

The State of Hanscom

April 2026



Massachusetts Port Authority

THE STATE OF HANSCOM

MASSACHUSETTS PORT AUTHORITY

The Massachusetts Port Authority (Massport) is the owner and operator of Laurence G. Hanscom Field (Hanscom Field or alternatively Hanscom). Massport also operates Boston Logan International Airport, Worcester Regional Airport, the Port of Boston's Conley Container Terminal and Flynn Cruiseport. These facilities provide safe, secure, and efficient transportation resources for travelers and businesses. They enable Massachusetts and New England to compete successfully in the global marketplace.

Massport's facilities are essential to the citizens of the Commonwealth and provide economic benefits throughout the region. At the same time, Massport strives to minimize the impact of its operations on surrounding communities. Massport is diligent in abiding by all environmental regulations and is a leader in promoting voluntary environmental initiatives. Massport implements and participates in outreach programs that encourage an open and timely exchange of information and ideas. It is Massport's goal to understand and integrate the concerns of the community into its projects and plans whenever and wherever possible.

HANSCOM FIELD BACKGROUND

In 1941, the Commonwealth of Massachusetts acquired land northwest of Boston to build an airport, and the State Senate and House of Representatives passed resolutions "...relative to the designation of the proposed Boston Auxiliary Airport as Laurence G. Hanscom Field, Boston Auxiliary Airport at Bedford". Control of Hanscom passed to a number of different agencies until 1956, when the legislature placed Hanscom Field under Massport's jurisdiction. The Commonwealth owned the land prior to 1956, but the airfield was leased and maintained by the military until 1974.

Today, Hanscom Field is the region's premier full-service general aviation (GA) airport, and it serves a vital role in New England's regional aviation system as a GA reliever for Logan International Airport. Aircraft operations at Hanscom include a mix of commuter aircraft, business use aircraft, charter, including professional and collegiate sports charters, light cargo, personal aircraft, air taxi, medical, military and flight school activity. Hanscom Field offers US Customs and Border Protection inspection services and provides facilities for global arrivals. Hanscom Field serves the diverse flying needs of the region's technological corporations and educational institutions and is an important resource for Hanscom Air Force Base (HAFB), a federal research and development facility abutting the airfield. The airport provides easy access to the Greater Boston area and suburbs and has three first-class fixed-base operators (FBOs). These FBOs provide flight support services, including aircraft fueling; maintenance, repair and overhaul; aircraft storage; passenger services; and flight crew facilities. The airport's facilities have been essential to the economic development of the region, powering connections to new business opportunities, products, customers, and leisure travel.

The State of Hanscom is presented annually to the Hanscom Field Advisory Commission (HFAC), a legislatively created body comprised of representatives from the surrounding residential communities, the aviation community, and area-wide organizations. Elected officials,

representatives from HAFB, the Federal Aviation Administration (FAA), Minute Man National Historical Park, and Massport serve as resources to the commission.

In presenting *The State of Hanscom*, Massport provides an opportunity for a wide range of interested parties to discuss the airport's role in the regional transportation system and to discuss Massport's objectives. *The State of Hanscom* presents the airport's operational activity, financial performance, and economic benefits. It discusses Massport's 2025 and prior accomplishments at Hanscom, as well as plans for 2026.

SECTION I - AIRCRAFT ACTIVITY

Table 1 shows total aircraft activity levels at Hanscom Field for 7 a.m. to 11 p.m. operations in 2024 and 2025 based on Federal Aviation Administration (FAA) tower counts, fleet mix data, and estimates. The 2025 data are preliminary and will be finalized before publication of the 2025 noise report.

**TABLE 1
Hanscom Field Aircraft Activity
2024**

FROM FAA TOWER REPORTS & ESTIMATES (7 A.M.-11 P.M)

| MONTH | CIVILIAN | | | | | | MILITARY | TOTAL |
|-----------|----------|---------|-------------|-------|--------|-------|----------|---------|
| | LOCAL | SINGLES | TWIN PISTON | TURBO | JET | HELI | | |
| January | 2149 | 1182 | 298 | 351 | 2642 | 768 | 75 | 7,465 |
| February | 3198 | 1916 | 324 | 357 | 2642 | 693 | 116 | 9,246 |
| March | 2334 | 1339 | 338 | 448 | 2943 | 738 | 124 | 8,264 |
| April | 3345 | 2238 | 377 | 604 | 3069 | 816 | 130 | 10,579 |
| May | 3197 | 2285 | 445 | 734 | 3402 | 870 | 170 | 11,103 |
| June | 3558 | 2491 | 471 | 774 | 2981 | 850 | 202 | 11,327 |
| July | 3372 | 2242 | 508 | 814 | 2641 | 878 | 164 | 10,619 |
| August | 3417 | 2153 | 495 | 795 | 2566 | 876 | 190 | 10,492 |
| September | 3283 | 2118 | 475 | 746 | 3139 | 841 | 146 | 10,748 |
| October | 3468 | 2492 | 466 | 669 | 3384 | 836 | 208 | 11,523 |
| November | 2684 | 1696 | 398 | 532 | 3012 | 817 | 134 | 9,273 |
| December | 2384 | 1309 | 359 | 470 | 3029 | 826 | 97 | 8,474 |
| TOTAL | 36,389 | 23,461 | 4,954 | 7,294 | 35,450 | 9,809 | 1,756 | 119,113 |

