

HANSCOM FIELD ADVISORY COMMISSION

Elise Woodward, Selectmen Representative

The Hanscom Field Advisory Committee (HFAC) was established in 1980 by the Massachusetts legislature and is comprised of representatives of Concord, Bedford, Lexington, and Lincoln, and other nearby towns; aviation-related interests and businesses; citizen groups; and the U.S. National Park Service. Its role as an advisory commission has primarily focused on review of issues of land use, noise and transportation at Hanscom Field. It also provides a forum for communications among the surrounding towns, the users of the airfield, Massport and the FAA in matters pertaining to Hanscom Field.

Massport continued to monitor aircraft noise and activity levels at Hanscom Field and reported the results of this monitoring to HFAC monthly. Improved methodologies for analysis of flight activity and noise reports include Noise Exposure contours for Day-Night Average Sound Levels (DNL), and a metric called EXP to distinguish civilian noise from military noise and to estimate changes in noise levels at Hanscom. Comparisons with 2011 monthly activity show that flight activity and noise have been stable with an increase of approximately 1% in the last quarter of 2012 due to improvements in the economy. Noise disturbance reports have decreased each year since 2009. Military flights with high noise levels now comprise less than 1% of the activity at Hanscom. The 2011 Annual Noise Report is available on the Massport website. <http://www.massport.com/hanscom-worcester-airports/Hanscom%20Field/Reports.aspx>

The HFAC continues to advocate for no commercial or cargo flights at Hanscom. In September, Streamline Air discontinued charter operations between Hanscom and Trenton. Massport reported on-going progress on funded capital projects including noise system software upgrades, and stormwater infrastructure upgrades. Massport installed new signage at Hanscom Drive but the project was postponed pending jurisdictional/property documentation by the Minuteman National Historical Park and Mass DOT. Massport demolished Hangar 24 and awarded the contract to Rectrix Aviation for construction of a Fixed Base Operation (FBO)

paralleling Rectrix's development of a similar FBO at the Worcester Airport.

Third Party Development opportunities on properties surrounding HAFB included the East Ramp, Jet Aviation's Ramp Extension and replacement of Hangar 17, and Massachusetts Air and Space Museum. Massport applied to the GSA and the FAA to acquire the Navy Property.

HANSCOM AREA TOWNS COMMITTEE (HATS)

Elise Woodward, Selectmen Representative

In 1988, the Hanscom Area Towns Committee was established to coordinate the policies and activities of the four towns that contain Hanscom Field (Bedford, Concord, Lexington, Lincoln) in their relationships with the major organizations that operate in the Hanscom Field area including: the U. S. Air Force, the National Park Service, Massport, Lincoln Labs, and private corporations.

Selectmen representatives from each town comprise the Committee, with participation from Planning Board and At-large representatives. Since 2001, Selectmen representing the four towns serve on both Hanscom-related committees for continuity. The Environmental Subcommittee assists with review of environmental impacts associated with airport activities. In 2012, Lexington chaired the HATS.

Background

Hanscom's mission has been focused on development and procurement of electronic systems that support the national defense. There is little flight activity at the Base and the airfield and civil aviation activities are under the control of Massport. The four HATS towns have shared interests in maintaining Hanscom as a viable base for regional economic reasons and continue to participate in community focused activities at HAFB. The towns also share the interest in having no commercial or cargo flights, and in diminished noise in the region. There may be opportunities for regional collaboration in environmental initiatives, including noise and traffic. The four towns have separate interests as well. A federally funded study in the 2005 BRAC process indicated that Lincoln would bear the greatest costs if the base were closed be-