East Hampton Helicopter Traffic Report

Anarchy in the Skies: Out-Of-Control Airport

The following report is a result of twenty five years of observations and thirteen months of data called in and reported on the East Hampton Airport Noise Complaint Hotline, (631-537-LOUD). Provided that the manager at the East Hampton Airport is properly logging and archiving information received on the Noise Complaint Hotline, the data herein can be verified from the airport logs. I confirmed with airport personnel that the complaints received on the noise complaint hotline were being logged and archived. How that is being done, how it is being reported and to whom is unknown.

Introduction:

In reference to observations and conclusions I make regarding sound, sound levels or frequencies of sound I am familiar with the physics of sound waves, recording and measurements of sound. I have been a sound engineer from sound reinforcement in public venues to operations of sound equipment for rock bands. I owned and operated my own recording studio and performed duties as a recording engineer and producer both in analogue and digital recording environments. I am an audiophile.

In reference to observations and conclusions I make regarding flight regulations and the safe operation of aircraft, I am a pilot of single engine airplanes. I owned and operated my own airplane, a Piper Warrior, at East Hampton Airport for ten years.

I live 1.3 miles north of the East Hampton Airport along Daniel's Hole Road or Wainscott Northwest Road. My property sits on the moraine at an elevation of 110 feet above mean sea level (MSL). This is important to note since the airport manager reported in a newspaper article that helicopters were recorded flying at 200 and 300 feet according to airport equipment which should be measuring altitude at Mean Sea Level, (MSL). The actual distance the helicopter is above the ground, Above Ground Level (AGL), at my house would be 100 to 200 feet AGL. Taking into account that the trees are about 50 – 60 feet high, the helicopters are flying 50 feet above the trees which I consider "tree top level". Based on my experience as a pilot considering towers, power lines and other obstructions surrounding the airport, that flight level is unsafe. I don't believe there is an experienced aviator that will disagree that flight levels at tree-top-level are unsafe since it is said, "Altitude is a pilot's best friend". This report is not only about noise of helicopters it is also about safety of people in the helicopters and safety of people on the ground. I reported to the airport manager numerous safety issues regarding helicopters taking off at the airport when the airport was completely covered in fog, helicopters on converging paths, helicopters and airplanes on converging paths and helicopters flying tree top level sneaking in under a low cloud level or just flying tree top level for no reason except a total disregard for their safety and the safety of people on the ground. I believe it is not a matter "if" an accident will occur it is a matter "when" it will occur. There are helicopter pilots flying into East Hampton Airport that are "cowboys". I don't use the word lightly; it is a derogatory word describing pilots that are taking unnecessary risks that possibly could endanger life and property. These conclusions are based on my observations and my experience as a pilot.

On the Friday before Memorial Day of 2008 I was coming home from work down Industrial Road. When I came upon the airport, I noticed it was fogged in to the extent I could not see the end of the runway. I ducked as a helicopter took off and flew fifty feet above my vehicle. I remember thinking this pilot was a total nut flying in these conditions. I continued to see him fly south at tree-top-level until he was swallowed up in fog. I turned left on Daniel's Hole Road heading north at the airport entrance, I saw another helicopter taking off and shook my head. I drove up my driveway and parked. As I got out of my vehicle I heard a deafening sound, looked up and saw only the belly of a helicopter. My immediate thought was the helicopter was coming down so I jumped and literally hit the ground. From that moment on I understood that one day a tragic accident was inevitable and I was not going to stand by and do nothing. No activity should be allowed that causes such a frightening response to citizens in the Town of East Hampton. I am not easily frightened by any stretch of the imagination; I can only imagine the response by those who are.

Anarchy?

As a pilot I am familiar with Federal Aviation Regulations (FAR) regarding fixed wing aircraft. Certain minimum altitudes are required, separation from clouds under visual flight regulations, requirements on minimums during instrument flight regulations and a host of detailed rules that are designed to create safety in the air and some sort of order and discipline in and around airports. According to the East Hampton Airport manager there are no regulations or rules of this kind regarding helicopters and even if there were he would be powerless to enforce any rules whatsoever. If that is true, it is utterly crazy and creates a state of anarchy in the skies surrounding the airport. It is absolutely unacceptable.

Imagine our roads and highways not subject to speed restrictions, traffic laws and the police not being able to enforce those laws? That would be utter chaos and anarchy on our streets and highways. For that reason alone the airport should be closed down immediately until some form of order is restored to the skies above East Hampton. This is a matter of public safety. Your inaction on this one issue alone may be construed as reckless endangerment to the public. For over a year I have phoned in my observations on safety issues onto the hotline thirty four times. You will not be able to state that you did not know. This is clearly logged on the East Hampton Town Airport noise complaint hotline. There are also complaints I called in on fixed wing aircraft buzzing tree tops clearly outside of the airport pattern and in violation of FAR. What has been done to address this madness.

