project-specific review, Massport will be required to perform an individual analysis of impacts and mitigation (to be implemented, for those projects that require a stand-alone EIR, through Section 61 Findings). The ESPR serves as a vehicle for ensuring that long-term, broad-scope planning

informs the review and implementation of individual actions at Hanscom Field.

The Final ESPR (FESPR) should resolve all remaining issues outlined below, as required by this Certificate and the original scope. It should address the comment letters listed at the end of this Certificate to the extent that they are within this scope, and it should include a copy of this Certificate.

## **FESPR SCOPE**

### **I. Executive Summary**

The Executive Summary should provide a summary of the major sections of the FESPR, with supporting graphics and data tables. It should be made available as a separate document to facilitate wider distribution, including on Massport's web site. The FESPR should summarize the revised and updated sections from the DESPR.

### **II. Introduction**

This section should generally introduce the FESPR and place it in its environmental and regulatory context and describe the organization of the 2000 Hanscom Field FESPR.

### **III. Facilities and Infrastructure**

The FESPR should report and summarize the status of the Authority's tenant audit program regarding environmental impacts from present and proposed facility operations.

### **IV. Airport Activity Levels**

The FESPR should use specific analysis years to integrate airport activity levels with other areas of analysis, such as traffic projections. Massport should use this analysis to determine whether future forecast scenarios can be characterized by other descriptors such as annual air passenger levels. The process for new airline passenger service at Hanscom should be discussed within the constraints of the 1978 Master Plan. The FESPR should discuss how the forecasts of fleet mix and aircraft operations at Hanscom Field are included and coordinated with forecasting for the Logan ESPR and the development of forecasts for the New England Regional Aviation System Plan Update.

The FESPR should describe existing landing fees at Hanscom

and any proposed changes through 2015.

#### **V. Airport Planning / Executive Order 385**

The FESPR should assess Massport's planning strategies for operating an efficient airport in an environmentally sensitive manner. It should describe the status of planning initiatives and projects for the Landside Area.

The FESPR should identify and describe each project contained in Massport's five-year projected improvements program, and identify which, if any, of these projects would be likely to require individual MEPA review (and which might qualify as replacement projects under the MEPA Regulations, thereby not requiring review). It should describe any new FAA or Massport security policies that would affect environmental impacts relating to physical facilities or airfield operations. This chapter should also update any new planning and development initiatives by the Minute Man National Historical Park (MMNHP), the Hanscom Air Force Base, and the four contiguous towns that affect Hanscom Field and are affected by Hanscom Field.

Executive Order 385 (Planning for Growth) specifically requires all state agency projects undergoing MEPA review to consider their actions in light of duly adopted local and regional growth management plans. The FESPR should specifically address the consistency of planning strategies with local comprehensive plans, the Four Town Planning Study, and MAPC's regional policy plan (with special attention to issues raised in MAPC's comments), as well as with the Hanscom Master Plan. It should state how Massport's plans fit into or are contrary to the Metro Plan and the town's comprehensive plans.

#### **VI. Regional Transportation Context**

The FESPR should provide a summary of the regional transportation system, and Hanscom's future role within that system. What are the long-term advantages and disadvantages of Hanscom as a commercial reliever airport, particularly as compared to Worcester?<sup>1</sup> At what point would increased commercial

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<sup>1</sup> I note that many of the comments received on the Logan Airside project (EOEA #10458) specifically identified Hanscom as a potential reliever for Logan travel. In its comment letter, the Boston Transportation Department urges that Massport take active steps in increase demand for commercial travel at Hanscom.

traffic at Hanscom reduce its viability as the primary GA airport in the region, with potential domino effects on other airfields?

### VII. Ground Transportation

According to the DESPR, Hanscom Field currently generates approximately 2,800 average daily trips. Hanscom-generated traffic on Hanscom Drive currently constitutes approximately 12% of AM peak traffic, and 13% of PM peak traffic, while the Air Force Base (AFB) generates 54% of the PM peak traffic. Hanscom's share is estimated to increase to 16% and 20%, respectively, under the 2005 Moderate Growth Scenario.

The FESPR should include volume/capacity ratios in the LOS traffic tables within the text. It should identify whether Massport has consulted with the local planning boards regarding the traffic study area before it was finalized for the DESPR. The FESPR should provide a figure that shows all access roadways clearly marked; e.g. Hartwell Avenue, Virginia Road, Hartwell Road, and South Road. In Table 6-12, the proponent should show the delay factor and the volume/capacity ratio as well as the level-of service (LOS). All tables showing LOS should show the delay factor and the volume/capacity ratio.

