

The community was willing to listen to a responsive proposal, though as you know there was no promise to concur with the proposal. Mr. Flater's actions confirm our belief that Hub Express is not responsive to the community and should not manage a site within 300 feet of residential housing in our neighborhood.

Furthermore, we remain convinced that the Hyatt is an inappropriate site for a heliport.

After nearly a year of going through the proper channels to register our concerns about this heliport, we hope that we have been heard.

We put our faith in the Massachusetts Aeronautics Commission's ability to weigh the importance of local concerns in the siting of this and other helipads. And with regard to this helipad, we respectfully request that you deny continuation of the license to operate.

Sincerely,

Henrietta Davis
for CHOP
Cambridge Helicopter Operations
Patrol

120 Chestnut Street
Cambridge, Ma. 02139
October 11, 1988

To the Massachusetts Aeronautics Commission:

Per your request, a group of us in Cambridge met with Rhett Flater of Hub Express on September 27 to discuss a mutually agreeable plan for the Hyatt heliport. Present at the meeting were State Representative and City Councillor Sandra Graham, City Councillor Frank Duehay, Assistant City Solicitor Dor Drisdell, Counsel for the Hyatt Vincent Panico, Hub Express President Rhett Flater, and two neighborhood residents, Walter Willett and myself.

Many of us were puzzled by Mr. Flater's proposal and his comments at the meeting. Mr. Flater proposed more flights than ever before, half-day operation on Sunday, and retention of the same problematic flight paths. Consequently, we were unable to come to any agreement or compromise position.

I enclose for your examination the proposal Mr. Flater offered us. When asked how many flights per day he would expect to make from the Hyatt, he reported that he would land at the Hyatt eighteen times per day, which we understand to be an increase of approximately ten flights per day over his prior operation.

When asked what days he would operate that schedule, he replied that he expected 18 flights per day Monday through Friday, no flights on Saturday, and flights from 2:00 p.m. to 7:00 p.m. on Sunday. In contrast, before the heliport was shut down by the city order, there were few if any flights on Sunday.

With regard to the flight path, Mr. Flater contends that the existing flight path generated no problems, a view contested by near neighbors to the site.

The facts speak for themselves. We were expecting a proposal that addressed our concerns about the operation at the Hyatt. Mr. Flater's proposal ignored our concerns and proposed a greater impact at the site.

Furthermore, the background statement on the proposal contains a number of factual errors which Mr. Flater ought to correct to advance his credibility.

S-688A
Comm. from Henrietta Davis on behalf of Cambridge Helicopter Operations Patrol Re: their September 27, 1988 meeting with Rhett Flater of HubExpress to discuss a mutually agreeable plan for the Hyatt Heliport.

October 11, 1988

Placed on file.