Out-Of-Control Airport

East Hampton Airport is an unregulated, unmanned, uncontrolled airport according to its designation as Class E airspace. To maintain safety and order in and around the airport fixed wing pilots are required to self announce their intentions and fly airport patterns and altitudes. Airport flight patterns are entered on the upwind or downwind legs on a forty five degree angle. The pattern altitude is 1,000 Feet MSL. A transponder is not required. Based on my observations, helicopters fly directly into the airport at every conceivable direction and angle and at every conceivable altitude. There is no order or safety procedures required to be followed by helicopter pilots flying into the airport as required by fixed wing aircraft. There exists a hazardous and deadly concoction of orderly fixed wing aircraft with predictable patterns and chaotic arbitrary helicopter traffic

that converges onto one spot, the airport. With the huge increase in helicopter traffic and fixed wing aircraft the combination of uncontrolled fixed wing aircraft and haphazard helicopter traffic creates an airport that is out-of-control and an accident waiting to happen. To any observer at the airport during the busy times the safety issues are clearly obvious and it is unreasonable and reckless that they be allowed to continue. It amazes me that there is management at the airport that sits there, watches what goes on, hears the complaints from citizens around the airport and does not act in a responsible manner. The airport manager explained to me that he cannot do anything to control the helicopter traffic. I beg to disagree with the airport manager because he has the authority to close the airport for safety reasons, yet he does nothing. The Town Board has the authority to close the airport, yet they do nothing. To do nothing is reckless and irresponsible.

An issue of Homeland Security

On June 15, 2009 at 10:53am an inbound helicopter flew into the airport from the north at tree top level registering 85dB on the noise level meter. I went down to the airport to get the “N” number of the helicopter since I wanted to file a complaint with the FAA for safety reasons just to get it on the record. The airport manager’s office was locked and no one was minding the store. The assistant airport manager was checking in a fuel delivery, I found her, gave her my card and requested to be called with the “N” number of the helicopter that flew over my house. The following day the airport manager called me and stated that there was no information on the airport system that identified a helicopter coming in or landing at the airport at that time. He explained that if the helicopter transponder was turned off it would not be detected. I was shocked and explained to him that at this time of year the Hamptons has the highest concentration of wealth in the world. I asked if a helicopter can take off from a boat or anywhere for that matter, be piloted by a terrorist with a dirty bomb and fly under radar undetected to East Hampton Airport. He answered that it was possible if the transponder was turned off. Nobody anticipated terrorists piloting commercial aircraft and flying them into buildings in NYC. I am wondering if the airport manager now armed with this thought of a possible terrorist scenario alerted Homeland Security of the possibility of a security problem at the airport and surrounding Hamptons area. The thought of a helicopter pilot purposely turning off the transponder in his helicopter concerns me. When a pilot flies from New York City he is in Class B airspace which requires a transponder with altitude encoding be turned on. That means the pilot purposely turns off the transponder after he flies out of Class B airspace and before he gets to East Hampton Class E airspace. Why does he do that? Why does he not want to be detected or tracked? Why are these helicopter pilots permitted to carry passengers? It should be cause for alarm.

Why is helicopter noise so offensive?

Unlike airplanes and jets the noise emitted from helicopters draws the most complaints regardless of flight level. The reason is the rotors of the helicopter produces a low frequency, percussive sound that is heard from a long distance, as it comes closer and louder the low frequencies shake the house, rattle windows and interrupts any conversations or other listening activities. It is the same reason people complain about the noise of amplified music played at clubs, parties and at concerts. It is the percussive sound of the kick drum and the low frequencies of the bass that travels long distances and has an annoying affect on some people especially when they are trying to go to sleep. I do not consider music to be noise; rather it is soothing to me and has a relaxing

affect. Helicopter noise on the other hand is extremely annoying to everyone. I have not found a person who is not annoyed by helicopter noise; it is a universal complaint. The Town of East Hampton implemented a noise ordinance to address complaints related to music but it has done nothing to address helicopter noise, more on that later.

Another reason helicopter noise irritates people is that it is heard from a long distance over a long period of time, increasing in volume over time thus causing an anticipation of the windows rattling and conversations or TV not being heard. The higher frequencies of airplane and jet noise have less impact on distance, time and level of noise. Helicopter noise is simply much louder at the same flight level or distance than airplane or jet noise.

The airport was there before you bought your land.

Yes, and I bought the land where I built my house purposely because I promised myself that one day I would fly and I wanted to be close to the airport. In fact I hope one day to live at an airpark with my house along the runway and my garage as a hanger for my plane. I can sit on the porch and watch airplanes take off and land. I have no problem with East Hampton Airport as it existed when I bought my property, a private airport used by private owners of airplanes. I don't want the airport to shut down and I never complained about noise at the airport until just recently due to the constant abusive noise of helicopters and sea planes ferrying passengers to and from East Hampton.

When I bought my land the airport was a small private airport servicing local airplane owners and visitors who wanted to visit for a day or two. There was no commercial operations per-se. The activities at the airport have increased at a tremendous rate over the past five to ten years. Commercial activities have been added at an alarming rate. The ferrying of passengers by jets, sea planes and helicopters are increasing the impact of aircraft from the sky on the residential owners without due process, public hearings or any type of zoning or planning approvals required by other businesses or citizens living in the Town of East Hampton. This is only as a result of the Town being the owner and operator of the airport thus creating laws that excludes its own operations from various zoning and code requirements. This is blatantly unfair. The town should be required to follow the same review and approval process as any other commercial use including full SEQRA review, environmental impact statements, planning, zoning review and public hearing review of current activities and any new activities the Town plans to operate or any future intensification of use. Commercial operators of helicopters, sea planes and jets are being permitted to operate in the Town of East Hampton without review and approvals that a simple retail store of restaurant must undergo to operate in this Town. That is blatantly unfair especially due to the huge impact these operations have on the residential community who only seek to live in peace and enjoyment of their property. Any commercial operation in The Town of East Hampton is keenly aware of the scrutiny the Town and the influence the public has on certain operations that impact residences in the vicinity of those operations. The Town has an obligation to subject its own commercial operations at the airport to the same scrutiny.