2025

FROM FAA TOWER REPORTS & ESTIMATES (7 A.M.-11 P.M)

| MONTH | CIVILIAN | | | | | | MILITARY | TOTAL |
|-----------|----------|---------|-------------|-------|--------|-------|----------|---------|
| | LOCAL | SINGLES | TWIN PISTON | TURBO | JET | HELI | | |
| January | 1,862 | 840 | 276 | 362 | 2,632 | 834 | 90 | 6,896 |
| February | 2,101 | 962 | 266 | 323 | 2,654 | 701 | 119 | 7,126 |
| March | 2,042 | 1,196 | 293 | 398 | 2,842 | 744 | 140 | 7,655 |
| April | 2,605 | 1,573 | 331 | 451 | 3,045 | 774 | 168 | 8,947 |
| May | 3,094 | 1,829 | 396 | 627 | 3,467 | 815 | 150 | 10,378 |
| June | 2,992 | 2,129 | 392 | 657 | 2,999 | 857 | 190 | 10,216 |
| July | 3,712 | 2,378 | 427 | 775 | 2,488 | 887 | 212 | 10,879 |
| August | 4,989 | 3,022 | 444 | 764 | 2,741 | 888 | 286 | 13,134 |
| September | 3,864 | 2,650 | 422 | 811 | 3,527 | 895 | 143 | 12,312 |
| October | 3,142 | 2,134 | 437 | 653 | 3,755 | 887 | 116 | 11,124 |
| November | 2,534 | 1,652 | 380 | 545 | 3,879 | 825 | 44 | 9,859 |
| December | 2,008 | 1,039 | 318 | 415 | 3,172 | 824 | 128 | 7,904 |
| TOTAL | 34,945 | 21,404 | 4,382 | 6,781 | 37,201 | 9,931 | 1,786 | 116,430 |

Note: The 2025 figures are preliminary. All 2025 data will be reviewed before publication of the 2025 annual noise report.

The FAA tower counts are traditionally used to report the official number of operations for an airport; at Hanscom Field, they do not include nighttime operations between 11 p.m. and 7 a.m. when the FAA Tower is closed. In addition to the 7 a.m. to 11 p.m. aircraft activity, there were 2,502 nighttime operations in 2025, a decrease from 2,526 in 2024.

The airport's activity levels have historically been closely aligned with the economic health of Massachusetts' industry as well as the national economy. Activity levels generally mirror national trends.

The data in Table 1 show 116,430 operations for 2025. This indicates a 2% decrease as compared to 2024 and does not reach pre-pandemic levels. When compared to pre-pandemic 2019, 2025 operations show a 11% decrease. Although total annual operations have been below 200,000 for the past 23 years, they were well above 200,000 for the 30 years prior to 1993, and they exceeded 300,000 in 1970.

Consistent with activity for the past 46 years, the civilian portion of the 2025 aircraft operations comprised 98.5% of the total aviation activity. The largest component of the total activity, 48.4%, consisted of single engine piston (SEP) operations ("Local" plus "Singles" in Table 1). The 56,349 estimated SEP flights indicate that their activity decreased 5.8% as compared to 2024. This included a 4% decrease in touch and go/local traffic and an 8.8% decrease in non-touch-and-go operations by SEPs.

Touch-and-go/local activity comprised 62% of the SEP operations. Each touch-and-go consists of a practice landing and take-off and is counted as two operations. Touch-and-goes are not allowed in aircraft over 12,500 pounds at Hanscom; they are most commonly conducted by flight schools using SEP aircraft.

The 4,382 estimated twin engine piston operations indicate a decrease of 11.5% as compared to 2024. They represented 3.8% of the 2025 operations. The 9,931 estimated helicopter operations indicate a 1.2% increase as compared to 2024, and they represented 8.5% of the total. Estimated turboprop aircraft activity, representing 5.8% of the 2025 total activity, decreased 7%.

The 37,201 civilian jet operations that were conducted in 2025 represented 32% of the total activity and indicated a 4.9% increase, as compared to 2024.

The 2025 annual data used to create Table 1 will be reviewed for the 2025 Annual Noise Report, which will be prepared later in the year and presented to HFAC. The noise report will include a more detailed analysis of operations and trends as well as a full analysis of noise exposure using EXP, a metric developed to track changes in Hanscom Field's noise environment.

SECTION II - FINANCIAL RESULTS FOR FISCAL YEAR 2025

Massport continues its commitment to operating a first-class facility while striving to improve Hanscom Field's financial performance. Massport's fiscal year (FY) begins on July 1 and ends on June 30.

Table 2 demonstrates the fluctuations in revenues and expenses over the last five years. Comparing FY25 to FY24, operating revenues increased 18.2% and expenses increased 12.3%, leaving Hanscom with an operating surplus of \$6.13 million. Amortization remained the same at 5.8 million, resulting in a \$ 300,132 surplus in FY25.

