East Hampton Airport
Seasonal Airport Traffic Control Tower
Final Environmental Assessment

PREPARED FOR: **Town of East Hampton**

PREPARED BY

VHB Engineering, Surveying and Landscape Architecture, P.C.

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East Hampton Airport
Seasonal Airport Traffic Control Tower

Submitted to: U.S. Department of Transportation, Federal Aviation Administration

Prepared by: ***VHB/***Vanasse Hangen Brustlin, Inc.
New York, New York

on behalf of:
The Town of East Hampton, New York
and
DY Consultants, Garden City, New York

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This Environmental Assessment becomes a federal document when evaluated, signed, and dated by the Responsible FAA Official.

Responsible FAA Official _____ Date _____

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1. Purpose and Need

The following chapter provides an introduction and describes East Hampton Airport, the purpose and need for the proposed project, and the required approvals for its implementation.

1.1 Introduction

The Town of East Hampton (Airport Sponsor) is proposing the permanent installation of an Airport Traffic Control Tower (ATCT) that will be operational on a seasonal basis at East Hampton Airport (HTO). The Airport is located in the Town of East Hampton in Suffolk County, New York.

In 2012, the Airport received approval from the Federal Aviation Administration (FAA) to install and operate a mobile ATCT for the Summer Season of 2012. As part of the installation of the mobile ATCT, selected tree removal was performed to clear the viewshed for the approach to Runway 34, southeast of the proposed ATCT site. The FAA completed a Categorical Exclusion (CATEX) to comply with National Environmental Policy Act of 1969 (NEPA) requirements (Appendix B). The Summer Season of 2012 ended on October 31, 2012, as defined in the documentation submitted by the Airport Sponsor in support of the mobile ATCT project. The Airport Sponsor removed the mobile ATCT following the conclusion of the Summer Season of 2012. Using information gained from the operation of the mobile ATCT, the Airport Sponsor has proposed the installation of a permanent ATCT to be operated on a seasonal basis.

The Federal action for this project is the unconditional approval by the FAA of the Airport Layout Plan (ALP) revised to show the proposed installation of the ATCT, and therefore is subject to NEPA. The installation of the seasonal ATCT would be funded by the Airport Sponsor without Federal assistance. As a requirement of NEPA, Federal agencies must analyze and disclose the environmental impacts associated with a project, including any mitigation measures, which will be reviewed and considered by the appropriate regulatory agencies and interested parties.

This Environmental Assessment (EA) has been prepared to describe and assess the consequences to the human and natural environment that may result from installing the ATCT. This document discloses the direct, indirect, and cumulative impacts that would result from this proposed action. This analysis is conducted in compliance with NEPA requirements, the Council on Environmental Quality (CEQ) Regulations 40 Code of Federal Regulations (CFR) 1500 and 1508, and FAA Orders 5050.4B *NEPA Implementing Instructions for Airport Actions* and 1050.1E, Change 1 *Environmental Impacts: Policies and Procedures*. Whereas a mobile ATCT qualifies for the

preparation of a CATEX under FAA Order 1050.1E, paragraph 309e, a permanent ATCT facility does not. FAA Order 1050.1E, paragraph 401g requires the preparation of an EA for this proposal.

Under NEPA, the environmental impact analysis for each reasonable alternative is considered to the degree commensurate with the nature of the proposed action and agency experience with the environmental issues involved.

1.2 Organization of Chapters

The EA is organized as follows:

- Chapter 1 – Purpose and Need
- Chapter 2 – Alternatives Analysis
- Chapter 3 – Affected Environment
- Chapter 4 – Environmental Consequences
- Chapter 5 – Public Involvement
- Chapter 6 – List of Preparers
- References
- Appendices

1.3 Background

HTO is a public-use, General Aviation airport located in the Town of East Hampton, in Suffolk County, New York (Figure 1-1), approximately 104 miles east of New York City. The Airport is publicly-owned and operated by the Town. It encompasses approximately 610 acres of land (Figure 1-2).[1] Access to the Airport is primarily from Daniels Hole Road on its northeast side. A secondary access is via Wainscott Northwest Road on the south side of the Airport. There are two fixed-base operators (FBOs) providing aircraft fueling and other related aviation services. There is also a helicopter flight service company providing non-scheduled, on-demand flight services.

The Airport has two active runways: Runway (RW) 10-28 and RW 16-34. RW 10-28 is 4,255 feet long and 100 feet wide and is the primary-use runway. RW 16-34 is a cross-wind runway that is 2,060 feet long and 75 feet wide.[2] The runway is designated as a crosswind runway because it is not aligned with the prevailing wind direction that occurs on the Airport. A crosswind runway is generally used on days when winds do not favor the use of the primary runway (i.e., when wind conditions preclude the use of the primary runway). The third runway (RW 4-22) is presently closed. The Airport does not currently have a permanent ATCT in

1 East Hampton Airport. Airport Layout Plan. Approved September 6, 2011. FAA Eastern Region.
2 East Hampton Airport. Airport Layout Plan. Approved September 6, 2011. FAA Eastern Region.

operation. Presently, pilots operating at HTO use a Common Traffic Advisory Frequency (CTAF) to broadcast their aircraft's position and their intentions.

1.4 Description of the Proposed Action

This project consists of the permanent installation of a seasonal ATCT at HTO. The proposed ATCT would be used on a "seasonal" basis. The "season" is generally defined as the month of May to the month of September each year.

The ATCT would be staffed for approximately 16 hours each day[3] over the course of the season. FAA certified air traffic personnel provided by a private company, and employed by the Town of East Hampton, would staff the tower. The tower communicates with aircraft that enter the Class D[4] airspace that surrounds the Airport. For those aircraft operating at the Airport, the tower will provide landing and takeoff clearance, weather information, and traffic advisories. The proposed ATCT would be comprised of four primary components: the footings, the support structure, the cab, and associated utilities/communications (Figure 1-3).

- **Footings:** Four footings would support the structure and each is constructed of wood beams mounted between two steel plates, each measuring 4 feet square. Each footing is designed to be secured to the ground by four steel anchors driven into the earth to a depth of approximately 17 feet. The footings would be bolted to the anchors.
- **Support Structure:** The purpose of the support structure is to provide a frame upon which the cab is mounted. The support structure would consist of four horizontal steel beams and four vertical steel posts. The steel posts are mounted to the footings and the steel beams are mounted to the steel posts. For added structural stability, lateral supports and cross-members would be installed between the beams and posts. The design shows that the support structure would measure 15 feet 6 inches in length and 9 feet 6 inches in width. The installed height of the structure as mounted on the footings, without the cab height added, would be 9 feet 4 inches above grade.
- **Cab:** The cab is an enclosed structure from which air traffic controllers observe operations and provide guidance to aircraft operating on and around the airport. The cab is glass-enclosed and provides a 360-degree view of the airport and the traffic pattern. It requires a temperature control system (air conditioner). Very high frequency (VHF) radios will be used to communicate with operating aircraft, which require the installation of four antennas mounted on the roof of the cab. The cab would also be equipped with a landline telephone to facilitate communications with emergency services. For safety purposes, an FAA-designed obstruction light would also be mounted to the cab roof. This would be an FAA-approved L-810 obstruction light with a red lens and a steady burning bulb of approximately 116 Watts. For lightning protection, there is a lightning rod installed that is approximately 12 inches higher than the highest point of

3 It is anticipated that the ATCT will operate from 7:00 am to 11:00 pm local time on a daily basis.
4 Class D Airspace is the FAA designation for the airspace that applies to HTO. The cylindrical-shaped space has an approximate 10-mile diameter centered over the Airport and extends to an altitude of 2,500 feet above the Airport's surface.

the cab. The lightning rod is connected to a grounding system that is buried around the perimeter of the ATCT.

- **Communications and Utilities:** Electrical and communications utilities are needed to provide power for the communications equipment, obstruction light, and air conditioner. The telephone line is used for a landline telephone. The utilities must be installed in two separate conduits (one for electrical and one for telephone) and placed in an underground trench, at least 18 inches below grade, that would run from the ATCT site to each source.

The entire ATCT height including the footings, structure, cab, antennas and lightning rod would be approximately 26 feet 4 inches.

The ATCT needs to be sited in an area that allows for an unobstructed view of the airfield and the airport's traffic pattern. Visibility from the cab must not be obstructed by trees or other man-made structures. The ATCT should be located in a manner that glare from the sun is minimized while controllers are observing the traffic pattern. The site must also be in close proximity to a paved area to allow ATCT staff unencumbered access during all-weather conditions to the ATCT and to allow for vehicle parking.[5]

An operational ATCT would not change the nature and use of HTO by aircraft or airport users, as it would remain a destination airport with the majority of its operations occuring during the peak season (summertime). In addition, the Airport has no foreseeable plans to enhance or change any of the runway capabilities or airport facilities that would alter the Airport's current use. Finally, as demonstrated during the use of the mobile ATCT in the Summer Season of 2012, the volume of operations, flight track changes, and the type of aircraft using the airport would not change due to the presence of an ATCT.[6] A check of HTO's monitoring system data[7] for summertime activity during 2011 (when no ATCT in operation) and 2012 (when the mobile ATCT was operating) showed no qualitative differences in fixed-wing traffic patterns, flight corridors or identifiable differences in fleet mix, and only one difference in helicopter traffic – the presence of operations on the Northwest Creek Route, which was a voluntary helicopter route used initially as a departure route when implemented in 2006, then as an arrival route until it was discontinued in 2012 because it proved to be unsuccessful in reducing noise effects.[8] The helicopter routes established at HTO are all voluntary initiatives developed by the Airport Sponsor in collaboration with the Eastern Region Helicopter Council (EHRC) and interested parties.

5 Federal Aviation Administration. Order 6480.4A, *Airport Traffic Control Tower Siting Process*. April 10, 2006.

6 HMMH. *Noise Analysis for the Environmental Assessment of a Seasonal Airport Traffic Control Tower at East Hampton Airport.* HMMH Report No. 305332. Appended to this EA. May 2013.

7 The Airport has invested substantially in data collection systems including an Airscene operations monitoring system and a Vector camera system, which when integrated, capture the movement of aircraft and identify them by aircraft type, runway used, time of operation, and whether they are landing or taking off.

8 A detailed discussion of the rationale behind the development and eventual discontinuation of the Northwest Creek Helicopter Route and the factors that led to this decision by the Town of East Hampton and the Eastern Regional Helicopter Council is provided in Appendix G, Section 2.3.

1.5 Project Purpose and Need

The purpose of the proposed action is to improve safety and efficiency of aircraft operations at HTO through the implementation of services associated with a seasonal ATCT. The ATCT and the services of air traffic controllers would aid in the monitoring of aircraft and conformance with FAA safety regulations and standards, and would improve safety and efficiency during peak months of operation.

The proposed action is needed because:

- HTO is primarily a destination airport for summer residents and visitors to the Hamptons, including individuals that use privately-owned or corporate jets and helicopters. Aircraft operations volume greatly increases during the summer season, from the months of May through September. Based on an analysis of landing and takeoff records, approximately 70 percent of the Airport's annual operations occur during the summer season. During the off-season, the Airport experiences approximately 30 operations per day. During the peak season, the Airport experiences approximately 110 operations per day.[9]
- A separate analysis of two years of monitoring system data conducted as part of the noise analysis for the proposed action indicates that average daily traffic during the summer months of June, July and August is more than 3½ times heavier than an average day during the remaining nine months. This is a direct result of the Airport's location at the eastern end of Long Island and the summer attractions found there. Daily jet operations during those same three summer months are on the order of six times more frequent than during the remaining months, and helicopters are approximately three times more frequent.[10]
- The complexity of aircraft operations during the peak summer season creates challenging conditions for airport users. The Airport serves a wide-variety of helicopters and fixed-wing aircraft. The approximate breakdown of aircraft operating at the Airport includes:
  - Single-engine Propeller – 44 percent
  - Twin-engine Propeller – 13 percent
  - Helicopter – 28 percent
  - Jet – 15 percent

This breakdown is known as the fleet mix. Although this fleet mix is not unusual for a General Aviation airport, these aircraft have different operational characteristics. For example, the single and twin-engine propeller driven aircraft have similar approach speeds and can follow a standard airport traffic pattern around the Airport[11] when landing on the runways. Jet aircraft have higher approach speeds and typically cannot fly the standard traffic pattern. Jet aircraft typically take a straight-in approach to the runways. Similarly, helicopter

9 Estimates derived from operations data collected by the Airport during 2011 and 2012.
10 HMMH. *Noise Analysis for the Environmental Assessment of a Seasonal Airport Traffic Control Tower at East Hampton Airport*. HMMH Report No. 305332. Appended to this EA. May 2013.
11 As defined in U.S. Department of Transportation. Federal Aviation Regulations 2013 Aeronautical Information Manual, Section 4-3-3, a Standard Airport Traffic Pattern describes the traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. A standard traffic pattern describes aircraft making all turns to the left.

operations typically have a standard straight-in approach to a designated helipad on the airport. The combination of these aircraft types in addition to the level of operations in the summer months contributes to the complexity of air traffic operations at HTO.

The CTAF presently in place at HTO allows a pilot to broadcast his or her intentions over a common frequency that all pilots operating at the Airport are required to monitor. In this way, individual pilots are responsible for maintaining separation from each other's aircraft. Although the CTAF procedure is used at most General Aviation airports in the United States, having an ATCT provides a greater measure of safety in maintaining separation of the complex variety of aircraft operating at HTO, particularly during the summer season.

Due to the wide variety of operational aircraft types coupled with the increased operations during the peak season, an ATCT would enhance safety at HTO. Therefore, the purpose and need of the project is as follows:

The purpose of the project is to construct and operate an ATCT that would assist in the guidance of aircraft approaches and departures, would contribute to enhanced safety for aircraft operations and would provide improved traffic separation during summer months when peak aircraft operations occur.

1.6 Required Approvals

The Airport must obtain FAA approvals to implement the proposed action. The project would require a change to the Airport's ALP to incorporate the location of the permanent ATCT, as approved by the FAA. The specific Federal actions for the FAA include:

- Unconditional approval of the ALP revised to show the proposed installation of the ATCT.
- Determination of the effects of the proposed ATCT upon the safe and efficient use of navigable airspace pursuant to 14 CFR Part 77, Objects Affecting Navigable Airspace. The FAA must determine if the proposed ATCT is consistent with the existing airspace utilization and procedures.

2. Alternatives Analysis

This chapter describes the alternatives identified by the Town of East Hampton (Airport Sponsor) to install a seasonal Airport Traffic Control Tower (ATCT) to serve East Hampton Airport (HTO) and outlines the criteria for evaluating them. The alternatives presented include the consideration of Federal Aviation Administration (FAA) airport design safety standards and regulations as well as best practices and siting practicability. FAA airport design safety standards and regulations include: Federal Aviation Administration (FAA) Advisory Circular (AC) 150-5300-13A, Airport Design, FAA Federal Aviation Regulations (FAR) PART 77, Objects Affecting Navigable Airspace, and the ATCT visibility requirements found in FAA Order 6480.4A, *Airport Traffic Control Tower Siting Process*, and FAA Order 6480.7D, *Airport Traffic Control Tower and Terminal Radar Approach Control Facility Design Guidelines*. In order for the seasonal ATCT to be installed, the proposed tower site must not only be located in an area that is safe for both tower staff and the public, but must also comply with FAA airport design standards and safety regulations.

The Airport conducted a preliminary analysis of site alternatives in 2012, which used several criteria including environmental factors, terrain, design standards, airport regulations, utilities, and access. The entire airport was considered in order to identify the location for the ATCT installation. The Airport identified a preferred site and the location of the mobile ATCT on the ALP was approved by the FAA for the Summer Season of 2012. The FAA determined that the siting and use of the mobile ATCT for the Summer Season of 2012 was Categorically Excluded from further consideration under National Environmental Policy Act of 1969 (NEPA) based on FAA Order 1050.1E and a determination that the use of the proposed site did not trigger any extraordinary circumstances requiring the development of an Environmental Assessment (EA).

Since 2012, the Airport has determined there is a need to operate an ATCT permanently during the peak summer season. Therefore, the Airport conducted a second analysis of siting alternatives in 2013 to determine its preferred permanent location for the ATCT. Based on this analysis, four potential areas on-airport were selected for consideration and one was determined to be a reasonable alternative to evaluate in detail: Alternative Area 3 – South Site.

This chapter identifies each of the alternatives initially considered in the 2013 analysis for permanent siting, and the resulting alternatives that are considered further (including the No Action Alternative) in this EA. It identifies the reasons why certain alternatives were dismissed from consideration and provides the rationale for selecting the alternatives evaluated in detail in this EA, and whether the resulting alternatives would be able to fulfill the project's purpose and need.

2.1 Proposed Action

The proposed action is to permanently install a seasonal ATCT at HTO for use in the peak summer season on airport property. The proposed seasonal ATCT would have a footprint of approximately 15 feet, 6 inches by 9 feet, 6 inches. The support structure and cab, with four antennas mounted on the cab roof, would have a total height of approximately 26 feet, 4 inches. The tower would be placed on a support structure mounted on four footings anchored into the ground (Photographs 2-1 and 2-2). The tower requires electricity, communication lines, and access to sanitary facilities for ATCT staff. Access roads and a vehicle parking area in close proximity to the ATCT are also required.

Photograph 2 -1: East Hampton Airport's mobile ATCT, as installed in 2012.

Photograph 2-2: Pedestal structure constructed for mobile ATCT in 2012.

Due to the operational requirements of an ATCT, the location of the facility must be carefully selected to avoid potential safety impacts to aircraft operations and to allow the ATCT to function optimally. A preferred site would have unobstructed views of the airfield and traffic pattern, would be easily accessible for ATCT staff, and would avoid conflicts with future airport development. Only a few areas on-airport are suitable for installing an ATCT, due to the need for controllers to view the entire airfield, as well as avoiding aircraft movement areas. This analysis evaluates the Airport's property in order to determine the optimal site for installing the ATCT.

2.2 Alternatives Screening Process

A multi-tiered screening process was established for this analysis to identify candidate sites for the installation of the Airport's proposed action. The candidate sites were selected as those that could potentially achieve the

purpose and need of the project, as described in Chapter 1, and are reasonable based on a detailed analysis of safety and operational factors critical to the installation and operation of an ATCT.

The No Action Alternative was retained for detailed evaluation in the EA for comparative purposes pursuant to 40 Code of Federal Regulations (CFR) 1502.14(d) and FAA Orders 1050.1E and 5050.4B. The features of the No Action Alternative are described in Section 2.4 of this chapter.

The alternatives screening process is comprised of three levels. The first level was designed to identify an appropriate study area for which a tower could be sited, as per FAA design standards, FAR Part 77 Surfaces, and Airport Traffic Control Tower siting guidelines. Level 2 evaluated the study area derived from Level 1 to identify potential siting locations as per reasonable and, in some cases, required safety and operational characteristics. Level 3 screening then evaluated the remaining potential area for an optimal location based on similar criteria as Level 2, with particular consideration of the amount of disturbance that would be required for implementation.

2.3 Alternatives Screening and Results

This section describes the criteria used for each level of screening as well as the resulting areas determined to be viable site locations for the ATCT at HTO.

2.3.1 Level 1 Screening

Three criteria were used to determine the study area in Level 1 of the screening process. These criteria are described as three separate steps and based on the following federal guidance regarding airport design, obstructions, and siting an ATCT:

- Step 1: FAA Advisory Circular (AC) 150-5300-13A, *Airport Design*
- Step 2: FAR PART 77, *Objects Affecting Navigable Airspace*
- Step 3: ATCT visibility requirements from FAA Order 6480.4A, *Airport Traffic Control Tower Siting Process*

These regulations and guidance documents were utilized as part of the screening process to identify areas suitable for the installation of an ATCT on an airport.

Step 1

In **Step 1**, the airport property was evaluated based on FAA's airport design standards as they apply to HTO. The standards contained in AC 150-5300-13A outline the safety areas and setbacks that must remain clear of obstacles and obstructions in order to maintain aircraft operational safety. These areas should not be used as a tower location in order to protect aircraft operating on runways and taxiways, and are as follows:

- **Runway Object Free Area (ROFA):** The ROFA is a two-dimensional ground surface surrounding runways. The ROFA clearing standards preclude above ground objects from protruding above the Runway Safety Area (RSA) edge elevation, except those required to be located within the ROFA for navigation, ground

maneuvering, aircraft taxi, and aircraft holding purposes. No other objects are permitted, including parked airplanes and agricultural operations.

- **Runway Protection Zone (RPZ):** The RPZ is an area designed to increase the safety of aircraft operations and protect people and property on the ground. It is trapezoidal in shape and extends beyond the runway end at ground-level. The RPZ begins 200 feet beyond the end of the runway.
- **Runway Safety Area (RSA):** The RSA is a defined surface surrounding the runway designed for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.
- **Taxiway Object Free Area (TOFA):** The TOFA is a two-dimensional ground surface centered on the taxiway centerline. The TOFA clearing standards prohibit service vehicle roads, parked airplanes, and above ground objects, with the exception of objects needed to be located in the TOFA for air navigation or aircraft ground maneuvering purposes. Objects non-essential for air navigation or aircraft ground maneuvering purposes are not to be placed in the TOFA; this includes parked airplanes and agricultural operations.

Figure 2-1 displays these design standards as they apply on the HTO airfield. These areas cannot be used for an ATCT tower location.

Step 2

In **Step 2,** the portion of the airport property that was still viable for siting an ATCT after the elimination of areas in Step 1 was evaluated based on FAR Part 77 surfaces. Title 14 Code of Federal Regulations Part 77 (14 CFR Part 77) establishes standards and notification requirements for objects affecting navigable airspace. These surfaces delineate airspace areas that should be clear of obstructions. FAR Part 77 surfaces that are included in this analysis include the following:

- **Primary Surface:** The primary surface is a rectangular area symmetrically located around each runway centerline and extending a distance of 200 feet beyond each runway threshold. The purpose of the Primary Surface is to delineate an area around a runway where the installation of objects would present an obstruction to operating aircraft. The width of the Primary Surface is based on the type of approach (instrument or visual) of a particular runway, in addition to the size of the aircraft operating at the airport.[12] A runway primary surface ranges from 250 feet wide for runways serving small general aviation aircraft on visual approaches to 1,000 feet wide for runways serving large aircraft (greater than 12,500 pounds) on precision instrument approaches. The elevation of the primary surface is the same as that of the runway centerline at all points. The primary surface width for the HTO runways are:
  - Runway (RW) 10-28: 500 feet
  - RW 16-34: 250 feet
  - RW 4-22: 250 feet

12 Federal Aviation Administration. Federal Aviation Regulation Part 77. Section 77.25 (c).

- **Approach Surface:** The approach surface begins at each end of the Primary Surface and slopes upward at a ratio and to a length determined by the runway category and type of approach available to the runway. The approach surface dimensions for the HTO runways are:
  - RW 10-28: Slope of 34:1 with an outer width of 3,500 feet.
  - RW 16-34: Slope of 20:1 with an outer width of 1,250 feet.
  - RW 4-22: Slope of 20:1 with an outer width of 1,250 feet.
- **Transitional Surface:** The transitional surface extends outward and upward from the sides of the Primary Surface and the Approach Surfaces at a slope of 7:1.

Figure 2-2 displays the FAR Part 77 surfaces as they apply to the HTO airfield and that could be penetrated by the ATCT structure height of 26 feet, 4 inches. Sites in which the ATCT would penetrate these surfaces are not suitable for an ATCT location and therefore, were eliminated.

Step 3

In **Step 3**, the portions of the airport property still viable for siting an ATCT after the elimination of the areas identified as not feasible in Steps 1 and 2 were evaluated based on FAA's visibility ("Line of Sight") requirements. Visibility requirements are established by the FAA and are described in FAA Order 6480.4A. Visibility site requirements describe acceptable characteristics to ensure an ATCT provides air traffic controllers with an unobstructed view of the airport's movement areas. The criteria require that visibility from the ATCT cab shall allow an unobstructed view of all controlled movement areas of the airport, including:

- Portions of the runways, taxiways, and other movement areas
- Airport traffic patterns in the vicinity of the airport

Figure 2-3 shows two areas: Unobstructed line of sight and Obstructed line of sight. The highlighted portions of the figure identify potential areas that allow for unobstructed visibility to all runways, runway intersections and runway ends, taxiways, and all other associated movement areas. On Figure 2-3, the hatched portion is the area that does not allow for complete visibility of all aircraft operations from a potential ATCT site. Therefore, of all portions of the airport property remaining from Step 2, only the areas that overlap (located within) with the highlighted area are feasible locations for siting the ATCT.

Potential Areas for ATCT Siting

In Level 1, the criteria contained in FAA AC 150/5300-13A, FAR Part 77, and FAA Order 6480.4A were applied and mapped onto the airport property. The criteria were developed into layers and each layer was overlain onto the Airport's layout to identify potential ATCT sites, and to screen out areas that were unsuitable for its siting. As a result of this analysis, and as shown in Figure 2-4, fours areas at the Airport were identified as potential ATCT siting locations.

These four sites passed the Level 1 screening and were considered further in the analysis. Figure 2-5 displays the four highlighted areas as alternative site locations that advanced to Level 2 of the screening process. The four sites are described as follows:

- **Alternative Area 1 – Main Terminal Ramp Site:** Alternative Area 1 is located on the Main Terminal Ramp, east of RW 16-34 and north of RW 10-28. Most of the area is paved and includes aircraft parking, the terminal building, as well as a portion of the T-Hangar area. The area is accessible by vehicle via designated driving lanes on the apron.
- **Alternative Area 2 – South East Site:** Alternative Area 2 is located on the south east side of the airport, east of RW 16-34 and south of RW 10-28. The area is grassed with asphalt remnants from previous runway pavement that is no longer in use. Access to the site is from the south side of the airport via Wainscott Northwest Road, which provides access to Hangar 18 from Industrial Drive. However, access would require crossing a runway or construction of a new access road.
- **Alternative Area 3 – South Site:** Alternative Area 3 is south of RW 10-28 and between RWs 4-22 and 16-34. For the Summer Season of 2012, HTO installed a mobile ATCT in this area in the eastern section of the site, directly north of Hangar 18. The area is grassed and at a slightly higher elevation than the runways. Access to the eastern portion of the site can be achieved from the south side of the airport via Wainscott Northwest Road that provides access to Hangar 18 from Industrial Drive. Access to the western portion of this site is via an on-airport, unpaved road that also connects to Industrial Drive.
- **Alternative Area 4 – North West Site:** Alternative Area 4 is located west of RW 4-22 and north of RW 10-28. The area is grassed with varying elevation. Currently, there is no vehicular access this site. The site would require construction of a new access road.

2.3.2 Level 2 Screening

The Level 2 screening process further evaluated these four areas based on additional criteria related to the ability of a site to accommodate an ATCT and that could satisfy the pupose and need of the project. Level 2 considered the following factors, which pertain to the safety, access, and the ability to operate a tower in these locations.

2.3.2.1 Criteria

Six criteria were identified to further refine the candidate ATCT sites. These criteria included visibility, safety and logistical requirements that are necessary to provide the full safety and operational benefits of an ATCT, and meet the purpose and need of the project. To achieve this, a suitable alternative must meet all of these criteria as defined in FAA Orders 6480.7D, *Airport Traffic Control Tower and Terminal Radar Approach Control Facility Design Guidelines*, and 6480.4, *Airport Traffic Control Tower Siting Criteria*.