It is painfully known by many owners of commercial property and business operations that an increase of activity not approved, anticipated or an increase of impact results in a review of that property or operation. The time is well overdue for the Town to subject its use of the East Hampton Airport for public scrutiny and review without creating laws that excludes itself from the same requirements it imposes on its citizens. The laws that

were created such as the noise law should require the Town to abide by the same requirements and the exclusion of aircraft from that ordinance should be removed. The noise ordinance prohibits noise in excess of 65 decibels at the property line but the Town by its own activities and commercial operations allows helicopters to operate regularly causing noise levels exceeding 80 – 90 decibels. That is abusive and absurd.

Vertical Zoning

East Hampton Town zoning laws only take into consideration horizontal zoning in the separation of different uses. The zoning laws separate commercial and industrial properties from residential properties due to the impacts of commercial and industrial use; one of those impacts is noise. Commercial and industrial operations must undergo a vigorous approval process that sometimes takes years and sometimes hundreds of thousands of dollars to complete. A case in point is an architect's office on North Main, East Hampton taking years to get approvals, the scrutiny is mind-boggling. The Town Zoning laws do not take into consideration vertical zoning and it must. In the airspace above the Town of East Hampton commercial operations of aircraft are allowed to impact residential neighborhoods with persistent percussive noise at sound levels of 75-90dB that far exceeds what is allowable according to the noise law during all hours of the night and early morning. The commercial operations of ferrying people to and from East Hampton have not received any level of approvals or scrutiny. What is worse the Town of East Hampton is allowing them to operate on their own property. Without a question that is blatant discriminatory zoning practices by East Hampton Town. Every business operator in the Town of East Hampton should be up in arms and fit to be tied. It is shameful.

East Hampton Noise Law

To add insult to injury, in the recently adopted noise ordinance, the Town of East Hampton excluded aircraft from the noise law that preempts the Town from enforcing any noise requirements on aircraft. It also preempts ordinary citizens from prosecuting claims against operators of aircraft that violate the East Hampton Town Noise Law. The Town of East Hampton must remove the aircraft exclusion from the law since it is self serving, a conflict of interest and discriminatory to allow business operations that ferry passengers to generate noise in excess of 65dB and not allow bars or restaurants that only play music. In my opinion music is not noise however it is indisputable that helicopters generate horrible noise.

The noise law only permits 65dB of noise in residential district from 7am – 7pm and 50dB from 7pm – 7am the next day. Attached as "Exhibit A" to this report you will find almost 400 entries of noise recorded from helicopters measuring from 75dB – 90dB regardless of the time of day or night. This is clearly an outrage and it is inhumane to subject residential property owners to the deafening bombardment of noise from above, the continuous and persistent harassment caused by helicopter traffic. Any reasonable person must conclude that this insanity must stop.
The Noise Law defines noise pollution as "Cause a nuisance", "Interfere with the comfortable enjoyment of life and property" and "Excessive or unreasonable noise". Attached as "Exhibit A" to this report is noise data that was collected over a thirteen month period of time and each time reported on the Noise Complaint Hot-Line. The data is evidence of persistent excessive and unreasonable noise that is clearly causing a nuisance and prohibits the comfortable enjoyment of life and property. This must stop.

The Town must remove the exclusion of aircraft from the noise law since East Hampton Town operates the airport as its own business enterprise and it is a clear conflict of interest to exclude a cause of noise pollution that enables the Town to create an advantage to operate its own business. This is wrong and it must be corrected.

Impact on Environment

Where are the environmentalists on this issue? With the huge expansion of use and the huge increase in noise pollution it is hard to believe that there is no impact on the environment. One just has to drive the airport road on Friday afternoon, Sunday afternoon or Monday morning. The stench of spent jet fuel is nauseating. Where do the vapors of spent jet fuel go? Does it condense on the foliage or on the ground and eventually enter the water table. The East Hampton Airport is situated in water recharge area. Are you willing to bet your life that it is not; you are betting my life it is not. We do know the operations of helicopters ferrying people to and from East Hampton has a huge carbon footprint. Take into consideration the few people helicopters carry and the impact per person on greenhouse gas emissions is astronomical. East Hampton used to be an environmentally conscious community; so why isn't anyone screaming about the environmental impact of this expansion?

Are the Blue Bird boxes around the airport fields still being occupied? I have six bird feeders at my house and I see the birds fly away startled when helicopters approach. Are the helicopters also harassing the wildlife around the airport as well as the residential citizens at 80dB-90dB?

What impact does the expansion of use at the airport have on the rare species of moths we have in Wainscott? I have incredible macro photos of these moths. I notice the populations of these moths are dwindling. For many years I have not seen the giant silkworm moths such as the Luna moth and the Polyphemous moth.

I have macro photos of protected fauna such as the Pink Lady's Slippers in the woods around East Hampton Airport. I have not seen a Lady's Slipper for many years.

The noise pollution of helicopter rotors is a low frequency percussive sound. We know that sound shakes and rattles the house and items in the house. It is sound pressure volume. What impacts do large amounts of sound pressure volume have on our environment? The data of the volume is recorded herein as Exhibit A.

