

[REDACTED]

From: Margaret Tompsett [REDACTED]
Sent: Monday, January 25, 2016 11:02 AM
To: RegReform (ANF)
Subject: RETAIN Section 702 4.16(1) for SAFER SKYDIVING
Attachments: AR11-30 FAA Review PLA Standards.pdf

Dear Ms. Dixon

Retain Section 702 CMR 4.16(1) Unchanged.

702 CMR 4.16(1) provides that “the area used as a Parachute Landing Area (PLA) shall be unobstructed and with a distance of at least 150 yards from the target to the nearest obstruction or hazard.”

FAA researchers recommended minimum distances for safe landing areas plus an additional 40ft from hazards, but there are currently NO official FAA regulations defining an appropriate landing area for skydivers. The UK and Ireland both require a 820 feet radius circle, free from hazards and bordered by a suitable overshoot/undershoot area. (AR11-30 [5.3])

The United States Parachute Association (USPA) has lobbied for small landing areas, but their Director of Safety, Jim Crouch, has identified wind turbulence as a major safety issue. “After crossing over trees, tall buildings or other structures, jumpers under canopy may find that smooth winds suddenly turn chaotic. The stronger the wind and the higher the obstacles, the worse the effect will be. Skydivers Information Manual Section 4, Category C, provides general guidelines regarding turbulence. “You can expect to feel the effects of turbulence at a distance as far as 10 to 20 times the height of the obstacle that the wind is blowing across. So wind coming across 50-foot-tall trees might cause turbulence as far as 500 to 1,000 feet downwind of the trees.” ie This requires more space than any so-called minimum sized PLA to prevent turbulence induced accidents, like the one that occurred at Chatham Airport in 2012.

SAFETY FIRST – Retain Section 702 CMR 4.16(1) unchanged.

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From: [REDACTED] <noreply+749e74058daa231b@formstack.com>
Sent: Monday, January 25, 2016 3:22 PM
To: RegReform (ANF)
Subject: A Clearer Code: Regulatory Reform

Formstack Submission for form A Clearer Code: Regulatory Reform

Submitted at 01/25/16 3:21 PM

Name (optional)::	Margaret Tompsett
Company/Organization (if applicable) (optional)::	
Address (optional)::	
Primary Phone (optional)::	
Email (optional)::	[REDACTED]
CMR Number (If known): :	702 CMR 4.16 (1)
General Regulatory Themes::	Other
Please list the Agency or Agencies affiliated with this regulation::	MASS- Department of Transportation, Aeronautics Division
Describe the regulatory issue or observation::	702 CMR 4.16(1) provides that "the area used as a Parachute Landing Area (PLA) shall be unobstructed and with a distance of at least 150 yards from the target to the nearest obstruction or hazard."

Suggestions for improvements to the regulation::

THIS IS AN EXCELLENT REGULATION AND SHOULD BE LEFT UNCHANGED The UK and Ireland require a 273 yard radius circle, free from hazard I.e. almost double the Massachusetts size. There have been efforts to reduce the size of the Parachute Landing Area in Massachusetts but this ignores additional danger caused by wind gusts and turbulence. There is no FAA regulation despite its expert report AR11-30..

A serious accident occurred at Chatham airport (CQX) due to gusts and turbulence in 2012.

Retain Section 702 CMR 4.16 (1)UNCHANGED.

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From: [REDACTED] <noreply+0d5bf69db6fbfd57@formstack.com>
Sent: Friday, January 29, 2016 4:42 PM
To: RegReform (ANF)
Subject: A Clearer Code: Regulatory Reform

Formstack Submission for form A Clearer Code: Regulatory Reform

Submitted at 01/29/16 4:42 PM

Name (optional)::	Jim Blake
Company/Organization (if applicable) (optional)::	PGANE / Eastern Propane
Address (optional)::	[REDACTED]
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CMR Number (If known): :	700 CMR 7.00
General Regulatory Themes::	Other
Please list the Agency or Agencies affiliated with this regulation::	MASS DOT
Describe the regulatory issue or observation::	When the turnpike was established in the 1960s, a regulation was instituted for "Special Fuels" which dealt directly with Propane (LPG) and Natural gas (LNG). This regulation allows for additional permit fees over other fuels such as Gasoline, Diesel Fuel, Fuel Oil, and many flammable chemicals, but MOST IMPORTANTLY, it unfairly allows the State Trooper in Charge of the Turnpike in Western MA to restrict or ban these trucks from the Turnpike at his or her discretion. Fuel Oil, Gasoline, etc are not restricted. This forces these vehicles off the major roads and onto the secondary roads such as RT 20. This is also unfair because LPG tankers are built to higher standards, constructed of heavy gauge steel, and are sealed containers, compared to gasoline and fuel oil that are transported in thinner aluminum tanks. This issues has been raised to MASS DOT in the past, was brought up at the Listen Session in Framingham on January 19th, and discussed with Tim Wilkerson State Director of Economic Policy Development.

Suggestions for improvements to the regulation::

Below I have outline three potential changes to the regulation please provide any feedback. I believe each one will provide the requested relief. I believe Option 1 is the best option because it will put propane on an equal basis with other hazardous material transportation restrictions including but not limited to gasoline, diesel fuel, jet fuel, fuel oil, and other flammable chemicals.

Option 1

Modify - 700 CMR 7.02 "Definitions": Special Fuel by deleting the following language liquefied petroleum gas, including propane, LP Gas or LPG)
Revised Definition would be: Special Fuel refers to butane, liquefied natural gas or LNG, and compressed natural gas or (CNG)

Option 2:

Delete - 700 CMR 7.06 "Special Limitations and Issuance of Special Permits":
7.06 (2)(g) Emergency Suspension.

Current Language Below:

The Department, acting by the responsible commanding officer of the Massachusetts State Police or, in absence of the commanding officer, the officer's designee, may suspend the use of a special permit when road or weather conditions or the volume of traffic warrant doing so, as the commanding officer or designee determines.

Option 3

Modify - 700 CMR 7.06 "Special Limitations and Issuance of Special Permits":
7.06 (2)(g) Emergency Suspension. by adding the following language "excluding propane" after the words special permit.

Revised Language would be:

The Department, acting by the responsible commanding officer of the Massachusetts State Police or, in absence of the commanding officer, the officer's designee, may suspend the use of a special permit, excluding propane, when road or weather conditions or the volume of traffic warrant doing so, as the commanding officer or designee determines.

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