As previously requested, the DESPR has provided a baseline tabulation of all on-site parking, against which future changes can be measured. In light of the evolving nature of an ongoing facility (as opposed to an individual project review), I find that comments raising the issue of a material project change are inapplicable in this context.

Given the physical constraints on Route 2A caused by the need to preserve the character of the National Park, traffic mitigation at Hanscom must focus on effective Transportation Demand Management (TDM) measures. Because Hanscom Field does not yet have a sufficient commuting population to support its own Transportation Management Association (TMA), I urge Massport in the strongest possible terms to develop a partnership with the U.S. Air Force and other abutters, to facilitate an effective set of regional TDM measures. The FESPR should:

- Report available information from Massport's survey of Hanscom Field employees
- Describe the full range of TDM strategies to be implemented, preferably through partnership with the AFB
- Review, summarize and analyze, as necessary, existing

metropolitan transportation documents and report as to how they relate to Hanscom Field access

FESPR should investigate the installation of parking fees for all Massport Parking facilities at Hanscom as part of its TDM program, to discourage single passenger travel to the airport. It should revisit the traffic projections for cargo operations and the feasibility of constructing a new roadway through the Air Force Base to reach the East Ramp Area.

### VIII. Noise

The greatest number of comments focuses on noise impacts, and on dissatisfaction with standard noise metrics (which are universally employed for environmental review at all airports across the Commonwealth and the nation). I note that the DESPR has incorporated many of the recommendations of the Hanscom Field Noise Workgroup, which was established as a condition of the 1995 GEIR Certificate, on the analysis of noise impacts. Massport had already implemented many of its recommendations on abatement measures prior to the scoping of the DESPR. I note further that standards for noise metrics and abatement/mitigation measures, like other areas of environmental impact, must be applied even-handedly and in a manner proportional to the relative magnitude of impacts.

The FESPR should report past trends (since 1987, where available), and projections for the forecast activity levels and years, using the following indicators: EXP; Day-Night Average Sound Level (DNL) contours for 55, 60, 65, and 70 dBA; Time-Above (TA) contours showing 60, 90, and 120 minutes of exposure to 55 dBA; and Single Event level Distribution (SEL/D) metrics and exposure.

In the DESPR, Table 7-15 is missing data for helicopters and all groups in the moderate growth scenario. The proponent's noise monitoring program should include individual aircraft identification of noise impacts and the monitoring of compliance with the "Fly Friendly" Program.

The FESPR should report any past trends and adjust for such changes in the Integrated Noise Model (INM). It should contain an analysis and review for areas that are affected by noise from aircraft upon start-up and take-off roll. Many commenters have raised the issue of engine run-ups, especially during the late evening and early morning hours. The FESPR should address the issue of engine run-ups and the operation of auxiliary Power

Units and Ground Power Units, with additional efforts proposed to reduce such evening operations and noise.

The FESPR should specifically address those measurement recommendations from the Noise Workgroup that have not been incorporated into the DESPR and state the reasons why. The FESPR should redraft the noise contours according to the Noise Workgroup recommendations, or explain why certain recommendations would not be appropriate. In particular, if the FESPR does not adopt the Lmax 90dBA weighted noise contour as recommended by the Noise Workgroup, it should provide the rationale in detail, as well as whether another contour exists that would meet its goals. A close and continuing working relationship between the proponent and the Noise Workgroup would provide for methods to reduce polarization and address the noise impacts of airport operations.

In areas where noise complaints are common, Massport should consider ground monitoring of these so-called "hot spots" to identify existing noise levels and the sources of this noise, and address potential measures to reduce noise impacts from its operations, based on proven techniques and acceptable standards for the type of land use.

In the mitigation section, the FESPR should describe the Noise Workgroup's abatement measures that have been implemented, and discuss their effectiveness. Given the success of the Fly Friendly program with GA pilots, I strongly urge Massport to investigate how its principles can be extended to reduce the noise impacts of commercial flights as well. Massport shall report its recommendations in this area in the FESPR.

I suggest that the proponent restrict engine run-ups to specific areas, perhaps coupled with acoustical treatment to reduce noise impacts. I recommend immediate noise mitigation be proposed for the Wheeler-Merriam House in Concord. In the FESPR, the proponent should report on its proposed mitigation measures at the Wheeler-Merriam House in Concord. The FESPR should propose noise mitigation measures at other noise sensitive sites that fall within the established noise contours as they change over time.