Massport recognizes that controlling Hanscom's budget requires an aggressive multi-faceted approach. On the cost side, every expenditure and project are scrutinized for financial implications, and cost-saving measures continue to be explored. On the revenue side, a regular review of rates and charges, followed by appropriate adjustments, has been adopted. Expanding sources of revenue through development, as discussed later in this report, is another avenue for preventing a deficit. Massport also recognizes that commercial and/or air taxi services generate revenue and are allowed activities under federal law. While Massport does not actively solicit scheduled air service or heavy cargo services at Hanscom Field, it must accept and appropriately process applications for such services from entities that may seek to operate at Hanscom Field.

TABLE 2
Hanscom Five Year Financial Summary
Fiscal Years (FY) FY21 –FY25
Including FY26 Forecast

| YEAR | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 Forecast* |
|------------------------------------|--------------------|-------------------|-------------------|--------------------|-------------------|-------------------|
| REVENUES | | | | | | |
| <i>RENTALS</i> | | | | | | |
| Terminal | 284,592 | 305,866 | 418,636 | 266,700 | 303,415 | 266,521 |
| Non-Terminal | 2,523,813 | 2,779,002 | 3,546,959 | 3,739,017 | 3,861,269 | 4,171,923 |
| Ground | 5,360,365 | 6,048,659 | 7,902,163 | 5,894,825 | 8,524,150 | 15,420,821 |
| Utilities | 92,529 | 101,341 | 146,275 | 146,159 | 99,666 | 88,972 |
| SUBTOTAL | 8,261,299 | 9,234,868 | 12,014,033 | 10,046,701 | 12,788,500 | 19,948,237 |
| <i>FEES</i> | | | | | | |
| Landing Fees | 1,204,153 | 1,913,175 | 1,910,272 | 2,127,839 | 2,178,805 | 2,338,181 |
| Customs Fees | 377,803 | 957,472 | 1,147,849 | 1,241,529 | 1,325,750 | 1,192,530 |
| Night Field Use Fees | 430,426 | 823,707 | 834,911 | 846,361 | 860,686 | 813,587 |
| Parking Fees | 114,640 | 123,600 | 132,420 | 132,420 | 141,240 | 142,868 |
| Other | 908,218 | 1,611,391 | 3,240,494 | 3,197,401 | 3,932,857 | 4,782,072 |
| SUBTOTAL | 3,035,240 | 5,429,346 | 7,265,945 | 7,545,549 | 8,439,337 | 9,269,239 |
| <i>COMMISSIONS</i> | | | | | | |
| Rental Cars | 147,067 | 288,597 | 373,828 | 301,372 | 269,263 | 320,754 |
| Flight Schools | 36,414 | 41,124 | 47,585 | 50,078 | 44,819 | 45,600 |
| Ground Servicing | 99,083 | 277,301 | 199,322 | 238,801 | 261,296 | 209,626 |
| Fuel Flowage | 1,868,433 | 2,664,214 | 2,558,208 | 2,694,168 | 2,741,705 | 2,385,712 |
| Other | 971,557 | 1,241,305 | 1,450,351 | 1,367,466 | 1,745,771 | 1,531,645 |
| SUBTOTAL | 3,122,554 | 4,512,540 | 4,629,293 | 4,651,885 | 5,062,854 | 4,493,336 |
| TOTAL REVENUES | 14,419,093 | 19,176,754 | 23,909,272 | 22,244,135 | 26,290,690 | 33,710,812 |
| OPERATING EXPENSES | | | | | | |
| Admin, Maint., Security Staff | 8,533,309 | 8,626,090 | 8,882,652 | 10,366,978 | 12,254,403 | 12,568,532 |
| Supplies & Materials | 248,517 | 325,382 | 424,274 | 381,506 | 527,032 | 451,096 |
| Repairs | 564,066 | 627,077 | 784,962 | 634,648 | 890,030 | 723,953 |
| Services | 1,302,598 | 1,883,952 | 2,382,002 | 2,610,705 | 2,351,479 | 2,590,318 |
| Utilities | 257,976 | 292,019 | 328,555 | 448,763 | 353,561 | 377,546 |
| Insurance | 234,537 | 326,861 | 292,357 | 517,649 | 298,650 | 342,731 |
| Miscellaneous | 1,135,975 | 611,763 | 1,090,994 | 1,340,898 | 1,549,461 | 1,453,093 |
| General & Administration | 1,396,974 | 1,232,455 | 1,337,470 | 1,658,028 | 1,936,462 | 2,087,716 |
| TOTAL OPERATING EXPENSES | 13,673,953 | 13,925,599 | 15,523,266 | 17,959,175 | 20,161,078 | 20,594,985 |
| OPERATING SURPLUS/DEFICIT | 745,140 | 5,251,155 | 8,389,654 | 4,284,961 | 6,129,612 | 13,115,827 |
| AMORTIZATION | 5,238,498 | 5,526,067 | 5,243,689 | 5,829,480 | 5,829,480 | 5,829,480 |
| Total Costs (oper + Amort.) | 18,912,451 | 19,451,667 | 20,725,990 | 23,788,655 | 25,990,558 | 26,424,465 |
| SURPLUS/DEFICIT | (4,493,358) | (274,913) | 3,145,965 | (1,544,519) | 300,132 | 7,286,347 |

SECTION III - ECONOMIC BENEFITS OF HANSCOM ACTIVITY

Massport's facilities enable the region's residents and leading industries to make connections with new markets, products, customers, family, and friends. In nearly every aspect of life in Massachusetts, Massport is supporting economic growth.

