

Hanscom Field Advisory Commission (Revised)

Tuesday, July 18, 2023, 7-8 p.m.

Location: Zoom video platform

hfac@lincolntown.org

<https://zoom.us/j/95621754230?pwd=b3A3UTJUR3I1U28ydW5WTVRtMi9xUT09>

Meeting: 956 2175 4230 Passcode: 194503 Ph: (646) 876 9923

Pursuant to current state law, this meeting of the Hanscom Field Advisory Commission is being conducted via remote participation. Persons who would like to listen or view this meeting while in progress may do so by Zoom or by phone. All votes taken by this body shall be by roll call vote.

Agenda

HFAC provides continued communication and education among the communities surrounding Hanscom Field and Massport and acts as an advisory commission for review and reaction to decisions relating to Hanscom Field, including land use, noise abatement, and transportation needs.

1. Call to order
2. Announcements
 - a. July 15th MCAC Meeting
 - b. FAA Re-Authorization
 - c. Mention of Hanscom Field <<https://www.cnn.com/travel/article/millionaire-selling-private-jet/index.html>>
3. Approval of previous minutes
4. Is there information about future scheduled passenger or air cargo service?
5. Recent noise reports, presented by Massport
6. Capital projects, third-party development report, presented by Massport
7. Noise Policy Review Letter from HFAC
8. North Airfield
 - a. Bedford Infrastructure Impact / Fuel Farm / Historical Sites
9. Continuing
 - a. ESPR / MCAC
10. Citizen comments

Use *6 to mute or unmute on a phone. Please limit comments to two minutes.
11. Next meeting September 19, 2023: Aviation Needs and Expected North Airfield Revenue (no August meeting)
12. Adjourn

Provisional Calendar

This calendar is provided for planning and information purposes only and is not part of the agenda. Meetings are planned for the third Tuesday of each month except August. All items and dates are subject to change.

8/15/2023	No August HFAC
9/19/2023	Aviation Needs and Expected North Airfield Revenue
10/17/2023	October HFAC
11/21/2023	November HFAC
12/19/2023	December HFAC

Pursuant to Chapter 22 of the Acts of 2022, which temporarily suspends certain provisions of the Open Meeting Law, this meeting of the Hanscom Field Advisory Commission is being conducted via remote participation. Persons who would like to listen or view this meeting while in progress may do so by Zoom or by phone. All votes taken by this body shall be by roll call vote.

Please use hfac@lincolntown.org for email

HFAC Records

Dates	Files	Form	Source
1978-1980	HAC	Digital	Bedford Town Archivist
1981-2001	HFAC	Digital	Bedford Town Archivist
2002-2014	HFAC	LaserFiche	Lexington Town Clerk
2021-2022	HFAC	Video	Lincolntv

Acronyms

HAC	Hanscom Advisory Committee
HFAC	Hanscom Field Advisory Commission
MCAC	Massport Community Advisory Committee
MEPA	Massachusetts Environmental Policy Act Office
LincolnTv	https://lincolntv.viebit.com/index.php?folder=Hanscom+Field+Advisory

News and Links

- a. **Act Establishing HFAC:** <https://archives.lib.state.ma.us/bitstream/handle/2452/361466/ocm39986874-1980-SB-2161.pdf>
- b. <https://www.massport.com/massport/about-massport/project-environmental-filings/hanscom-field/>
- c. <https://www.massport.com/massport/about-massport/board-meetings/>
For remote access to the meeting, email remoteaccess@massport.com.
- d. <https://www.coalition-to-prevent-westchester-airport-expansion.org/>
- e. <https://www.avweb.com/aviation-news/towplane-concept-tested-for-electric-aircraft/>
- f. <https://www.smartcitiesdive.com/news/flying-taxis-eVTOL-air-mobility-cities-need-vertiports/648841/>
- g. <https://www.bu.edu/sph/news/articles/2023/exposure-to-airplane-noise-increases-risk-of-sleeping-fewer-than-7-hours-per-night/>
- h. <https://www.cnn.com/travel/article/grace-dvornik-superyacht-private-jet-chef/index.html>
- i. <https://www.cnn.com/2023/06/05/business/iata-airlines-profits-post-pandemic/index.html>
- j. <https://www.cnn.com/travel/article/hurtigruten-norway-zero-emission-cruise-ship-climate-c2e-spc-intl/index.html>
- k. **Qatar World Cup: Fifa 'made false statements' about carbon-neutral tournament, says Swiss regulator** <<https://www.bbc.com/sport/football/65834022>>
- l. **eVtol starting production:** <<https://newatlas.com/aircraft/lilium-daniel-wiegand-interview/>>
- m. **Chinese aviation:** <<https://www.cnn.com/travel/article/china-eastern-c919-first-commercial-flight-intl-hnk/index.html>>
- n. <<https://thebedfordcitizen.org/2023/05/coalition-assembling-to-combat-proposed-hanscom-hangar-project/>>
- o. **Limit on private jet travel:** <<https://www.reuters.com/sustainability/france-netherlands-call-eu-climate-clampdown-private-jets-2023-05-26/>>