## **IX. Air Quality**

The FESPR should address DEP's comment letter of November 26, 2002. DEP has recommended the following Environmental Management System (EMS) measures: airside operational improvements; ground service and landside conversions to

alternate fuels; and the consideration of emission reduction credit purchases. The FESPR should report on the progress at Hanscom on the clean fuels program.

#### **X. Wetlands/Wildlife/Water Resources**

The FESPR should identify whether Massport's NPDES Permit includes tenants. It needs to report the results of Massport's groundwater and surface water monitoring program. The proponent should work with the adjoining communities to strengthen its monitoring program. Are any contaminants being introduced into groundwater and surface water supplies by Hanscom operations? The proponent should consult with the conservation commissions regarding the inclusion of a comprehensive wetland resources map in the FESPR, and the identification of all local water supply resources.

Several comments have raised the issue of potential impacts on the Hartwell Forest that could be caused by expansion of the runway safety area. The FESPR must report on the current status of airport planning for this area, including a discussion of FAA standards, waiver possibilities, and the magnitude of environmental impacts associated with any planned safety work.

The FESPR should discuss the proponent's spill prevention program and aircraft fuel use at Hanscom. It should identify any current or proposed use of de-icing chemicals by the proponent's tenants. The FESPR should identify any such de-icing chemicals utilized along with their chemical components, and estimate any impacts from stormwater runoff downstream of the airport to both surface and groundwater sources. This estimation should be based on the stormwater quality monitoring program, with identified mitigation steps to prevent impacts, such as pre-treatment before discharging to the stormwater system.

#### **XI. Cultural and Historical Resources**

The FESPR should attempt to balance the needs of a GA facility and the preservation of historic sites, Wild and Scenic Rivers, and conservation/recreational areas. I consider these above areas as noise sensitive receptors. The FESPR should identify and describe the National Park Service's soundscape goals and plans for the Minute Man National Historical Park (MMNHP).



The FESPR should redo its identification and mapping of historic properties to include all significant structures and other resources located within the MMNHP. It should report on the interagency working group that was formed to review impacts on the MMNHP.

There has been considerable concern that increased traffic might lead to structural roadway improvements that would adversely affect the National Park. As discussed in Section VII above, TDM measures to reduce demand must take precedence over capacity enhancement on roadways adjacent to the MMNHP. I consider the MMNHP on the same footing as state parklands protected under EOEAs Article 97 Policy, which requires findings of no feasible alternatives and no net loss of parkland.

The FESPR should identify how it will work with the four communities and the Massachusetts Department of Food and Agriculture to protect Massport-owned agricultural land from conversion to non-agricultural uses.

Figure 10-4 should identify and label the Minuteman Bikeway.

## **XII. Sustainable Development and Environmental Management System (EMS)**

The ISO 14001 Certification for Hanscom Field description should discuss toxic reduction at the airport. Massport should include information on its own sustainable design program and toxics reduction at the airport in the FESPR. The FESPR should also discuss the potential for incorporating other sustainable design elements into airport operations and/or the ongoing rehabilitation and expansion of existing airport facilities, including but not limited to the optimization of natural day lighting, passive solar gain, and natural cooling. It should summarize what steps Massport already takes, and how additional steps might increase environmental benefits. The FESPR needs more specifics on EMS.

## **XIII. Mitigation**

The FESPR should include a separate chapter on mitigation measures, which summarizes actions described in the previous chapters (such as TDM, noise abatement, and sustainability measures). The DESPR did not provide enough specific mitigation measures to adequately address impacts. This chapter should include identification of the parties responsible, a schedule for

implementation, and the estimated costs.

#### **XIV. MEPA Documentation**

The FESPR should include a copy of this Certificate, copies of all comments received, and a glossary of terms. It should include all Supporting Technical Appendices. The FESPR should respond to comments received on this Certificate. I recommend a response to comments format similar to the format used for the Logan ESPR. The FESPR should identify when the proponent will submit any interim review documents, such as Annual Reports. The document should be made available in printed or CD-ROM format.

A cornerstone of MEPA review is making good information on environmental impacts readily available to the public. The internet offers an excellent medium through which information can be made accessible, and updated periodically. Therefore, I ask that Massport make available on its web site the key summary information in the FESPR. The proponent should be sensitive to the concerns of the abutting towns in determining the timing and length of review processes on the FESPR.