- **Airport Traffic Patterns**: In addition to an unobstructed view of all aircraft movement areas of an airport, visibility from the ATCT must provide an unobstructed view of the aircraft traffic patterns in the vicinity of the Airport. A key consideration for the ability of tower staff to observe the airport's traffic pattern is sun glare. As detailed in FAA Order 6480.7D, visibility shall not be impaired by external light sources such as the rising or setting sun. FAA Order 6480.4 further states that the ATCT shall be orientated where the primary operational view (from the tower) faces north or alternately east, west, or finally south, in that order of preference for an ATCT in the northern hemisphere. Sun glare due to south facing locations would create an obstructed view of the aircraft traffic patterns.

- **Safety Requirements:** Safety of the air traffic control tower staff, as well as safety for others on the airfield must be maintained. Therefore, the ATCT must be located in an area that is not subjected to hazards or creates unnecessary additional activity on the airfield that could interefere with the operation of the airport, such as runway incursions. These criteria include:
  - **Jet Engine/Propeller Blast and Noise:** Jet engine exhaust (jet blast) and propeller blast (prop wash) routinely occur on airport ramp areas as a normal course of aircraft operations. This is due to aircraft running up engines, the initial acceleration of a taxiing aircraft from a parked position, and aircraft with engines running at idle performing ground checks. This activity would have a negative effect on the operation of an ATCT if it were located in an aircraft parking area. Jet blast and prop wash would interfere with ATCT staff attempting to access the tower. Controllers must walk or drive to the ATCT site and could be exposed for limited times to this exhaust. For example, this can occur while crossing the airport movement area (i.e. downwind, base and approach surface).

    Furthermore, noise produced from these activities would affect the ability of ATCT staff to monitor radio transmissions from aircraft operating around the Airport.
  - **Site Safety:** As the proposed ATCT would be operational for approximately 16 hours per day, it is anticipated that multiple shifts of tower staff would be needed. Therefore, this would require several trips per day for tower staff to access the ATCT should it be located on an aircraft parking ramp or other aircraft movement area. Selecting a site that does not require vehicles on aircraft movement areas contributes to maintaining airport safety.
- **Communications:** The ATCT requires communication landlines to allow the operation of a reliable telephone connection to key emergency responders. A site with available communication lines is preferred over an area that does not and would require ground disturbance for the placement of communication cables and conduit. An alternative area without excessive background noise that could interfere with voice communication would be preferred over those with excessive background noise.
- **Access to Site:** ATCT personnel require access and parking at the site. According to FAA AC 6480.7D, roads or streets providing access to the ATCT shall provide for the shortest and most direct routes that will not be affected by traffic interruption, such as rail crossings, major traffic routes, or aircraft movement. A site with an available access road is preferred over an area that does not have an existing access road as that would require additional ground disturbance for its placement.
- **Utilities:** The ATCT requires electric and sanitary utilities. An alternative area with readily available utilities or infrastruture to provide utilities is preferred over an area that does not and would require ground disturbance for utility installation.

2.3.2.2 Level 2 Results by Area

Each Alternative Area was evaluated based on these six criteria. Below is a summary of the characteristics of each area and how well each site would fulfill the requirements for Level 2. Table 2-1, below, provides a comparison of the alternatives.

Alternative Area 1: Main Terminal Ramp Site

- **Airport Traffic Patterns:** Controllers would not be guaranteed permanent and full visibility of all controlled movement areas of the airport at Alternative Area 1. Aircraft parking within this area may affect the visibility of all movement surfaces from the ATCT. In addition, the ATCT line of sight of the Airport's traffic patterns would be blocked by buildings. Aircraft parked on the apron would also block ATCT staff's view of movement areas. The ATCT line of sight of final approaches for RW 28 would be partially blocked by trees. Furthermore, an ATCT at this site would be south-facing and controllers would be forced to look into the sun when observing the airport's traffic pattern for the primary runway (RW 10-28).
- **Safety Requirements:** Alternative Area 1 is periodically subjected to jet blast and is an area where prop wash occurs. This would pose potential harm or hazardous conditions for controllers or personel travelling to/from the ATCT. In addition, the installation of an ATCT in an aircraft parking ramp would pose a safety hazard to aircraft operating on the ramp and prevent safe and efficient aircraft taxiing.

  Also, FAA Order 6480.7D states that a tower site in or near the terminal area is not always the most desirable, as it adds complexities to site considerations. The site near the terminal would always have numerous restrictions on the design and operation of the ATCT. According to 6480.7D, as a rule, a site near a terminal building tends to be relatively small, oddly shaped, obstructed, and congested.
- **Communications:** Noise from aircraft operating in close proximity of a control tower would disrupt voice communications between controllers and pilots. However, access to communication lines would be available, due to the existing communication lines in the ramp area.
- **Access to Site:** Access to the site would be available, as the majority of Alternative Area 1 is located on pavement and can be accessed via designated driving lanes on the apron.
- **Utilities:** Access to utilities would be available due to existing utilties near the ramp area. Sanitary facilities would be available near the site in the terminal building.

Based on this analysis, Alternative Area 1 would not satisfy the criteria of Level 2 and therefore, the project's purpose and need. As determined in Level 2 screening, the ATCT would not be guaranteed permanent and full visibility of all controlled movement areas of an airport; the site has the potential to cause safety concerns related to ATCT controllers and personnel as well as aircraft using the terminal ramp area, and would have less than optimal voice communication conditions due to the typical noise levels in that area of the Airport. For these reasons, Alternative Area 1 was eliminated from further consideration under this analysis.

Alternative Area 2: South East Site

- **Airport Traffic Patterns:** Controllers would have full visibility of airport surfaces utilized for aircraft operations.
- **Safety Requirements:** Gaining access to the site would require crossing the RW 34 arrival end of RW 16-34 or developing a paved roadway that would provide direct access to the area, which compromises the safety of those accessing the area.

- **Communications:** This location has no current access to communications and utilities. Therefore, using this site for the ATCT would require ground disturbance and constructing a new communication connection between it and existing communcation lines. This would need to be done at additional cost to the Airport.
- **Access to Site:** Use of this site would require the construction of a paved vehicle road and parking, as gaining access to the site via crossing RW 16-34 would be a safety concern. Road construction would need to be done at additional cost to the Airport.
- **Utilities:** There are no utilities available at this site. Therefore, using this site for the ATCT would require ground disturbance and constructing a new connection to existing utilities. This would need to be done at additional cost to the Airport. Sanitary facilities would not be available at the site.

Based on this analysis, the Alternative Area 2 would not satisfy the criteria of Level 2 and therefore, the project's purpose and need. As determined in Level 2 screening, the area has the potential to cause safety concerns as existing access to the site would require crossing RW 16-34 or constructing a new paved road and parking area, and there is no existing infrastructure or access to communication lines or utilities. For these reasons, Alternative Area 2 was eliminated from further consideration under this analysis.

Alternative Area 3: South Site

- **Airport Traffic Patterns:** Alternative Area 3 would provide an unobstructed view of all movement areas and the Airport's traffic patterns. This was confirmed in 2012 when the mobile ATCT site was located in this area. At that time, controllers confirmed the area had full visibility of all the airport surfaces used for aircraft operations.
- **Safety Requirements:** No apparent safety concerns are associated with this location as the area is not subject to jet blast and prop wash from operating aircraft. Also, movement area crossings by vehicles would not be necessary to access the area.
- **Communications:** Communication lines are accessible from Hangar 18, which is adjacent to the area.
- **Access to Site:** Access to the eastern portion of the site can be achieved from the south side of the Airport via Wainscott Northwest Road that provides access to Hangar 18 from Industrial Drive and access to the western portion of the site can be accessed via an unpaved road, which also connects to Industrial Drive.
- **Utilities:** Communication and electric lines would be accessible from Hangar 18, which is adjacent to the area. Sanitary facilities would also be available at the site.

Based on this analysis, the Alternative Area 3 would satisfy the criteria of Level 2, and therefore the project's purpose and need. As determined in Level 2 screening, the area would provide an unobstructed view of all movement areas and airport traffic patterns, and has existing access to communication lines and utilities. The location also includes existing paved vehicle access. For these reasons, Alternative Area 3 was advanced for further consideration under this analysis.

Alternative 4: North West Site

- **Airport Traffic Patterns.** Controllers would not have full visibility of all airport surfaces utilized for aircraft operations because an ATCT at this site would be south facing. Controllers would be forced to look into the sun when observing the airport's traffic pattern for the primary runway (RW 10-28).
- **Safety Requirements.** Gaining access to the site would require crossing a minimum of one runway and possibly two runways (RWs 16-34 and 4-22), which would compromise the safety of access to this area, or the construction of a new access road.
- **Communications.** This location has no current access to communications and utilities. Therefore, using this site for the ATCT would require ground disturbance and constructing a new communication connection between it and existing communcation lines. This would need to be done at additional cost to the Airport.
- **Access to Site.** The site is difficult to access as limited access routes are available in this area of the Airport, and gaining access to the site by crossing runways would be a safety concern. Therefore, use of this site would require the construction of at least one paved vehicle road and parking. This would need to be done at additional cost to the Airport.
- **Utilities.** This location has no current access to utilities. Therefore, using this site for the ATCT would require ground disturbance and constructing a new connection to existing utilities. This would need to be done at additional cost to the Airport. Sanitary facilities would not be available at the site.

Based on this analysis, the Alternative Area 4 would not satisfy the criteria of Level 2 and therefore the project's purpose and need. As determined in Level 2 screening, the area has the potential to cause safety concerns and would be difficult to access. Access to the site would require crossing, at a minimum, one runway or constructing a new paved road and parking area. Also, there is no existing infrastructure or access to communication lines or utilities. For these reasons, Alternative Area 4 was eliminated from further consideration under this analysis.

2.3.2.3 Level 2 Summary

As a result of the Level 2 screening, Alternative Areas 1, 2, and 4 failed to meet the criteria for three or more categories. Therefore, these alternatives cannot be considered further as they would not satisfy the purpose and need of the project, and therefore "Failed" during Level 2 screening. Primary factors that eliminated these alternative areas were potential safety concerns and access to communications. Also, controllers' view of the Airport's traffic patterns would be restricted in Alternative Areas 1 and 4. Alternative Areas 2 and 4 would have difficult site access issues. Alternative Area 3 was retained for further analysis, as the area met all of the criteria for siting the ATCT. The results of the Level 2 screening of alternatives are summarized in Table 2-1.

Table 2-1 Results of Level 2 Screening

Criteria	Alternative Area 1 Main Terminal Ramp Site	Alternative Area 2 South East Site	Alternative Area 3 South Site	Alternative Area 4 North West Site
Airport Traffic Patterns	FAIL	PASS	PASS	FAIL
Safety Requirements	FAIL	FAIL	PASS	FAIL
Communications	FAIL	FAIL	PASS	FAIL
Access to Site	PASS	FAIL	PASS	FAIL
Utilities	PASS	FAIL	PASS	FAIL
Alternative Considered Further in the EA Analysis	NO	NO	YES	NO

2.3.3 Level 3 Screening – Specific Location Screening

The purpose of Levels 1 and 2 of the screening process was to identify those areas that could be used for tower operations on-airport. As a result of the screening criteria, only Alternative Area 3 was chosen for further consideration. Alternative Area 3 is approximately 4.38 acres in size. It is a long and narrow area, extending approximately 1,236 feet along the side of RW 10-28, and there are various locations in the area that an ATCT could be located. Therefore, further analysis was conducted as part of Level 3 of the screening process to determine the optimal location for siting the ATCT in Alternative Area 3.

Using the same criteria as described in Level 2, characteristics of the site were evaluated to determine the most suitable location for the ATCT. Although the western portion of Alternative Area 3 could serve as a potential site for an ATCT, this portion of the site presents several challenges. There is no paved road for vehicle access, and there are no utilities or sanitary facilities available. The western portion of the site does not provide any additional, measurable benefit for the monitoring of surface movements or monitoring of the airport's traffic pattern than the eastern portion.

The eastern portion of the site is north of Hangar 18, which has closer access to communication lines, utilities, a paved road and parking for vehicle use. Therefore, placing the ATCT on the eastern side of Alternative Area 3 was selected as a result of the Level 3 screening (Figure 2-6).

2.4 Alternatives Considered in this EA

This EA considers a No Action Alternative and an alternative that would implement the proposed action as described in Chapter 1 on the eastern side of Alternative Area 3 (Preferred Alternative). This section provides descriptions of these alternatives.

2.4.1 No Action Alternative

The No Action Alternative would result in not using the seasonal ATCT and not erecting the tower on the Airport. During the seasonal peak period, airport operations would continue as they do in the off-peak season

when the Airport does not use an ATCT. The existing ATCT support structure and footings (constructed for the ATCT in 2012) would eventually be removed as they would no longer serve any purpose, and any unnecessary utilities or communication lines would be capped.

2.4.2 Alternative Area 3 (Preferred Alternative)

Under the Preferred Alternative, the Airport Sponsor would implement the proposed action on the eastern side of Area 3 (Figure 2-6). This includes the use of the existing footing and pedestal installed for the mobile ATCT in 2012. Utilities, communication lines, and sanitary facilities would be connected utilizing the same infrastructure constructed in 2012.

The ATCT service would be provided through an existing contract between the Town of East Hampton and a private contractor. The ATCT contractor would provide landing and takeoff clearance, weather information, and traffic advisories. The tower would be operated in a manner that is typical for a non-federal ATCT, in its standard Class "D" Airspace, which is currently in place.

This alternative is reasonable and practicable. It minimizes new disturbance and uses existing infrastructure and facilities. Implementation of the Preferred Alternative would fulfill the purpose and need and therefore, this alternative is evaluated in this EA.

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3. Affected Environment

This chapter identifies the natural and human environment within the project's study area. Federal Aviation Administration (FAA) Order 1050.1E, Change 1 states that for analysis under the National Environmental Policy Act (NEPA), an affected environment "describes the existing environmental conditions of the potentially affected geographic area or areas."[13] The Order presents detail of those resource categories that should be considered, if applicable, in this analysis. This chapter of the Environmental Assessment (EA) summarizes the existing (baseline) conditions for those resource categories within the project's study area. Because of the location of the Airport site and its overall setting, seven resource categories were not applicable to this analysis. These were Coastal Resources; Department of Transportation Section 303/4(f) Lands/Land and Water Conservation Fund Section 6(f) Lands; Prime and Unique Farmlands; Floodplains; Geology and Paleontology (Soils and Topography); Socioeconomic Conditions, Environmental Justice Communities, and Children's Environmental Health and Safety Risk; and Wild and Scenic Rivers. The reasons they have been dismissed from further consideration are presented in Section 3.2. The remaining resource categories are presented in Section 3.3.

3.1 Study Area

For the purposes of data collection and resource investigation, the entire airport property at HTO was initially considered. By conducting the analysis of potential siting locations, the Project Sponsor determined that only a select area of the Airport would be considered, due to the FAA's requirements regarding the siting of an ATCT. As demonstrated in Chapter 2, Alternatives Analysis, there are particular areas on-airport that an ATCT could be sited (Potential Areas for ATCT Siting, Figure 2-4). Thus, the Affected Environment considered the resources that exist throughout the Airport to provide the context of the analysis, and the more-focused Potential Areas for ATCT Siting (study area) for those resources that had the potential to be affected as a result of implementing the alternatives considered. As the disturbance related to the proposed activities would occur in an approximate 2,500 square-foot area and not cause alteration to the volume or nature of operations, flight patterns, composition of the fleet mix, or runway usage at the airport, the identification of a study area that incorporates off-airport resources/properties was not warranted.

13 Federal Aviation Administration. Order 1050.1E, Change 1. *Environmental Impacts: Policies and Procedures*. March 20, 2006.

3.2 Resource Categories Not Applicable

Seven resource categories were eliminated from further evaluation due to either the absence of such resources within the study area (Figure 2-4) or because proposed activities would not impact the existing conditions of the resource category. Resources not present or affected by implementation of either of the alternatives are as follows:

3.2.1 Coastal Resources

Coastal resources include coastal barriers and coastal zones. Applicable regulations that address these coastal resources are detailed in FAA Order 5050.4B and FAA Order 1050.1E, Change 1, and guidance is also provided in the *Environmental Desk Reference for Airport Actions*.

3.2.1.1 Coastal Barriers

Barrier islands are geologically unstable formations that protect the mainland by buffering storm or hurricane-driven winds or waves. As a result, these islands protect fish, wildlife, human life, and property along coasts and shorelines. The Department of the Interior (DOI), through the United States Fish and Wildlife Service (USFWS) and the National Park Service (NPS), develops and maintains the Coastal Barrier Resource System (CBRS) maps. According to the CBRS map for New York State, there are no coastal barriers or any areas subject to the Coastal Barrier Resources Act of 1982 (CBRA), as amended by the Coastal Barrier Improvement Act of 1990, within or in the vicinity of the Airport.

3.2.1.2 Coastal Zone Management

Coastal zones are those waters and their bordering areas in states along the coastlines of the Atlantic and Pacific Oceans and the Gulf of Mexico and the shorelines of the Great Lakes. These zones include islands, beaches, transitional and intertidal areas, and salt marshes. The Coastal Zone Management Act of 1972 (CZMA) established the Federal Coastal Zone Management (CZM) Program to encourage and assist states in preparing and implementing management programs to *"preserve, protect, develop, and, where possible, to restore or enhance the resources of the nation's coastal zone."*

Based upon review of the New York State Coastal Boundary Map,[14] HTO is not located within the New York State Coastal Zone boundary, and therefore is not subject to consistency with the Town of East Hampton Local Waterfront Revitalization Program.

3.2.2 Department of Transportation Section 303/4(f) Lands / Land and Water Conservation Fund Section 6(f) Lands

Section 4(f) of the Department of Transportation Act of 1966 is currently codified as 49 United States Code (USC) Section 303(c) and stipulates the evaluation of potential use of publicly-owned land of a park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance or land of a historic site of national,

14 New York State Department of State, Office of Communities and Waterfronts. New York State Coastal Zone Boundary Map. Available online at: http://appext9.dos.ny.gov/coastal_map_public/map.aspx. Accessed February 26, 2013.

state, or local significance. There are several parks, recreational areas, and wildlife refuges within two miles of the Airport; however, there are none immediately adjacent to the Airport boundary. There are no listed or eligible historic sites on the Airport or immediately adjacent to it. Land and Water Conservation Fund Section 6(f) funds have been expended on three Town of East Hampton parks since 1977 (Two Holes of Water, Kirk Park, and Lions Park). None of these parks are adjacent to or within the Airport property.

Neither the No Action Alternative or the Preferred Alternative would require any land acquisition, alter Airport activity levels that would affect current noise levels, or affect the user activity at HTO. Therefore, in addition to the lack of these resources in the study area, the nature of proposed activites would not affect these resources.

3.2.3 Prime and Unique Farmlands

The Farmland Protection Policy Act (FPPA) of 1994 regulates federal actions with the potential to convert farmland to non-agricultural uses. The FPPA assures that to the extent possible, federal programs are administered to be compatible with state, local units of government, and private programs and policies to protect farmland.

As HTO has been operated as an airport since 1936 and is not located on or contiguous to agricultural land, FPPA regulations do not apply.

3.2.4 Floodplains

Floodplains are defined in Executive Order 11988, Floodplain Management, issued May 24, 1977, as "*the lowland and relatively flat areas adjoining inland and coastal waters, including flood prone areas of offshore islands. Floodplains include those areas that have a chance of being inundated by a flood in any given year.*"

The Federal Emergency Management Agency (FEMA) is the federal agency with primary responsibility for mapping areas subject to flooding under the National Flood Insurance Program (NFIP). FEMA defines the 100-year flood event (also known as the "base flood" or "one-percent annual flood") as the flood that has a one-percent chance of being equaled or exceeded in any given year, and the 500-year flood event as the flood that has a 0.2 percent chance of being equaled or exceeded in any given year. Most federal and state agencies use the 100-year flood event as the standard for regulations related to floodplain management. Based upon a June 3, 2013 review of the most recently available edition of the FEMA Flood Insurance Rate Maps (FIRMs) for the Towns of Southampton and East Hampton,[15] the entire HTO property is located outside of both the 100- and 500-year floodplains, indicating minimal risk of flooding.

According to airport management staff, downed trees and trees with broken limbs were observed at various locations at the airport property and are a result of Hurricane Sandy and subsequent storms. No evidence of storm-related flooding (e.g., drainage patterns, drift lines, sediment deposition, watermarks, etc.) or flood damage was observed at HTO during the February 27, 2013 inspection.

15 Federal Emergency Management Agency. Flood Insurance Rate Maps (FIRMs). Nos. 36103C0534H and 36103C0553H for the Towns of Southampton and East Hampton. Effective September 25, 2009.

3.2.5 Geology and Paleontology (Soils and Topography)

The FAA does not consider Geology and Paleontology in the resource categories except as they pertain to coastal barrier islands (geology) and designated Section 4(f) properties (paleontology). Therefore, these resources are not applicable in this analysis.

In addition, the FAA does not consider soils and topography in the resource categories except as considered under discussions of related to prime agricultural land, hazardous materials, and construction impacts. In this case, soils and topography would only be addressed as they relate to the subsurface soil characteristics of upland soils adjacent to runways and taxiways on the Airport. The Natural Resources Conservation Service (NRCS) lists 13 soils on the Airport. These include Berryland mucky sand, Bridgehampton silt loam, Carver and Plymouth series sands, cut and fill land, gravel pits, Haven loam, Plymouth loamy sand series, and Riverhead sandy loam. With the exceptions of the gravel pits and the cut and fill zones, all of the soils are derived from outwash deposits. Although the Berryland muck is a wetland soil, the remaining are considered well drained with groundwater contact at more than 80 inches in all cases. The soils are all characterized as excessively well drained. The Airport is not located on or contiguous to agricultural land and these resources were considered under hazardous materials and construction impacts.

3.2.6 Socioeconomic Conditions, Environmental Justice Communities, and Children's Environmental Health and Safety Risk

According to FAA Order 5050.4B and FAA Order 1050.1E, Change 1 and as discussed in the *Environmental Desk Reference for Airport Actions*, the FAA must evaluate proposed airport development actions to determine if they would cause social impacts. This evaluation should consider socioeconomic effects, effects on health and safety risks to children, as well as an assessment of the potential to cause disproportionate and adverse effects on low-income or minority populations. The guidance in addition to Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, requires all Federal agencies to identify and address disproportionate and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations.

Neither the No Action Alternative or the Preferred Alternative would require any land acquisition, alter airport activity levels that would affect current noise levels, or affect the user activity at HTO. Therefore, in addition to the lack of these resources in the study area, the nature of proposed activites would not affect these resources.

3.2.7 Wild and Scenic Rivers

The study area does not contain any nationally-listed Wild and Scenic Rivers. Similar to the federal Act, the New York State Wild, Scenic and Recreational Rivers Act protects those rivers within New York State determined to possess outstanding scenic, ecological, recreational, historic, and scientific values. These attributes may include value derived from fish, wildlife and botanical resources, aesthetic quality, archaeological significance and other cultural and historic features. The purpose of the Act is to preserve designated rivers *"in a free flowing condition, protecting them from improvident development and use. This policy is intended to preserve the enjoyment and benefits derived from these rivers*

for present and future generations."[16] Based upon review of the Wild, Scenic and Recreational Rivers Act list of protected rivers, there are no protected rivers at or in the vicinity of HTO.[17]

3.3 Resources Present

The following resources were determined to be pertinent in the analysis of the Preferred Alternative and comparison to the No Action Alternative.

3.3.1 Air Quality

FAA Order 5050.4B[18] provides the basis for delineating the scope of the FAA's assessment of air quality impacts under NEPA and the Federal Clean Air Act (CAA) (42 USC § 7401-7671, as amended), and contains guiding criteria for determining the extent of the air quality analysis. Under Section 176(c) of the CAA, it is FAA's responsibility to assure that its actions conform to the applicable State Implementation Plan (SIP), and FAA's action for this project would be a change to the ALP. Additionally, FAA Order 1050.1E, Change 1, directs agency personnel to ensure that an air quality assessment prepared under NEPA includes an analysis and summary of conclusions of the proposed activities' impacts on air quality. When a NEPA analysis is needed, an assessment of the proposed activities is required to evaluate the impact on the National Ambient Air Quality Standards (NAAQS), including compliance with the General Conformity Rule of the CAA.[19] For Suffolk County, the applicable *de minimis* thresholds[20] are 50 tons per year of VOC and 100 tons per year for NO_x and $PM_{2.5}$. As the surrounding area is in attainment for CO, PM_{10}, SO_2 and lead, these pollutants are exempt from the General Conformity Rule and do not have applicable *de minimis* thresholds.

The CAA requires the United States Environmental Protection Agency (EPA) to establish, and periodically review, NAAQS to protect public health, welfare and the environment. NAAQS have been established for the following seven air pollutants (known as criteria pollutants): carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), ozone (O_3), particulate matter equal to or less than 10 micrometers (coarse particulates or PM_{10}), particulate matter equal to or less than 2.5 micrometers (fine particulates or $PM_{2.5}$), and lead (Pb).

The management of air quality conditions in New York, including at the Airport, is the responsibility of Federal and New York air quality regulatory agencies. On the Federal level, the EPA establishes the guiding principles and policies for protecting air quality conditions throughout the nation. Their responsibility includes promoting the NAAQS that define outdoor levels of air pollutants considered safe for public health, welfare, and the environment. Under the CAA, EPA's other responsibilities include the approval of SIPs in designated nonattainment and maintenance areas[21] and establishment of emission standards for stationary and mobile sources of air pollution (i.e., motor vehicles and off-road vehicles such as ground support equipment (GSE) and

16 New York State Environmental Conservation Law. Article 15, Title 27, Wild Scenic and Recreational Rivers Act.
17 List of rivers protected under the Wild, Scenic and Recreational Rivers Act, Available online at: http://www.dec.ny.gov/lands/32739.html, Accessed February 26, 2013.
18 Federal Aviation Administration. Order 5050.4B, *National Environmental Policy Implementing Instructions for Airport Actions*. April 26, 2006.
19 40 CFR Part 93 (58 FR63250, November 30, 1993).
20 The New Jersey-New York-Connecticut Intrastate AQCR does not meet the Federal standards (i.e., nonattainment) for the 8-hour concentration of ozone and the 24-hour and annual arithmetic mean concentrations of PM2.5. Suffolk County is designated as attainment for all other criteria pollutants.
21 An area with measured pollutant concentrations that are lower than the NAAQS is designated as an attainment area; an area with pollutant concentrations that exceed the NAAQS is designated nonattainment; and an area that is in transition back to attainment is designated as attainment/maintenance.

construction vehicles). On the state level, the New York State Department of Environmental Conservation (NYSDEC) is responsible for enforcing the CAA including the compliance with the NAAQS, the issuance of air emission sources permits, the monitoring of air quality conditions, and the preparation of the SIP.

The HTO, within Suffolk County, is located in the New Jersey-New York-Connecticut Intrastate Air Quality Control Region (AQCR).[22] The New Jersey-New York-Connecticut Intrastate AQCR does not meet the Federal standards (i.e., in non-attainment) for the 8-hour concentration of ozone and the 24-hour and annual arithmetic mean concentrations of $PM_{2.5}$. Suffolk County is designated as attainment for all other criteria pollutants.