Links for Monthly Discussion

- p. <https://www.cnn.com/travel/article/virgin-atlantic-net-zero-transatlantic-flight-saf/index.html>
- q. <https://newatlas.com/aircraft/otto-zeroavia-celera-hydrogen/>
- r. <https://www.gao.gov/assets/gao-23-105300.pdf>
- s. <https://www.govinfo.gov/content/pkg/FR-2021-01-13/pdf/2021-00564.pdf>

HFAC Letter

Docket Operations, M-30 U.S. Department of Transportation (DOT) 1200 New Jersey Avenue SE Room W12-140, West Building Ground Floor Washington, DC 20590-0001

June 12, 2023

Re: Docket FAA-2023-0855

To Whom It May Concern:

The Hanscom Field Advisory Commission (HFAC) is pleased to learn of the effort by the Federal Aviation Administration (FAA) to review and update current noise policies. Laurence G. Hanscom Field is a general aviation facility operated by the Massachusetts Port Authority (Massport) and partially located within each of the surrounding communities of Bedford, Concord, Lexington and Lincoln in Massachusetts. HFAC's mission is to provide a forum for continued communication between the communities surrounding the airport and Massport. During our meetings, Massport representatives provide updates on airport operations and noise monitoring from the previous time periods. Massport uses EXP, a modeled, cumulative measure similar to DNL in its public-facing reporting. They also summarize counts of noise complaints that have been made during the time period via various communication mechanisms available to the public.

There is time set aside during HFAC's monthly meeting for citizens' comments. People frequently complain of disruption in their everyday life due to noise from aircraft. Given our role, our comments in this letter will be limited to those questions concerning FAA's approach to noise measurement that relate to citizens' understanding and concerns about aircraft-associated noise.

2. Operations of Air Vehicles.

a. What elements of aircraft operations (e.g., en-route, takeoff, landing) should the noise metric evaluate and disclose?

Measures used by Massport emphasize takeoff noise, but with improvements to modern aircraft, there is less difference between takeoff and landing noise so both are relevant to how noise is experienced and should be disclosed to the public. In addition, because some complaints involve flights that are en-route, a mechanism to model the characteristics of en-route aircraft noise as experienced on the ground is desirable.

b. What interests or concerns do communities in the vicinity of airports have? How can these concerns be addressed using noise metrics? What noise metrics would address these concerns.

Community members who experience noise annoyance would be helped by supplemental metrics that reflect characteristics of noise in ways that are easier to understand than the also important cumulative measures like DNL. This would include Time Above (TA) and Number Above (NA).

c. What interests or concerns do overflight communities have? How can these concerns be addressed using noise metrics? What noise metrics would address these concerns?

Among our commentators, the key overflight complaints we hear concern low-flying helicopters and flight school training runs over areas that are not close enough to the airfield to be included in the airfield's noise monitoring. We hypothesize that the noise effects on residents living under frequently used routes could be meaningfully modeled by calculating the aircraft type and altitude above ground and number of events during a prescribed time period.

6. Communication.

a. Please identify whether and how the FAA can improve communication regarding changes in noise exposure (e.g., what information FAA communicates, where and with whom FAA communicates, what information methods FAA uses to communicate and the venues at which FAA shares this information).

The FAA should try to make clear to the public when there have been changes to noise exposure patterns that go beyond normal variation. Ideally, communication will be transparent about the source of the change, e.g., frequency of operations or aircraft equipment characteristics.

c. What information about the change in noise resulting from civil aviation operations (e.g., UAS or drones, helicopters, fixed wing aircraft, rockets/commercial space transportation vehicles, and new entrant technologies) should the noise metric communicate to the public?

The public will have heightened awareness of new equipment types as they become common-- independent of how or if these operations significantly change noise levels. The public will always benefit from granular data that makes it easy to understand the relationship between noise levels and equipment types.

7. NEPA and Land Use Noise Thresholds Established Using DNL or for Another Cumulative Noise Metric

a. How should the FAA consider this information (i.e., the Schultz Curve and Neighborhood Environmental Survey findings) when deciding whether to retain or modify the FAA noise thresholds established using the DNL metric or to establish new FAA noise thresholds using other cumulative noise metrics?

The Neighborhood Environmental Survey and the associated National Curve should replace the Schultz curve in predicting the effect of noise from aircraft on people on the ground because of its improved methodology. Use of the National curve would indicate that noise below 65 decibels can be highly annoying to some people.

We also recommend that the Neighborhood Environmental Survey be periodically repeated (e.g. every 10 years) to account for changes in equipment type.

We again commend the FAA for endeavoring to be systematic and transparent in their effort to measure aircraft-related noise. We understand the difficulties in developing valid noise metrics given the need to reliably model how variations in physical phenomena are variably experienced by people on the ground.