

**East Hampton Airport Noise Abatement Advisory Committee
159 Pantigo Rd
East Hampton, New York 11937**

East Hampton Town Board
159 Pantigo Rd
East Hampton, NY 11937

22 June 2010

RE: **Newly Revised Recommendations** of East End Helicopter Noise Stakeholders Group in Response to FAA proposal Docket Number FAA-2010-0302

Dear Board Members,

Last Thursday (06/17/10), your Airport Noise Abatement Advisory Committee (ANAAC) sent an earlier version of the attached document reflecting the recommendations of the East End Helicopter Noise Stakeholder Group regarding the above referenced proposed FAA rule to regulate helicopter traffic. This document has been edited, again, to reflect minor language changes to it. However, the newer language in Item Number 5 is a **substantive change and revises the original ANAAC position.**

Item Number 5, now reads (emphasis added): “The North Shore Route to HTO and MTK should **only** permit transit to the east of Plum Gut, then over water to the maximum extent possible, **directly** to and from HTO and MTK.” Our committee members have three different opinions about this:

1. Conditional acceptance. A few ANAAC members feel that the inclusion of the word “only” essentially requests the FAA to eliminate the Jessups Neck Route, which is currently used for take offs from HTO. By asking the FAA to eliminate this route by mandate, the result would be that all helicopter traffic into and out of HTO travels only over East Hampton communities. While some projections of this increased traffic are in the 10% range, these members feel that continuing to use the Jessups Neck route shares this noise burden and treats surrounding communities more equitably. These members also feel that as the Stakeholder Recommendations include empowering East Hampton to manage flight concentrations and nighttime/early morning flights (Point 8), this control will provide the means to diminish noise impacts. While the last point of the document states that these recommendations are inseparable and must be employed as a whole, there is nothing to guarantee the FAA will do so. Therefore, these members support the attached document on the condition that the word “only” is removed from Point 5.

2. Rejection. A few members feel strongly that accepting this language is a very big mistake and not in the interests of East Hampton residents for the same reason stated above. Additionally, they feel it puts East Hampton in the position of recommending a route that, if employed, will worsen noise events from helicopters for East Hampton residents, and will put us in the peculiar position of requesting something that will create results we cannot abide.

3. Unconditional acceptance. This is the minority view (1 member). This member feels that it is the ANAAC's job to mitigate noise for the greatest number of people affected by airport noise, including residents of other towns, and feels the Stakeholders Recommendations, as written, accomplishes that.

While we recognize the added value providing our federal representatives a coalition of East End Towns supporting a unified point of view brings, we are unable to make a recommendation regarding the attached document because of the concerns raised above. Please take them all into consideration as you review the position you feel is best for East Hampton.

Thank you.

Respectfully Submitted on behalf of the Committee,

Kathleen Cunningham
Chairwoman