As required by the EPA, the NYSDEC has established and maintains a network of air quality monitoring stations throughout New York, including Suffolk County. These monitors record concentrations of pollutants in the ambient (i.e., outdoor) air to gauge compliance with the NAAQS. Air quality monitoring data collected at Holtsville are shown on Table 3-1. For ease of reference, the applicable NAAQS for each monitored pollutant is included. The Holtsville monitoring station is located approximately 40 miles to the west of HTO and is the closest station to the Airport. The monitoring data shows that the three-year average of ozone concentrations equal the NAAQS, thus, the nonattainment status for the area.

Table 3-1 Ambient Monitoring Data

Pollutant	Averaging Period	NAAQS	2009	2010	2011
CO	1-hour	35 ppm	NA	NA	NA
	8-hour	9 ppm	NA	NA	NA
SO_2	Annual	30 ppb	3.81 ppb	3.95 ppb	2.22 ppb
	1-hour	75 ppb	39.0 ppb	17.2 ppb	21.3 ppb
	3-hour	500 ppb	38.0 ppb	16.6 ppb	21.3 ppb
	24-hour	140 ppb	20.0 ppb	11.0 ppb	10.0 ppb
PM_{10}	24-hour	150 µg/m³	NA	NA	NA
$PM_{2.5}$	Annual	15 µg/m³	NA	9.2 µg/m³	8.5 µg/m³
	24-hour	35 µg/m³	NA	25.6 µg/m³	21.1 µg/m³
Ozone	8-hour	0.075 ppm	0.071 ppm	0.075 ppm	0.080 ppm
NO_2	Annual	53 ppb	9.82 ppb	8.78 ppb	NA
	1-hour	75 ppb	58.0 ppb	57.0 ppb	NA
Lead	3-month average	0.15 µg/m³	NA	NA	NA

Source: New York State Ambient Air Quality Report for 2011, 2010, and 2009. http://www.dec.ny.gov/chemical/8536.html.
Note: NA – Not Available

22 United States Environmental Protection Agency. 40 CFR Part 81, Section 81.13, *New Jersey-New York-Connecticut Intrastate Air Quality Control Region.* December 23, 1980.

3.3.2 Compatible Land Use

FAA Order 1050.1E, Change 1 Appendix A (Section 4) outlines FAA responsibilities regarding the Aviation Safety and Noise Abatement Act of 1979, as amended (49 USC 47501-47507; 14 Code of Federal Regulations (CFR) part 150). One aspect of compliance with the Act is that proposed activities are compatible with existing and planned land uses at its proposed site of implementation. The Town of East Hampton sponsored the 2012 use of the mobile ATCT (Appendix C). Funding from the Federal Airport Development Grant Program (49 USC 47101 et seq.) is not required or requested for the implementation of either the No Action Alternative or Preferred Alternative.

The approximate 610-acre airport property has been used as an airport since 1936. The Airport property is bound by the Long Island Rail Road (LIRR) Montauk Branch right-of-way on the south, Town Line Road on the west, an utility line corridor on the north, and Montauk Highway on the east. Daniels Hole Road cuts in sweeping curves through the Airport's property, from the southeast corner of the property to the north-central section and is the primary access road to the terminal complex.

The Airport is zoned by the Towns of East Hampton[23] and Southampton[24] as Commercial/Industrial (Figure 3-1). Existing Land Use maps for the Towns of Southampton and East Hampton[25] from the the Suffolk County Department of Planning show the Airport property classified as Commercial, Industrial, Transportation, Utilities, and Vacant (Figure 3-2). With the exception of the vacant land, the classifications reflect the various functions within the Airport boundary. The Airport, which occupies the central east-west axis of the property has three runways (one is closed), connecting taxiways, a terminal building, 10 commercial sites with aircraft hangars, five commercial sites without aircraft hangars, aircraft parking, vehicle storage, and a fuel farm. The study area is within the the Transportation land use classification. As such, its land use classification is compatible with tower functions.

3.3.3 Biological Resources (Fish, Wildlife and Plants)

Existing biological resources at HTO were evaluated through review of aerial imagery; Federal, New York State and local regulatory agency maps and databases; field verification; and prior ecological assessment summary documents from 2000, 2010, and 2012.[26, 27, 28] A field inspection was conducted at the Airport, including the study area and the location of the 2012 seasonal ATCT (conducted on February 27, 2013) in support of this EA.

3.3.3.1 Ecological Communities and Vegetation

The HTO runways/taxiways are comprised of paved impervious surfaces and adjacent maintained (i.e., periodically-mowed) grass habitats, also known as "communities." Additional impervious surfaces (i.e., buildings and paved

23 Town of East Hampton Zoning Map, Sheet 3.
24 Town of Southhampton Zoning Map, Sheet 5.
25 Suffolk County Department of Planning. Existing Land Use Town of Southampton and Town of East Hampton. 2007.
26 TriState Planning and Engineering, P.C., in association with Freudenthal & Elkowitz Consulting Group, Inc. Environmental Assessment for East Hampton Airport. East Hampton, New York. November 2000.
27 Young Environmental Sciences, Inc., in association with DY Consultants and Savik and Murray, L.LP. East Hampton Airport Final Generic Environmental Impact Statement. August 2010.
28 Town of East Hampton. East Hampton Mobile Air Traffic Control Tower Revised Categorical Exclusion Form. May 2012.

areas) associated with the Airport's infrastructure and commercial businesses border the runway/taxiway areas to the south and east, including commercial development along Industrial Road, along the southern margin of the HTO property. The land directly adjacent (including the study area) and intervening the runways and taxiways are grass-covered and devoid of trees. Wooded communities predominate across the remaining undeveloped areas of HTO, particularly at the northern portions of the site and at the eastern and western perimeter areas.

The New York Natural Heritage Program (NYNHP) publication *"Ecological Communities of New York State"*[29] (ECNYS), provides detailed descriptions including global and state rarity rankings for many habitats found within New York. The ECNYS lists nine ECNYS communities at HTO. The ECNYS community present in the study area is Mowed Lawn.

The Mowed Lawn communities at HTO support a variety of native and non-native grasses, including fescues (*Festuca spp.*), crab grasses (*Digitaria spp.*), little bluestem (*Schizachyrium scoparium*), broom sedge (*Andropogon virginicus*) panic grass (*Panicum sp.*) and purple love grass. Also present are many common "weedy" herbaceous species, including clovers (*Trifolium spp.*), plantains (*Plantago spp.*), cinquefoils (*Potemtilla spp.*), horseweed (*Conzya canadensis*), hawkweed (*Hieracium sp.*), pinweed (*Lechea sp.*) and chickory (*Cichorium intybus*). Various lichens and mosses are also prevalent. In general, non-native grasses and weeds are dominant proximate to the more frequently mowed runway area zones, while native grasses dominate and weedy species are rarer within the less frequently mowed zones located further away from the runways and adjacent to woodland communities. The grass communities also support several species of colonizing shrubs in areas proximate to neighboring woodlands, including bearberry, bayberry and sweet fern (*Comptonia peregrina*).

3.3.3.2 Wildlife

Based upon the presence of extensive woodland, mowed grassland and associated edge habitats, a variety of wildlfe species are expected to utilize the HTO property. A subset of these species are anticipated to use or inhabit the study area, due to its limited habitat characteristics.

Based upon the New York State Breeding Bird Atlas[30] records, a total of 72 avian species were identified between 2000 and 2005 within the nine square-mile New York State Breeding Bird Atlas survey block in which HTO is located (Block 7253B; a copy of the list is included in Appendix D, Table B-1). Block 7253B covers a diverse range of habitat types, many of which are not supported at HTO (e.g., tidal wetlands, marine open waters, riverine features, floodplains, agricultural fields, etc.). Therefore, suitable habitat for avian species associated exclusively with these community types does not exist at or contiguous to HTO. As such, it is not anticipated that all of the species listed on the Block 7253B inventory use the HTO property.

The extensive grasslands likely attract a variety of songbirds (e.g., American robin [*Turdus migratorius*]) certain raptors (e.g. red-tailed hawk) and some grassland-adapted species. However, due to regular mowing of the

29 Edinger, G.J., et al. (editors). *Ecological Communities of New York State, Second Edition (Draft)*. New York Natural Heritage Program, NYSDEC. 2002.
30 New York State Department of Environmental Conservation, New York State Breeding Bird Atlas. Available online at: http://www.dec.ny.gov/animals/7312.html. Accessed March 1, 2013.

majority of the grass habitats at HTO, it is not anticipated that grasslands including the study area represent a significant breeding habitat for most grassland-adapted bird species.

No records regarding herpetofauna (amphibians and reptiles) were included in prior ecological assessments of HTO. Expected herpetofauna at HTO were identified based upon review of the New York State Amphibian and Reptile Atlas Project (NYSARAP)[31] database. According to this resource, a total of 28 amphibian and reptile species were identified between 1990 and 1999 within the USGS 7.5 minute East Hampton and Southampton Quadrangle Topographic Maps, within which HTO is located (Appendix D, Table B-2). The area covered by these two USGS Topographic Maps include several habitat types that are not supported at HTO (e.g., tidal wetlands, marine open waters, lacustrine and riverine features). Therefore, suitable habitat for herpetofauna obligately associated with aquatic or semi-aquatic community types does not exist at or contiguous to HTO, and these species are not expected at the site. It is anticipated that the majority of resident herpetofauna are found within and proximate to the woodland habitats of HTO and not within the grasslands.

Eastern gray squirrel (*Sciurus carolinensis*) was the only mammal species observed at the time of the field inspection, although evidence of deer was also noted in the woodland on the north side of HTO. According to airport management staff, eastern cottontail (*Sylvilagus floridanus*), woodchuck (*Marmota monax*) and red fox (*Vulpes vulpes*) are also present at HTO, and white-tailed deer (*Odocoileus virginianus*) are actively managed under the NYSDEC Airport Strike Hazard Permit. Based upon review of mammalian surveys of the Long Island region,[32,33] and an evaluation of the existing ecological conditions at the site, other mammal species have been identified as potentially using HTO, including, but not limited to, bats (*Chiroptera spp.*), raccoon (*Procyron lotor*), eastern chipmunk (*Tamias Striatus*), short-tailed shrew (*Blarina brevicauda*), masked shrew (*Sorex cinerus*), meadow vole (*Microtus pennsylvanicus*), white-footed mouse (*Peromyscus leucopus*), pine mouse (*Pitmys pinetorum*), eastern mole (*Scalopus aquaticus*), and various other rodent species.

The smaller rodent species listed above (e.g., mice, moles, and shrews) are expected to be the most abundant mammals on the airport property. However, due to their diminutive sizes and predominantly subterranean life histories, these species are not easily observed. It is anticipated that eastern gray squirrel, eastern chipmunk, eastern cottontail, whitetail deer and woodchuck are the most commonly observed mammal species on-site.

3.3.3.3 Rare/Protected Species

The USFWS Federally Listed Endangered, Threatened and Candidate Species List for Suffolk County currently includes five marine turtles and two shorebirds. As no marine or shoreline communities are located at or contiguous to HTO, habitat for these species does not exist at the site. Two of the three remaining species on the list, sandplain gerardia (Agalinis acuta) and seabeach amaranth (*Amaranthus pumilus*) are plants of undisturbed native grass prairies and marine shorelines, respectively. Habitat to support these species does not exist at HTO.

31 New York State Department of Environmental Conservation, New York State Amphibian and Reptile Atlas Project. Available online at: http://www.dec.ny.gov/animals/7140.html. Accessed March 4, 2013.
32 Connor, Paul F. *The Mammals of Long Island, New York*. State University of New York, New York Museum and Science Service. 1971.
33 United States Army Corps of Engineers. *Final Small Mammal and Herpetile Field Sampling and Summary Report for the South Shore of Long Island, New York.* 2002.

The final species on the list, small whorled pogonia (*Isotria medeoloides*), is a Threatened orchid species of mature hardwood forests known historically (1923) from Suffolk County. Marginal habitat for this species exists within the HTO woodlands but not within the study area.

In response to a 2011 proposal to install perimeter fencing at HTO, the NYSDEC Region 1 Division of Environmental Permits issued correspondence dated January 10, 2011, indicating that, based upon a review of agency records, no known New York State Threatened or Endangered species were identified at or near HTO in NYSDEC records. In order to further investigate the potential for New York State rare/protected species, a request for records regarding New York State-listed species and rare natural communities at and within the immediate vicinity of HTO was submitted to NYSDEC, requesting NYNHP records. According to the NYNHP response letter (copy included in Appendix E), as well as a review of online records, New York State-listed species and communities at HTO include two moths, six vascular plants, and two natural communities.[34] The species are detailed on Table 3-2.

Table 3-2 New York State-Listed Species and Communities

(Type) Common Name	Scientific Name [state listed status]	Reported Location	Status in Grasslands
(moth) aureolaria seed borer	*Rhodecia aurantiago*	Identified in 1987 along the power line right-of-way that borders HTO to the north	2000 site assessment concluded it is no longer present
(moth) coastal barrens buckmoth	*Hemileuca maia maia*	Documented at HTO in 1983, within disturbed pine-oak habitat	Not likely in grasslands
(plant) crested fringed orchis	*Platanthera cristata* [Endangered]	Usually found within wet or moist sites associated with pitch pine	Not likely in grasslands
(plant) short-beaked beakrush	*Rynchospora nitens* [Threatened]	Almost always occurs in wetlands	Not likely in grasslands
(plant) Carolina redroot	*Lachnanthes caroliniana* [Endangered]	Almost always occurs in wetlands	Not likely in grasslands
(plant) drowned beak rush	*Rynchospora inundata* [Threatened]	Almost always occurs in wetlands	Not likely in grasslands
(plant) catfoot	*Pseudognaphalium helleri* ssp. *Micradenium* [Endangered]	Inhabits dry woodlands and woodland openings, including pine woodlands	Not likely in grasslands
(plant) orange fringed orchid	*Platanthera ciliaris* [Endangered]	Plant typically occurs in acidic soils that are at least seasonally wet, including pine woodlands and mowed roadsides	Not likely in grasslands

The two New York State significant natural communities, Pitch Pine-Oak Forest and Coastal Oak-Heath Forest, are listed for HTO and the immediate vicnity. As detailed previously, these two woodland community types were also identified during the field inspection. Within New York State, Pitch Pine-Oak Forest and Coastal Oak-

34 New York State Department of Environmental Conservation. New York Nature Explorer. Available online at: http://www.dec.ny.gov/natureexplorer/app/?x=cbAuOwQne5b9gzfs08xQMQ. Accessed March 4, 2013.

Heath Forest are ranked by the NYNHP as S4 (*"apparently secure"*) and S3 (*"typically 21 to 100 occurrences, limited* acreage in New York State").

In addition to the New York State records detailed above, the 2000 Environmental Assessment[35] includes site-specific observations of the vascular plant, pine barrens sandwort (*Minuartia caroliniana*), in grass areas within and to the north of the "triangle" formed by the three HTO runways. Pine barrens sandwort, which is ranked as "rare" in New York State (indicating "from 20 to 35 extant sites or 3,000 to 5,000 individuals statewide"), inhabits dry, open sandy areas associated with oak or pine woodlands[36] where it forms dense mats,[37] particularly within bare or nearly bare patches of sand.[38]

Two other New York State-listed plants were identified during the 2012 field survey: bird's foot violet (*Viola pedata* [Rare]) and a *Spiranthes* orchid species (Endangered or Exploitably Vulnerable). Bird's foot violet was identified within forest edge habitat at the western edge of RW 10-28 and the Daniels Hole Road end of RWs 4-22 and 16-24. The *Spiranthes* orchid was observed northwest of RW 4-22.

The 2012 field survey identifed two additional protected species on the airport property: eastern bluebird (protected in New York State but not listed) and the New York State Species of Special Concern, grasshopper sparrow. No location for the species observation are provided, however, the unmowed forest edge areas of the airfield represent the most favorable habitat areas at HTO for eastern bluebird and grasshopper sparrow.

3.3.4 Hazardous Materials and Solid Waste

Based upon a visual site inspection and interviews with HTO personnel Mr. Jim Brundige and Mr. Justin Vaughan conducted on February 27, 2013, HTO's Fixed Based Operators (FBOs) currently use one 8,000-gallon aviation gasoline underground storage tank (UST) and one 12,000-gallon jet fuel UST. The USTs and the associated fuel dispensing equipment are located within a fenced enclosure equipped with secondary containment. Two 55-gallon drums were observed within the containment area. According to Mr. Brundige and Mr. Vaughan, a minimal amount of deicing with propylene glycol may occur during the winter season. These deicing locations are not located in the study area and separated from that area by the existing runway complex.

3.3.4.1 Environmental Database Review and Summary

Environmental Data Resources, Inc. (EDR) was retained to provide a computerized database search within an American Society of Testing and Materials (ASTM) Practice E1527-05-standard radius for the HTO property (Appendix F). The database output was reviewed to determine if areas within the study area are present on any

35 TriState Planning and Engineering, P.C., in association with Freudenthal & Elkowitz Consulting Group, Inc. Environmental Assessment for East Hampton Airport. East Hampton, New York. November 2000.
36 Flora of North America, *Minuartia caroliniana* Species Account. Available online at: http://www.efloras.org/florataxon.aspx?flora_id=1&taxon_id=250060627. Accessed March 21, 2013.
37 Newcomb, Lawrence. *Newcomb's Wildflower Guide*. Little Brown and Company. Page 276. 1977.
38 Plants of Southern New Jersey, *Minuartia caroliniana,* Plant Profile. Available online at: http://www.cumauriceriver.org/botany/mica8.html. Accessed March 21, 2013.

of the regulatory agency lists. Based on the results of the EDR database search, the location of the study area is not listed.

3.3.4.2 Previous Environmental Reports

A Phase I Environmental Site Assessment (ESA) was prepared by Freudenthal & Elkowitz Consulting Group, Inc. (F&E) in April 2008 for an approximately 2.42-acre portion of HTO identified as 212 Daniels Hole Road. The F&E Phase I ESA indicates four 275-gallon steel waste oil ASTs were listed for 212 Daniels Hole Road in the EDR database report obtained in 2008. All four Aboveground Storage Tanks (ASTs) were reportedly installed in 1975. One AST is listed with a removal date of 1991 and the remaining three ASTs are listed as removed in 1984. These ASTs are not listed in the 2013 EDR database report. One 275-gallon, No. 2 fuel oil AST was observed by F&E during a visual inspection of the 212 Daniels Hole Road property on February 20, 2008. These ASTs are not listed in the 2013 EDR database report.

3.3.4.3 Solid Waste

The Solid Waste Disposal Act (SWDA) of 1965 (42 USC Sections 6901 et Seq.) provides regulations regarding the disposal of solid waste to reduce danger to human health and the environment. Under the SWDA, solid waste includes garbage, refuse, and sludge from waste water treatment plants, water supply treatment plants, and air pollution control facilities. The term also includes other discarded material, including solid, liquid, semisolid, or contained gaseous material generated from industrial, commercial, mining, agricultural and/or community activities.

Garbage and refuse generated on the HTO property is removed by the Town of East Hampton. Existing buildings are serviced by independent septic systems. Potable water is supplied to the airport terminal by the Suffolk County Water Authority (SCWA). Water is supplied to the individual airport hangars by private wells. No waste water treatment plants, water supply treatment plants, or air pollution control facilities are located on the Airport. No septic, potable water, or treatment facilities are located in the study area.

3.3.5 Historic, Architectural and Cultural Resources

The evaluation of cultural resources impacts was done in accordance with the significance thresholds identified in FAA Order 5050.4B (Table 7-1), FAA Order 1050.1E, Change 1 (Appendix A, Section 11), and the Environmental Desk Reference for Airport Actions. The historical and cultural resources evaluations were conducted to support FAA's requirements for compliance with the Section 106 regulations issued pursuant to the National Historic Preservation Act, as amended (36 CFR 800). Cultural resources identification and assessment also considered the New York State Section 14.09 regulations.

By letter dated February 26, 2013, the Town of East Hampton Airport notified the New York Office of Parks, Recreation, and Historic Preservation (NY OPRHP) of the project and defined an area of potential effect (APE) for direct and indirect impacts. By letter dated March 19, 2013, the NY OPRHP assigned OPRHP Project Review #13PR00914 to the proposed project (Appendix E). The OPRHP requested additional information on three topics:

1) A full project description showing the specific areas of direct effects
2) Clear original photographs of buildings/structures 50 years or older that are within [or] are visible from the areas of potential effect
3) Details of any previous impacts at the locations under consideration

A memorandum was prepared that provided information on the three topics and it was submitted to the FAA on April 29, 2013. The FAA submitted this information to OPRHP on May 13, 2013 and received a response on June 3, 2013 (Appendix E).

Per 36 CFR 800.16(d), as amended, the APE is defined as the "geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The APE includes all areas subject to direct impact during the preparation of and implementation of a project or which may be affected by indirect actions such as light or noise changes. Implementation of either alternative would not contribute indirect changes of this nature, and the Preferred Alternative would only have a potential direct impact from its installation.

A Phase IA cultural resources background and literature review and walkover of the Preferred Alternative site was completed in February 2013. Based on the literature review, there are no eligible or listed properties on the National or State Registers of Historic Places (NRHP; NY State Register) present within the potential direct impact areas.[39] There are no NRHP or NY State Register properties within or properties immediately adjacent to the Airport boundary.[40] No previously reported archaeological sites are located within the potential direct impact areas.[41]

A Phase IA walkover is a non-systematic pedestrian walk across particular areas defined by the reviewing archaeologist. In this case, the walkover included the eastern side of the Preferred Alternative and two areas on the north side of the Airport. The background and literature review found that no previously identified archaeological sites were present at the Preferred Alternative site and the walkover confirmed that no archaeological evidence was present on the ground surface. The walkover of judgementally selected areas on the north side of the Airport was done for comparative purposes. The ORPHP has defined an Area of Archaeological Sensitivity which encompasses the wooded upland north of the existing runways at the Airport. The walkover included a visual inspection of the area near the state-recognized wetland (NYSDEC Wetland SA-34) on-airport and along the boundary road separating the Airport from the Maidstone Gun Club lease parcel. The upland topography in these northern areas is appreciably different from that in the Preferred Alternative area, which had been previously disturbed due to airport construction (grading and site preparation for runway, taxiway, and hangar development). Further, there is no potable water source within 250 feet of the Preferred Alternative, the setting appears to have been recontoured, and it retains no original surface.

39 Office of Parks, Recreation, and Historic Preservation National Register Listing Internet Application, download January 27, 2013. Download Archaeological Sensitivity Area, National Register listed properties, State Register listed properties, on USGS 7.5-minute background.
40 Ibid.
41 Ibid.

3.3.6 Light Emissions and Visual Environment

According to FAA Order 1050.1E, Change 1 (Appendix A, Section 12), the FAA must consider the extent to which any lighting associated with any action will create an annoyance among people in the vicinity or interfere with their normal activities.[42] The lighting system at HTO is designed to provide a secure environment for aircraft, vehicles, and users. As a General Aviation airport, HTO has the appropriate and required lighting (e.g., security lighting, runway and taxiway edge lights, visual glide slope indicator lights, vehicle lights, obstruction lights, airport beacon, aircraft lights, warning lighting system), which generate light emissions that have the potential to impact light-sensitive areas in the vicinity of HTO. However, the tree buffer around the facility prevents disturbance to the surrounding area by the Airport's lighting.

The Code of the Town of East Hampton contains provisions and restrictions for lighting. The general lighting standard in Chapter 255-1-83 of the Code allows airport lighting that is specifically regulated by federal law.

3.3.7 Natural Resources, Energy Supply, and Sustainable Design

Under 40 CFR 1502.16 (e) and (f) consideration must be given to the energy requirements of the proposed activities and the use of natural or consumable resources. In the case of the Preferred Alternative, only electricity and telecommunications service will be required. Electricity is supplied to HTO by the Long Island Power Authority (LIPA). Telecommunications service is customer based. The local service provider is Verizon.

3.3.8 Noise

While the implementation of either the No Action Alternative or Preferred Alternative would not change the existing operations or flight patterns, a noise analysis was conducted to verify the noise characteristics of the Airport.

3.3.8.1 Applicable Regulations

The noise analysis for the HTO EA was conducted in accordance with FAA Order 1050.1E, Change 1; FAA Order 5050.4B; and NEPA, as specified in the Council on Environmental Quality's Regulations for Implementing the National Environmental Policy Act (40 CFR 1500-1508). FAA Order 1050.1E, Change 1 specifies a number of requirements for EA noise analyses, including the appropriate noise metric to use, acceptable models for computing the noise, and the impact or reporting criteria that are to be used to judge the importance of any change that is projected to occur as a result of a proposed federal action.

FAA Order 1050.1E specifies the use of the yearly Day/Night Average Sound Level (DNL) noise metric for all noise analyses conducted by the agency subject to NEPA. The DNL is an accumulation of the noise exposure that takes into account all of the aircraft operations that occur during an "average" 24-hour day, except that events occurring after 10:00 pm at night and before 7:00 am the next morning are penalized as if they were louder than they actually are. The penalty, or weighting, on each nighttime operation is 10 decibels (dB), equivalent in terms of its effect on noise exposure to having 10 daytime operations of the same aircraft. A

42 Federal Aviation Administration. Order 1050.1E, Change 1. *Environmental Impacts: Policies and Procedures*. March 20, 2006.

detailed description of DNL and the relationship between it and the effects of noise on people is contained in Appendix G. Other requirements from FAA guidance are summarized briefly in that appendix.

As a general rule of thumb in judging noise level changes, it is generally accepted that a shift in DNL of 0 to 2 dB may be perceived by people exposed to the change, a shift of 2 to 5 dB can generally be perceived, and a change of 5 dB or more is likely to produce a change in community reaction.[43]

3.3.8.2 Methodology

The current version of the Integrated Noise Model (7.0c, released January 3, 2011), was used to compute all noise levels for the HTO EA, as required by FAA Order 1050.1E, Change 1. Airfield geometry and aircraft operational data that serve as inputs to the INM include the runway layout and field elevation, weather data (which affect aircraft performance), the frequency of runway use, flight path locations, and numbers of aircraft operations by aircraft and engine type occurring during daytime (7:00 am to 10:00 pm) and nighttime (10:00 pm to 7:00 am) for purposes of calculating the DNL values. The INM utilizes these data to compute the noise exposure on the ground at many thousands of locations surrounding an airport, ultimately producing contours of equal exposure much like the contours on a terrain map that depict lines of equal elevation. Changes in the DNL contours are a reflection of where and by how much a noise environment will be perceived and where noise impacts may occur. The noise analysis included here in Appendix G, includes all of the INM inputs used to compute the DNL noise exposure values in this document.

3.3.8.3 Current Noise Exposure Levels

The noise exposure levels that result from the operations data are reported in Appendix G and shown in Figure 3-3. Contour values are shown for DNL values of 65, 70, and 75 decibels, which are the key increments relating to the FAA criteria for significant noise impact. From the levels indicated, even at the lower DNL exposure value of 65 dB, the contours are largely or entirely contained on airport property.

3.3.9 Water Quality

HTO is located within the EPA-designated Nassau-Suffolk Sole Source Aquifer (SSA). Under the authority of Section 1424(e) of the Safe Drinking Water Act and pursuant to 40 CFR 149, the SSA designation protects drinking water supplies in areas with *"few or no alternative sources to the groundwater resource, and where if contamination occurred, using an alternative source would be extremely expensive."* The SSA designation requires the EPA to review all proposed projects within the designated areas that will receive federal funding, in order to ensure that they do not impair groundwater sources. The project would not receive federal funding.