Located off Route 128/I-95, Hanscom Field has been a vital link to domestic and international destinations for individual pilots, commuter airlines and local employers, including high technology corporations, research and development firms, pharmaceutical companies and educational institutions. Businesses look for accessible air travel when deciding where to locate, and Hanscom provides local businesses with easy access to corporate travel opportunities.

In FY25 Massport invested \$12.4 million in airfield, terminal, equipment, and other facility improvements required to maintain the airport. Past and future investments ensure that Hanscom will continue to be prepared to support future economic growth by serving the diverse needs of users who operate a wide variety of aircraft.

Periodically, there is an examination of the economic impacts of Massport's facilities. The Massachusetts Department of Transportation/Aeronautics Division conducted its most recent statewide airport economic impact study in 2019. That report determined that there were 2,243 full-time equivalent jobs related to Hanscom Airfield activity. Annual wages for those workers whose employment was directly related to airport activity were \$133 million. Hanscom generated estimated annual economic benefits of \$679 million when all the direct, indirect, and induced economic benefits of the airport were considered. Estimated economic benefits described above do not include economic benefits generated by Hanscom Air Force Base. Massport is currently performing an economic impact study focusing on Massport facilities.

SECTION IV - 2025 ACCOMPLISHMENTS AND 2026 OBJECTIVES

Massport's primary responsibility at Hanscom Field is to maintain a safe, secure, and efficient airport while minimizing the environmental impact of its operations. Improvements are made in accordance with these guiding principles. While Massport is committed to maintaining Hanscom as a first-class, full-service airport, maintenance and improvements at the airport are consistently coupled with a variety of environmental initiatives, programs, and policies.

Airfield Improvement Program

Most projects at Hanscom are part of maintaining a safe and efficient airfield, and these projects may be eligible for full or partial federal funding under the FAA's Airport Improvement Program (AIP). In 2015, the FAA began a program to reduce runway incursion risks. This national initiative identified risk factors that might contribute to a runway incursion and developed strategies to help airport sponsors mitigate potential risks. Massport placed funds in the capital program for Hanscom Field to examine the geometry of paved airport intersections in 2015 and in 2019 began the Comprehensive Airfield Geometry Analysis to examine these paved intersections and created a plan to comply with new FAA recommended geometry standards. A new Airport Layout Plan (ALP) incorporating these changes has been filed with the FAA. In future years, all upcoming pavement improvement projects will incorporate these recommended changes.

Airfield Pavement Maintenance: In 2026, Massport will rehabilitate Taxiway Echo while incorporating FAA mandated, and funded, geometry changes. Taxiway Echo rehabilitation will be a two-phase project starting with the section west of Runway 5-23.

Airport Safety and Security

Safety and security are the two most critical components of operating an airport, and there is a continual multi-level emphasis on both at Hanscom. Massport's commitment to operating a safe and secure airport helps safeguard its host communities as well as those who use the airport.

Obstruction Removal: A high priority for Massport is maintaining compliance with FAA certification and safety requirements regarding obstructions within runway approach and departure surfaces. Massport uses aerial photogrammetric mapping of those surfaces to identify vegetation that is penetrating, or close to penetrating, these surfaces. The state established vegetation removal guidelines in the *Generic Environmental Impact Report (GEIR) for Vegetation Removal at Public Use Airports* and the *1999 GEIR/Generic Environmental Notification Form Update*. Historically, a vegetation removal project has been required every five years at Hanscom. The first five year Vegetation Management Plan (VMP) began in 2002.

Consistent with the approved plans, Massport has continued maintenance of the vegetation removal areas. In 2025, Massport obtained orders of conditions in all four towns and began work on the 2024-2028 VMP Update.

Airport Rescue and Fire Fighting (ARFF) and Customs and Border Protection (CBP) Facilities: Massport has standardized ARFF procedures across all three Massport-owned airports in order to enhance safety and coordination efforts. This allows Massport Fire-Rescue to leverage additional resources from across the Commonwealth for use at Hanscom Field. Massport Fire-Rescue began permanent, full-time operations at Hanscom Field in November 2015. Design of a new ARFF facility began in 2016 and staff moved into the facility in 2019. The former CBP facility was an aging trailer on the east side of the airfield. To meet updated Customs and Border Protection facility guidelines, a new facility was completed in 2019 and staff moved into the facility in 2020.

