

Laurence G. Hanscom Field

IATA/ICAO CODE: BED/KBED
CITY: Bedford
STATE: MA
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 2/2011

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Title:	Airport Director	Manager, Airport Administration
Airport:	L.G. Hanscom Field	L.G. Hanscom Field
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Airport Web Site:	www.massport.com/hansc/overview.html	

ELEVATION: 133 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
5/23	5106	-	3.75/3.25	150
11/29	7001	-	3.0/3.0	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Fly friendly Program: NBAA Close-in Procedures for jet aircraft; AOPA recommended procedures for piston aircraft.

Noise Abatement Operating Restrictions

No fixed wing aircraft with a maximum certificated gross takeoff weight greater than 12,500 lbs shall conduct an operation at the airport, other than an operation necessitated by an inflight emergency, unless that aircraft is certificated for compliance with applicable noise emission standards established in FAR 36. For purposes of this regulation an aircraft shall be treated as certificated for compliance with FAR 36 if it is a fixed wing aircraft which had flight time prior to 12/31/74, and a showing is made to the reasonable satisfaction of the airport's executive director that its noise level on takeoff is less than the FAR 36 noise level for aircraft of its weight first flown subsequent to 12/31/74.

To make the showing of FAR 36 equivalence called for in the foregoing paragraph an

operator of the aircraft shall produce the following documentation satisfactory to the executive director:

a) certificate including date of manufacture; and

b)(1) Noise emission measurement data taken during test conditions approved by the FAA or which have been published in an FAA Advisory Circular as the noise emission measurement or FAA estimated noise measurement for the aircraft type in question for FAR 36 comparison purposes.

(2) if (1) is unavailable, noise emission data and calculations which demonstrate to the executive director probable compliance with the applicable FAR 36 noise level for takeoff at the aircraft's certified maximum gross takeoff weight are acceptable. If this alternative method is the basis for obtaining permission to operate at the airport, such permission may be revoked if subsequent measurement of its takeoff noise at the airport exceeds the applicable FAR 36 takeoff noise level. This measurement shall be taken at the takeoff position with wind, humidity and temperature conditions meeting the allowable FAR FAR 36 conditions. For the purpose of this determination, if the A-weighted sound is measured, the EPNL is deemed to be 4 dB greater than the A-weighted sound exposure level.

Other Aircraft Use Restrictions

No person, including an air carrier or a foreign air carrier, shall conduct at Hanscom, an operation in commercial air passenger service in an aircraft with seating capacity of greater than sixty seats.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

11:00 pm to 7:00 am, there is a fee for each operation (take-off or landing). This fee is adjusted on an annual basis and is in effect for a period of one year July 1 - June 30.

Effective July 2010 the nighttime field use charge is:

Aircraft 12,500 lbs or less - **\$53**

Aircraft over 12,500 lbs - **\$391**

In addition, an aircraft shall pay double the applicable charge for each nighttime operation in excess of five nighttime operations in a calendar year.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Aircraft engine runups shall be conducted only with prior permission from the airport executive director and only in those areas of the airport specifically designated for such purposes.

APU OPERATING RESTRICTIONS

APUs and GPUs shall not be utilized outside hangars by any aircraft between the hours of 11:00 pm to 7:00 am unless part of takeoff procedures or as part of necessary maintenance procedures. Such runups shall only be conducted in areas designated by the executive

director for this purpose. Between 7:00 am and 11:00 pm, the duration of such unit operations is limited to 30 minutes and shall be conducted only in those areas of the airport specifically designated for such purpose by the executive director.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

In 1980, an 11pm to 7am field use fee was instituted to help reduce noise exposure by encouraging the use of the field before 11 pm or after 7am. See airport curfew information for details.

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	N/A
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	-	N/A
Zoning Laws	-	N/A
Real Estate/Property Disclosure Laws	-	N/A
Acquire Land for Noise Compatibility to date	-	N/A
Population within each noise contour level relative to aircraft operations	2000	26 (65-69 DNL) 0 (70 DNL and above)
Airport Noise Contour Overlay	-	c_hansc_noise_03.pdf (provided by the airport) See Appendix A Figure 7-8

Maps		
Total Cost of Noise Mitigation Programs to Date	2000	N/A
Source of Noise Mitigation Program Funding for Aircraft Noise	-	N/A

NOISE MONITORING SYSTEM



Note: Era Corporation will upgrade Hanscom's noise monitoring software/system in 2007/2008. New Bruel & Kjaer monitors were installed as part of the upgrade.

Bruel & Kiaer ENOMS system from Larson Davis LD870 with DI ARTS flight tracking.

Upgrades to the software for the 6 operating permanent noise monitors were received in 1994, increasing the system's capability and providing access to most FAA radar data on Hanscom activity. The noise monitoring system is adding actual measured noise data to the noise estimates and will be a valuable resource in increasing the understanding of the noise exposure around Hanscom.

The Noise Abatement Office prepares a yearly report which details the noise exposure levels at the airport. We have a copy of the October 1998 which contains a map showing the monitor locations. This is a very extensive report which contains much useful information.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)