Safety

I am a contractor. If I am aware of an unsafe condition on the jobsite, do nothing to correct the unsafe condition and someone injures themselves as a result of that unsafe condition I may be found guilty of gross negligence. I called in observations of unsafe operations of helicopters since May, 2008. Unfortunately I misplaced or lost my copy of the data for June and July of 2008 however the logs for the noise hotline contain the data from my calls. I will present this report that contains thirteen months of data to the Town Board at the public hearing for the airport GEIS Thursday night. This report given to the Town of East Hampton and the accompanying data can be found on the following website: www.ehhelicopternoise.com . The data shows that I made thirty four (34) calls regarding unsafe operations of helicopters flying at tree-top-level. It is indisputable that flying tree-top-level is unsafe yet the Town of East Hampton, FAA and airport manager

have failed to correct the unsafe condition. The Town Board has the power to shut down the airport due to unsafe conditions. Safety of aircraft and airspace is in the jurisdiction of the FAA. The airport should be closed immediately until the FAA takes the responsibility to keep the airspace above East Hampton Town safe.

Video of helicopters flying tree-top-level

HD video of helicopter flying tree-top-level will be able to be viewed on:

www.ehhelicopternoise.com

Draft GEIS

The draft GEIS does not represent the reality of real life experiences of the residents in East Hampton or the rest of Long Island. East Hampton has become a nuisance and a bad neighbor to all the residents of Long Island as a result of the helicopter traffic and noise. Complaints occur all over Long Island. The insanity must stop. Over time it will only intensify and become more of a problem. End it now.

Solutions

East Hampton Airport is located directly in the middle of the south fork. It is impossible to bring helicopters into the airport without impacting residential properties. There is a solution: Route all helicopters, seaplanes and commercial aircraft 1-2 miles offshore and then into Montauk airport. The helicopters will not fly over residential properties to land in East Hampton Town and a twenty minute car ride for the passengers should not be too much to ask and it is better than no helicopters at all. East Hampton Airport will then return to its original state as a private airport for private aircraft owners. The Town can save its money by not expanding airport operations and the GEIS will be valid and can get approved.

Cost/Benefit Analysis

When making a decision sometimes it is helpful to study and weigh a cost/benefit analysis especially when the decision is not a simple yes or no. Helicopters for the most part carry two to four people at a time. As the helicopter travels from New York City the percussive noise from its rotors impact thousands and maybe hundreds of thousands of people's lives along its route to and from East Hampton. Two months ago I attended a wedding at a vineyard on the North Fork. The bride's mother was in her final days of fighting breast cancer for eight years. Two years before she saw her son get married and she told us she prayed that she could live to see her daughter get married and she did. A month ago she died. The wedding was outdoors and the weather was perfect as the bride and groom exchanged their vows under a gazebo with the vineyard in the background. It was a perfect sight. Then I heard a helicopter approach and saw it coming from East Hampton. I recognized this helicopter. It is exceptionally loud like a race car running open headers. Even though he was flying what looked like 2,500-3,000 feet high, as he came closer we could no longer hear the exchange of vows and I saw everyone in the audience look up at the helicopter in disgust. I whispered under my breath, "You bastard." East Hampton has become a bad neighbor and a nuisance to the rest of Long Island. Complaints about helicopter noise from helicopters going to and from East Hampton are being made the entire length of Long Island. That is a huge cost

and it far outweighs the tiny benefit of using helicopters to ferry a few people to and from East Hampton. Therefore it must stop.

Conclusion

Once the Town Board receives this report and the accompanying data that is based on observations of one of the Town's citizens it cannot ignore the facts. To do so would be gross negligence at the most blatant level. The Town Board would be reckless if it ignores this data and hopes an accident does not occur. That will be foolish. If an accident does occur, and I pray that it does not, every trial lawyer will be seeking my testimony and I will give it.
The Town Board needs to put the data I collected into perspective. I have recorded an incredible amount of data but I was away on major high helicopter traffic holidays and I am usually not home on Friday afternoon or evening which is a high helicopter traffic day. I will venture to guess the helicopter traffic is more like 30%-40% more at my location. I am only one location that helicopters fly over in the town of East Hampton. Helicopters come and go from the south and from the west. Helicopters usually depart heading west down the power lines, not over my house. The helicopter noise at the sound levels I recorded impacts hundreds and possibly thousands more residential properties surrounding the airport, including Southampton. It is abusive for the Town Board to allow this condition to continue. There is no reasonable justification for the Town Board to allow helicopters to continue an operation of ferrying passengers to and from East Hampton. If the Town Board cannot stop the helicopter operations then it has no other option but to close the airport. For safety reasons alone it must do so.

Respectfully Submitted,

Frank Dalene

Copies of this report can be downloaded on: www.ehhelicopternoise.com
Copies of this report will be sent to all appropriate elected officials

EXHIBIT A

HELICOPTER TRAFFIC: PEAK SOUND LEVELS
Reported to Noise Hotline: 631-537-LOUD
Location: Ridge Road, Wainscott, NY
(1.3 Miles North of EH Airport)