In 2025, Massport Fire-Rescue conducted a full-scale emergency exercise that included nearly 150 Participants. Mutual aid partners including police, fire and EMS from Bedford, Concord, Lexington, Lincoln, Waltham, Action Ambulance, Armstrong Ambulance and the Hanscom Air Force Base Fire Department were active participants. In addition, Massport installed solar panels atop the roof of the facility. In 2026, Massport will conduct a tabletop exercise and add a trailer for additional personnel sleeping quarters at the ARFF facility. Massport will conduct a tabletop emergency exercise in 2026.

Wildlife Control: Wildlife on an airfield can be a serious safety hazard for aircraft. The U.S. Department of Agriculture (USDA) regularly conducts field visits at Hanscom to monitor and evaluate wildlife on the airfield, with a particular focus on assisting Massport in evaluating and minimizing wildlife strike hazards.

Security: Unescorted access to the airfield requires a background security check to obtain an airport security badge, and badges must be displayed at all times on the airfield. A variety of

other measures have been adopted as the result of an on-going process of evaluating and implementing new security programs, as appropriate. Security at Hanscom Field is conducted by Massachusetts State Police (“MSP”) Troop F. The MSP and Massport staff regularly hold exercise drills incorporating real world scenarios. In 2025, Massport conducted a hurricane emergency preparedness tabletop exercise for employees and tenants.

Safety: In addition to the FAA’s annual inspection, Massport’s Safety Office staff conducts regular safety inspections, and monthly meetings are held with tenants and the FAA tower personnel to facilitate the identification of safety concerns. Every year, Massport reviews its snow removal plan with the FAA tower staff and Hanscom tenants to ensure effective communication and coordination during snow removal operations. Massport/Hanscom Field has won and/or received Honorable Mention for the American Association of Airport Executives Balchen-Post Award for excellence in snow and ice control in the large GA Airport category six of the last ten years.

Maintain and Improve Facilities

Hanscom’s critical role in the regional transportation system demands appropriate maintenance programs and responsible development of airport facilities. Anticipating future needs and meeting the needs of existing users of Hanscom Field creates challenges that require careful analysis and flexibility. Massport adjusts its projects based on local demand and changes in the aviation industry.

Massport Controlled Facilities: In addition to the airfield, Massport owns and manages the Hanscom Field Terminal and maintenance facilities, ARFF & CBP facilities, several corporate hangars that are leased, t-hangars and tie-down spots for owners of small aircraft, the central parking lot, and the entrance areas to the airfield. There is a continual process of maintaining and upgrading these facilities and areas. The Hanscom Field Terminal is home to several aviation-related businesses, including Hanscom’s largest flight school.

In 2025, Massport began a major renovation to the Hanscom Field Terminal building focused on building code compliance, security upgrades and sustainability. In addition to the terminal project, Massport installed solar panels on both the ARFF & CBP facilities as well as the relocated North Airfield box hangars.

In 2026, Massport will continue the Hanscom Field Terminal building renovations. The project completion is expected in 2027.

Third Party Development: Based on demand, Massport responds to and solicits third party development and management for new aviation-related facilities that support Hanscom’s role in the regional transportation system as a full-service general aviation airport. Solicitation is accomplished via a Request for Proposals (RFP) process. Most of Hanscom’s hangars, with associated office space, are owned or leased by tenants who are responsible for maintaining the facilities.

Potential development sites are identified and analyzed in Hanscom’s *Environmental Status and Planning Reports* (ESPRs), which serve as planning tools when considering future development at

Hanscom. The 2022 ESPR reviewed potential future development and was published in 2024. Ongoing development projects in planning areas are listed below.

West Ramp: The West Ramp is located at the south-central portion of the airport and contains the Hanscom Field Terminal, multiple corporate hangars and two FBOs, Jet Aviation and Signature Aviation (Signature). Signature completed phase one of their redevelopment plan in 2024 with the completion of a new LEED certified FBO facility and apron area. Phase II includes hangars 1, 2 & 3 on the East Ramp, discussed below.

East Ramp: The East Ramp, located on the southeast side of the airfield, has been identified in past ESPRs as well as the 2022 ESPR as a potential site for development of corporate hangars. The ramp area is an impervious surface that is used for storage and movement of aircraft. Three of the hangars on the East Ramp are leased by Signature and will be included in phase two of their redevelopment project beginning in 2026. Signature plans to invest over \$18M in the three hangars, including fire protection, plumbing, HVAC, electrical upgrades and exterior upgrades.

Pine Hill: Pine Hill is located on the southwest side of the airfield and previously housed t-hangars. In response to demand for additional corporate hangars, Massport released a Request for Letters of Interest (RFI) that included the Pine Hill area in 2018, and Ross-Rectrix (now doing business as Atlantic Aviation), was the selected developer. Massport and Atlantic Aviation signed a lease in 2020, and construction of a 60,000 square foot hangar began in 2022. In 2024, Atlantic Aviation completed the LEED certified corporate hangar facility.

