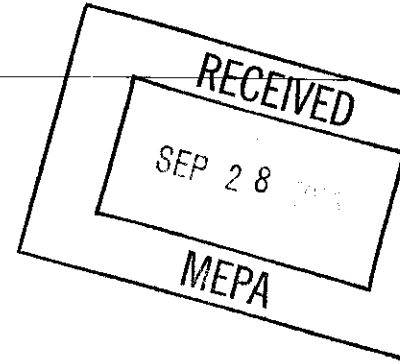




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September 26, 2005



Secretary Stephen R. Pritchard  
Executive Office of Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114

**Re: Request for modification of the scope for the 2005 Environmental Status and Planning Report for L.G. Hanscom Field ("Hanscom Field"); EOE#5484/8696**

Dear Secretary Pritchard:

This letter is submitted on behalf of the Massachusetts Port Authority ("Massport") as a result of our review of the issues raised by the Notice of Project Change dated August 1, 2005 filed by Safeguarding the Historic Hanscom Area's Irreplaceable Resources, Inc. ("SHHAIR") and SHHAIR's Request for an Advisory Opinion regarding Hanscom Field.

First, we wish to take this opportunity to make clear our intentions with respect to the proposal submitted by Crosspoint Aviation Services, LLC, ("Crosspoint") for the Hangar 24 site. Massport will require, through the lease agreement, Crosspoint to carry forward with its environmental commitments, including those set forth in its April 15, 2005, submittal to Massport, namely:

1. Impacts on the physical environment are to be minimized. The project proponent will design the building and site per LEED guidelines with the goal of achieving LEED Certification.
2. The facility will be located in the same part of the site as the existing hangar, clustered to maximize shared facilities and minimize utility connections. The facility design by BKA Architects, Inc. will be required to present an attractive view from Virginia Road.
3. Building massing, height, and roof design will be designed to be respectful of views from off-site vantage points.
4. The 38 foot tall hangar on the northern half of the site will comply with the FAA Part 77 transitional surfaces (250' from runway centerline plus 7:1 side slope).

Also, while the hangar and maintenance portions of the proposed facility may vary in size based upon the requirements of Crosspoint, we will expressly limit the potential size of the Fixed Based Operator (FBO) portion of the facility (which includes the lobby area of approximately 2000 square feet) to no greater than the approximately 13,000 square feet as presented in the Crosspoint proposal.

Secondly, Massport recognizes the vital importance of continuing a productive dialogue with the communities and interest groups affected by Hanscom Field. We seek to revitalize and energize that process on a going forward basis. While for decades Massport has been engaged in an open and extensive public review process with respect to Hanscom Field, we can continue to improve upon that process. We understand the need to continue to address new issues that arise, and to make every effort to assure that careful consideration and attention is given to all legitimate points of view. SHHAIR's request for MEPA's review of the Hangar 24 proposal is a good illustration of the importance of improving the publicly available information so that the public can have a better understanding of the functions, uses, and environmental effects of FBO hangars and facilities at Hanscom Field.

Later this year, Massport will be undertaking an in-depth update of the key environmental planning document for Hanscom Field--the Environmental Status and Planning Report (ESPR). The 2005 ESPR provides a timely and appropriate mechanism for a more detailed and fine-tuned consideration of the functions and uses of existing and proposed facilities at Hanscom Field and the potential environmental impacts of those facilities. Massport can take advantage of the opportunity presented by the 2005 ESPR for Hanscom Field to make that document more thorough and informative for reviewers on this and other issues.

The 2005 ESPR is an important opportunity not only to answer with greater detail and specificity the questions raised about the functions and uses of the proposed Hangar 24 FBO facility, but also to address similar questions regarding existing and forecasted FBO facilities and other potential facilities at Hanscom Field. If a more detailed examination of these functions and uses reveals environmental impacts not otherwise addressed by the ESPR, those environmental impacts and appropriate mitigation measures can be examined as well.

Accordingly, as Massport begins the process of preparing the 2005 ESPR and forecasting anticipated projects at Hanscom Field within the 2010, and 2020, planning horizons, we respectfully request that you provide public notice in the Environmental Monitor of Massport's request to expand upon the May 31, 2005 Scope for the 2005 ESPR issued by the Secretary of Environmental Affairs, as follows:

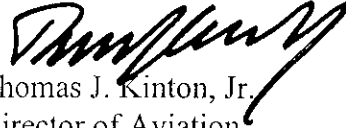
1. Under Chapter II. Facilities and Infrastructure, Massport will add a discussion of the following:
  - Information on the functions and uses of all of the existing structures at Hanscom Field, including size, functional components and uses, and any anticipated environmental impacts associated with such facilities. This discussion will include descriptions of the existing and forecasted buildings, a comparison of their functions and uses, and an assessment of the relationship of those functions and uses to possible future aircraft operations. At a minimum, the following categories of airport facilities will be described, and their functions and uses compared:

- o Fixed Base Operator facility
  - o Corporate/Conventional Hangar facility
  - o T-hangars
  - o Maintenance facility
  - o Terminal facility with commuter airline services
  - o Training/flight school facilities
  - o Fire Safety facility
  - o Cargo facility
2. Under Chapter V. Regional Transportation Context, Massport will add a discussion of the following:
- A description of Hanscom Field's historic, existing, and anticipated future roles in the following:
    - o The State transportation network; and
    - o The regional aviation network.
  - An examination of the existing and anticipated future roles of Hanscom Field as a Corporate General Aviation Reliever airport with limited commercial and cargo service:
    - o How does Hanscom function today in this role, and how is that role expected to evolve in the future given likely variation in demand and anticipated technologic advances?
    - o What are each of the aspects of aviation encompassed within Hanscom Field's potential future role?
3. Under Chapter XII. Mitigation, Massport's discussion of mitigation measures will address any environmental impacts revealed by the closer examination of the functions and uses of existing and forecasted future development at Hanscom Field.

As we embark upon the 2005 ESPR review process, Massport will reach out to the Hanscom Field Advisory Commission (HFAC), the Hanscom Area Town Selectmen (HATS), and the host of other public officials, constituencies, and interest groups that are concerned about the future role of Hanscom Field and its importance within the regional and national transportation network. By engaging those concerned with the future of Hanscom Field, we hope to make the 2005 ESPR a more informative and useful document for all concerned.

Thank you for the opportunity to provide this information.

Sincerely,



Thomas J. Kinton, Jr.  
Director of Aviation  
Massachusetts Port Authority

cc: Dcerin Babb-Brott, Acting Director, MEPA Office, Executive Office of Environmental Affairs  
William T. Gage, Environmental Analyst, MEPA Office, Executive Office of Environmental Affairs  
Anne Shapiro, Hanscom Field Advisory Commission (HFAC) Chair, Hanscom Area Towns Committee (HATS), Concord  
Sara Mattes, HFAC, HATS Chair, Lincoln  
Hank Manz, HFAC, Lexington  
Shelly Moll, HFAC, HATS, Bedford  
Jeanne K. Krieger, HATS, Lexington  
Betty Desrosiers, Director of Strategic Projects & Technology Integration, Massport  
Lowell Richards, Chief Development Officer, Massport  
Stewart Dalzell, Deputy Director, Aviation Planning and Development, Massport  
Tom Ennis, Senior Project Manager, Massport  
Barbara Patzner, Director, L.G. Hanscom Field, Massport