www.ehhelicopternoise.com

DATE	TIME	DECIBELS	COMMENTS
8/2/2008	9:24am	77	Inbound
8/2/2008	9:58am	82	Inbound, very low
8/2/2008	9:24am	78	Inbound
8/3/2008	12:22pm	78	Inbound
8/3/2008	4:33pm	82	Inbound
8/3/2008	4:44pm	75	Inbound
8/3/2008	6:21pm	80	Inbound
8/3/2008	6:53pm	81	Inbound
8/3/2008	7:34pm	78	Inbound
8/3/2008	7:56pm	80	Inbound
8/3/2008	7:59pm	79	Inbound
8/3/2008	8:09pm	86	Inbound
8/3/2008	8:23pm	78	Inbound
8/4/2008	6:02am	n/a	woke from sleep, did not call in
8/4/2008	6:32am	n/a	woke from sleep, did not call in
8/4/2008	6:53am	79	Inbound
8/4/2008	7:13am	79	Inbound
8/4/2008	7:21am	79	Inbound, one directly behind the other
8/4/2008	7:21am	82	Inbound
8/4/2008	7:58am	75	Inbound
8/8/2008	5:41pm	79	Inbound
8/8/2008	5:54pm	79	Inbound
8/9/2008	10:11am	82	Inbound, very low
8/9/2008	10:21am	81	Inbound
8/10/2008	6:40am	n/a	Inbound, woke from sleep, did not call in
8/10/2008	6:47am	n/a	Outbound, woke from sleep, did not call in
8/10/2008	9:25am		Inbound
8/10/2008	9:34am		Inbound
8/10/2008	10:52am		Inbound
8/10/2008	10:56am		Inbound
8/11/2008	5:53am	78	Inbound
8/11/2008	7:13am	85	Inbound, unsafe operation, dangerously low, tree-top-level
8/11/2008	7:15am	76	Inbound
8/11/2008	7:24am	75	Inbound
8/11/2008	7:25am	77	Inbound
8/11/2008	7:41am	75	Inbound
8/11/2008	7:55am	77	Inbound, converging paths, dangerously close to each other
8/11/2008	7:55am	84	Inbound
8/11/2008	8:02am	75	Inbound
8/11/2008	8:13am	77	Inbound
8/11/2008	9:54am	86	Inbound

DATE	TIME	DECIBELS	COMMENTS
8/11/2008	10:01am	84	Inbound
8/12/2008	7:12am	84	Inbound
8/13/2008	7:48am	78	Inbound
8/13/2008	8:06am	82	Inbound
8/13/2008	8:12am	76	Inbound
8/13/2008	10:36am	81	Inbound
8/14/2008	8:47am	80	Inbound
8/14/2008	10:45pm	85	Inbound, unsafe operation, dangerously low, tree-top-level
8/15/2008	8:09am	79	Inbound
8/15/2008	8:19am	77	Inbound
8/15/2008	8:28am	86	Inbound, Extremely Low
8/15/2008	9:10pm	80	Inbound
8/16/2008	8:52am	83	Inbound, Extremely Low
8/16/2008	9:38am	76	Inbound, Hotline busy; call requires 10 attempts
8/16/2008	9:42am	81	Inbound
8/16/2008	10:09am	78	Inbound, Extremely Low
8/16/2008	12:01pm	79	Inbound
8/16/2008	5:05pm	77	Inbound
8/17/2008	10:30am	82	Inbound, unsafe operation, dangerously low, tree-top-level
8/17/2008	10:37am	78	Inbound
8/17/2008	11:43am	82	Inbound
8/17/2008	1:22pm	78	Inbound
8/17/2008	1:46pm	89	Inbound, Extremely Low
8/17/2008	5:24pm	85	Inbound, unsafe operation, dangerously low, tree-top-level
8/17/2008	5:55pm	80	Inbound
8/17/2008	6:43pm	77	Inbound
8/17/2008	6:54pm	84	Inbound
8/17/2008	7:57pm	78	Inbound
8/17/2008	9:12pm	75	Inbound
8/18/2008	5:23am		Inbound
8/18/2008	7:14am		Inbound
8/18/2008	8:10am		Inbound, unsafe operation, dangerously low, tree-top-level
8/18/2008	8:17am		Inbound
8/18/2008	8:24am		Inbound
8/18/2008	9:34am		Inbound
8/24/2008	10:14am	82	Inbound
8/24/2008	10:15am	80	Inbound, Extremely Low
8/24/2008	10:31am	76	Inbound
8/24/2008	10:38am	82	Inbound
8/24/2008	11:12am	81	Inbound
8/24/2008	12:14pm	84	Inbound
8/24/2008	12:35pm	75	Inbound
8/24/2008	1:06pm	76	Inbound
8/24/2008	2:23pm	78	Inbound
8/24/2008	4:53pm	81	Inbound
8/24/2008	5:00pm	76	Inbound
8/24/2008	5:01pm	78	Inbound
8/24/2008	5:03pm	77	Inbound

DATE	TIME	DECIBELS	COMMENTS
8/24/2008	5:32pm	84	Inbound
8/24/2008	5:55pm	82	Inbound
8/24/2008	6:38pm	77	Inbound
8/24/2008	7:41pm	77	Inbound
8/24/2008	8:20pm	76	Inbound
8/24/2008	8:42pm	80	Inbound
8/24/2008	9:34pm	88	Inbound, unsafe operation, dangerously low, tree-top-level
8/27/2008	6:04am	75	Inbound
8/27/2008	7:02am	81	Inbound, Extremely Low
8/27/2008	8:16am	75	Inbound
9/3/2008	9:12am	86	Inbound, very low
9/4/2008	8:20pm	79	Inbound
9/7/2008	4:00pm	81	Inbound
9/7/2008	4:56pm	80	Inbound
9/8/2008	7:28am	79	Inbound
9/8/2008	7:34am	79	Inbound
9/12/2008	7:54am	78	Inbound
9/14/2008	5:13pm	80	Inbound, Extremely Low
9/14/2008	5:36pm	86	Inbound, unsafe operation, dangerously low, tree-top-level
9/17/2008	8:36am	80	Inbound
9/20/2008	11:14am	78	Inbound
9/20/2008	4:21pm	78	Inbound
9/21/2008	2:32pm	75	Inbound
9/21/2008	3:35pm	75	Inbound
9/21/2008	3:35pm	78	Inbound
9/21/2008	4:13pm	76	Inbound
9/30/2008	9:00am	83	Inbound, Extremely Low
10/5/2008	4:00pm	78	Inbound, Extremely Low
10/5/2008	4:03pm	80	Inbound, Extremely Low
11/2/2008	3:54pm	83	Inbound, very low
11/2/2008	4:21pm	82	Inbound, very low
11/2/2008	4:51pm	80	Inbound, Extremely Low
11/2/2008	5:15pm	86	Inbound, unsafe operation, dangerously low, tree-top-level
2/15/2009	4:47pm	90	Inbound, Extremely Low
2/21/2009	4:03pm	82	Inbound, very low
3/6/2009	7:35am	78	Inbound
4/10/2009	8:57am	79	Inbound
4/10/2009	12:48pm	79	Inbound, very low
4/10/2009	2:31pm	87	Inbound, Extremely Low