North Airfield Property: The North Airfield comprises approximately 29 acres of partially developed land. Contained within the property is a system of roads and concrete pads that were used by the Air Force for a trailer park until 2011. The site was identified in previous ESPRs as far back as 2000 as a potential site for development. In 2021, in response to demand for additional corporate hangars and interest from developers, Massport issued an RFP for the 29-acres North Airfield site. In 2022, Massport relocated the Pine Hill T-hangars to the North Airfield in preparation to accommodate the development at the Pine Hill site. In 2023, the selected North Airfield developer submitted an Environmental Notification Form to the Massachusetts Environmental Policy Act (MEPA) Office documenting its plans to develop the area and an adjacent private parcel located in the Town of Bedford. A Draft Environmental Impact Report (DEIR) was submitted to the MEPA Office in early 2024, and MEPA requested supplemental information from the developer. The developer is currently drafting the Supplemental DEIR and expects to file with MEPA in 2026.

Monitor and Respond to Environmental Issues

Massport has consistently maintained high environmental standards while complying with state and federal environmental regulations. In addition to complying with mandated requirements, Massport has elected to participate in programs that use environmentally friendly technologies and innovations to minimize operational impacts. There is a continual effort to extend and improve Hanscom's environmental performance.

Environmental Status and Planning Reports (ESPRs): In 1978, Massport prepared the Hanscom Field Master Plan and Environmental Impact Statement, which triggered the adoption of General Rules and Regulations for Laurence G. Hanscom Field, effective July 31,

1980. Since 1985, Massport has prepared a series of increasingly comprehensive environmental assessments for Hanscom Field that identify the environmental effects of current conditions and activity at the airport, compare these conditions to historical data, and present and evaluate the potential cumulative environmental effects of potential future scenarios. These studies serve as planning tools for future development.

The Energy and Environmental Affairs Secretary approved the 2022 ESPR in 2024. The 2022 ESPR, and previous ESPRs are posted on the Massport website here:

<https://www.massport.com/environment/project-environmental-filings/hanscom-field>

Environmental Programs and Audits: Massport is committed to operating Hanscom Field in an environmentally sound and responsible manner. Massport continues to meet environmental commitments utilizing a series of programs that include monitoring activities at Hanscom to ensure compliance with environmental regulations and the use of pollution prevention practices. Ongoing practices include:

- Supporting environmentally sustainable best practices in part through participation in the Commonwealth of Massachusetts' Leading by Example Program, led by the Department of Energy Resources (DOER).
- Inspecting Massport facilities to ensure environmental compliance. Massport and our consultants perform regular inspections to confirm compliance.
- Reviewing and updating the Spill Prevention Control and Countermeasure (SPCC) Plan, which outlines steps to be taken by Massport employees in the event of a spill of fuel or other hazardous materials.
- Implementation of Hanscom's Stormwater Pollution Prevention Plan (SWPPP), which details activities performed at Hanscom, and Best Management Practices (BMPs) employed for those activities to ensure stormwater discharges are not negatively affected. BMPs include regular training of employees, maintenance of the buildings and grounds in an environmentally responsible manner, facility inspections, tracking and appropriate disposal of wastes, and maintenance of oil water separators and other water treatment units, among other activities.
- Conducting quarterly water quality inspections at Massport's storm water outfall locations to ensure permit compliance.
- Requiring tenants to also obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Multi-Sector General Permit (MSGP), as applicable. Tenants must operate in compliance with the requirements of the permit, Massport's SWPPP, and their own activity-specific BMPs.
- Managing wastes generated during regular operations in accordance with all applicable regulations regarding storage, labeling, transportation, recycling and/or disposal.
- Utilizing Massport's [Sustainability Design Guidelines](#) (SDGs) for use by design teams when working on capital projects at any Massport facility.
- Per the 2025 update of the SDG's, Massport is requiring new development projects to meet or exceed LEED Gold certification requirements for buildings, and obtain Parksmart certification for parking structures, and/or Envision certification for infrastructure projects.

In 2022, Massport published its Authority-wide [Roadmap to Net Zero](#), aimed at decarbonizing Massport's operations. Massport continues to actively implement the *Roadmap*, which includes Hanscom Field. In 2025, Massport officials worked with over 130 industry leaders, policymakers

and stakeholders on the Massachusetts Sustainable Aviation Fuel Working Group. The working group developed a report with actionable recommendations for Governor Maura Healey. <https://www.massport.com/sites/default/files/2025-07/MA-State-SAF-Workgroup-Report.pdf>

Community Outreach

Massport strives to build positive community relations and public confidence by maintaining open communications and by supporting programs that assist in addressing the concerns of Hanscom's stakeholders and host communities.

Community Meetings: Massport staff regularly attend monthly community meetings to inform the public of airport planning and policy developments. Massport also sponsors informational meetings with the communities and other interested parties when appropriate. Massport staff regularly attend the following monthly meetings:

Hanscom Field Advisory Commission (HFAC): HFAC was established by the legislature in 1980 to review Massport decisions regarding its goals, policies and plans for the airport. It includes representatives from the aviation and residential communities as well as advisory members who represent the Minute Man National Historical Park, Hanscom Air Force Base, the FAA, and Massport. Massport staff members provide HFAC with information regarding Massport's goals, policies and plans for the airport. Additionally, Hanscom staff prepare and present monthly aircraft activity and noise reports, capital program and third-party development status reports, as well as the annual State of Hanscom report and the annual Noise Report.