Along with reliable information, ongoing public involvement will be key to a successful ESPR process. As part of its public information efforts, Massport has proposed to convene up to two public meetings during the review of the FESPR, which will be in addition to the MEPA hearing for the FESPR.

Because of the large number of commenters, I will allow the following procedure for distribution of the FESPR (this is based on successful experience with large MBTA projects). Massport shall notify all commenters at least one month prior to submission of the FESPR, asking which of the following they would like: Executive Summary; full document without appendices; full document with appendices; or no document. For non-governmental commenters who fail to answer, the default shall be an Executive Summary only, on CD-ROM. Massport should also send a Notice of Availability of the FESPR to its standard MEPA mailing list. Copies should be placed in the public libraries of each of the four towns.

December 16, 2002  
Date

  
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Bob Durand

Cc: Ralph Hinricks , DEP/Boston  
John Felix, DEP/NERO  
Representative Thomas M. Stanley  
Representative Jay R. Kaufman  
U.S. Representative Edward J. Markey  
U.S. Representative Martin T. Meehan  
U.S. Representative John F. Tierney

## Comments received:

9/30/02 - Richard Canale, Environmental Subcommittee  
of the Hanscom Area Towns Committee

10/16/02 - Susan M. Klem  
10/9/02 - Judith Stein  
10/11/02 - Joanne Benton, Lexington Public Schools  
10/22/02 - Gregory A. Cravedi, Dept. of the Air Force  
10/28/02 - Leon B. Groisser  
11/4/02 - Helmut Koester  
11/4/02 - Anne B. O'Neill  
11/6/02 - William M. Fowler, Jr., MA Historical Society  
11/5/02 - Leda Zimmerman  
11/5/02 - Lori Eggert  
11/5/02 - John D. Williams  
11/5/02 - Reinier Beeuwkes  
11/5/02 - Norman Gaut  
11/7/02 - Douglas H. Wilkins, Anderson & Kreiger  
11/13/02 - Sidney and Anne Wanzer  
11/13/02 - J.S. Perkins  
11/14/02 - Nancy Kerr  
11/14/02 - Thomas Mitchell, Jet Aviation  
11/14/02 - Steven L. Schatz, MA  
11/14/02 - Anne J. Esposito, Aircraft Owners/Pilots  
Association  
11/15/02 - Anthony G. Galaitsis, Lexington Planning Board  
11/14/02 - Christopher R. Anderson, MA High Technology  
Council  
11/14/02 - Deirdre A. Ling, Middlesex School  
11/15/02 - Timothy Blancke, Concord Planning Board  
11/15/02 - Rae Andre'  
11/15/02 - Michael R. Squillante, Waltham City Council  
11/15/02 - DEP/NERO  
11/15/02 - Leo P. McSweeney, Lexington Office of Selectmen  
11/15/02 - Joan Silverman  
11/15/02 - William and Dorothy Kehoe  
11/18/02 - Michael Bahtiarian  
11/18/02 - Jane A. Fisher and Thomas F. Brosnahan  
11/18/02 - Robert T. Lund, Boston University

11/18/02 - Gerard J.G. Ward, Headmaster and Jennifer L. Craig, Chair of Fenn School Board of Trustees  
11/19/02 - Ed Rolfe  
11/19/02 - Dr. Anthony Galaitsis  
11/20/02 - Margareta Lidskog  
11/20/02 - S. Everett Gardiner  
11/20/02 - Sandra Gardiner  
11/20/02 - Paul Morgenstern  
10/10/02 - Barbara Forster  
11/19/02 - Reinier Beeuwkes and Michael Bahtiarian, Hanscom Noise Workgroup  
11/13/02 - Margaret Coppe, ShhAir  
11/21/02 - Clifford King  
11/21/02 - Edward Colbert  
11/21/02 - Robert H. Domnitz  
11/21/02 - Frank Sandy  
11/21/02 - Diana Dai  
11/22/02 - Frederick C. Gevalt, III  
11/22/02 - H. Bigelow Moore  
11/22/02 - Barbara Moore  
11/22/02 - Nancy Pimental  
11/22/02 - Elizabeth J. Mitchell  
11/22/02 - Thomas McElligott  
11/22/02 - Terry M. McElligott  
11/22/02 - Judith McCloskey  
11/22/02 - Lindsey C. Anderson  
11/22/02 - Nancy Strader  
11/22/02 - Lloyd Schulman  
11/22/02 - Carolyn H. Tiffany  
11/22/02 - Representative Jay R. Kaufman  
11/22/02 - Bradford L. von Weise  
11/25/02 - Marian Thornton  
11/25/02 - Lee Hayes - Shuttle America  
11/25/02 - John C. Drobinski, Chair - Wild/Scenic River Stewardship Council  
11/25/02 - Barbara Freeland  
11/25/02 - David Kelland, Chairman - Lexington Historical Commission  
11/25/02 - David Horton  
11/25/02 - Henry A. Beyer  
11/25/02 - Christopher Harris  
11/25/02 - Elizabeth D. Spaulding  
11/25/02 - Edward Melegian  
11/25/02 - Candace Melegian  
11/25/02 - Robert and Nancy Downs  
11/25/02 - Nancy B. Thomas  
11/25/02 - Constance Lewis