In 1987, the New York State Legislature mandated the protection of Long Island's watersheds under the "Sole Source Aquifer Law" and provided funding to the Long Island Regional Planning Board (LIRPB) to identify and protect the hydrogeologic areas on Long Island containing the highest quality and volume of groundwater, in

43 Miller, N.P., Von Gierke, H.E., and Eldred, K.M. *Impact Assessment Guidelines for the Effects of Noise on People*. Prepared for Transport Canada. Toronto, ON, October 1991.

order to ensure that current and future needs for high quality potable water are met. Pursuant to New York State Environmental Conservation Law (ECL) Article 55, Section 55-0101:

"It is declared to be the public policy of this state to provide funds for the preparation and implementation of groundwater watershed protection plans in order to maintain existing water quality in Special Groundwater Protection Areas… and to further the implementation of nonpoint source controls for the protection of the potable water supply underlying the entire recharge area."

In response, the LIRPB identified and mapped nine "Special Groundwater Protection Areas" (SGPA) on Long Island, which became effective in 1993. Included among the nine SGPAs is the South Fork Special Groundwater Protection Area, within which the entire HTO site is located.

Revisions to the Code of the Town of East Hampton and the Town's Zoning Map have been incorporated to protect groundwater sources, including the establishment of a Water Recharge Overlay District (WROD [adopted in 1984 and revised in 1990]). As set forth in the Town's Code, the Water Recharge Overlay District, which encompasses the entire HTO property, includes the following relevant provisions:

- The total area of indigenous vegetation that may be cleared on any lot shall not exceed 10,000 square-feet or 50 percent of lot coverage.
- No new landfills or private dumping or disposal areas utilized for, but not limited to, disposal of waste and septage shall be permitted in the overlay district.
- The use of any fertilizer, herbicide, pesticide or other chemical deemed to be a serious threat to the health, safety or welfare of Town residents, as established by formal Town Board Resolution, is prohibited.

3.3.10 Wetlands

The United States Army Corps of Engineers (USACE) and the EPA jointly define wetlands as: *"Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas such as wet meadows, mud flats, rivers, streams, as well as estuarine areas."*[44] Executive Order 11990, Protection of Wetlands, DOT Order 5660.1A, Preservation of Wetlands, and Section 401 and 404 of the Federal Clean Water Act (CWA) all protect wetlands. These special purpose laws direct Federal agencies to avoid the destruction and modification of, or construction within, existing wetlands where there is a practicable alternative.

The USFWS National Wetland Inventory (NWI) maps[45] depict the approximate boundaries of wetlands that may be subject to federal regulation. According to the NWI, there is one small (1.8± acre) potential federally-regulated wetland feature located near the northern boundary of HTO and proximate to the west of Daniels Hole Road. The aforementioned wetland feature is identified as NYSDEC Wetland SA-34 according to the NYSDEC Freshwater

44 United States Army Corps of Engineers. Wetlands Delineation Manual, Wetlands Research Program Technical Report Y-87-01. 1987.
45 United States Fish and Wildlife Service. National Wetlands Inventory. Available online at: http://www.fws.gov/wetlands/Data/mapper.html. Accessed March 5, 2013.

Wetlands Maps and the NYSDEC Environmental Resource Mapper (ERM) website[46] (Figure 3-4). Freshwater Wetland SA-34 is classified by the NYSDEC as a Class II wetland. Pursuant to NYCRR Part 664, Class II wetlands "*provide important benefits, the loss of which is acceptable only in very limited circumstances. A permit shall be issued only if it is determined that the proposed activity satisfies a pressing economic or social need that clearly outweighs the loss of or detriment to the benefit(s) of the Class II wetland*."

During the field inspection in February 2013, portions of this wetland were inundated with shallow standing water with emergent vegetation. Accordingly, the wetland was categorized as an ECNYS Shallow Emergent Marsh community. According to the NWI's Wetland and Deepwater Habitats Classification System,[47] the wetland is a palustrine, permanently-flooded, excavated wetland with an unconsolidated bottom.

Wetland SA-34 is approximately 2,600 feet north of the study area. There are no wetlands within the study area or adjacent to it.

3.3.10.1 Riparian Features

Pursuant to New York State Environmental Conservation Law (NYSECL) Title 5 of Article 15, certain riparian waters within New York State (e.g., streams, small water bodies located within the course of a stream and wetlands located adjacent and contiguous to streams) are considered "protected streams" based upon their respective New York State Water Quality Classifications (NYSWQCs). A NYSDEC Protection of Waters Permit is required for any action which physically disturbs the bed or banks of protected streams. Based upon a review of the NWI and NYSDEC maps, there are no riparian features located at or contiguous to HTO.

46 New York State Department of Environmental Conservation Environmental Resource Mapper. Available online at http://www.dec.ny.gov/imsmaps/ERM/viewer.htm. Accessed March 5, 2013.
47 Cowardin, et al. *Classification of Wetlands and Deepwater Habitats of the United States*. United States Fish and Wildlife Service. 1979.

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4. Environmental Consequences

This chapter describes the potential impacts of the Preferred Alternative as compared to the No Action Alternative on the natural and human environment. Federal Aviation Administration (FAA) Order 1050.1E, Change 1 states that the environmental consequences analysis should include consideration of the "direct effects and their significance, the indirect effects and their significance, and cumulative effects and their significance."

Seven resource categories were dismissed from consideration in Chapter 3 and are not addressed in this chapter. These were Coastal Resources; Department of Transportation Section 303/4(f) Lands/Land and Water Conservation Fund Section 6(f) Lands; Prime and Unique Farmlands; Floodplains; Geology and Paleontology (Soils and Topography); Socioeconomic Conditions, Environmental Justice Communities, and Children's Environmental Health and Safety Risk; and Wild and Scenic Rivers.

The consequences of the No Action and Preferred Alternatives are, with minor exceptions, the same. Therefore, there is no division in the subsections between the No Action Alternative and the Preferred Alternative, and exceptions are noted when applicable. The potential secondary and cumulative impacts of the Preferred Alternative are discussed following the resource-specific categories.

4.1 Air Quality

This section addresses air quality impacts associated with aircraft operations and construction activities resulting from implementing the Preferred Alternative. Air emission inventories provide information about contributions from various sources, and are quantified in terms of the amount of pollutants emitted over a given time period. The sources assessed in this emission inventory include: construction activities, aircraft engines, auxiliary power units (APU), and ground support equipment (GSE). The analysis was conducted following FAA's *Air Quality Procedures for Civilian Airports and Air Force Bases* (dated April 1997) and used the latest version of the FAA's Emissions and Dispersion Modeling System (EDMS version 5.1.3, November 2010). EDMS is the FAA-required computer model for assessing air emissions associated with airports.

The following U.S. Environmental Protection Agency (EPA) criteria air pollutants were evaluated: CO, NO_x, SO_2, PM_{10}, $PM_{2.5}$, and lead. Because emissions of ozone cannot be calculated directly, volatile organic compounds (VOCs) and NO_x, the primary precursors to O_3 formation, are used as surrogates for ozone.

Emissions associated with construction activities of the Preferred Alternative are temporary and variable depending on the level of construction activity. Construction activities associated with the development of an

ATCT consists of site preparation, grading, material handling, and structure construction. Equipment exhaust would be generated from construction worker vehicle trips, material truck trips, and the operation of construction equipment such as cranes and loaders. Fugitive dust emissions during construction would be generated during ground-disturbing activities, materials handling, and mobile equipment use on unimproved surfaces. However, the Preferred Alternative would utilize the existing the support structure and only require a crane to lift and place the cab onto the support structure. Construction should be completed within two days.

The operational cycle of an aircraft is comprised of two operations: landing and takeoff cycle (LTO). A landing operation includes approach, landing roll, taxi-in, apron idling, and ground delay; a takeoff operation includes taxi-out, ground and runway queue delay, takeoff, and climbout. Historical aircraft operational data for HTO were acquired from the FAA's Terminal Area Forecast (TAF)[48] and other available data from Airport staff. The most recent full-year data is 2012 and therefore was selected as the base year for the analysis. Years 2013 and 2018 were selected to assess future potential impacts.

A review of aircraft activity projections contained in the TAF for HTO (Appendix H) for the period 2013 and 2018 indicate that operations at HTO are expected to be completely flat, with no activity growth. This includes all subcategories: air taxi, general aviation, and local traffic. This assumption of no activity growth over the forecast period was consistantly applied for the analysis of all resource categories in this EA. Appendix G presents the detailed aircraft fleet mix. Aircraft/engine combinations for use by EDMS were based on default data and professional judgment. Table 4-1 presents a summary of the aircraft operations for 2012, 2013, and 2018.

Table 4-1 Aircraft Operations

Aircraft Category	Operations	Typical Aircraft
Helicopter	7,284	Sikorsky S-76 Spirit, Agusta A-109, Bell 206 JetRanger
Fixed Wing	18,328	Cessna 208, Pilatus PC-12, Cessna 172, Beech Bonanza 36
Local (touch and go)	6,000	Cessna 182, Piper PA-46
Total	31,612	

Source: HMMH, 2013 derived from the FAA Terminal Area Forecast

4.1.1 Emissions Inventory Results

The General Conformity provision of the Federal CAA, although not a threshold of significance, applies to proposed actions in designated nonattainment and maintenance areas. In other words, if the Preferred Alternative (or project) emissions are below *de minimis* thresholds, it automatically conforms to the SIP. Importantly, the General Conformity threshold is also often used as a surrogate for assessing the NEPA

48 The Terminal Area Forecast (TAF) is the official forecast of aviation activity for the FAA. The TAF details historical operations activity and projections of aircraft activity at active airports throughout the U.S. The TAF may be accessed through the following website: http://aspm.faa.gov/main/taf.asp.

threshold. If emissions are below the *de minimis* thresholds, it can be presumed that the Preferred Alternative conforms to the General Conformity Rule and is considered unlikely to cause an exceedance of the NAAQS. Under the General Conformity Rule, federal agencies (including the FAA) are prohibited from approving projects that are likely to cause or contribute to a violation of the NAAQS.

For Suffolk County, the applicable *de minimis* thresholds[49] are 50 tons per year of VOC and 100 tons per year for NO_x and $PM_{2.5}$. As the surrounding area is in attainment for CO, PM_{10}, SO_2 and lead, these pollutants are exempt from the General Conformity Rule and do not have applicable *de minimis* thresholds. Importantly, General Conformity is assessed for the project-related emissions (i.e., the net change in emissions as a result of the Preferred Alternative minus the No Action Alternative), which are then compared to the applicable *de minimis* thresholds.

Under the Preferred Alternative, the ATCT would be installed outside of all restricted areas for ATCT siting and in the same location the Airport installed a mobile ATCT in 2012. The construction activities associated with the installation would be minimal (i.e., temporary in duration and with limited equipment). Based on similar projects, the emissions associated with construction are estimated to be 2 tons of CO, 3 tons of NO_x, 0.2 ton of PM_{10}, 0.2 ton of $PM_{2.5}$, 0.1 ton of SO_2, and 0.5 ton of VOC. The construction-related emissions for VOCs, NO_x and $PM_{2.5}$ are below the applicable *de minimis* thresholds. Therefore, the construction-related emissions associated with the ATCT conform to the SIP.

For operational-related emissions, there is no difference between the Preferred Alternative and the No Action operations. Thus, there is no difference in the emissions (i.e., project-related operational emissions are zero) between the Preferred Alternative and the No Action; the project-related emissions are zero and are below the applicable *de minimis* thresholds. Therefore, the Preferred Alternative operational-related emissions conform to the SIP.

For disclosure purposes, an airport operational emissions inventory (i.e., aircraft, APU, and GSE) for the entirety of HTO is presented in Table 4-2 representing 2013 and 2018 for both the Preferred and No Action Alternatives. The Airport's operational emissions are estimated to be 174 tons of CO, 4.75 tons of NO_x, 0.16 tons of PM_{10}, 0.16 tons of $PM_{2.5}$, 0.88 ton of SO_2, 10.4 tons of VOC and 0.11 ton of lead. Again, the project-related operational emissions are zero, as there is no change in operations as a result of the Preferred Alternative and conforms to the SIP.

49 The New Jersey-New York-Connecticut Intrastate AQCR does not meet the Federal standards (i.e., in nonattainment) for the 8-hour concentration of ozone and the 24-hour and annual arithmetic mean concentrations of PM2.5. Suffolk County is designated as attainment for all other criteria pollutants.

Table 4-2 Operational Emissions Inventory (tons)

Source	CO	NO_x	PM_{10}	$PM_{2.5}$	SO_2	VOC	Lead
Aircraft	163	3.47	0.11	0.11	0.83	10.0	0.11
APU	0.14	0.08	0.01	0.01	0.01	0.01	-
GSE	10.9	1.20	0.04	0.04	0.03	0.38	-
Total (Preferred Alternative)	174	4.75	0.16	0.16	0.88	10.4	0.11
Total (No Action)	174	4.75	0.16	0.16	0.88	10.4	0.11
Difference (project-related)	0	0	0	0	0	0	0
De minimis	N/A	100	N/A	100	N/A	50	N/A
Conforms?	Exempt	Yes	Exempt	Yes	Exempt	Yes	N/A

Source: KB Environmental Sciences, Inc., 2013

Lead emissions due to the use of aviation gasoline are also quantified for this analysis so that they may be compared to the air monitoring requirement threshold of 1.0 ton per year. For HTO, lead emissions are estimated to be 0.11 ton. Piston aircraft fuel consumption was factored with an aviation gasoline lead emissions factor of 2.12 grams per gallon to determine the total lead emissions. However, EPA guidance states that approximately five percent of the lead is retained in the piston engine and engine oil, and accordingly the total lead emissions were adjusted to account for this retention.[50] Lead emissions are estimated to be well below the air monitoring requirement threshold of 1.0 ton per year.

4.1.2 Emission Reduction Measures

Although construction emissions associated with the Preferred Alternative are considered to be *de minimis* under the CAA General Conformity Rule and would be temporary in duration (two days), these emissions can be further reduced by incorporating the provisions of FAA Advisory Circular 150/5370 – 10E, Standards for Specifying Construction of Airports. Due to the limited nature of construction for this project (hoisting of the cab onto the support structure) the most applicable measures would be followed. These include the reduction of equipment idling times and the reduction of electrical generator usage, whenever possible.

4.2 Compatible Land Use

Based on the Affected Environment review and associated Noise Analysis (Section 4.8), there would be no change in noise exposure and therefore no impact on populations surrounding the Airport from either alternative. Further, there would be no disruption of local communities for either the No Action or Preferred Alternative and therefore, no impact. Implementation of the Preferred Alternative would be within the airport property and would not require a change to local zoning, nor would it necessitate a modification to the existing Comprehensive Plan for its implementation. The Preferred Alternative would not require Airport Development Grant Funds for its construction, personnel, equipage, or maintenance.

50 Eastern Research Group. *Documentation for Aircraft Component of the National Emissions Inventory Methodology*. United States Environmental Protection Agency. ERG No. 0245.02.302.001, Contract No. EP-D-07-097. April 2010.

4.3 Biological Resources (Fish, Wildlife and Plants)

The Affected Environment review resulted in the identification of one state-listed plant species, pine barrens sandwort (*Minuartia caroliniana*), which has been identified on Airport, but not located within or contiguous to the study area and no disturbance to the habitat area would occur as a result of implementing either the No Action Alternative or the Preferred Alternative. The areas where the pine barrens sandwort has been documented appear to experience less frequent mowing, have areas of exposed sand, and support scrub-shrub vegetation – the preferred habitat of pine barrens sandwort. These characteristics are not present at the site of the Preferred Alternative, and the pine barrens sandwort was not observed at that site.

4.4 Hazardous Materials and Solid Waste

There would be no change between the No Action Alternative and Preferred Alternative with regard to hazardous materials or solid waste. There are no hazardous materials to be used or produced as a result of the Preferred Alternative and no additional solid waste. As the ATCT cab would sit upon the pre-existing support structure at the Preferred Alternative site, any potential waste from construction would be minimal and it would be removed by the construction personnel when the tower is placed on the support structure. Based upon a review of the EDR database information, there is no indication that contaminated soil would be encountered during construction activities.

4.5 Historic, Architectural and Cultural Resources

Based on the results of the Affected Environment review, there would be no change to the status of the historic properties in the area that would result from the implementation of either the No Action Alternative or the Preferred Alternative. The Area of Potential Effect does not contain any structures listed on or eligible for listing on the National Register of Historic Places (NRHP). Futhermore, there are no structures listed on or eligible for listing on the NRHP that have the project site within their viewshed. Additionally, the previously identified Area of Archaeological Sensitivity on Airport property is approxoimately 0.5 miles north of the APE for the undertaking. Therefore, in accordance with FAA Orders 1050.1E, 5050.4B, and the FAA's *Desk Reference for Airport Actions*, it was determined that the Preferred Alternative does not have the potential to affect protected historic properties.

The New York State Office of Parks, Recreation and Historic Preservation Division of Historic Preservation stated via email on June 3, 2013 that they concurred with these findings that there will be no historic properties affected as per 36 CFR Section 800.4(d)(1) (Appendix E).

4.6 Light Emissions and Visual Environment

The No Action Alternative would not contribute to any change to the Airport's light emissions or the area's visual environment. The nearest residence is located approximately 1,400 feet south of the Preferred Alternative

site. The permanent installation of the ATCT under the Preferred Alternative would result in an insignificant increase in ambient lighting in the immediate vicinity of the cab top and the cab interior. Except for the low-light interior cab lights and a 116 Watt, red obstruction light mounted to the cab roof, there would be no change in the lighting in the immediate area of the ATCT, which is lit with exterior security lighting on an adjacent hangar. The ATCT would not impact the setting of any significant cultural resources nor would it disrupt the setting or function of any residence or Section 4(f)/6(f) property through light emissions or a change to the visual environment.

4.7 Natural Resources, Energy Supply, and Sustainable Design

There would be no change between the No Action Alternative and Preferred Alternative with regard to the natural resources and energy supply required for implementation of the Preferred Alternative. The additional electricity and communications line usage is minimal, limited to powering two desk-top computers, a telephone, and some indoor lighting, and would only be used during the peak season for four months per year.

4.8 Noise

With regard to overall numbers of operations, the FAA's Terminal Air Forecast (TAF) for the period is flat for total operations and operations for each subcategory: Air Taxi, General Aviation, and Local Traffic. The FAA's TAF projects 31,612 operations for 2013 and 2018. The five-year forecast period is not expected to reflect an identifiable shift in the mix of individual aircraft types, whether they are fixed-wing or rotary-wing types. There are no plans contemplated by the Airport to change any airfield lighting or any other factor that would affect the balance of daytime and nighttime operations.

HTO is essentially a destination airport and summertime aircraft operations are dictated primarily by the demand of individuals coming to or leaving their residences or local motels, not by the presence or absence of an ATCT. Thus, the summary of aircraft operations discussed in Section 2 of the noise analysis report (Appendix G) is assumed to be the same for the two study years.

The Preferred Alternative would not change the use of runways. The use of runways is dictated primarily by wind and weather conditions and also by runway length and its available lighting and instrumentation. Wind and weather conditions are not expected to vary from the 10-year average used to establish baseline conditions at HTO, nor are they expected to shift in any predictable manner such that the balance of east and west flow would be altered. The Airport has no foreseeable plans to enhance runway capability, instrumentation, or any other factor that would change the preference of runway usage in the next five years. Thus, runway use was assumed to remain unchanged.

For the purpose of this analysis, flight track changes were determined not to occur over the 2013 to 2018 timeframe, nor would they be expected to be altered by the presence of a seasonal ATCT. To verify that the ATCT would not change flight tracks, an examination was made of HTO's noise monitoring system data for the seasonal activity that occurred during 2011 (with no tower) and 2012 (with the mobile ATCT). The results of the

examination showed no qualitative differences in fixed wing traffic patterns, flight corridors, or fleet mix. The only observable difference was the presence of helicopters on the Northwest Creek Route, which was a voluntary procedure initiated in the Summer of 2006 but was discontinued in June 2012 because it proved to be unsuccessful in reducing noise effects (See Appendix G, Section 2.3 for further information).[51] These observations corroborate the assertion that the presence of an operational ATCT would have no bearing on traffic patterns or volumes into, out of, or around HTO. Operations for 2013 and 2018, with or without the ATCT, are assumed to be no different.

Because operations are assumed to be unchanged for any of the four operational scenarios considered in this EA, there would be no expected changes to the current noise exposure levels as depicted by the DNL contours in Figure 3-3 and presented in Appendix G. Superimposing the noise contours on an image of the surrounding land use also confirmed that no homes or other noise-sensitive land uses are within the DNL 65 decibel contour. This demonstrates that the noise environment that currently exists in the area around HTO is expected to remain unchanged for the next five-years, under either the No Action Alternative or the Preferred Alternative.

4.9 Water Quality

There would be no change in water quality between the No Action Alternative and Preferred Alternative. The Preferred Alternative would not require the use of dedicated potable water and would utilize existing sanitary facilities. Although the ATCT would be anchored into the ground, the parent soil is well drained and the anchors would be augured in the ground to a depth of approximately 17 feet. The footings would not affect existing groundwater flow or change the drainage characteristics of the parent soil. Implementation of the Preferred Alternative would be in accordance with the provisions of the Water Recharge Overlay District as outlined in Chapter 3 of the EA.

The National Pollutant Discharge Elimination System (NPDES) permitting program contained in 40 Code of Federal Regulations (CFR) Part 122 addresses construction activities. Based on regulation, a NPDES permit would be required for construction activities disturbing one acre or more. Implementation of the Preferred Alternative would disturb less than one acre of land, and therefore a NPDES permit is not required.

As detailed in the Affected Environment review, HTO is located within the EPA-designated Nassau-Suffolk Sole Source Aquifer (SSA). Under the authority of Section 1424(e) of the Safe Drinking Water Act and pursuant to 40 CFR 149, the EPA is required to review all proposed projects located within SSAs that will receive federal funding. As the proposed project would not receive federal funding, implementation of the Preferred Alternative would not be subject to EPA review.

51 The helicopter routes established at HTO are all voluntary initiatives developed by the Airport Sponsor in collaboration with the Eastern Region Helicopter Council (EHRC) and interested parties.

4.10 Wetlands

There would be no change between the No Action and Preferred Alternatives regarding wetlands. The closest NWI-mapped wetland is over 1 mile from the Preferred Alternative and would not be directly impacted. There are no wetlands adjacent to or within the Preferred Alternative site, and therefore no wetland impacts would occur due to the alternative's implementation.

4.11 Secondary Induced Impacts

Due to the nature of the proposed activities, significant changes would not occur in use or function at the Airport if the Preferred Alternative were implemented compared to the No Action Alternative. The ATCT would not increase the permanent worker population, put undue stress on utilities or Airport assets, or significantly alter the social or economic dynamics of the Towns of Southampton and East Hampton. Therefore, there would be no induced or secondary impacts associated with the implementation of the Preferred Alternative.

4.12 Construction Overview and Impacts

General construction activities often have the potential to impact a variety of resources including water, air quality and noise. Regulations related to noise, air quality, water quality, hazardous materials, and solid waste as a result of construction activities are discussed in the appropriate sections of Chapter 3. Based on those reviews, implementation of the Preferred Alternative would not result in significant changes to the existing conditions as compared to the No Action Alternative.

4.13 Cumulative Impacts

Cumulative impacts are not anticipated due to the implementation of the Preferred Alternative compared to the No Action Alternative, as the minor and temporary impacts associated with the cab installation would be limited to the Preferred Alternative site (an approximately 2,500 square-foot area). No major projects have been conducted at the Airport within the past five years. Several potential future projects are identified on the HTO proposed Airport Layout Plan (Sheet 3):[52]

- Taxiway from the threshold of Runway (RW) 34 to the threshold of RW 28
- Taxiway from approximately the mid-point of RW 4-22[53] to the midpoint for RW 16-34
- Southern Fuel Farm
- Northern Fuel Farm

52 These projects have not yet been approved by the FAA and were specifically exempted from approval in the letter approving the ALP dated September 6, 2011.
53 RW 4-22 is presently closed.

- Industrial site

HTO does not have a current Capital Improvement Plan (CIP) or implementation plan for these projects. Therefore, there is no reasonable expectation that these projects will be completed within the next five years. Regardless, the ATCT would have no impact on these projects nor would the implementation of these projects affect the operation or utility of the ATCT. Presently, there are no major projects planned for the areas adjacent to the Airport, other than routine maintenance of roads and utility infrastructure.

4.14 Adverse Impacts That Cannot Be Avoided if the Preferred Alternative is Implemented

Based on this analysis, there would be no adverse impacts from the implementation of the Preferred Alternative as compared to the No Action Alternative.

4.15 Conclusion

In conclusion, there are no significant or permanent impacts on resources as a result of the Preferred Alternative when compared to the No Action Alternative. Construction would be limited to installing the cab onto the pre-existing support structure that would be completed within two days. There are no sensitive resources located within or adjacent to the Preferred Alternative site. Therefore, there would be no required mitigation needed in response to the implementation of the Preferred Alternative. See Table 4-3 Summary of Impacts.

Table 4-3 Summary of Impacts

Environmental Impact Category*	Potential Environmental Impacts	Recommended Mitigation Measures
Air Quality	Not Affected	Further reductions of emissions could be achieved by limiting equipment idling times and portable generator use.
Coastal Resources	Not Applicable	N/A
Compatible Land Use	Not Affected	None
Construction Overview and Impacts	Not Affected	None
Department of Transportation Act Section 4(f)	Not Applicable	N/A
Farmlands	Not Applicable	N/A
Fish, Wildlife and Plants	Not Affected	None
Floodplains	Not Applicable	N/A
Hazardous Materials and Solid Waste	Not Affected	Waste disposal will be minimal and will be handled by the contractor.
Historic, Archaeological, and Cultural Resources	Not Affected	None
Light Emissions and Visual Impacts	Not Affected	None
Natural Resources and Energy Supply	Not Affected	None
Noise	Not Affected	None
Secondary (Induced) Impacts	Not Affected	None
Socioeconomic, EJ and Children's Environmental Health and Safety Risks	Not Applicable	N/A
Water Quality	Not Affected	None
Wetlands	Not Affected	None
Wild and Scenic Rivers	Not Applicable	N/A

*The following documents were referenced for the identification of resources:

- FAA Order 5050.4B National Environmental Policy Act (NEPA) *Implementing Instructions for Airport Actions*
- FAA Order 1050.1E, Change 1 *Environmental Impacts: Policies and Procedures*
- FAA *Environmental Desk Reference for Airport Actions*
- Council on Environmental Quality (CEQ) 40 CFR 1500 and Relevant Guidance

5. Public Involvement

5.1 Agency Coordination

Applicable correspondence is provided in Appendix E. Agency coordination was initiated through letter correspondence with the following agencies:

- New York Natural Heritage Program, New York State Department of Environmental Conservation
- New York State Divison for Historic Preservation, New York State Office of Parks, Recreation, & Historic Preservation

5.2 Public Outreach

East Hampton Airport (HTO) published a Notice of Availability of a Draft Environmental Assessment (EA) and Public Hearing, providing the public an opportunity to review and comment on the Seasonal Airport Traffic Control Tower EA. The Notice was published in The East Hampton Star (the official newspaper of East Hampton) during the week of March 28, 2013 and in Newsday (a more widely-distributed newspaper) on April 15, 2013 (Appendix I). Beginning on April 2, 2013, the Notice and Draft EA were also posted on the Airport's website and the Town of East Hampton's website homepage. A hard copy was also available for review at the Airport. To further inform members of the public, the Airport sent the Notice and Draft EA to groups that had expressed interest in the Airport in the past. These groups were the Quiet Skies Coalition, East Hampton Pilots Association, Noyac Citizen Advisory Committee, Wainscott Citizen Advisory Committee, and the Northwest Citizen Advisory Committee.

