

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 |

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| 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 |
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| 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 |
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| 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 |

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| 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 |

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| 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 |
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| 7/6/2009 | 8:45am | 73 | Inbound |
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| 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 |
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| 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 |
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| 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 |
| | | | |

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| | | | |
| 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 |
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| 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 |
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| 8/10/2009 | 9:04am | 75 | Inbound |
| 8/10/2009 | 9:15am | 75 | Outbound |
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| 8/11/2009 | 6:46pm | 82 | Inbound, very low |
| 8/11/2009 | 6:52pm | 75 | Outbound |
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| 8/12/2009 | 9:28am | 80 | Inbound, Extremely Low |
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| 8/14/2009 | 7:18pm | 78 | Outbound |
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| 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 |
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| 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?