11/25/02 - David and Ellen Cooper  
11/25/02 - Suzanne A. Kaylor  
11/25/02 - Edward J. Baranoski, Ph.D.  
11/25/02 - James R. Eggert  
11/25/02 - Paul Ressler  
11/25/02 - John Stella  
11/25/02 - Michael J. Kennedy  
11/25/02 - Edward B. Smith, Ph.D.  
11/25/02 - Sheldon H. Moll, Ph.D., Chair - Bedford  
Selectmen's Office  
11/25/02 - James L. Finnerty  
11/25/02 - E. Crawley Cooper  
11/25/02 - Susan W. Mohn and Arthur Worsh  
11/25/02 - Dr. Peter W. Wyatt  
11/25/02 - Steve McGoldnck, Deputy Director - MAPC  
11/25/02 - John R. Moot, President - Association of  
Cambridge Ngbh.  
11/25/02 - E.S. Wood III  
11/25/02 - Marlies Comjean  
11/25/02 - Phillip T. Kaufman  
11/25/02 - James and Margaret Barrington  
11/25/02 - Zaurie Zimmerman and Craig Le Clair  
11/25/02 - Stephen and Joan Krensky  
11/25/02 - Jack E. Chappell  
11/25/02 - Margaret Coughlin  
11/25/02 - Robert L. Mozzi  
11/25/02 - Henry and Phoebe Francis  
11/25/02 - John Riley  
11/25/02 - Bradford L. von Weise  
11/25/02 - Robert and Jewel Kuljian  
11/26/02 - Brenda Kelly, Vice Chair - Bedford Conservation  
Commission  
11/26/02 - Steve Lerner  
11/26/02 - John M. McQuillan  
11/26/02 - Stephanie Mitzenmacher  
11/26/02 - Joseph C. Wheeler  
11/26/02 - Susan Frommer - Lincoln-Sudbury Reg. High School  
11/26/02 - Tiziaina Dearing  
11/26/02 - Steve Seiner  
11/26/02 - Robert and Barbara Sutter  
11/26/02 - Joseph C. Wheeler, Chair - Concord Historical  
Commission  
11/26/02 - Nancy A. Nelson, Superintendent - US Dept. of the  
Interior  
11/26/02 - Jean Wood  
11/26/02 - Carol and David Haines  
11/26/02 - Jan Turnquist - Alcott Orchard House

11/26/02 - Peter Alden  
11/26/02 - Gordon H. Shaw, Trustee - Concord Land  
Conservation Trust  
11/26/02 - Tina McBride  
11/26/02 - Arthur P. Kreiger and Douglas H. Wilkins -  
Anderson & Kreiger LLP  
11/26/02 - Kerry Hoffman  
11/26/02 - Eileen C. Furth  
11/26/02 - Eileen Entin, President - Citizens for Lexington  
Conservation  
11/27/02 - Gary R. Clayton, Chairman - Concord Board of  
Selectmen  
11/27/02 - Joyce Miller, Chairman - Lexington Conservation  
Commission  
11/27/02 - Representative Thomas M. Stanley  
11/27/02 - Paul Guzzi - Greater Boston Chamber of Commerce  
11/27/02 - E. S. Wood III  
11/27/02 - E. Kay Cowan, Head of School - NashobaBrooks  
11/27/02 - Steve Meretzky and Betty Rock  
11/27/02 - Larry Jorash - Signature Flight Support  
11/27/02 - John J. Clarke - Mass Audubon  
11/27/02 - Andrew Clerkin  
11/27/02 - Brenda Kelly - Bedford Conservation Commission  
11/27/02 - Bill Waldron  
11/27/02 - Marty P. Aisenberg - Save our Heritage  
11/27/02 - CD Rom submitted from Save Our Heritage  
11/27/02 - Don Henley, Kathi Anderson - On behalf of Walden  
Woods Project/Thoreau Institute at Walden Woods  
11/27/02 - Patricia and Dennis Caulfield  
11/27/02 - Kaitlin S. Collver  
11/27/02 - James L. Poage  
11/27/02 - Charles F. Lincoln  
11/27/02 - Robert M. Ryan  
11/27/02 - Dr. Jerrold Van Hook  
11/27/02 - Ed Bond  
11/27/02 - Michael and Glorianne Collver  
11/27/02 - Mr. & Mrs. John F. Testa  
11/27/02 - Nancy Sabra  
11/27/02 - Joseph S. Levine, Ph.D.  
11/27/02 - John Briedis  
11/27/02 - Randi Currier  
11/27/02 - Robert D. Eckert  
11/27/02 - Martha Nestor  
11/27/02 - Battle Road Farm Condominiums Board of Trustees  
11/27/02 - Robert Stupp and Christy Foote-Smith  
11/27/02 - John Lee, Jr.  
11/27/02 - Susan N. Sekuler - League of Women Voters