Hanscom Area Towns Committee (HATS): HATS was created to consider matters of common interest to the four towns (Bedford, Concord, Lexington and Lincoln) that are contiguous to Hanscom Field and Hanscom Air Force Base. One select-board member from each town serves on HATS along with planning board representatives and at-large members from the towns. HATS representatives consider regional traffic, planning, land use and other issues. Massport staff attend HATS meetings when they are held.

Noise Metrics and Noise Abatement/Mitigation: Aircraft noise is a concern for many Hanscom area residents and the Minute Man National Historical Park. Massport recognizes the importance of proactively addressing this issue and is committed to continuing its current noise-related programs while exploring appropriate new initiatives.

In response to the residential community's aircraft noise and operational concerns, Massport adopted regulations (Part F of the General Rules and Regulations for Laurence G. Hanscom Field) in 1980. Most of these programs could not be duplicated or changed under current federal law. They include:

- A nighttime field use fee to help discourage activity between 11 p.m. and 7 a.m.
- A restriction on scheduled commercial passenger service to aircraft with no more than 60 seats.
- Restrictions on touch-and-go activity by weight of aircraft and time of day. Touch-and-goes are aircraft operations conducted to practice landing and departing techniques.
- Limitations on Auxiliary Power Unit (APU) and Ground Power Unit (GPU) use.

Although Massport began supporting the use of the National Business Aviation Association's (NBAA's) noise abatement procedures for jet aircraft in the mid-1980s, the Fly Friendly program at Hanscom provided an opportunity to broaden such efforts. Massport expanded its support of quiet arrival and departure techniques by publicizing the Aircraft Owners and Pilot Association's (AOPA's) noise abatement procedures for piston aircraft and by developing and publicizing quiet flying procedures for helicopters. Part of this effort included the development of a multi-faceted publicity program that results in pilots being exposed and re-exposed to the importance and understanding of the quiet-flying techniques, as follows:

- Videos describing the techniques for both jet and piston aircraft are incorporated into the training required to qualify for a Hanscom security badge.
- Descriptions of these quiet flying procedures are posted on Massport's website.
- Signage on the airfield provides a last-minute reminder to departing pilots to use quiet flying techniques.

In late 2009, Massport staff began using flight track data created by the new noise monitoring system to identify potential opportunities for reducing touch-and-go traffic over the Hartwell Tavern area in the Minute Man National Historical Park (MMNHP). Massport also initiated communications with the FAA and the Hanscom flight schools to identify practical recommendations and help create an implementation program. By working together, new touch-and-go patterns for each runway were devised to safely increase the number of flights that fly over the airport. This inherently minimizes aircraft noise for the MMNHP's visitors. An aggressive publicity program was implemented, including the display of framed posters, mailings, and meetings with pilots and flight instructors, as well as local press coverage. Massport staff continues to work with local pilots and the FAA to reduce the number of flights over the MMNHP. Flight track data is reviewed quarterly. Results of the touch and go program are shared with pilots, certified flight instructors, the FAA and MMNHP staff. Massport also communicates MMNHP special events to local pilots and encourages the flying community to review Hanscom's Fly Friendly recommendations. Massport has expanded the program to reach pilots on Hanscom Air Force Base.

Sound Initiative: The Airport Noise and Capacity Act of 1990 (Act) required the phase out of noisier Stage 1 and 2 aircraft¹ weighing over 75,000 pounds. In 2005, Massport joined Sound Initiative, a coalition that was formed to encourage the extension of the 1990 Airport Noise and Capacity Act to phase out Stage 1 and 2 aircraft weighing 75,000 pounds or less that were exempt from the original Act. The effort was promoted by a group of airport managers and neighbors at corporate airports where older aircraft accounted for an inordinate number of noise complaints. In 2012, Congress passed the FAA Modernization and Reform Act, which included the phase out of all non-stage 3 aircraft by December 31, 2015. Section 506 of the Act prohibits the operation, within the 48 contiguous states, of jets weighing 75,000 pounds or less that do not comply with Stage 3 noise levels. In 2026, noise levels will be vetted and published in the 2025 Annual Noise Report.

¹ Stage 1 and 2 aircraft were manufactured before today's stringent noise standards were adopted for new airplanes. The use of Stage 1 and 2 aircraft weighing over 75,000 pounds was phased out nationally by 2000, but most of Hanscom's jets weigh less than 75,000 pounds.

Noise Monitoring System: To facilitate the understanding of noise impacts on the communities neighboring Hanscom, Massport installed a noise monitoring system at Hanscom in the early 1990s. The system includes six microphones—one off each of the runway ends in each of the four contiguous towns and two others on the airfield at the ends of Runway 11/29. Data from the system is shared with the communities on a monthly basis at the HFAC Meeting and may be queried through the Airport Activity Monitor. <https://www.massport.com/hanscom-field/about-hanscom/airport-activity-monitor>

Airport Activity Monitor/PublicVue: Massport staff worked with a vendor to implement a user-friendly, interactive website that can be used to research a noise event or flight, log a noise disturbance, and track correspondence related to a logged noise disturbance. The “Airport Activity Monitor” was launched in December 2012 on the Massport website. The product has been upgraded continuously with better graphics, maps and accessibility across multiple platforms and devices.