The draft document was made available for public review from April 2, 2013 to May 1, 2013. The public was also invited to attend and provide comments during a Public Hearing about the Draft EA on May 1, 2013.

The following information was included in the notice:

East Hampton Airport
Seasonal Air Traffic Control Tower Environmental Assessment
Notice of Availability of Draft Environmental Assessment and Public Hearing

The Town of East Hampton (Airport Sponsor) is proposing the permanent installation of an Air Traffic Control Tower (ATCT) that will be operational on a seasonal basis at East Hampton Airport (HTO). The "season" is generally defined as the month of May to the month of September each year. The Airport is located in the Town of East Hampton in Suffolk County, New York.

The Airport has prepared an Environmental Assessment (EA) that discusses the environmental consequences that may result from this project. The Draft EA is available for public review at East Hampton Airport, 200 Daniels Hole Road, Wainscott, NY, and on the Airport's website at www.town.east-hampton.ny.us. Select Departments and select Airport to view the Draft EA. The draft document will be available for review from April 2, 2013 to May 13, 2013.

Anyone interested in the project has the opportunity to comment on the document. Comments may be submitted in writing to the Airport Director (at the address provided). In addition, the public is also invited to attend and provide comments during a Public Hearing about the EA:

Public Hearing

Date:	May 1, 2013
Time:	7pm – 9pm
Location:	Town of East Hampton Airport 200 Daniels Hole Road Wainscott, NY

The Airport and Federal Aviation Administration encourage all interested parties to provide comments concerning the scope and content of this Draft EA. Written comments regarding the Draft EA can be submitted by mail to Mr. Jim Brundige at Town of East Hampton Airport, P.O. Box 836, East Hampton, NY 11937. Comments must be received by 5pm Eastern Daylight Time on May 13, 2013 in order to be considered.

Comments were received as letters, emails, and through verbal comments submitted during the Public Hearing. Comments were then reviewed by the Town of East Hampton and HTO staff. All comments received were reviewed and addressed. Appendix J summarizes the written and verbal comments received on the Draft EA, and provides responses to these comments in accordance with the requirements of NEPA.

6. Preparers

Vanasse Hangen Brustlin, Inc.

Peter Byrne (Principal), B.S. and M.B.A.
Jennifer Hogan (Project Manager), B.S., M.A.
Carol S. Weed (Task Manager), B.A., M.A.
David Kennedy (Environmental and Technical Specialist), B.S., M.A.
Matthew Sloane (GIS and Graphics), B.A.
Heather Waldmann (Environmental Technical Specialist), B.S.

DY Consultants

Dennis Yap (Principal), B.S.
Will Castillo (Project Manager), B.S.
Tiffany Sellinger (Environmental Planner), B.A.
Walis Alonso (CADD), B.A.

KB Environmental Sciences, Inc.

Mike Kenney (Air Quality Specialist), B.A., M.S.
Mike Ratte (Air Quality Specialist), B.S.

HMMH

Robert Miller (Noise Specialist), B.S.
Ted Baldwin (Noise Specialist), B.S.
S.M. Doyle (Noise Specialist), B.S.
M.J. Hamilton (Noise Specialist), B.S.

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Appendices

- Appendix A: Report Figures
- Appendix B: Mobile ATCT 2012 CATEX and ROD
- Appendix C: Town of East Hampton Resolutions
- Appendix D: Biological Data
- Appendix E: Agency Coordination
- Appendix F: Environmental Data Resources, Inc. Report
- Appendix G: Noise Analysis
- Appendix H: HTO Terminal Area Forecast (TAF)
- Appendix I: Public Notifications
- Appendix J: Response to Comments on the EA

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A. Report Figures

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Sources: (c) 2011 Microsoft Corporation and its data suppliers

East Hampton Airport
Seasonal Airport Traffic Control Tower

Figure 1-1
Project Vicinity

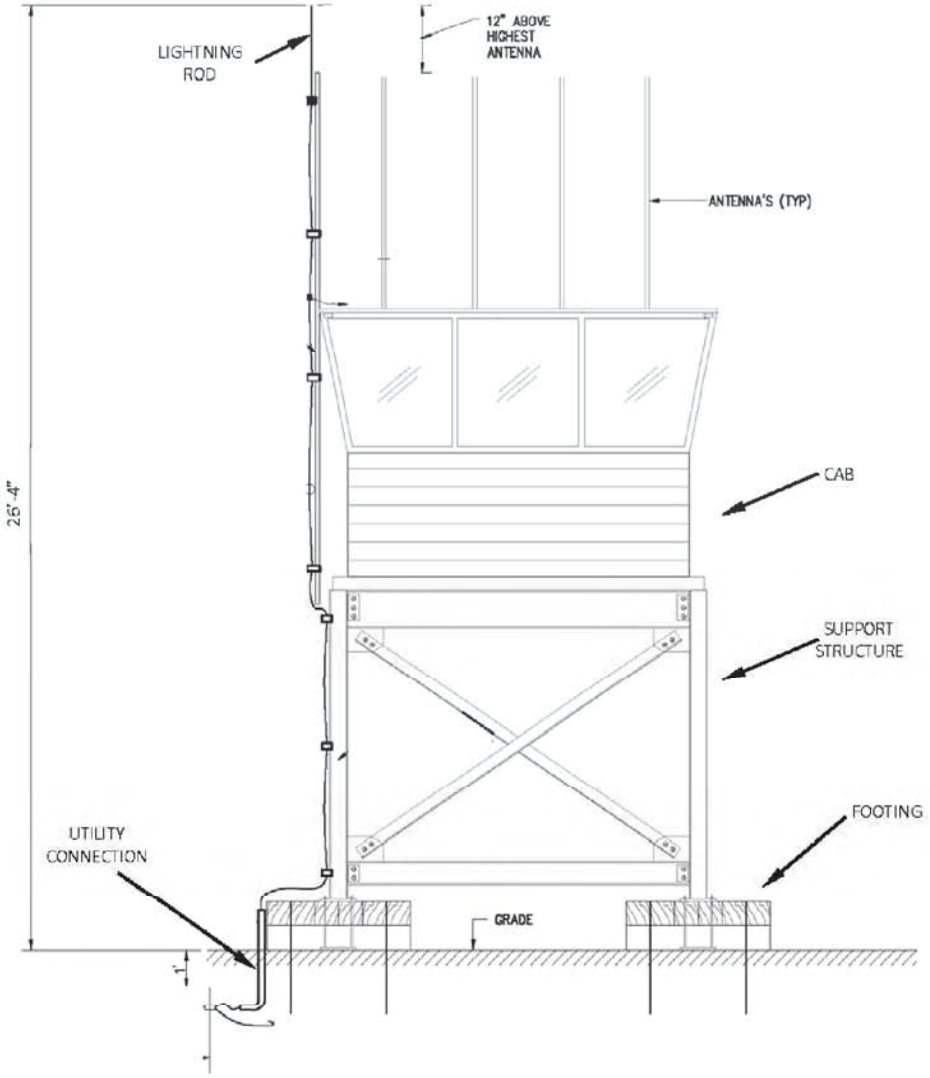
Sources: (c) 2010 Microsoft Corporation and its data suppliers; DY Consultants 2013

Legend

Airport Boundary

East Hampton Airport
Seasonal Airport Traffic Control Tower

Figure 1-2
East Hampton Airport



Sources: DY Consultants 2013

East Hampton Airport
Seasonal Airport Traffic Control Tower

Figure 1-3
Proposed Action

Sources: (c) 2010 Microsoft Corporation and its data suppliers; DY Consultants 2013

Legend

- Airport Boundary
- Design Standard Area
- Runway Object Free Area
- Runway Safety Area
- Runway Protection Zone

East Hampton Airport
Seasonal Airport Traffic Control Tower

Figure 2-1
FAA Airport Design Standards Areas and Zones

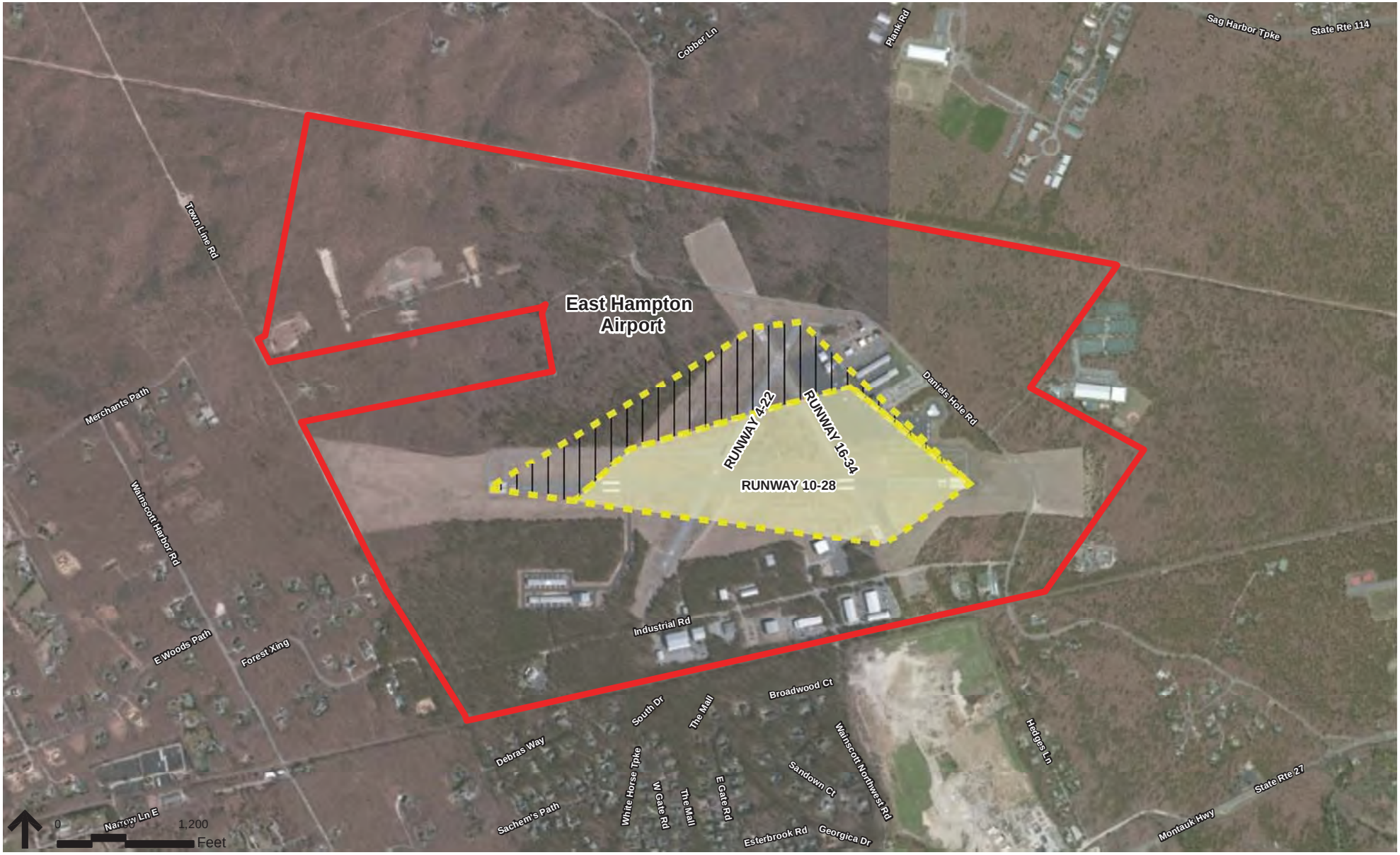
Sources: (c) 2010 Microsoft Corporation and its data suppliers; DY Consultants 2013

Legend

- Airport Boundary
- Restricted Areas within FAR Part 77
- Primary Surfaces
- Approach Surfaces
- Transitional Surfaces

East Hampton Airport
Seasonal Airport Traffic Control Tower

Figure 2-2
FAR Part 77 Surfaces



Sources: (c) 2010 Microsoft Corporation and its data suppliers; DY Consultants 2013

Legend

- Airport Boundary
- Line of Site Area
- Obstructed Line of Sight

East Hampton Airport
Seasonal Airport Traffic Control Tower

Figure 2-3
Visibility "Line of Sight" Area

Sources: (c) 2010 Microsoft Corporation and its data suppliers; DY Consultants 2013

Legend

- Airport Boundary
- Non-Restricted Areas for ATCT Siting

East Hampton Airport
Seasonal Airport Traffic Control Tower

Figure 2-4
Level 1 Screening Results - Potential Areas for ATCT Siting

Sources: (c) 2011 Microsoft Corporation and its data suppliers; DY Consultants 2013

Legend

- Airport Boundary
- Non-Restricted Areas for ATCT Siting

East Hampton Airport
Seasonal Airport Traffic
Control Tower

Figure 2-5
Alternative Areas

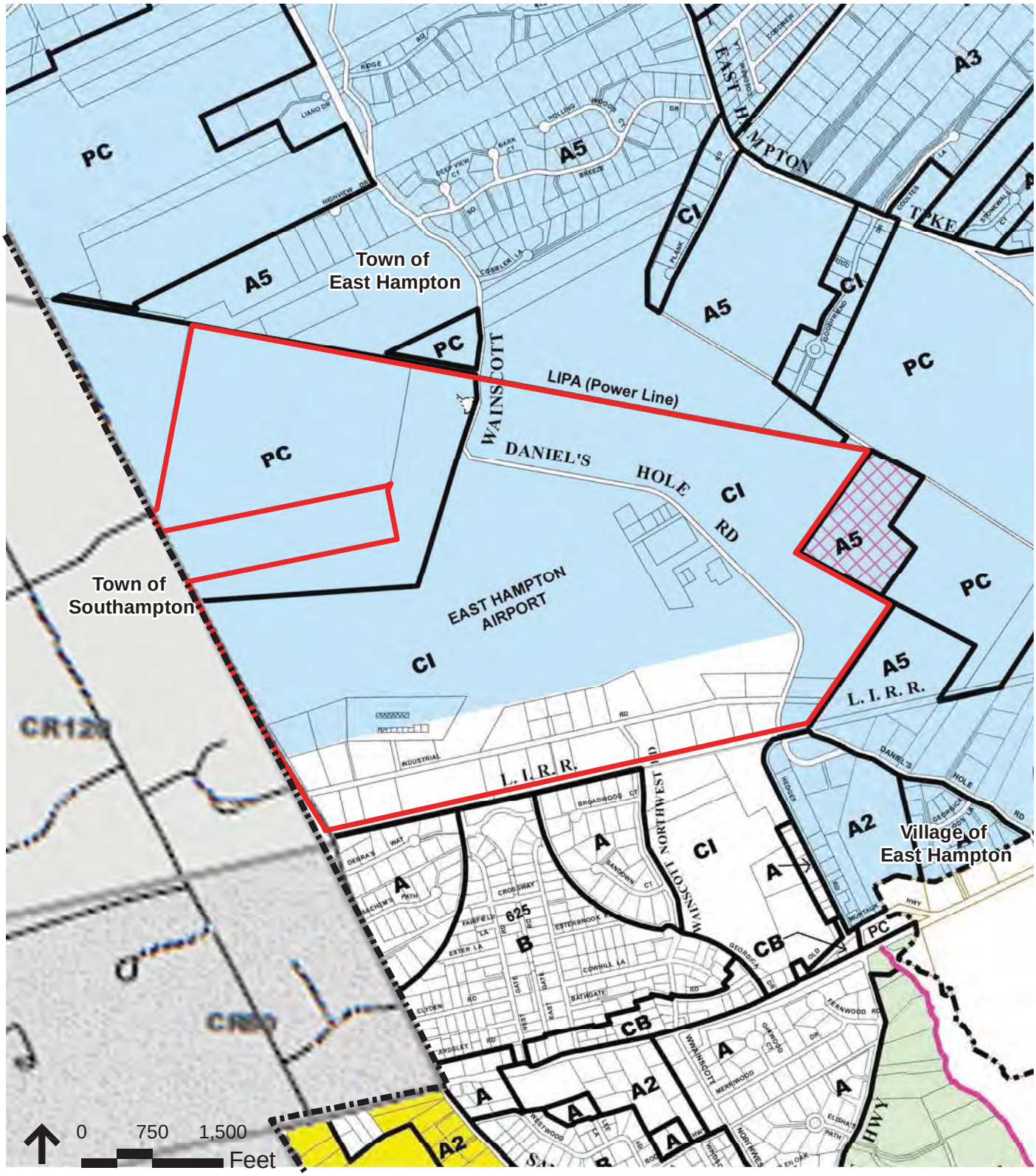
Sources: (c) 2010 Microsoft Corporation and its data suppliers; DY Consultants 2013

Legend

- Airport Boundary
- Alternative Area 3
- Proposed ATCT Location

East Hampton Airport
Seasonal Airport Traffic Control Tower

Figure 2-6
Alternative Area 3 Site Location
(Preferred Alternative)



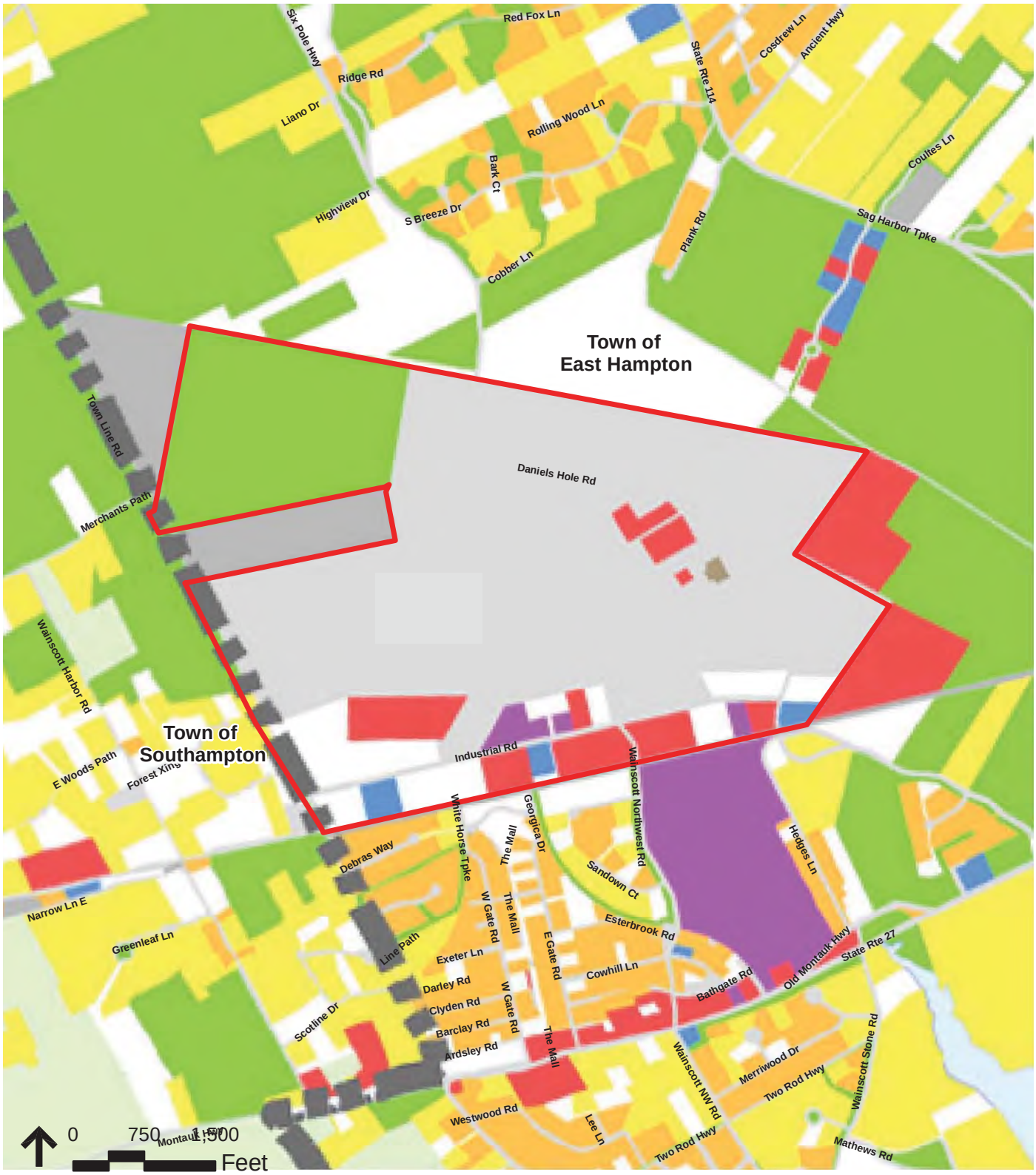
Sources: Town of East Hampton Zoning Map Panel Nos. 3 and 5; Town of Southampton Zoning Map Sheet 5 of 5

Legend

- Airport Boundary
- A — A Residence
- A2 — A2 Residence
- A3 — A3 Residence
- A5 — A5 Residence
- A10 — A10 Residence
- B — B Residence
- 455 — Urban Renewal Map Residence (As Zoned)
- MF — Multi-Family
- CB — Central Business
- CI — Commercial/Industrial
- CS — Commercial - Service
- NB — Neighborhood Business
- WF — Waterfront
- RS — Resort
- PC — Park & Conservation
- CR80 — Country Residence (80,000 Square Feet)
- CR120 — Country Residence (120,000 Square Feet)
- Water Recharge Overlay District
- Agricultural Overlay District
- Harbor Protection Overlay District
- Municipal Boundary

East Hampton Airport
Seasonal Airport Traffic Control Tower

Figure 3-1
Zoning in the Area of
East Hampton Airport



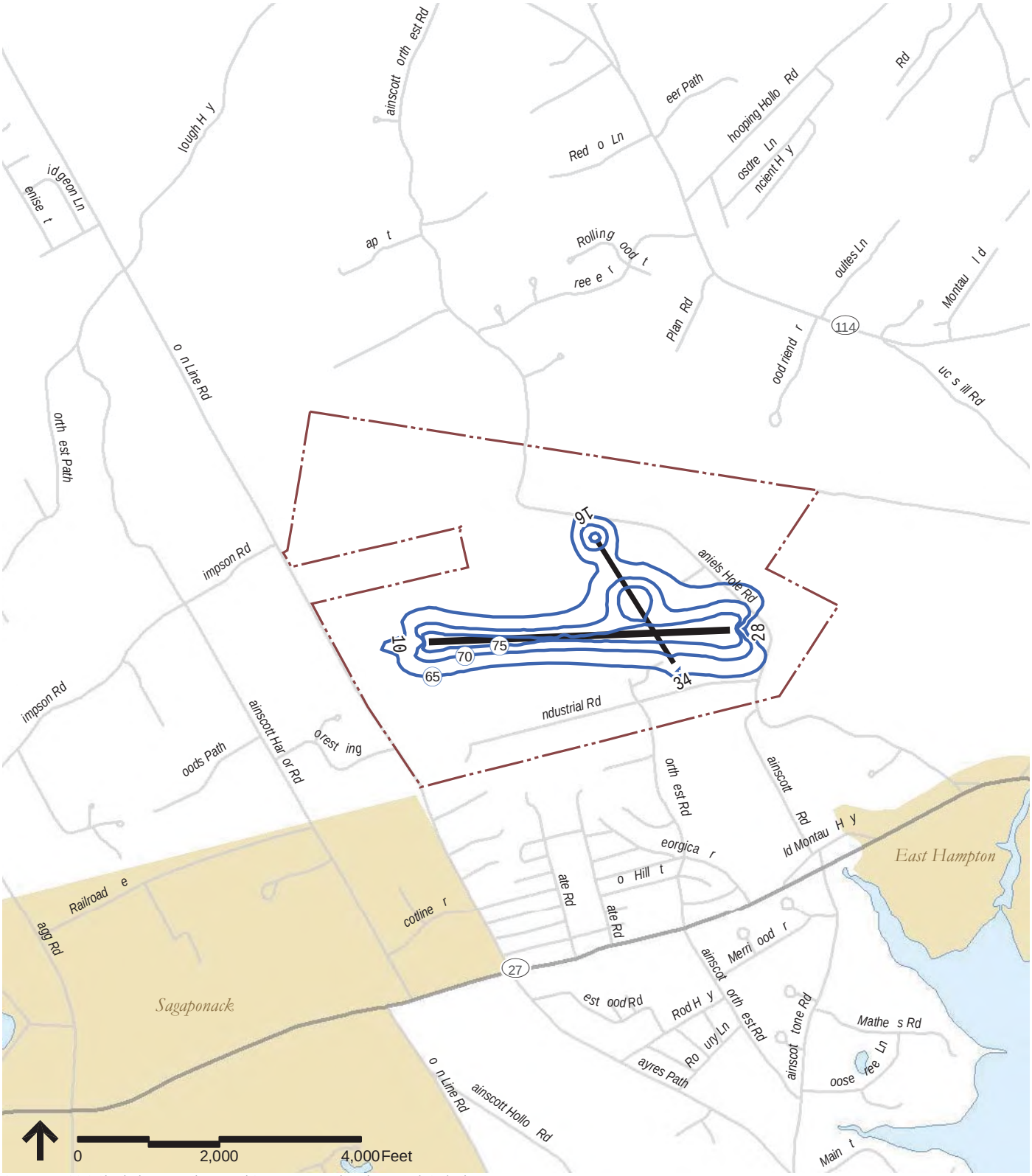
Sources: Towns of East Hampton and Southampton 2007 Existing Land Use, Suffolk County Department of Planning

Legend

- Airport Boundary
- Town Boundary
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Industrial
- Institutional
- Recreation and Open Space
- Agricultural
- Vacant
- Transportation
- Utilities
- Waste Handling and Management
- Underwater Land

East Hampton Airport
Seasonal Airport Traffic Control Tower

Figure 3-2
Land Use in the Area of
East Hampton Airport



Sources: NYSGIS Clearinghouse, Environmental Systems Research Institute, Inc. (ESRI); AirNAV

Legend

- Noise Contour (65-75 dB)
- Airport Boundary
- Airport Runway
- Major / State Highway
- Local Roads
- Recreation / Open Space
- Village
- Water

East Hampton Airport
Seasonal Airport Traffic
Control Tower

Figure 3-3
DNL Noise Exposure Contours for 2013 and 2018, with or without a Seasonal ATCT

Sources: (c) 2011 Microsoft Corporation and its Data Suppliers; NYSDEC 2003; US Fish and Wildlife Service National Wetlands Inventory 2013

Legend

- Airport Boundary
- NYSDEC Freshwater Wetland
- NWI Wetland

East Hampton Airport
Seasonal Airport Traffic Control Tower

Figure 3-4
NWI and NYSDEC Wetlands

B. Mobile ATCT 2012 CATEX and ROD

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FAA
Airports Division

Eastern Region

1 Aviation Plaza
Jamaica, New York 11434

May 18, 2012

Mr. William J. Wilkinson, Supervisor
Town of East Hampton
159 Pantigo Road
East Hampton, New York 11937

Re: East Hampton Airport (HTO)
Location and Installation of a Mobile Airport Traffic Control Tower
Federal Environmental Action

Dear Mr. Wilkinson:

The New York Airports District Office has completed its review of your submittal of a Categorical Exclusion Form for the proposed location and installation of Mobile Airport Traffic Control Tower at East Hampton Airport, New York.

