

Hanscom Field Advisory Commission
Minutes
January 16, 2007
Prepared by Massport Staff

Hank Manz called the meeting to order at 7:15 p.m. He noted that several people could not attend because of other town and/or committee meetings.

Noise Complaints: H. Manz explained why the topic of noise complaints was on the agenda for the meeting. He noted that a number of residents had contacted him in response to a Boston Globe article about Massport's support of Sound Initiative. The article included a reference to a decline in complaints. He summarized the concerns expressed by residents:

1. Massport is reporting complaints differently from the way it did in the past.
2. Massport is "under reporting" complaints.
3. Massport fails to correlate complaints with a noise source.

Sara Arnold stressed that every noise report is logged, and there has been no change in the way these reports are counted. A response is prepared for every report that includes a name and address of the caller. She said that she would appreciate an opportunity to speak directly with those that may perceive a problem with Massport's responsiveness to aircraft disturbance reports in order to ensure that there is a clear understanding of how the disturbance reports are handled.

S. Arnold noted that staff identifies noise sources for reports of aircraft noise between 11 p.m. and 7 a.m. However, staff does not research noise sources for reports of disturbances between 7 a.m. and 11 p.m. because of the lack of information available regarding visual flight rule (VFR) activity and the complexity of determining which aircraft may have caused the disturbance. The new noise system is expected to help in identifying noise sources, although there will still be limits in identifying VFR aircraft.

S. Arnold mentioned that Massport encourages pilots at Hanscom to use noise abatement techniques. John Williams noted that Hanscom's noise abatement procedures do not include recommended flight tracks for pilots to follow, a common noise abatement component at many other airports. Such flight tracks are developed at airports during a FAA Part 150 Noise and Land Use Compatibility Study. J. Williams said that it was his understanding that the communities do not want a Part 150 Study because they are concerned that they could lose some of the grandfathered noise abatement policies/rules currently employed at Hanscom. J. Williams discussed the importance of establishing a culture at the airport that encourages quiet flying practices. It was generally acknowledged that the issues are complex.

There was discussion about the type of airport impacts that are of greatest concern to residents: fear of growth, noise from small planes, loud events, frequency of noise events and nighttime disturbances. J. Williams acknowledged the community's consistent

opposition to the airport but expressed corporate users' bewilderment that the community doesn't recognize its value to the region. He would like to see an effort toward cooperation.

Monthly Noise Report: Sara Arnold presented the monthly noise report. In response to questions, she noted that, there are many factors that influence why a person may or may not call to report a disturbing aircraft. She also noted that the EXP noise exposure metric uses FAA standards for determining the noise generated by each aircraft in the modeling of total noise.

Planning Report: S. Arnold made reference to various projects that are being pursued at Hanscom. These include the upgraded noise monitoring system. Some of the systems' features will include new noise monitoring software and website that will enable residents to track aircraft on a home computer and identify noise levels at the different monitoring stations.

Massport and the flight schools continue discussions about the possibility of the flight schools building a facility in the Pine Hill area. Jet Aviation's apron extension is still in the planning stages and is expected to be scaled down from the original concept. There have been no new discussions with cargo or commercial carriers. Boston Maine Airways is still planning to add a route to New Haven, CT.

Next Meeting: H. Manz and J. Williams agreed that John Williams will make a presentation on Very Light Jets (VLJ's) at the February meeting, on February 20.

HANSCOM FIELD ADVISORY COMMISSION

DATE: 1/16/07

HFAC MEMBER ATTENDEES

CATEGORY	NAME	IN ATTENDANCE
Contiguous Towns (4)	*****	
Bedford	Gordon Feltman	_____
Bedford Alt.	Mark Siegenthaler	_____
Concord	Anne Shapiro	_____
Concord Alt.	Charles Blair	_____
Lexington	Hank Manz	X
Lexington Alt.	Michael Barrett	_____
Lincoln	Sara Mattes	_____
Lincoln Alt.	Sarah Cannon-Holden	_____
Local Citizen Groups (2)	*****	
So. Lex	Margaret Coppe	_____
No. Lex	Graydon Wheaton	_____
Area Wide Organizations (2)	*****	
LWV	Melodee Wagen	_____
LWV Alt.		_____
VACANT		_____
Other Area Towns (2)	*****	
Carlisle	Steve Lerner	_____
Waltham	Rep. Tom Stanley	_____
Waltham Alt.	Michael Squillante	_____
Businesses Basing Acft at Hanscom (2)	*****	
VACANT		_____
Raytheon	Michael Burke	_____
Aviation/Aviation Related Businesses (2)	*****	
Jet Aviation	Frank Diglio	X
Signature Flight Support	Rick Blaze	_____
Signature Alt.	Jim Phelps	_____
Business Aviation Organization (1)	*****	
MBAA	John Williams	X
NBAA (Alt. Org.)	Ken Heider	_____
General Aviation Organization (1)	*****	
Hanscom Pilots Association	Thomas Hirsch	X
Ex-Officio Members	*****	
Massport	Sara Arnold	X
Massport	Barbara Patzner	_____
Massport	Cedric Daniel	X
Massport	Dorothy Steele	X
Massport	Tom Ennis	_____
HAFB		_____
FAA		_____
MMNHP	Nancy Nelson	_____
*****	*****	
Other Attendees		
1 Tom Hardy	Tag Aviation	_____