Community Contributions: Massport’s Charitable Contributions, Scholarship, Summer Internship and Community Summer Jobs Programs benefit organizations located in communities that host its facilities. The organizations serve a wide-ranging constituency and a variety of worthwhile purposes. In 2025, Massport sponsored summer internship positions in Lincoln and the MMNHP totaling \$15,990. In addition, Massport employed two local summer interns in the Hanscom Field maintenance department totaling \$11,260. Massport made charitable contributions to various Lexington and Bedford community and school organizations, totaling \$20,500.

Jet Fuel Local Option Tax: A percentage of the fees are collected from the sale of jet fuel at Hanscom Field, and distributed through the Massachusetts Department of Revenue to the four towns. Distribution for Massachusetts fiscal year 2025 is shown in **Table 3**, below. The combined fuel tax distributions to the four towns was \$1.76 million dollars in the past state fiscal year.

**TABLE 3
LOCAL OPTION TAX DISTRIBUTIONS**

| Fiscal Year 2025 Jet Fuel Local Option Tax Quarterly Distributions by Municipality (\$Thousands) | | | | | |
|--|------------------|----------------------|---------------------|--------------------|--------------------------|
| Month of Distribution | September 2024 | December 2024 | March 2025 | June 2025 | Total FY25 Distributions |
| Revenue periods included in | June '24-Aug.'24 | Sept. '24 - Nov. '24 | Dec. '24 - Feb. '25 | Mar. '25 - May '25 | June '24 - May '25 |
| Locality Name | | | | | |
| TOWN OF BEDFORD | \$ 120 | \$ 114 | \$ 108 | \$ 98 | \$ 441 |
| TOWN OF CONCORD | \$ 120 | \$ 114 | \$ 108 | \$ 98 | \$ 441 |
| TOWN OF LEXINGTON | \$ 120 | \$ 114 | \$ 108 | \$ 98 | \$ 441 |
| TOWN OF LINCOLN | \$ 120 | \$ 114 | \$ 108 | \$ 98 | \$ 441 |

Source: Massachusetts Department of Revenue

SECTION V – CAPITAL PROJECTS FOR FY26 THROUGH FY30

Hanscom Field capital projects are evaluated annually for funding. Table 4 outlines the projects that have been identified for FY26 through FY30. The list does not include projects that have

already been completed. Most projects focus on safety, security, resiliency, sustainability and maintenance. Estimated project costs are included.

The capital programs list is fluid and is adjusted periodically. Circumstances may change the year in which a project is started or completed, the estimated amount to be expended, or whether a project is ultimately implemented.

TABLE 4
Proposed Hanscom Field FY26 to FY30 Capital Projects

| PROJECTS - Funded and Proposed | Current Funding Years | Cost FY26 - FY30 (in 000s) |
|---|------------------------------|-----------------------------------|
| Communications Upgrades | FY26 | \$293 |
| High Mast Lighting & Foundation Replacement | FY26 | \$2,015 |
| Firefighting Foam resupply Trailer | FY26 | \$120 |
| Waterline Repairs | FY26-FY27 | \$4,113 |
| Rehabilitate Maintenance Garage | FY26-FY27 | \$1,501 |
| Terminal Architectural & Security Upgrades | FY26-FY27 | \$15,385 |
| Lighting Vault Rehabilitation | FY26-FY27 | \$700 |
| North Vehicle Service Road | FY26-FY27 | \$1,500 |
| Upgrade Runway 11-29 Edge Lights to LED | FY26-FY27 | \$400 |
| Drainage Improvements Phase II | FY26-FY28 | \$994 |
| Water Gates & Hydrant Replacements | FY26-FY28 | \$88 |
| Airfield Security Fencing | FY26-FY28 | \$425 |
| Taxiway Echo Rehabilitation & Geometry | FY26-FY29 | \$11,654 |
| Runway 5-23 EMAS & FAA Required Geometry | FY26-FY29 | \$7,564 |
| Electrical Infrastructure Upgrades | FY26-FY29 | \$4,915 |
| Airfield Capital Equipment Replacement* | FY26-FY30 | \$3,644 |
| Rescue & Firefighting Fluorine Free Foam Transition* | FY26-FY30 | \$2,047 |
| Airside Utility Studies & Improvements | FY27 | \$250 |
| Rehabilitate Taxiway Romeo & FAA Required Geometry* | FY27-FY33 | \$7,055 |
| Rehabilitate Taxiway Mike & FAA Required Geometry Phase I & II | FY28-FY29 | \$3,800 |
| Hybrid Airport Rescue & Firefighting Vehicle | FY28-FY29 | \$2,200 |
| West Ramp Rehabilitation | FY29-FY30 | \$3,000 |
| <i>Capital Funding contingent upon Massport Board approval and subject to change. Totals do not include completed projects. * Continues past 2030</i> | | TOTAL |
| | | \$73,663 |

This report is available on the Massport website at <https://www.massport.com/hanscom-field/about-hanscom/publications-reporting>