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March 29, 2007

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CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS FOR THE FINAL

2005 L. G. HANSCOM FIELD ENVIRONMENTAL STATUS AND PLANNING REPORT

PROJECT NAME : Final 2005 Hanscom Field Environmental Status and
Planning Report
PROJECT MUNICIPALITY : Bedford, Concord, Lexington, and Lincoln
PROJECT WATERSHED : Shawsheen River
EOEA NUMBER : 5484/8696
PROJECT PROPONENT : Massachusetts Port Authority (Massport)
DATE NOTICED IN MONITOR : February 20, 2007

As Secretary of Environmental Affairs, I hereby determine that the Final 2005 Hanscom Field Environmental Status and Planning Report (FESPR) submitted **adequately and properly complies** with the Massachusetts Environmental Policy Act (MGL c.30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00).

Project Description

Hanscom Field comprises approximately 1,300 acres of land, located approximately 20 miles northwest of Boston, within the municipalities of Bedford, Concord, Lincoln, and Lexington. Since 1974, when Massport assumed ownership of the field, it has primarily accommodated private General Aviation (GA) activity, commercial, and cargo service. The Federal Aviation Administration (FAA) identifies Hanscom Field as a reliever airport. As a reliever to Logan Airport, Hanscom Field provides substantial airside relief by annually serving over 200,000 GA operations. Hanscom Field also supports limited commercial air service.

The FESPR inventories Hanscom's facilities and infrastructure, summarizes Massport's tenant audit program, identifies airport activity levels, describes ground transportation, explains Massport's Environmental Management System, and provides information on Hanscom's planned

role in the future regional transportation system and its 5-year projected improvement program. It also looks at noise and air quality levels under existing and alternative future scenarios, and identifies cultural, historical, conservation and recreational resources.

History and Purpose of ESPR

Since 1985, the Generic Environmental Impact Report (and now the ESPR) has provided an effective planning tool from which the proponent's policy and program developments are derived. The 2005 FESPR presents an overview of the operational environment and planning status of Hanscom Field and provides long-range projections of environmental conditions against which the effects of future individual projects can be compared. The ESPR allows the reviewer to see historical environmental information, current information, and the forecast of the future environmental effects at Hanscom Field.

The ESPR does not replace the MEPA review of specific projects at the site that exceed regulatory thresholds. I note that the thresholds specifically exempt routine maintenance and replacement projects. For each project-specific review, Massport would be required to perform an individual analysis of impacts and mitigation (to be implemented, for those projects that require a stand-alone Environmental Impact Report (EIR), through Section 61 Findings). The ESPR serves as a vehicle for ensuring that long-term, broad-scope planning informs the review and implementation of individual actions at Hanscom Field.

This FESPR addressed the Secretary's Certificate establishing the scope for the 2005 ESPR, dated May 31, 2005. It also responded to the November 7, 2005 Certificate, which was issued for the Notice of Project Change that was submitted by Massport regarding the proposed lease and construction of a Fixed Base Operator (FBO) facility.

Summary of the FESPR Environmentally Beneficial Measures:

The FESPR included a separate chapter on environmentally beneficial measures (mitigation), which summarized actions described in the previous chapters (such as Transportation Demand Measures (TDM), noise abatement, and sustainability measures). This chapter identified the parties responsible, and a schedule for implementation, and the estimated costs in Table 12-1.

Massport charges night-time (11:00 pm to 7:00 am) landing fees for both GA and commercial flights. These landing fees charge a penalty over daytime operations. Massport will not develop landing fees based on noise generated by type of aircraft, with higher fees for noisier aircraft. The FESPR identified Massport's effort to extend the "Fly Friendly" program to commercial flights. Massport has no plans to provide additional noise attenuation around run-up areas.

Massport has committed to undertake the following environmentally beneficial measures as conditions warrant them (Table 12-1 in FESPR):

- Provide a traffic control officer at Hanscom Drive/Route 2A during weekday morning and afternoon peak hours (\$80,000 to \$100,000 shared with multiple parties).
- Provide ground transportation information on Massport website.
- Provide transit information in Civil Air Terminal.
- Participate in the MassRIDES Transportation Management Initiative program.
- Provide information about transit and non-auto travel options in prominent locations throughout Hanscom Field.
- Provide a bus shelter with transit information (\$5,000 to \$6,000).
- Install bicycle racks in front of Civil Air Terminal and at other Hanscom Field locations (\$1,000 per unit).
- Coordinate with the Town of Concord to assess improvements to the regional bicycle network.
- Support the Sound Initiative in an effort to phase out the use of all Stage 2 aircraft (\$10,000 to \$20,000).
- Implement the “Fly Friendly” program to commercial operators.
- Direct run-up procedures to the East Ramp.
- Relocate the noise monitors based on input from the ongoing community coordination process and implement updates to the Noise and Operations Monitoring System (\$276,000).
- Encourage tenants to consider the purchase of alternatively fueled vehicles, where appropriate.
- Encourage of Fixed Base Operators (FBOs) to minimize Auxiliary Power Units (APU)/Ground Power Units (GPU) use.
- Use ultra low sulfur fuel in Massport fleet vehicles.
- Evaluate the installation of a paved aircraft holding area at the head of Runway 23 to reduce minor aircraft delays.
- Consider alternative fuel vehicles for any new Massport vehicle purchase.
- Construct stormwater improvements in detention areas around Hanscom Field in conjunction with the U.S. Air Force.
- Utilize MassDEP Best Management Practices.
- Implement and maintain the Environmental Management System procedures to control environmental effects.
- Coordinate and convene a sustainable design conference with the Towns of Bedford, Concord, Lexington and Lincoln, the National Park Service, the U.S. Air Force, and other interested abutters.

I urge Massport to strongly consider additional TDM and Transportation Management Agency (TMA) measures to reduce single passenger trips to Hanscom Field. Massport should also

consider instituting parking fees for single passenger vehicles with free or reduced parking fees for ridesharing at Hanscom Field.


Conclusion.

The Certificate on the DESPR (dated February 15, 2007) stated that no major issues remained that warranted the preparation of a separate FESPR. On Tuesday, March 13, 2007, at 5:00 pm, the MEPA consultation session for the FESPR was held in the Civil Air Terminal at Hanscom Field.

The information contained in the 2005 ESPR is a valuable tool in understanding the facilities, infrastructure, operations, and airport activity levels at Hanscom Field and its potential effect on the surrounding communities, residents and resources. The proponent has spent considerable time and resources in preparing information for this voluntary filing, and should be duly acknowledged for its efforts. I believe that the information contained in the 2005 ESPR is vital to understanding the complexities in airport operations and environmental impacts. I also believe that the ESPR process can be improved to better provide timely and convenient public access to environmental data and operations information. I am committed to working with Massport, Hanscom Area Towns Committee (HATS), local and state officials, and residents in advancing toward this goal.

I look forward to receiving Massport's proposed Scope for the 2010 ESPR in 2011 or discussing other potential options for environmental review that might be more productive for Massport and the surrounding communities.

March 29, 2007
Date



Ian A. Bowles

Comments received:

Massport, 2/23/07

National Park Service, 3/6/07

Representatives Jay R. Kaufman, Cory Atkins, Thomas Conroy, Charles A. Murphy, and Thomas M. Stanley, and Senators Robert A. Havern and Susan C. Fargo, 3/12/07

Concord Historical Commission, 3/23/07

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