The proposed project involves the installation of a mobile ATCT to be located on existing grass south of Runway 10-28 and west of Runway 16-34 to be established subsequent to the date on which the attached determination is fully executed through October 31, 2012 only.

Based on our review of the information provided along with guidance contained in FAA Orders 5050.4B and 1050.1E, we have determined that the subject project does not have the characteristics that require a formal NEPA environmental assessment nor does it contain the potential for causing adverse environmental impacts. We have, therefore, determined that this project qualifies for a "Categorical Exclusion" and have executed this finding accordingly (signed 5/18/12). Please note that this correspondence represents the formal Federal Environmental Finding; additional coordination with the FAA may be necessary for this project with regard to an Airport Layout Plan Approval and Airspace Review.

Should you have any questions or need additional information, please call me at (718) 553-3335.

Sincerely,

Tom Felix, Manager
Planning and Programming Branch

cc: D. Yap, DY Consultants

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CATEGORICAL EXCLUSION / RECORD OF DECISION

MOBILE AIRPORT TRAFFIC CONTROL TOWER
EAST HAMPTON AIRPORT (HTO)
EAST HAMPTON, NEW YORK

Introduction

This Federal Aviation Administration (FAA) Categorical Exclusion / Record of Decision (ROD) sets out the Federal Aviation Administration's (FAA) consideration of environmental and other factors for the approval of a Pen and Ink Change to the Airport Layout Plan (ALP) for East Hampton Airport (HTO). This decision incorporates the attached May, 2012, Categorical Exclusion Form and attachments for a proposed mobile Airport Traffic Control Tower (ATCT), in its entirety.

Proposed Federal Action

The proposed federal action is the approval of a Pen and Ink Change to the HTO's ALP to include the location and installation of a mobile ATCT for the specific time period designated in the paragraphs below and under no circumstances, to remain in place beyond October 31, 2012.

Purpose and Need

The purpose and need of the project is to install a mobile ATCT at HTO. The mobile ATCT will be established subsequent to the date on which this ROD is fully executed and it will remain in place until no later than October 31, 2012. The mobile ATCT will provide orderly control and enhance the safety of air traffic that is arriving and departing HTO during the peak summer season when air traffic volume at HTO greatly increases.

Project Description

The proposed project is the installation of a mobile ATCT to be located on existing grass south of Runway 10-28 and west of Runway 16-34. The tower will not result in a change to current flight procedures. There is a proposed airspace reclassification being addressed in a Notice of Proposed Rulemaking; FAA docket number FAA-2012-0217; Airspace Docket No. 12-AEA-2. The tower will be approximately 22' long x 10' wide and 26.3' high. The proposed tower will sit upon a concrete pedestal approximately 23' long x 10' wide supported by four 2'x 2' footings. The project also involves approximately 250 feet of trenching, grading, and seeding to facilitate the connection of utilities. The project also involves the removal and trimming of approximately ¼ acre of trees at the perimeter of the airport grassland to provide an unobstructed view of the aircraft on final approach to Runway 34. The tower will be operational from an approximate date subsequent to the date on which this ROD is fully executed; it will remain in place until no later than October 31, 2012; the tower will operate between the hours of 6:30am to 11:30pm local time; after October 31, 2012, the tower cabin will be removed from HTO; the pedestal and utilities will remain at the site. This ROD is applicable only to the timeframes discussed above, during the year 2012.

Impact Analysis

The attached May 2012 Categorical Exclusion Form and attachments address the effect of the proposed project on the quality of the human and natural environment, and are made a part of this Record. The following impact analysis highlights the more thorough analysis presented in the documents.

Endangered Species: The airport has three plant species of concern that are protected by New York State; the Pine Barren Sandwort (*Minuartia caroliniana*), the Bird's Foot Violet (*Viola pedata*), and a *Spiranthes* orchid. None of the species of concern are located at or near the proposed project site. The location of these species on the airport was identified during a field survey in 1999; the findings of the field survey were validated in 2012. Based on this information, the project will not result in any adverse impacts to the state species of concern.

Biotic Resources: The project includes the removal and trimming of approximately ¼ acre of existing trees at the perimeter of the airport grassland to provide an unobstructed view of the aircraft on final approach to Runway 34. No soil removal or replacement of topsoil is proposed. No adverse effects to biotic resources are expected.

Water Quality: The project area is located over a sole source aquifer. Based on our review, the project would result in minimal ground disturbance and little new impervious surface. Accordingly, the project will not likely result in any significant ground water impacts or pose a significant hazard to public health.

This effort has been coordinated with EPA Region II. See attached correspondence.

Decision

The FAA recognizes its responsibilities under the National Environmental Policy Act of 1969 (NEPA) and its implementing Council on Environmental Quality (CEQ) regulations, and its own directives. Recognizing these responsibilities, I have carefully considered these objectives in relation to aeronautical and environmental factors at East Hampton Airport and utilized the environmental process to make a more informed decision.

The final environmental documents satisfy the requirements of NEPA, and FAA Orders 1050.1E and 5050.4B.

Having carefully considered aviation safety and the operational objectives of the proposed project, as well as being properly advised as to the anticipated environmental impacts of the proposal, under the authority delegated to me by the Administrator of the FAA, I find that the project is reasonably supported, and I, therefore, direct that action be taken to carry out the agency actions noted above.

Recommended: 5-17-12

Tom Felix, Manager — Date
Planning and Programming Branch
Airports Division
Federal Aviation Administration
Eastern Region

Approved: 5/17/12

William Hanagan, Manager — Date
Airports Division
Federal Aviation Administration
Eastern Region

This Categorical Exclusion / Record of Decision presents the Federal Aviation Administration's findings and final decision and approvals for the actions identified, including those taken under the provisions of Title 49 of the United States Code, Subtitle VII, Parts A and B.

Any party having a substantial interest may appeal this order to the United States Court of Appeals for the District of Columbia Circuit or in the court of appeals of the United States for the circuit in which the person resides or has its principal place of business, upon petition filed within 60 days after entry of this order in accordance with 49 U.S.C. §46110.

TOWN OF EAST HAMPTON

159 Pantigo Road
East Hampton, New York 11937

WILLIAM J. WILKINSON
Supervisor

Tel: (631) 324-4141
Fax: (631) 324-2789
WWilkinson@EHamptonny.gov

May 11, 2012

Mr. Otto Suriani
Acting Manager
New York Airport District Office

Re: East Hampton Airport (HTO) Mobile Air Traffic Control Tower (ATCT) – Revised Categorical Exclusion Form (CATEX)

Dear Mr. Suriani:

The Town of East Hampton has reviewed the Mobile Air Traffic Control Tower CATEX dated May 10, 2012 with our Consultant, DY Consultants. We respectfully submit a revised CATEX package that includes the following:

1. **Revised FAA Eastern Region Airport Division CATEX form**
2. **Line of sight sketch**
3. **ATCT sketch, utilities sketch**
4. **Mobile ATCT access [roads] sketch**
5. **Town letter of 5/10/12 regarding tree trimming and removal**
6. **RVA letter of 3/28/12 regarding change in airspace**
7. **Town letter of 4/20/12 regarding T&E species, ALP drawing**

The Mobile Air Traffic Control Tower will be operational only for a year (2012). If you should have any questions or need further information, please do not hesitate in contacting myself at the number above or DY Consultants at 516.625.9800.

Sincerely,

William J. Wilkinson
Supervisor, Town of East Hampton

Cc: M. Janet, FAA NYADO
D. Yap, DY Consultants
D. Stanzione, Town of East Hampton
J. Jilnicki, Town of East Hampton

APPROVED AS TO FORM
NOT REVIEWED AS TO EXECUTION
BY
TOWN ATTORNEY

FEDERAL AVIATION ADMINISTRATION
EASTERN REGION AIRPORTS DIVISION

CATEGORICAL EXCLUSION FORM

See Instructions Page Prior to Completing this Form

Airport Name: **East Hampton Airport (HTO)** Airport Identifier: **HTO**

Project Title: **Mobile Air Traffic Control Tower** Date: **5/11/2012**

APPLICABILITY:

This Environmental Evaluation Form should be used only if the sponsor's proposed project meets the following two (2) criteria:

1. The proposed project is a federal action subject to NEPA. List applicable paragraph number from FAA Order 5050.4B, Chapter 1 para. 9g **(1)**

And

2. The proposed project is identified as one that can be categorically excluded. List applicable category from FAA Order 1050.1E paragraphs 307 through 312. (Review Tables 6-1 and 6-2 in FAA Order 5050.4B) **309 (e)**
   Note:
   If action is listed in Table 6-1 - Complete project description, go to page 4 and sign certification. No further review necessary
   If action is listed in Table 6-2 - Complete remainder of form

PROJECT DESCRIPTION - List and clearly describe **ALL** components of project proposal including all connected actions. Include summary of existing conditions at project site. (Attach site map identifying project area)

The proposed project at East Hampton Airport is the installation of a Mobile Air Traffic Control Tower to be in operation for 2012. This Mobile Air Traffic Control Tower will ensure compliance to existing air traffic patterns for both fixed wing and rotary wing aircraft in all weather conditions, reducing the risk of conflicts that could lead to collisions in the pattern or on the airfield. The tower will not result in a change of procedures at the airport, it will only aide in the control of existing traffic.

The traffic volume is greatly increased during the peak summer season and on certain days and time frames air traffic complexity to East Hampton is increased. The proposed Mobile Air Traffic Control Tower will not itself lead to an increase in air traffic, as East Hampton traffic is primarily driven by the airport location as a destination and not the airport facilities.

The Mobile Air Traffic Control Tower will be located on existing grass located south of Runway 10-28 and west of Runway 16-34 (**see attached Line of Sight sketch**). The control tower will be approximately 22x10 feet and 26.3 feet high. The proposed tower will sit upon a concrete pedestal that will hover over the ground, supported by four 2x2 feet footings (**see attached ATCT sketch**). There will be a minimal increase in impervious surface, with no significant impact on stormwater regulations.

The tower location was determined based upon a thorough evaluation of alternatives. The outcome of this analysis determined that this is the only reasonable location on the Airport based upon the following:

- Environmental Impacts
- Line of Site to Entire Field
- Line of Site to Flight Patterns

- Airport design Standards
- Airport Regulations (FAR Part 77)
- Access to Utilities
- Minimal Disturbance
- Minimal Impacts to Airport Operation
- Access to Site

The proposed control tower will connect to an existing road, Industrial Road. There will be no road extensions or additional work needed to connect to Industrial Road.

The disturbance associated to the construction of a Mobile Air Traffic Control Tower is minimal. The electrical and communication utilities associated with the proposed control tower involve using and extending the existing utility connections located in the nearby hangar. Approximately 250 linear feet of trenching through the grass area from the utility closet on the nearby hangar to the Mobile Air Traffic Control Tower location (**see attached Utilities sketch**). The trenches will be approximately 4 feet deep and no more than 3 feet wide. The trenches will house both the tower's electrical and communication lines. Any areas disturbed during construction will be restored and seeded with native grasses and no significant adverse impacts are expected to occur.

Tower employees will access the Mobile ATCT through an existing secured access gate off of Industrial Road, near the Executive Hangar (**see attached Mobile ATCT Access sketch**). Employees will both enter and exit through this secured access point to the airport and the proposed tower site using a security code. An existing shared parking lot is located inside of the gate near the existing hangar and will be used by the staff. Employee break rooms and restroom facilities are located within the existing hangar and available to the staff.

The control tower will only be operational from May 1, 2012 to October 31, 2012, between the hours of 6:30L – 23:30L. The tower will be used for the 2012 year only. After the operation period, the tower cabin will be removed and put off site by Robinson Aviation. The pedestal and utilities will remain at the site. The utilities will be stored in a junction box.

The project also includes the trimming and removal of approximately ¼ acre of existing trees at the perimeter of the airport grassland to provide an unobstructed view of the aircraft on final approach to Runway 34. No soil removal or importation of topsoil is proposed. These trees are not located within the NYS Central Pine Barrens Region defined by the NYS Long Island Pine Barrens Protection Act of 1993. This effort has been coordinated with the Town of East Hampton's Environmental Planner (**see letter from Town of East Hampton, dated 5/10/12**).

The proposed development will not result in the "take" of threatened or endangered species or have significant impact to habitat. No known or threatened or endangered species have been identified at or near the project location. Minimal potential clearing and disturbance will occur during the proposed control tower project. There are no expected cumulative impacts from the proposed project. The project will follow all applicable regulations, follow best management practices and coordinate with NYSDEC to ensure minimal disturbance to flora and fauna during the design and construction phases of this proposed project.

1. AIR QUALITY* (Contact air quality agencies as appropriate)	
(a)Is the proposed project located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act and does it result in direct emissions? If Yes go to (b), No go to (d)	Yes X No ___
(b)Is the proposed project an "exempted action," under the General Conformity Rule? If Yes cite exemption _____ go to (d), No go to (c)	Yes X No ___
or presumed to conform (PTC) under FAA rules? (See FRN vol.72 no. 145 pg 41565) If Yes cite PTC **15. Routine Installation and Operation of Airport Navigational Aides** go to (d), No go to (c)	
(c)Would the proposed project result in a net total of direct and indirect emissions that exceed the threshold levels of the regulated air pollutants for which the project area is in non-attainment or maintenance? (attach emissions inventory) If Yes consult ADO, No go to (d)	Yes ___ No X
(d) Is the airport's activity levels below FAA thresholds for requiring a NAAQS analysis? If Yes go to Item 2, No go to (e)	Yes X No ___
(e) Do pollutant concentrations exceed NAAQS thresholds? (attach emissions inventory)	Yes ___ No ___
(f) Is an air quality analysis needed with regard to state indirect source review?	Yes ___ No ___
2. COASTAL*	
(a)Would the proposed project occur in a coastal zone, or affect the use of a coastal resource, as defined by your state's Coastal Zone Management Plan (CZMP)?	Yes ___ No X
(b) If "yes," is the project consistent with the State's CZMP? (If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification)	Yes ___ No ___
(c)Is the location of the proposed project within the Coastal Barrier Resources System (If yes, and the project would receive federal funding, coordinate with the FWS and attach FWS exemption).	Yes ___ No X
3. COMMUNITY DISRUPTION (Compatible Land Use)	
(a)Is the proposed project inconsistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located?	Yes ___ No X
(b) Would the proposed project lead to disruption or dividing of communities?	Yes ___ No X
(c) Would the proposed project cause relocation of any people, homes or businesses?	Yes ___ No X
4. CUMULATIVE IMPACTS (consider past, present and reasonably foreseeable development on and off airport)	
(a) Is the proposed project likely to cumulatively cause significant impacts?	Yes ___ No X
(b) Is the proposed project likely to cause a significant lighting impact on residential areas or commercial use of business properties?	Yes ___ No X
(c)Is it likely to cause a significant impact on the visual nature of surrounding land?	Yes ___ No X
5. ENDANGERED SPECIES* (Fish, Wildlife and Plants)	
(a)Would the proposed project impact any federally or state-listed or proposed endangered or threatened species (ESA) of flora and fauna, or impact critical habitat? (Attach record of consultation with federal and state agencies as appropriate)	Yes ___ No X
(b)Would the proposed project affect species protected under the Migratory Bird Act	Yes ___ No X
(c)Would the proposed project affect other biotic communities or habitat not ESA protected	Yes ___ No X
6. FARMLANDS CONVERSION*	
Does the project involve acquisition of farmland, or use of farmland, that would be converted to non-agricultural use and is protected by the Federal Farmland Protection Policy Act (FPPA)? (If yes, attach record of coordination with the Natural Resources Conservation Service (NRCS), including form AD-1006.)	Yes ___ No X
7. FLOODPLAINS*	
Would the proposed project cause an encroachment or impacts to the natural, ecological or scenic resources to the 100-year base floodplain? (If yes, opportunity for public review is required)	Yes ___ No X
8. HAZARDOUS MATERIALS*	
Would the proposed project involve existing hazardous materials or cause potential contamination from hazardous materials?(If yes, attach record of consultation with EPA)	Yes ___ No X

9. HIGHLY CONTROVERSIAL ACTION
Is the proposed project likely to be highly controversial on environmental grounds? — Yes ___ No X

10. HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL OR CULTURAL PROPERTY*
Would the proposed project impact any historic or cultural property or resources protected by the National Historic Preservation Act? (Consult with FAA, and contact State and/or Tribal Historic Preservation Officer. Attach record of consultation) — Yes ___ No X

11. INCONSISTENCY WITH APPLICABLE LAWS
Is the proposed project likely to be inconsistent with any federal, state, local, or tribal law relating to the environmental aspects of project? — Yes ___ No X

12. NOISE *
(a) Does the proposal have the potential to increase noise (e.g., would the proposed project increase aircraft operations or surface traffic)? — Yes ___ No X
(b) If "yes," will the proposed project have an impact on noise levels over noise sensitive areas within the DNL 65 dBA noise contour (Attach explanation) — Yes ___ No ___

13. SECTION 4(F)*
Does the proposed project have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance? (If yes, contact FAA, contact appropriate agency and attach record of consultation) — Yes ___ No X

14. TRAFFIC CONGESTION
Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or decrease Level of Service? — Yes ___ No X

15. US WATERS/WETLANDS*
(a) Does the proposed project involve federal or state regulated (Contact USFW or state agency if protected resources are affected) or non-jurisdictional wetlands? — Yes ___ No X
(b) If yes, does the project qualify for an Army Corps of Engineers General permit (If yes, attach record of consultation . If no, project is not eligible for CATEX) — Yes ___ No ___

16. WATER QUALITY*
(a) Does the proposed project have the potential to impact water quality, including ground water, surface water bodies, and public water supply system or federal, state or tribal water quality standards? (If yes, contact appropriate agency) — Yes ___ No X
(b) Is the project to be located over a designated Sole Source Aquifer (If yes, attach record of consultation with EPA) — Yes X No ___

17. WILD AND SCENIC RIVERS*
Would the proposed project affect a river segment that is listed in the Wild and Scenic River System or National Rivers Inventory? (If yes, coordinate with the jurisdictional agency and attach record of consultation) — Yes ___ No X

18. ENERGY, NATURAL RESOURCES AND SOLID WASTE
(a) Would the project have a significant impact on energy or other natural resource consumption? — Yes ___ No X
(b) Would the operation and/or construction of the project generate significant amounts of solid waste? — Yes ___ No X

19. Other Categories
(a) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"? — Yes ___ No X
(b) Reviewing the above categories, would the project affect:
Environmental Justice * — Yes ___ No X
Children's Health and Safety * — Yes ___ No X

Project Title/Airport Identifier

Mobile Air Traffic Control Tower /HTO

PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.

Tiffany Sellinger — 5/11/12
Signature — Date

Tiffany Sellinger — 516-625-9800
Print Name — Phone

DY Consultants — 401 Franklin Avenue, Suite 318, Garden City, NY 11530
Company/Airport — Address

Email address to receive notice of FAA decision TSellinger@dyconsultants.com

AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature — 5/11/12
Signature — Date

William Wilkinson — 631-537-1130
Print Name — Phone

Email address to receive notice of FAA decision wwilkinson@ehamptonny.gov

If no email available, provide mailing address _____

APPROVED AS TO FORM
NOT REVIEWED AS TO EXECUTION
BY
TOWN ATTORNEY

For FAA Use Only

FAA DECISION:
Having reviewed the above information, certified by the responsible airport official, it is the FAA's decision that the proposed development project has been found to qualify for a Categorical Exclusion from preparation of a formal environmental assessment.

Project Reviewed by:

_____ _____
(Signature of Responsible FAA Official) — Date

ATTACHMENT
DESCRIBE IMPACT AND RESULTS OF CONSULTATION IF REQUIRED

1. Air Quality. The region is generally in compliance with all air quality standards except ozone and $PM_{2.5}$ standards. Suffolk County has been designated a moderate non-attainment zone for ozone as a $PM_{2.5}$ attainment area by the U.S. EPA. The proposed construction of Mobile Air Traffic Control Tower will not push ozone and $PM_{2.5}$ levels above regulation levels; thus it is "presumed to conform" based on FAA PTC Routine Installation and Operation of Airport Navigational Aides. Additionally, annual operations at the Airport are well below the NAAQS threshold.

4. Cumulative Impacts. Due to a conditional approval of the ALP, only maintenance projects are proposed for the airport from 2012 – 2016:

- Perimeter Fence
- Rehab Runway 4-22
- Rehab Terminal Apron
- Rehab of all Taxiways

The Mobile ATCT will not add to any cumulative impact of the future projects planned for the airport. The project also includes the trimming and removal of approximately ¼ acre of existing trees at the perimeter of the airport property to provide an unobstructed view of the aircraft on final approach to Runway 34. These trees are not located within the NYS Central Pine Barrens Region defined by the NYS Long Island Pine Barrens Protection Act of 1993 (**see letter from Town of East Hampton, dated 5/10/12**). The site is located adjacent to a road, which will result in minimal disturbances. No soil removal or importation of topsoil is proposed. There will be no threatened and endangered species habitat loss and the trees are easily accessible through existing roads.

Concurrent with the proposed Mobile ATCT is a separate request for a reclassification of airspace at East Hampton Airport. East Hampton Airport historically experiences an average of 30,000 operations per year. East Hampton is a summer resort community so half of those operations occur during June, July and August, or about 15,000 operations for 3 months. Extrapolating the rate of traffic for 12 months equals the rate of 60,000 operations per year – enough to justify Class D controlled airspace. No change in flight patterns, new procedures, or changes in traffic abundance at the airport due to the tower is anticipated (**see Robinson Aviation letter, dated 3/28/12**).

5. Endangered Species. Based upon records research, a field survey was conducted of the site and three plant species of concern have been located on the Airport: the Pine Barren Sandwort (*Minuartia caroliniana*), the Bird's Foot Violet (*Viola pedata*) and a *Spiranthes* orchid. These plant species are either identified as being too far away to be negatively impacted or they too favor habitat other than the location of the Mobile Air Traffic Control Tower proposed project, as supported by the Town of East Hampton's Planning Department (**see letter from Town of East Hampton, dated 4/20/12**).

The Pine Barren Sandwort is classified as a rare native plant and is protected at the State level and not the Federal level. This plant has been located within the central triangular area, between the paved runways on the airport.

The Bird's Foot Violet was located along the western edge of Runway 10-28 and the Daniel's Hole End of the Runways 4-22 and 16-24. These locations are not within the vicinity of the location of the Mobile Air Traffic Control Tower. These plants are located along fringes of forests, which are not in the vicinity of the proposed control tower. The Bird's Foot Violet is protected only by the State and not at the Federal level.

The third plant, being the *Spiranthes Orchid*, also listed by the State and not at the Federal level. This plant was located north west of Runway 4-22, not within the vicinity of the Mobile Air Traffic Control Tower.

Two bird species of concern were also noted, Grasshopper Sparrows (*Ammodramus savannarum*) and Eastern Bluebirds (*Sialia sialis*), as part of a field survey of the site. Both these plant and animal species are not restricted to airport land. The Eastern Bluebird is protected but not listed in NY and the Grasshopper Sparrow is listed as "Species of Concern" at the New York State level; both are not Federally-listed.

The management of airfields for native grassland flora and fauna has been successfully accomplished on a variety of private, public and military airfields. This project will involve a design process that will include the maximum protection of areas of natural flora and fauna. The airport implements a mowing program that is limited to the areas that affect the airfield. The result is conducive to supporting habitat for the continual breeding of the grassland birds. The installation of the proposed tower has minimal impact upon grasslands (only 4 small footings) and will not interrupt the process that currently exists.

The proposed development is not likely to result in the "take" of threatened or endangered species. No known or threatened or endangered species have been identified at or near the project location. Therefore, no permit is required at this time pursuant to the implementing regulations (6NYCRR Part 182) of the New York State Endangered Species Act (Article 11-0535).

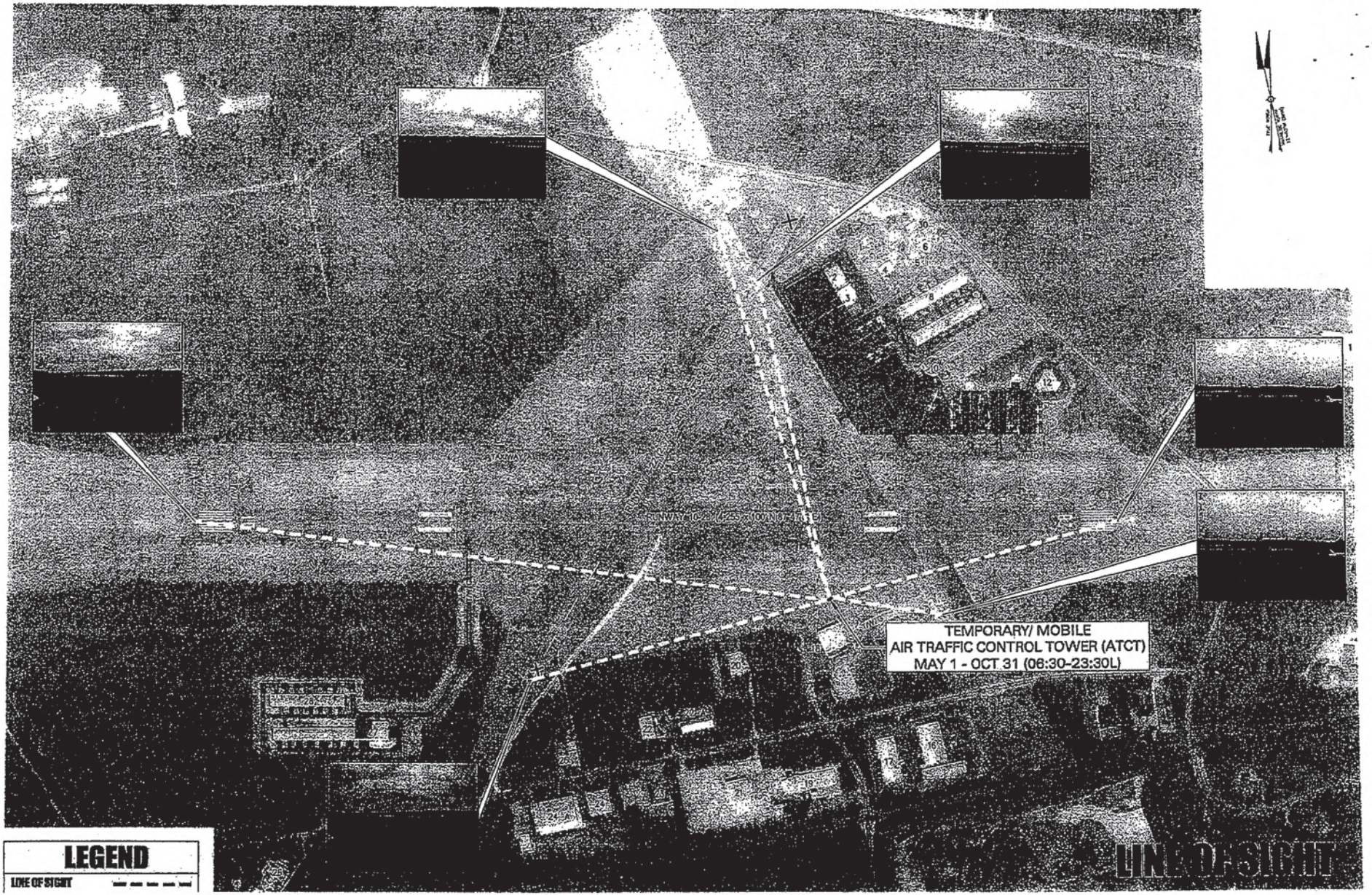
15. U.S. Waters/Wetlands. The only wetlands located on the Airport property is a small (approximately 2 acres), isolated, freshwater wetlands located in the northern portion of the site, just west of Daniel's Hole Road/Wainscott-NW Road (**see attached ALP figure**). The wetland is classified as Class II under the New York State Freshwater Wetlands Act. The proposed control tower is more than 100 feet from regulated freshwater wetlands, and therefore will not have an impact. Therefore, no permit is required pursuant to the Freshwater Wetlands Act (Article 24) and the implementing regulations (6NYCRR Part 663).