DATE	TIME	DECIBELS	COMMENTS
4/10/2009	5:39pm	86	Inbound, Extremely Low
4/19/2009	10:28am	77	Inbound, very low
4/19/2009	1:55pm	76	Inbound, very low
4/19/2009	4:30pm	76	Inbound, very low
4/26/2009	8:44am	82	Inbound, Extremely Low
5/3/2009	10:58am	84	Inbound, Extremely Low
5/30/2009	9:08am	79	Inbound
5/30/2009	9:21am	77	Inbound
5/30/2009	4:48am	84	Inbound
5/31/2009	3:41pm	75	Inbound
5/31/2009	3:45pm	80	Outbound
5/31/2009	3:49pm	80	Inbound
5/31/2009	5:05pm	84	Inbound, very low
5/31/2009	5:16pm	81	Inbound, very low
5/31/2009	5:20pm	75	Inbound
5/31/2009	6:34pm	73	Inbound
6/1/2009	8:01am	75	Inbound
6/7/2009	5:57pm	77	Inbound
6/8/2009	7:59am	80	Inbound
6/8/2009	8:29am	87	Inbound
6/13/2009	8:29am	78	Inbound
6/13/2009	1:44pm	88	Inbound, very low
6/14/2009	5:08pm	77	Inbound
6/14/2009	5:30pm	84	Inbound
6/14/2009	8:01pm	85	Inbound
6/14/2009	8:22pm	77	Inbound
6/14/2009	8:55pm	82	Inbound
6/15/2009	10:53am	85	Inbound, unsafe operation, dangerously low, tree-top-level
6/17/2009	7:52am	76	Inbound
6/19/2009	6:44pm	90	Inbound
6/20/2009	9:38am	85	Inbound, unsafe operation, dangerously low, tree-top-level
6/20/2009	9:45am	85	Inbound, unsafe operation, dangerously low, tree-top-level
6/21/2009	3:37pm	82	Inbound, unsafe operation, dangerously low, tree-top-level
6/21/2009	3:40pm	72	Inbound
6/21/2009	4:07pm	74	Inbound
6/21/2009	4:47pm	83	Inbound, very low
6/21/2009	4:49pm	77	Inbound
6/21/2009	5:15pm	75	Inbound
6/22/2009	7:45pm	77	Inbound, very low

DATE	TIME	DECIBELS	COMMENTS
6/24/2009	9:23am	86	Inbound, unsafe operation, dangerously low, tree-top-level
6/25/2009	9:00am	83	Inbound, very low
6/27/2009	2:08pm	86	Inbound, unsafe operation, dangerously low, tree-top-level
6/27/2009	2:41pm	77	Inbound
6/27/2009	3:25pm	80	Inbound
6/28/2009	12:46pm	82	Inbound, very low
6/28/2009	2:05pm	79	Inbound, very low
6/28/2009	2:50pm	85	Inbound
6/28/2009	4:12pm	85	Inbound, unsafe operation, dangerously low, tree-top-level
6/28/2009	5:05pm	75	Inbound
6/28/2009	5:08pm	76	Inbound, very low
6/28/2009	7:30pm	84	Inbound
6/28/2009	8:34pm	76	Outbound
6/29/2009	6:28AM	70	Inbound
6/29/2009	8:20AM	75	Inbound
6/29/2009	8:22AM	85	Inbound
6/29/2009	8:29AM	80	Inbound, unsafe operation, dangerously low, tree-top-level
7/2/2009	12:22AM	n/a	woke up, helicopter sat at airport with engine revving for 15 mins.
7/2/2009	7:01pm	75	Outbound
7/3/2009	6:39am	80	Inbound
7/3/2009	10:43am	79	Inbound
7/3/2009	11:57am	79	Inbound
7/3/2009	1:52pm	85	Inbound, Extremely Low
7/3/2009	5:24pm	90	Inbound, unsafe operation, dangerously low, tree-top-level
7/4/2009	8:48am	78	Inbound
7/4/2009	9:01am	75	Outbound
7/4/2009	6:55pm	75	Inbound, two helicopters, one immediately behind the other
7/4/2009	6:55pm	72	Inbound
7/5/2009	1:18am	75	Inbound
7/5/2009	4:02pm	78	Inbound, Extremely Low
7/5/2009	4:44pm	75	Inbound
7/5/2009	4:56pm	77	Inbound, very low
7/5/2009	5:09pm	72	Inbound
7/5/2009	6:27pm	76	Inbound
7/5/2009	7:27pm	73	Inbound
7/5/2009	7:55pm	77	Inbound
7/6/2009	7:09am	78	Inbound
7/6/2009	7:15am	80	Inbound
7/6/2009	7:37am	79	Inbound
7/6/2009	7:39am	72	Inbound
7/6/2009	7:40am	84	Inbound, unsafe operation, dangerously low, tree-top-level
7/6/2009	7:40am	80	Inbound
7/6/2009	8:15am	82	Inbound, very low
7/6/2009	8:18am	76	Inbound
7/6/2009	8:24am	77	Inbound
7/6/2009	8:24am	76	Inbound
7/6/2009	8:41am	77	Inbound