11/27/02 - Gordon H. Shaw  
11/27/02 - David Kelland, Lexington Historical Commission  
11/27/02 - Barbara Peskin  
11/27/02 - David Horton  
11/27/02 - Jane B. Gharibian  
11/27/02 - Leo P. McSweeney, Chair - Lexington Selectmen's  
Office  
11/27/02 - Ellen Sebring  
11/27/02 - Vida Baterina  
11/27/02 - M. Frances D'Entremont  
11/27/02 - Francis B. Magurn  
11/27/02 - Andrew A. Biewener - Harvard University  
11/27/02 - Susan Frammer - Lincoln-Sudbury Regional High  
School  
11/27/02 - Marian Thornton  
11/27/02 - Charles F. Parker  
11/27/02 - Ruth Chappell  
11/27/02 - Elizabeth W. Parker  
11/27/02 - Stewart Kennedy  
11/27/02 - Peter E. Nebolsine, Ph.D.  
11/27/02 - David Adler  
11/27/02 - Bradley C. Kuszmaul  
11/27/02 - Jay Hersh  
11/27/02 - Heather McCune  
11/27/02 - Susan Eustis  
11/27/02 - Elizabeth H. McNair  
11/27/02 - Laurie Butters - The Trustees of Reservations  
11/27/02 - Desiree Caldwell - Concord Museum  
11/27/02 - Elaine Adler  
11/27/02 - Lars and Dale Hernquist  
11/27/02 - Carol and David Haines  
11/27/02 - Howard S. Brower  
11/27/02 - William J. McCune, Jr.  
11/27/02 - Mrs. Norman L. Seltzer  
11/27/02 - Anne Flaherty  
11/27/02 - William M. Fowler, Jr. - Massachusetts Historical  
Society  
11/27/02 - Neil B. Middleton  
11/27/02 - Bryan Glascock - Boston Environment Department  
11/27/02 - Dr. Andrew J. Cole - For the Lincoln Board of  
Water Commissioners  
11/27/02 - John Richardson  
11/27/02 - Edward Rolfe - On behalf of Lincoln MA Planning  
Board  
11/27/02 - Thomas C. Gumbart - On behalf of Lincoln  
Conservation Commission  
11/27/02 - Brona Simon - MHC

11/29/02 - Christine Kirby - DEP  
11/29/02 - Vincent A. Scarano, Manager, Airports Division -  
US Dept. of Transportation - Federal Aviation  
Administration  
11/29/02 - Sheldon G. Moll, Chairman, Hanscom Area Towns  
Committee  
12/2/02 - Andrea d'Amato - Boston Transportation Department  
12/2/02 - Nancy A. Nelso - US Department of the Interior  
12/2/02 - Joseph C. Wheeler, Chair

Comments submitted on 4 x 6 index cards:

R. Baltz  
Lorraine Miller  
Nicholas Senio  
Mark Engerman  
Donald Goldmann  
Robert Brooks  
Dianne Brooks  
Cheryl Mardler  
Lawton D. Read  
Tiziaina Dearing  
Steve Seiner  
Robert and Barbara Sutter

e-mails from:

Julian Bussgang  
Richard Canale  
Tom Ennis  
Jarrold Van Hook

DESPR8696

BD/WG