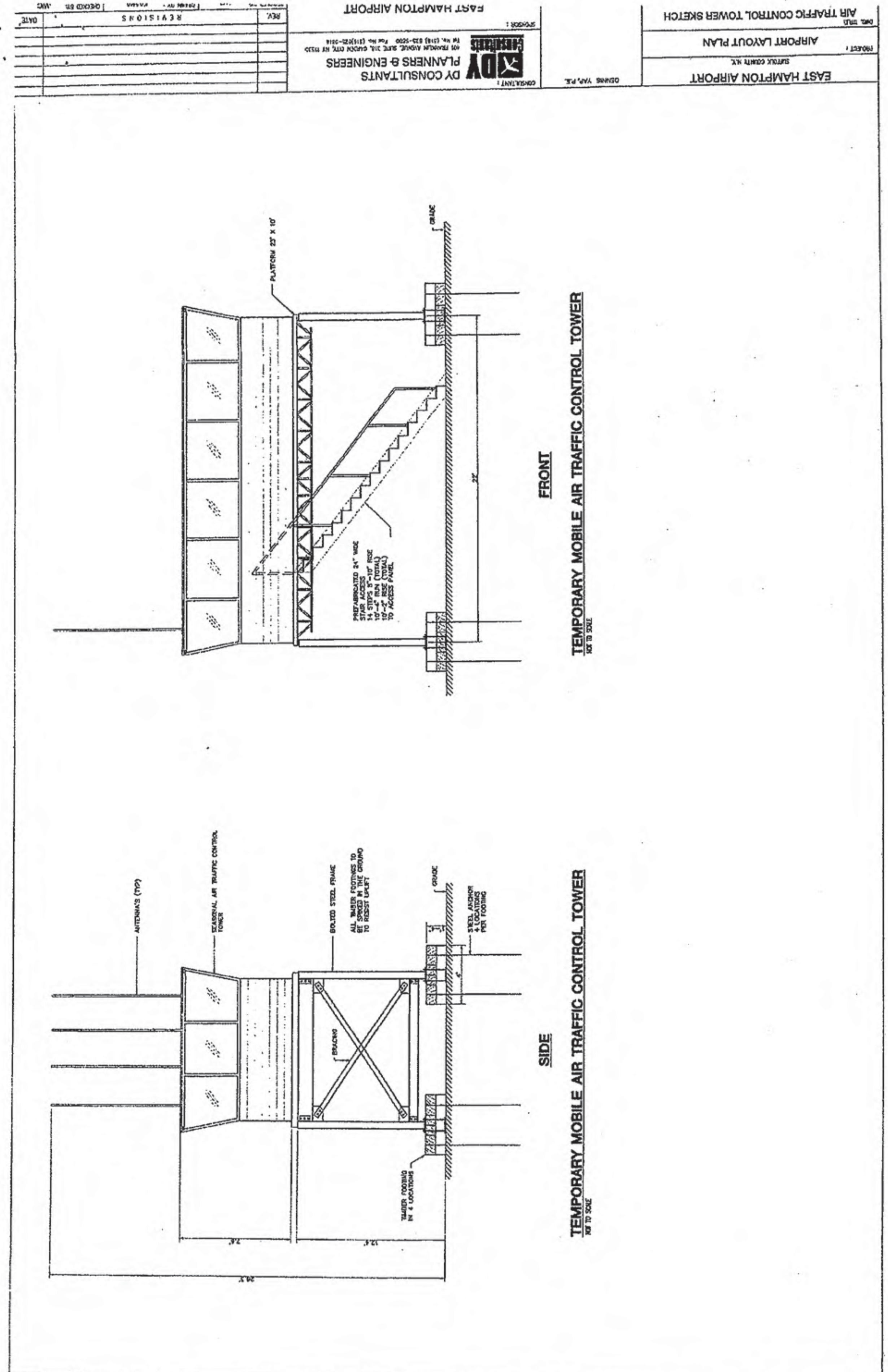
16. Water Quality. The entire Airport area is located within a Special Groundwater Protection Area (SPGA). The property is within the 5-foot glacial aquifer contour. This has been identified as the primary groundwater recharge area within which the existing Suffolk County Water Authority wells are located and within which future water supply development should take place. East Hampton is located on the Nassau-Suffolk Sole Source Aquifer, a Federal designation regulated by the EPA. The East Hampton Zoning Map and code has been revised to incorporate measures to protect the groundwater (i.e., 5-acres and other low density residential zoning classifications). Protected open space provides the highest quality groundwater recharge and the lowest potential for future contamination of groundwater resources. Based on the Town of East Hampton's Zoning and Code, protected open space provides the highest quality of groundwater recharge and the lowest potential for future contamination.

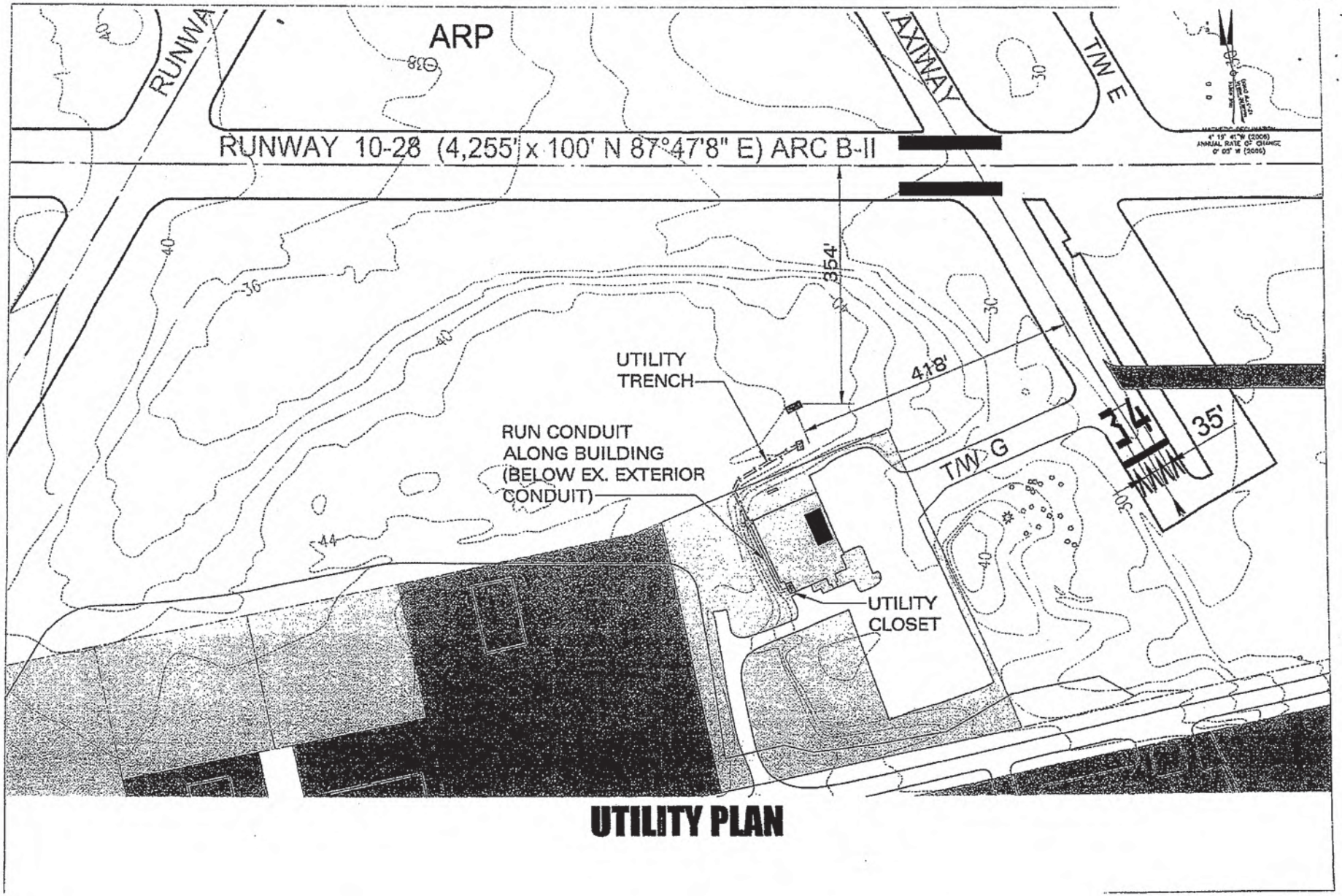
East Hampton's Town code states that; for commercial lots within the Water Recharge Overlay District, the total area which may be cleared of indigenous natural vegetation shall not exceed 10,000 square feet or 50% of the lot area. The proposed Mobile Air Traffic Control Tower will not exceed this town threshold, thus, the water quality and sole-source aquifer will not be negatively affected by the proposed control tower.

Potential runoff from the tower will be insignificant (22' x 10' or 220 sf). The potential for soil erosion will be minimal and will not require permitting due to the added impervious surface as well as the gradual slopes that are associated with this development.

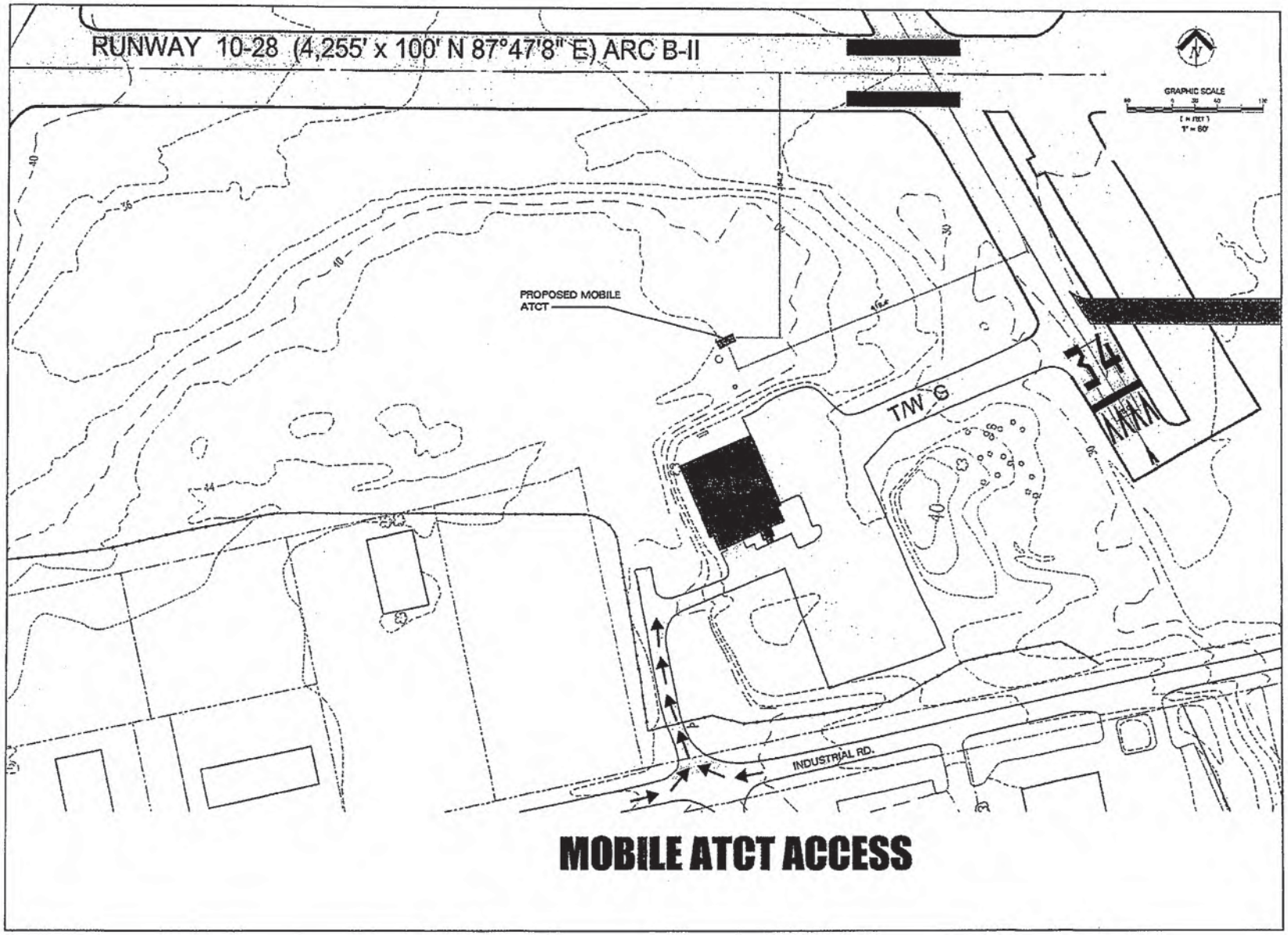
U.S. EPA Region 2 was not contacted regarding the proposal action because there is an agreement between the FAA Eastern Division and U.S. EPA Region 2 regarding common airport-related projects. It is understood that there is low potential for impact to water quality from such projects.


TEMPORARY/ MOBILE
AIR TRAFFIC CONTROL TOWER (ATCT)
MAY 1 - OCT 31 (06:30-23:30L)
LEGEND
LOS OF SIGHT
LINE OF SIGHT


EAST HAMPTON AIRPORT
AIRPORT LAYOUT PLAN
AIR TRAFFIC CONTROL TOWER SKETCH
DY CONSULTANTS
PLANNERS & ENGINEERS
REVISIONS
FRONT
TEMPORARY MOBILE AIR TRAFFIC CONTROL TOWER
SIDE
TEMPORARY MOBILE AIR TRAFFIC CONTROL TOWER



UTILITY PLAN



MOBILE ATCT ACCESS

TOWN OF EAST HAMPTON

300 Pantigo Place – Suite 105
East Hampton, New York 11937-2684

Planning Department
Marguerite Wolffsohn
Director

Telephone (631) 324-2178
Fax (631) 324-1476

May 10, 2012

Tiffany H. Sellinger,Environmental Planner &
Marketing Coordinator
DY Consultants
401 Franklin Avenue, Suite 318
Garden City, NY 11530

Re: Tree Trimming at East Hampton Town Airport

Dear Ms. Sellinger,

The Town Of East Hampton proposes to cut and remove approximately ¼ acre of existing trees at the perimeter of the airport grassland to provide an unobstructed view of the aircraft on final approach on Runway 34. The Town will handle the tree trimming and removal procedures.

Please note that the Town Airport property is not located within the NYS Central Pine Barrens Region defined by the NYS Long Island Pine Barrens Protection Act of 1993.

Please contact me or the Airport Manager if you have any questions regarding this project.

Sincerely,

Marguerite Wolffsohn

Marguerite Wolffsohn
Planning Director

RVA

Robinson Aviation (RVA), Inc.

March 28, 2012

Mr. Tom Felix
FAA Airports Division
AEA-610

Dear Mr. Felix:

This letter is in response to our phone conversation of March 22, 2012 concerning the traffic patterns at East Hampton Airport.

The air traffic control service which Robinson Aviation (RVA) Inc. will provide at the East Hampton Airport will be typical for a Non Federal Control Tower (NFCT) VFR Tower. The NPRM for the airspace change has been published as a standard Class "D" Airspace; we will work within the airspace that FAA adopts as a result of the rule making process. We are working with the FAA controlling facility the New York TRACON and will enter into a Letter of agreement with them concerning the handling of IFR Aircraft operating to and from East Hampton Airport. We do not anticipate any change in the flight patterns at the airport due to the operation of the air traffic control tower.

If I can be of further assistance please contact me via email or phone.

Sincerely

Bill Peacock

1601 Northwest Expressway, Suite 850, Oklahoma City OK, Phone 405-840-3771 Fax 405-840-3772

TOWN OF EAST HAMPTON
300 Pantigo Place – Suite 105
East Hampton, New York 11937-2684

Planning Department
Marguerite Wolffsohn
Director

Telephone (631) 324-2178
Fax (631) 324-1476

April 20, 2012

Dennis Yap
DY Consultants
401 Franklin Avenue, Suite 318
Garden City, NY 11530

Dear Mr. Yap,

The East Hampton Town Planning Department is the Town Agency that is responsible for the environmental review of all Town projects, including the preparation of all SEQRA documents. The Planning Director and other staff members are qualified through formal education in biology and ecology as well as years of field experience within the town to conduct the required environmental analyses.

As requested, I have reviewed the language in the current CATEX write-up regarding endangered species at the proposed mobile air traffic control tower site (attached). Conditions at the East Hampton Airport have not changed significantly since the field survey was conducted by the Planning Department and volunteer Hugh McGinnis in 1999 and the language in the CATEX write-up is correct.

Sincerely,

Marguerite Wolffsohn

Marguerite Wolffsohn
Planning Director

Marguerite Wolffsohn

From: Tiffany Hom Sellinger [thom@dyconsultants.com]
Sent: Thursday, April 19, 2012 3:00 PM
To: Marguerite Wolffsohn
Cc: 'dyap'; 'Will Castillo'
Subject: CATEX - T&E Species Write-up

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: important

Hello Marguerite,

As discussed this afternoon, below please find the current CATEX write-up for the Airport's Mobile Air Traffic Control Tower.

Please let me know if you need anything else.

Thanks,
Tiffany

---

5. Endangered Species. Based upon records research, a field survey was conducted of the site and three plant species of concern have been located on the Airport: the Pine Barren Sandwort (*Minuartia caroliniana*), the Bird's Foot Violet (*Viola pedata*) and a *Spiranthes* orchid. These plant species are either identified as being too far away to be negatively impacted or they too favor habitat other than the location of the Mobile Air Traffic Control Tower proposed project.

The Pine Barren Sandwort is classified as a rare native plant and is protected at the State level and not the Federal level. This plant has been located within the central triangular area, between the paved runways on the airport.

The Bird's Foot Violet was located along the western edge of Runway 10-28 and the Daniel's Hole End of the Runways 4-22 and 16-24. These locations are not within the vicinity of the location of the Mobile Air Traffic Control Tower. These plants are located along fringes of forests, which are not in the vicinity of the proposed control tower. The Bird's Foot Violet is protected only by the State and not at the Federal level.

The third plant, being the *Spiranthes Orchid*, also listed by the State and not at the Federal level. This plant was located north west of Runway 4-22, not within the vicinity of the Mobile Air Traffic Control Tower.

Two bird species of concern were also noted, Grasshopper Sparrows (*Ammodramus savannarum*) and Eastern Bluebirds (*Sialia sialis*), as part of a field survey of the site. Both these plant and animal species are not restricted to airport land. The Eastern Bluebird is protected but not listed in NY and the Grasshopper Sparrow is listed as "Species of Concern" at the New York State level; both are not Federally-listed.

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Tiffany H. Sellinger
Environmental Planner &
Marketing Coordinator | DY Consultants
401 Franklin Avenue, Suite 518
Garden City, NY 11530
[redacted]
TSellinger@dyconsultants.com

MARGUERITE WOLFFSOHN

EDUCATION

May 1987 Long Island University C.W. Post Campus Brookville, NY

M.S. Biology

- Thesis – Suburban Bird Communities on Long Island in Relation to Habitat Structure – advisor: Dr. Jon Greenlaw

May 1977 SUNY College of Environmental Science and Forestry, Syracuse, NY

B.S. Forest Biology

- Major – Wildlife Biology and Management
- Minor - Botony

WORK EXPERIENCE

1987 - present Town of East Hampton Planning Department

Planning Department Titles

I have worked for the Town Of East Hampton Planning Department since 1987. During that time, I experienced all aspects of the Planning Department's work. I was first hired as a Planner reviewing Natural Resources Special Permits and Variances for the Zoning Board and conducting lot inspections. I moved on to also work on Planning Board applications and in 1992 was promoted to the position of Assistant Planning Director. I have served as Planning Director since December of 2001.

1983 - 1984 Theodore Roosevelt Sanctuary Inc., Oyster Bay, NY

Wildlife Biologist

Directed inventory of flora and fauna with volunteer assistance, devised ten-year master plan for property

1981- 1983 Theodore Roosevelt Sanctuary Inc., Oyster Bay, NY

Museum Curator

Designed interior of the trailside museum and supervised construction, planned exhibits, cataloged and properly stored museum collections; cared for live animal collection; taught educational programs for school children and general public

1979 F.A Bartlett Tree Expert Co., Westbury, NY

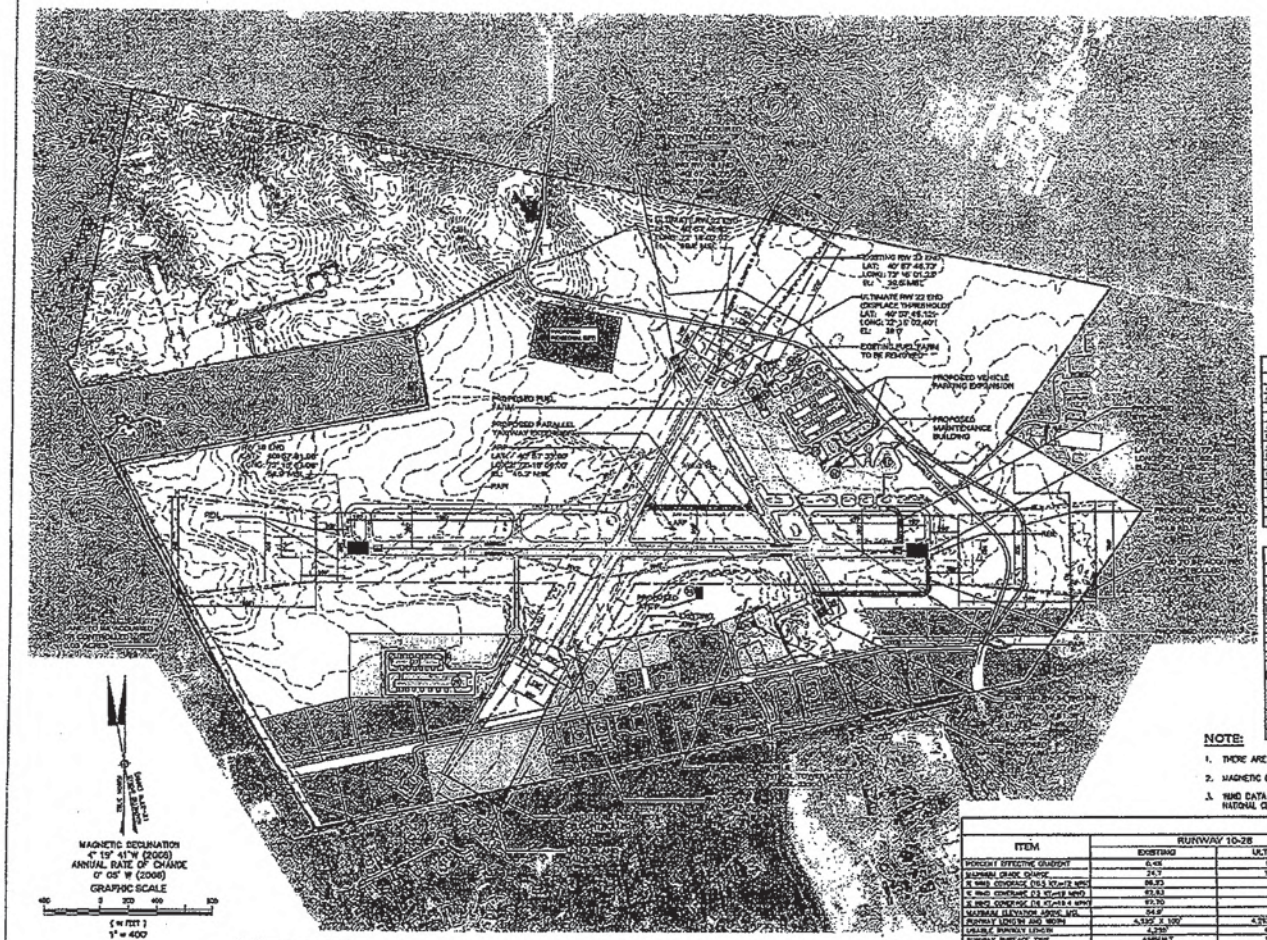
Tree Climber

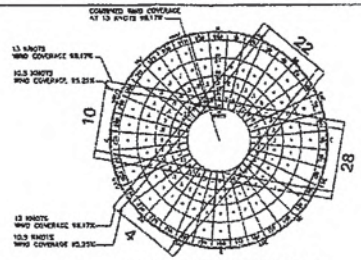
Performed all aspects of tree surgery using chain saws and manual tools

PUBLICATIONS

In addition to American Birds 38:125-126, authored and co-authored the following Planning Department publications

- Open Space Component of the Town Comprehensive Plan
- Buckskill Superblock Study
- Flora and Fauna Component of the Local Waterfront Revitalization Plan
- GEIS for Surfside Estates and the Surrounding Areas
- Town of East Hampton Superblock III Study





ALL WEATHER RW 4-22 & 10-26
(PROPOSED RUNWAY CONFIGURATION)

COMBINED WIND COVERAGE TABLE	
	RW 10-26 / RUNWAY 4-22
10.5 KNOTS	94.50%
13 KNOTS	97.65%
16 KNOTS	99.30%

SOURCE: NOAA, NATIONAL CLIMATIC DATA CENTER
DERIVED FROM 5-HR WIND REPORTS 1985-2005

AIRPORT DATA

ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (AFE) (NAD 83)	65'	SAME
AIRPORT REFERENCE POINT (ARP) (NAD 83/99)		
LATITUDE	40°-57'-33.90" N.	40°-57'-33.90" N.
LONGITUDE	72°-15'-09.49" W.	72°-15'-09.49" W.
AIRPORT AND TERMINAL NAVAIDS	ASR-9, ATCT, ILS-4, MSN, ASOS, VOR-A	ASR-9, ATCT, ILS-4, MSN, ASOS, VOR-A
MEAN MAXIMUM TEMPERATURE	91.0° F	91.0° F
AIRPORT REFERENCE CODE (ARC)	B-II	B-II
DESIGN AIRCRAFT	TWIN OTTER	C-340
AIRPORT ACREAGE:	600 AC.	610 AC.
MAGNETIC VARIATION	4° 19' 41" W (2006)	4° 19' 41" W (2006)
RUNWAY SURFACE LIGHTING	CA	CA
WIND COVERAGE GUIDELINES (COMPONENT (ALL WEATHER))		
10 KNOT WIND COVERAGE (10.5 KT = 12 MPH)	94.50	94.50
13 KNOT WIND COVERAGE (13 KT = 15 MPH)	96.62	97.65
16 KNOT WIND COVERAGE (16 KT = 18.4 MPH)	99.19	99.30