DATE	TIME	DECIBELS	COMMENTS
7/6/2009	8:45am	73	Inbound
7/6/2009	9:14am	84	Inbound
7/6/2009	9:23am	74	Outbound
7/6/2009	10:00am	71	Inbound
7/6/2009	10:06am	75	Outbound
7/6/2009	8:10pm	77	Inbound, very low
7/7/2009	8:31am	80	Inbound
7/8/2009	7:52pm	76	Inbound
7/8/2009	8:03pm	73	Outbound
7/9/2009	8:56am	80	Inbound
7/9/2009	7:23pm	87	Inbound, Extremely Low
7/9/2009	7:31pm	86	Inbound, Extremely Low
7/9/2009	7:31pm	85	Inbound, Extremely Low
7/9/2009	7:33pm	75	Outbound
7/9/2009	7:43pm	75	Inbound
7/11/2009	9:55am	77	Inbound
7/11/2009	12:07pm	81	Inbound
7/11/2009	12:51pm	76	Inbound
7/11/2009	2:20pm	80	Inbound, very low
7/12/2009	8:26am	78	Inbound, Extremely Low
7/12/2009	12:27pm	78	Inbound, Extremely Low
7/13/2009	8:21am	75	Inbound
7/13/2009	10:19am	80	Inbound, Extremely Low
7/13/2009	10:54am	79	Inbound, Extremely Low
7/17/2009	8:48am	74	Inbound
7/17/2009	9:39am	79	Inbound
7/17/2009	6:54pm	79	Inbound, unsafe operation, dangerously low, tree-top-level
7/18/2009	12:56pm	73	Inbound
7/19/2009	2:33pm	80	Inbound, very low
7/19/2009	2:49pm	79	Inbound
7/19/2009	2:51pm	87	Inbound, very low
7/19/2009	3:20pm	83	Inbound, very low
7/19/2009	3:41pm	84	Inbound, unsafe operation, dangerously low, tree-top-level
7/19/2009	3:44pm	74	Inbound
7/19/2009	4:05pm	90	Inbound, unsafe operation, dangerously low, tree-top-level
7/19/2009	4:11pm	75	Inbound
7/19/2009	4:50pm	86	Inbound
7/19/2009	4:51pm	80	Inbound, very low
7/19/2009	5:02pm	76	Inbound
7/20/2009	4:50am	n/a	Inbound, woke from sleep, did not call in
7/20/2009	6:40am	87	Inbound, very low
7/20/2009	6:57am	78	Inbound, very low
7/20/2009	7:10am	77	Inbound
7/25/2009	10:58am	80	Inbound, unsafe operation, dangerously low, tree-top-level

DATE	TIME	DECIBELS	COMMENTS
7/27/2009	8:25am	80	Inbound
7/27/2009	8:51am	77	Inbound
7/27/2009	8:56am	76	Inbound, very low
7/27/2009	9:26am	79	Inbound
7/30/2009	11:22pm	78	Inbound
8/1/2009	7:08am	78	Inbound
8/1/2009	10:54am	76	Inbound
8/1/2009	11:19am	79	Inbound, very low
8/1/2009	3:03pm	77	Inbound, very low
8/2/2009	1:49pm	87	Inbound, unsafe operation, dangerously low, tree-top-level, T-Storms
8/2/2009	2:12pm	90	Inbound, unsafe operation, dangerously low, tree-top-level, T-Storms
8/2/2009	5:05pm	76	Inbound, very low
8/3/2009	7:12am	83	Inbound, very low
8/3/2009	7:21am	78	Inbound
8/3/2009	7:26am	77	Inbound
8/3/2009	7:48am	77	Inbound
8/3/2009	7:55am	71	Inbound
8/3/2009	8:15am	73	Inbound
8/3/2009	8:21am	73	Inbound
8/3/2009	8:38am	78	Inbound
8/3/2009	8:39am	85	Inbound, Extremely Low
8/3/2009	8:40am	78	Inbound
8/3/2009	9:03am	79	Inbound
8/3/2009	9:23am	79	Inbound, very low
8/3/2009	9:41am	75	Inbound
8/3/2009	9:42am	76	Inbound
8/3/2009	9:51am	75	Inbound
8/3/2009	5:29pm	76	Inbound
8/3/2009	5:32pm	80	Inbound
8/3/2009	5:35pm	75	Outbound
8/3/2009	7:15pm	74	Inbound
8/4/2009	9:00am	78	Inbound, very low
8/4/2009	9:00am	77	Inbound, very low
8/6/2009	8:39am	80	Inbound, very low
8/8/2009	10:12am	82	Inbound, very low
8/8/2009	10:47am	78	Inbound, very low
8/9/2009	8:02am	74	Inbound, very low
8/9/2009	12:30pm	77	Inbound
8/9/2009	2:06pm	89	Inbound, unsafe operation, dangerously low, tree-top-level
8/9/2009	2:25pm	79	Inbound
8/9/2009	2:32pm	85	Inbound
8/9/2009	4:14pm	78	Inbound
8/9/2009	4:41pm	78	Inbound
8/9/2009	4:44pm	78	Outbound
8/10/2009	7:12am	74	Outbound
8/10/2009	7:20am	78	Inbound
8/10/2009	7:33am	76	Outbound

DATE	TIME	DECIBELS	COMMENTS
8/10/2009	7:40am	74	Outbound
8/10/2009	8:18am	78	Inbound
8/10/2009	8:34am	77	Inbound
8/10/2009	9:04am	75	Inbound
8/10/2009	9:15am	75	Outbound
8/11/2009	6:46pm	82	Inbound, very low
8/11/2009	6:52pm	75	Outbound
8/12/2009	9:28am	80	Inbound, Extremely Low
8/14/2009	8:53am	78	Outbound
8/14/2009	9:07am	79	Inbound, very low
8/14/2009	9:46am	82	Inbound, Extremely Low
8/14/2009	7:04pm	79	Inbound, very low
8/14/2009	7:10pm	82	Inbound, very low
8/14/2009	7:18pm	78	Outbound
8/15/2009	9:04am	79	Inbound, very low
8/15/2009	9:31am	89	Inbound, unsafe operation, dangerously low, tree-top-level
8/15/2009	12:59pm	80	Inbound, very low
8/16/2009	12:25pm	76	Inbound
8/16/2009	7:42pm	77	Inbound
8/16/2009	7:48pm	76	Inbound
8/16/2009	8:03pm	77	Inbound
8/16/2009	8:07pm	76	Outbound
8/16/2009	8:08pm	76	Outbound
8/17/2009	9:24am	83	Inbound, Extremely Low
8/17/2009	7:03pm	75	Inbound
8/17/2009	7:38pm	78	Inbound
8/17/2009	7:43pm	84	Inbound, unsafe operation, dangerously low, tree-top-level
8/17/2009	7:54pm	75	Outbound
8/17/2009	10:55pm	78	Inbound
8/19/2009	6:10pm	80	Inbound
8/21/2009	9:44am	90	Inbound, unsafe operation, dangerously low, tree-top-level
8/22/2009	12:54pm	82	Inbound, very low
8/22/2009	12:57pm	79	Inbound, very low
8/22/2009	4:39pm	78	Inbound, very low
8/24/2009	7:44am	76	Inbound
8/24/2009	8:15am	77	Inbound
8/24/2009	8:17am	78	Inbound, very low
8/24/2009	8:49am	80	Inbound, very low
8/24/2009	10:28am	77	Inbound
8/25/2009	8:25pm	84	Inbound, Extremely Low
8/25/2009	10:35pm	78	Outbound
8/26/2009	8:19am	79	Inbound
8/26/2009	8:45am	75	Inbound
8/26/2009	9:06am	75	Inbound

DATE	TIME	DECIBELS	COMMENTS
8/26/2009	7:56pm	85	Inbound, unsafe operation, dangerously low, tree-top-level at night
8/27/2009	9:00am	85	Inbound, unsafe operation, dangerously low, tree-top-level
8/28/2009	9:17am	86	Inbound, very low
8/28/2009	9:28am	88	Inbound, unsafe operation, dangerously low, tree-top-level
8/30/2009	11:30am	85	Inbound, unsafe operation, dangerously low, tree-top-level
8/30/2009	11:43am	75	Outbound
8/30/2009	2:00pm	83	Inbound, Extremely Low
8/30/2009	2:08pm	79	Outbound
8/30/2009	2:43pm	76	Inbound, very low
8/30/2009	3:25pm	78	Inbound, very low
8/30/2009	3:59pm	83	Inbound, very low
8/30/2009	4:03pm	88	Inbound, unsafe operation, dangerously low, tree-top-level
8/31/2009	6:44am	78	Inbound
8/31/2009	7:47am	79	Inbound, Extremely Low
8/31/2009	7:57am	80	Inbound, Extremely Low
8/31/2009	7:59am	71	Outbound
8/31/2009	8:11am	74	Outbound
8/31/2009	8:16am	83	Inbound, very low
9/1/2009	7:29am	78	Inbound
9/1/2009	9:43am	80	Inbound
9/1/2009	10:27am	72	Inbound
9/2/2009	9:18pm	90	Inbound, Extremely Low
9/3/2009	6:51am	78	Inbound, very low
9/3/2009	7:48am	75	Outbound

Notes:

1. Peak sound levels were recorded on the deck in the back of the house.
2. Peak sound levels were measured by a hand held digital sound level meter.
3. Recorded times were taken from cell phone clock.
4. The data contained herein was recorded when at home and each entry was reported on the noise hotline including "Comments".
5. No overall noise pattern can be deducted from this data since data was only recorded when at home. Data from major holiday weekends such as Memorial Day and Labor Day are missing since I was not at home. A busy helicopter traffic time period is Friday afternoon and evening. Most Fridays I was not at home for the most part.
6. A pattern can be deducted of continuous and persistent helicopter traffic one after the other at extremely loud decibel levels between 75-90dB on certain days. East Hampton Town does not permit sound levels in excess of 65dB at the property line therefore sound levels of 75-90dB recorded at the center of the property absolutely cannot be acceptable, tolerated or allowed in residential areas within the Town of East Hampton.
7. Special note should be taken of helicopter traffic before 7am, late at night and in the middle of the night. No other activity that generates noise is permitted during those hours in the Town of East Hampton.
8. It is indisputable that the operation of aircraft at tree-top-level is unsafe. 34 reports of unsafe operation of helicopters were called in on the East Hampton Airport Noise Hotline by one person who is a licensed pilot and who understands the safe operation of aircraft. The Town of East Hampton and the FAA failed to address safety concerns in the airspace above the Town of East Hampton. Did the airport manager follow up with the proper authorities regarding reports of safety concerns called in on the noise hotline?