BUILDING DATA TABLE

EXISTING	PROPOSED	BUILDING	ELEVATION
1	1	FLIGHT SCHOOL, HANGAR	N/A
2	2	HANGAR - SOUTH AIRCRAFT STORAGE	N/A
3	3	HANGAR - SOUTH AIRCRAFT STORAGE	N/A
4	4	HANGAR - WEST, JOHN DEERE	N/A
5	5	HANGAR - PRIVATE OWNER	N/A
6	6	HANGAR - PRIVATE OWNER	N/A
7	7	HANGAR - JET AVIONICS	N/A
8	8	HANGAR - SHELTER AIRCRAFT, INC.	N/A
9	9	HANGAR - SHELTER AIRCRAFT, INC.	N/A
10	10	TERMINAL BUILDING	N/A
11	11	HANGAR - SHELTER AIRCRAFT	N/A
12	12	HANGAR - CHIEF AVIATION SERVICE	N/A
13	13	CONDOMINIUM, INC.	N/A
14	14	AIRCRAFT RESCUE FIRE FIGHTING BUILDING	N/A
15	15	NEW BUILDING - NOT ENTERED	N/A
16	16	17 HANGARS - NOT ENTERED	N/A
17	17	HANGAR - NOT ENTERED	N/A
18	18	HANGAR - CHIEF AVIATION SERVICE	N/A
19	19	STORAGE	N/A
20	20	A.A.F.E., INC. BUILDING	N/A
21	21	PROPOSED STORAGE BUILDING	N/A
22	22	LOCAL TELEPHONE, INC. BUILDING	N/A
23	23	EAST HAMPTON AIRCRAFT, LLC BUILDING	N/A
24	24	EAST HAMPTON AIRCRAFT, LLC BUILDING	N/A
25	25	SOUTH SHORE AVIATION, INC. BUILDING	N/A
26	26	26 INDUSTRIAL ROAD, LLC BUILDING	N/A
27	27	27 INDUSTRIAL ROAD, LLC BUILDING	N/A
28	28	THE COUNTRY HOUSE, BUILDING	N/A
29	29	LONG ISLAND SKYLINE AVIATION TERMINAL BUILDING	N/A
30	30	HANGAR - CHIEF DEE AVIATION	N/A
31	31	HANGAR - CHIEF DEE AVIATION	N/A
32	32	ENGINE TEST BLDG	N/A
33	33	4 PORT SELL TOWER	N/A
34	34	MAINTENANCE BUILDING	N/A
35	35	ATCT	N/A
36	36	TERMINAL FUEL FARM	N/A
37	37	AIRCRAFT FUEL FARM	N/A
38	38	HANGAR/FUEL FARM	N/A

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		AIRPORT REFERENCE POINT (ARP)
		PROPERTY LINE
		BUILDING RESTRICTION LINE
		PAVED SURFACES
		FENCE
		RUNWAY PROTECTION ZONE (RPZ)
		RUNWAY SAFETY AREA (RSA)
		RUNWAY OBJECT FREE AREA (ROFA)
		RUNWAY OBJECT FREE ZONE (ROFZ)
		RUNWAY VISIBILITY ZONE (RVZ)
		BUILDING
		CONTOURS
		COMMERCIAL/ INDUSTRIAL USES
		AERONAUTICAL USES
		INDUSTRIAL USE
		WETLANDS
		WETLANDS BUFFER

NOTE:
1. THERE ARE NO OFZ OBJECT PENETRATIONS EXCEPT FOR FRANGIBLE OBJECTS.
2. MAGNETIC DECLINATION INFORMATION OBTAINED FROM "WWW.NGDC.NOAA.GOV"
3. WIND DATA OBTAINED FROM THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, NATIONAL CLIMATIC DATA CENTER

RUNWAY DATA

ITEM	RUNWAY 10-28				RUNWAY 4-22				RUNWAY 16-34			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
PERCENT EFFECTIVE GRADIENT	0.45		0.66		CLOSED		0.28		0.36		-	
MAXIMUM GRADE CHANGE	2.4		SAME		5.7		6.2		0.9		-	
10 MPH COVERAGE (10.5 KT=12 MPH)	98.25		-		87.62		-		97.30		-	
13 MPH COVERAGE (13 KT=15 MPH)	97.83		-		97.03		-		97.33		-	
16 MPH COVERAGE (16 KT=18.4 MPH)	99.30		-		95.58		-		97.38		-	
MAXIMUM ELEVATION ABOVE MSL	64.9'		-		SAME		-		-		-	
RUNWAY LENGTH AND WIDTH	4,302' X 100'		4,762' X 100'		2,372' X 100'		2,372' X 90'		3,069' X 75'		CLOSED	
USABLE RUNWAY LENGTH	4,230'		4,762'		CLOSED		2,372'		2,069'		CLOSED	
RUNWAY SURFACE TYPE	ASPHALT		SAME		CLOSED		ASPHALT		ASPHALT		CLOSED	
RUNWAY STRENGTH	28K-SW		SAME		CLOSED		5K-12		5K-6.0		CLOSED	
AIRPORT REFERENCE CODE (ARC)	A-II		A-II		CLOSED		B-I		A-II		CLOSED	
CRITICAL AIRCRAFT	TWIN OTTER		0-340		CLOSED		BEECH 4180N		TWIN OTTER		CLOSED	
	RW 10	RW 28	RW 10	RW 28	RW 4	RW 22	RW 4	RW 22	RW 16	RW 34	RW 16	RW 34
FAR PART 77 APPROACH CATEGORY	NPI	NPI	SAME	SAME	-	-	V	V	V	V	NONE	NONE
APPROACH MINIMUMS	1 MILE	1 MILE	SAME	SAME	-	-	-	-	-	-	-	-
APPROACH SLOPE	34:1	34:1	SAME	SAME	-	-	20:1	20:1	20:1	20:1	-	-
RUNWAY LIGHTING	MIRAL	MIRAL	SAME	SAME	-	-	NONE	NONE	NONE	NONE	-	-
RUNWAY MARKING	NPI	NPI	SAME	SAME	-	-	VISUAL	VISUAL	VISUAL	VISUAL	-	-
VISUAL APPROACH AIDS	PAPI-2(RL)	PAPI-2(RL)	SAME	SAME	-	-	BASIC	BASIC	BASIC	BASIC	-	-
INSTRUMENT APPROACH AIDS	GPS	GPS	SAME	SAME	-	-	VOR-A	VOR-A	VOR-A	VOR-A	-	-
RUNWAY SAFETY AREA DIMENSIONS	300' X 150'	300' X 150'	SAME	SAME	-	-	240' X 120'	240' X 120'	300' X 150'	300' X 150'	-	-
RUNWAY OBJECT FREE AREA DIMENSIONS	300' X 300'	300' X 300'	SAME	SAME	-	-	240' X 400'	240' X 400'	300' X 300'	300' X 300'	-	-
OBSTACLE FREE ZONE	300' X 300'	300' X 300'	SAME	SAME	-	-	250' X 400'	200' X 400'	300' X 300'	300' X 300'	-	-
RUNWAY END COORDINATES (NAD 1983)	40°-57'-31.66" N. 72°-15'-09.49" W.	40°-57'-28.77" N. 72°-14'-41.49" W.	40°-57'-31.86" N. 72°-15'-09.49" W.	40°-57'-28.77" N. 72°-14'-41.49" W.	40°-57'-33.05" N. 72°-15'-09.23" W.	40°-57'-48.22" N. 72°-14'-33.84" W.	40°-57'-33.26" N. 72°-15'-09.49" W.	40°-57'-48.64" N. 72°-15'-02.04" W.	40°-57'-46.57" N. 72°-15'-00.37" W.	40°-57'-27.45" N. 72°-15'-21.04" W.	-	-
RUNWAY END ELEVATIONS (MSL)	64.9'	36.8'	SAME	SAME	13.0'	28.0'	13.0'	36.1'	28.7'	45.7'	-	-
DISPLACED THRESHOLD	NONE	NONE	NONE	NONE	-	-	NONE	62.0'	37.0'	108.0'	-	-
DISPLACED THRESHOLD ELEVATIONS (MSL)	NONE	NONE	NONE	NONE	-	-	NONE	36.8'	36.0'	30.0'	-	-
DISPLACED THRESHOLD COORDINATES (NAD 83/99)	NONE	NONE	NONE	NONE	-	-	NONE	40°-57'-15.13" N. 72°-15'-08.38" W.	40°-57'-43.79" N. 72°-15'-23.87" W.	40°-57'-26.22" N. 72°-15'-37.05" W.	-	-
TOUCHDOWN ZONE ELEVATION (MSL)	34.0'	36.8'	SAME	SAME	-	-	-	-	-	-	-	-

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT SPONSOR IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS OR ADVERSE EFFECT ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

FEDERAL AVIATION ADMINISTRATION	NEW YORK STATE DEPARTMENT OF TRANSPORTATION AVIATION BUREAU
BY:	BY:
TITLE: DATE:	TITLE: DATE:
TOWN OF EAST HAMPTON	DY CONSULTANTS
BY:	BY:
TITLE: DATE:	TITLE: DATE:

NO.	REVISIONS	DRAWN BY	CHECKED BY	DATE
1	PER AND INT. CHANGE - TEMPORARY / MOBILE ATCT	KAWA	DEGIDO	2/14/2018

CONSULTANT: DY CONSULTANTS PLANNERS & ENGINEERS
431 FRANKLIN AVENUE, SUITE 318, GARDEN CITY, NY 11530
TEL No. (516) 832-1600 FAX No. (516)605-4886

SPONSOR: EAST HAMPTON AIRPORT

DENNIS YAP, P.E.

EAST HAMPTON AIRPORT
SUFFOLK COUNTY, N.Y.

PROJECT: AIRPORT LAYOUT PLAN

DWG. TITLE: PROPOSED AIRPORT LAYOUT PLAN

C. Town of East Hampton Resolutions

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

ADOPTED

RESOLUTION 2011-836

Fred Overton
Town Clerk
(631) 324-4142
www.ehamptonny.gov

Meeting: 09/15/11 07:00 PM
DOC ID: 10065 B

Authorize Seasonal Control Tower

WHEREAS, 2010 the Town Board of the Town of East Hampton adopted by resolution an Airport Master Plan Report (Master Plan Report) and an Airport Layout Plan update (ALP) for the East Hampton Airport; and

WHEREAS, the Town Board adopted the Master Plan Report and ALP after numerous public hearings at which cumulatively several hundred Town residents attended and/or spoke on the record, and the adoption was consistent with applicable law, including the requirements of the East Hampton Town Code and New York State Environmental Quality Review Act (SEQRA) ; and

WHEREAS, the Town of East Hampton has proposed a Mobile Seasonal Air Traffic Control Tower to provide control of all air traffic arriving at and departing from the East Hampton Airport; and

WHEREAS, the Town of East Hampton, by Resolution #2009-1285 accepted a proposal by Robinson Aviation to supply the required equipment and staffing to provide said Mobile Seasonal Air Traffic Control Tower; and

WHEREAS, the Town Board wishes to proceed with all necessary applications to the Federal Aviation Administration (FAA) to facilitate a Mobile Seasonal Air Traffic Control Tower, including but not limited to line-of-site analysis and a change in airspace classification when the control tower is operational; and

RESOLVED, that the Town Board hereby authorizes the airport engineer to undertake, in cooperation with Robinson Aviation, all necessary approvals required by the FAA for the siting and operation of a Mobile Seasonal Air Traffic Control Tower at the East Hampton airport.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Dominick Stanzione, Councilman
SECONDER:	Julia Prince, Councilwoman
AYES:	Hammerle, Quigley, Prince, Stanzione, Wilkinson

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

ADOPTED

RESOLUTION 2012-324

Fred Overton
Town Clerk
(631) 324-4142
www.ehamptonny.gov

Meeting: 04/05/12 07:00 PM
DOC ID: 10758

Approve Control Tower Construction

WHEREAS, the Town of East Hampton wishes to install a Seasonal Air Traffic Control Tower (Control Tower) at the Town's airport in Wainscott, as depicted in the drawings prepared by DY Consultants, the Town's airport engineering and design firm, which are consistent with the Master Plan Update and Airport Layout Plan adopted September 2, 2010 by Resolution No. 2010-803, and

WHEREAS, the installation of the Control Tower the airport is a Type II action under the New York State Environmental Quality Review Act (SEQRA) NYCRR 617.5(c)(7) as it is "construction or expansion of a primary accessory structure/appurtenant, non-residential structure or facility involving less than 4,000 square feet in gross floor area and not involving a change in zoning or a use variance and consistent with local land use controls, but not radio communication or microwave transmission facilities"; and

WHEREAS, Type II actions under SEQRA have been determined to have no significant impacts on the environment and, therefore, once an action is determined to be a Type II action no furtherl review under SEQRA is required of the Town Board (which is the only involved agency for this action); and

WHEREAS, the Town Board nevertheless recognized the public's interest in matters at the airport and requested that the Town Planning Department prepare and present a review of the Control Tower as if it were not a Type II action to ensure that the Town Board was fully informed of the relevant facts concerning the Control Tower; and

WHEREAS, the Planning Department reviewed the proposed Control Tower and prepared (a) an Environmental Assessment Form (EAF) Part I, in the standard form used by the Town under SEQRA, stating the relevant facts concerning the Control Tower and the environmental conditions at and in the vicinity of its proposed location, and (b) a draft EAF Part II, in the standard form used by the Town, stating conclusions that the Control Tower would not have any significant environmental impacts, copies of which EAF Part I and EAF Part II are attached hereto, and the Board's discussion of the EAF is contained in the Town Board's minutes of the same for the public meeting of April 3, 2012; and

WHEREAS, the Town Board has reviewed the EAF Part I and EAF Part II and has heard Marguerite Wolffsohn, the Town's Director of Planning, at a public meeting on April 3, 2012; now, therefore, be it

RESOLVED, that the Control Tower is a Type II action under SEQRA; and it is further

RESOLVED, that the Town Board unanimously agrees with the findings and conclusions set forth in the EAF Part I and draft EAF Part II prepared by the Planning Department and, if the Control Tower were not a Type II action, this Board would make a Negative Declaration under SEQRA that the Control Tower will have no adverse environmental impacts; and it is further

RESOLVED, that the Town Board authorizes the construction of the proposed Seasonal Air Traffic Control Tower, including the installation of the proposed base and support structure

and the installation of utilities and walkways, together with such limited clearing of trees upon the airport premises as may be required for adequate sighting of incoming and departing aircraft, all as depicted in the drawings prepared by DY Consultants; and be it further

RESOLVED, that all costs shall be paid from the appropriate airport budget account.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Dominick Stanzione, Councilman
SECONDER:	Theresa Quigley, Councilwoman
AYES:	Van Scoyoc, Quigley, Stanzione, Overby, Wilkinson

D. Biological Data

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Table D-1. List of Species Breeding in Atlas Block 7253B			
Common Name	***Scientific Name***	**Date**	**NY Legal Status**
Red-winged Blackbird	*Agelaius phoeniceus*	6/28/2002	Protected
Mallard	*Anas platyrhynchos*	6/29/2003	Game Species
American Black Duck	*Anas rubripes*	5/8/2004	Game Species
Gadwall	*Anas strepera*	5/8/2004	Game Species
Ruby-throated Hummingbird	*Archilochus colubris*	5/28/2004	Protected
Great Egret	*Ardea alba*	5/31/2004	Protected
Tufted Titmouse	*Baeolophus bicolor*	6/28/2002	Protected
Cedar Waxwing	*Bombycilla cedrorum*	5/31/2004	Protected
Canada Goose	*Branta canadensis*	5/8/2004	Game Species
Great Horned Owl	*Bubo virginianus*	12/27/2003	Protected
Red-tailed Hawk	*Buteo jamaicensis*	3/9/2002	Protected
Whip-poor-will	*Caprimulgus vociferus*	6/26/2003	Protected-Special Concern
Northern Cardinal	*Cardinalis cardinalis*	6/28/2002	Protected
House Finch	*Carpodacus mexicanus*	6/29/2003	Protected
Hermit Thrush	*Catharus guttatus*	5/30/2004	Protected
Brown Creeper	*Certhia americana*	5/30/2004	Protected
Chimney Swift	*Chaetura pelagica*	6/28/2002	Protected
Killdeer	*Charadrius vociferus*	6/8/2003	Protected
Yellow-billed Cuckoo	*Coccyzus americanus*	6/8/2003	Protected
Northern Flicker	*Colaptes auratus*	7/10/2004	Protected
Northern Bobwhite	*Colinus virginianus*	6/8/2003	Game Species
Eastern Wood-Pewee	*Contopus virens*	6/8/2003	Protected
American Crow	*Corvus brachyrhynchos*	6/28/2002	Game Species

Fish Crow	*Corvus ossifragus*	6/29/2003	Protected
Blue Jay	*Cyanocitta cristata*	7/10/2004	Protected
Mute Swan	*Cygnus olor*	5/8/2004	Protected
Yellow Warbler	*Dendroica petechia*	6/28/2002	Protected
Pine Warbler	*Dendroica pinus*	6/27/2005	Protected
Gray Catbird	*Dumetella carolinensis*	6/28/2002	Protected
Willow Flycatcher	*Empidonax traillii*	6/29/2003	Protected
Common Yellowthroat	*Geothlypis trichas*	6/28/2002	Protected
Barn Swallow	*Hirundo rustica*	6/28/2002	Protected
Baltimore Oriole	*Icterus galbula*	7/10/2004	Protected
Orchard Oriole	*Icterus spurius*	6/8/2003	Protected
Eastern Screech-Owl	*Megascops asio*	12/27/2003	Protected
Red-bellied Woodpecker	*Melanerpes carolinus*	7/10/2004	Protected
Wild Turkey	*Meleagris gallopavo*	4/10/2004	Game Species
Song Sparrow	*Melospiza melodia*	4/21/2002	Protected
Northern Mockingbird	*Mimus polyglottos*	6/28/2002	Protected
Brown-headed Cowbird	*Molothrus ater*	7/10/2004	Protected
Great Crested Flycatcher	*Myiarchus crinitus*	6/28/2002	Protected
Black-crowned Night-Heron	*Nycticorax nycticorax*	5/31/2004	Protected
Osprey	*Pandion haliaetus*	4/21/2002	Protected-Special Concern
House Sparrow	*Passer domesticus*	6/28/2002	Unprotected
Ring-necked Pheasant	*Phasianus colchicus*	6/28/2002	Game Species
Downy Woodpecker	*Picoides pubescens*	6/28/2002	Protected
Hairy Woodpecker	*Picoides villosus*	5/30/2004	Protected
Eastern Towhee	*Pipilo*	7/10/2004	Protected

	erythrophthalmus		
Scarlet Tanager	*Piranga olivacea*	7/10/2004	Protected
Summer Tanager	*Piranga rubra*	5/30/2004	Protected
Black-capped Chickadee	*Poecile atricapillus*	6/28/2002	Protected
Blue-gray Gnatcatcher	*Polioptila caerulea*	5/31/2004	Protected
Common Grackle	*Quiscalus quiscula*	6/28/2002	Protected
Eastern Phoebe	*Sayornis phoebe*	6/28/2002	Protected
American Woodcock	*Scolopax minor*	6/26/2003	Game Species
Ovenbird	*Seiurus aurocapilla*	6/28/2002	Protected
Eastern Bluebird	*Sialia sialis*	6/28/2002	Protected
White-breasted Nuthatch	*Sitta carolinensis*	7/10/2004	Protected
American Goldfinch	*Spinus tristis*	6/28/2002	Protected
Chipping Sparrow	*Spizella passerina*	6/28/2002	Protected
European Starling	*Sturnus vulgaris*	4/21/2002	Unprotected
Tree Swallow	*Tachycineta bicolor*	6/28/2002	Protected
Carolina Wren	*Thryothorus ludovicianus*	6/28/2002	Protected
Brown Thrasher	*Toxostoma rufum*	6/8/2003	Protected
House Wren	*Troglodytes aedon*	6/8/2003	Protected
American Robin	*Turdus migratorius*	4/22/2004	Protected
Eastern Kingbird	*Tyrannus tyrannus*	7/10/2004	Protected
Blue-winged Warbler	*Vermivora pinus*	6/8/2003	Protected
Warbling Vireo	*Vireo gilvus*	6/8/2003	Protected
White-eyed Vireo	*Vireo griseus*	5/8/2004	Protected
Red-eyed Vireo	*Vireo olivaceus*	5/31/2004	Protected
Mourning Dove	*Zenaida macroura*	7/10/2004	Protected

Current Date: 3/25/2013

Source:

Table D-2. List of Species Reported for the East Hampton and Southampton, New York Quadrangle Topographic Map during the New York Amphibian and Reptile Atlas Project Survey (1990-1999)	
American bullfrog	*Rana catesbeiana*
common musk turtle	*Sternotherus oderatus*
common snapping turtle	*Chelydra serpentina*
eastern box turtle	*Terrapene carolina*
eastern garter snake	*Thamnophis sirtalis*
eastern hognose snake	*Heterodon platirhinos*
eastern milk snake	*Lampropeltis triangulum*
eastern painted turtle	*Chrysemys picta*
eastern redbelly turtle	*Pseudemys rubriventris*
eastern ribbon snake	*Thamnophis sauritus*
eastern spadefoot toad	*Scaphiopus holbrookii*
eastern tiger salamander	*Ambystoma tigrinum*
Fowler's toad	*Bufo fowleri*
gray treefrog	*Hyla versicolor*
green frog	*Rana clamitans*
marbled salamander	*Ambystoma opacum*
northern black racer	*Coluber c. constrictor*
northern diamondback terrapin	*Malaclemys terrapin*
northern redback salamander	*Plethodon cinereus*
northern ringneck snake	*Diadophis punctatus*
northern spring peeper	*Pseudacris crucifer*
pickerel frog	*Rana palustris*
red-eared slider	*Trachemys scripta elegans*
red-spotted newt	*Notophthalmus viridescens*
spotted salamander	*Ambystoma maculatum*
spotted turtle	*Clemmys guttata*
wood frog	*Rana sylvatica*
yellowbelly slider	*Trachemys s. scrita*

*Indicates species may utilize the subject property

E. Agency Coordination

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February 26, 2013

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Ref: 28909.09

Ms. Tara Salerno
Information Services
New York Natural Heritage Program
New York State Department of
Environmental Conservation
625 Broadway, 5th Floor
Albany, NY 12233-4757

Re: Environmental Assessment
Seasonal Air Traffic Control Tower Installation
East Hampton Airport
200 Daniels Hole Road, Wainscott, Town of East Hampton
Suffolk County, New York

Dear Ms. Salerno:

VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB) has been retained by The Town of East Hampton, New York (the "Town") to prepare an Environmental Assessment (EA) for the installation of a Seasonal Air Traffic Control Tower at East Hampton Airport (HTO), with the Federal Aviation Administration (FAA) acting as the lead agency. The HTO property is located in Suffolk County, New York and consists of 530± acres of developed and undeveloped land. The purpose of the proposed action is to improve safety and efficiency of aircraft operations at HTO, in accordance with FAA safety regulations and standards, thus ensuring a safe environment for the public.

In order to ensure that the EA will address all significant issues, we are requesting copies of any New York Natural Heritage Program records for rare plants, animals, natural communities or significant wildlife habitats at the HTO property, as depicted by the red boundary line on the enclosed USGS Topographic Map excerpt (Sag Harbor and East Hampton, New York Quadrangles).

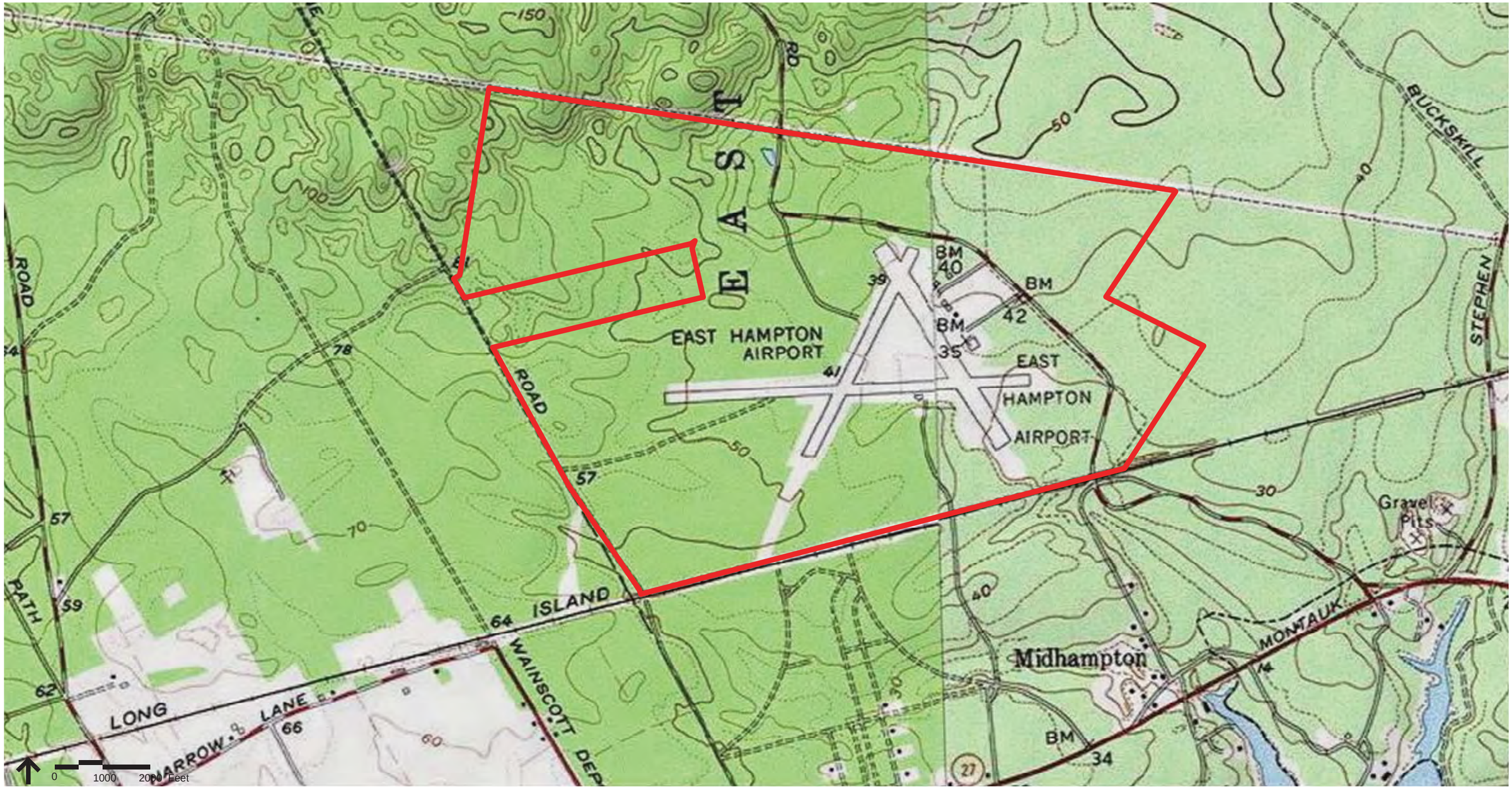
Thank you for your cooperation in this matter. If additional information is required, or if you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

David Kennedy
Project Scientist
DK

VHB Engineering, Surveying
and Landscape Architecture, P.C.
Two Penn Plaza, Suite 2602
New York, New York 10121
212.695.5858 ▪ FAX 212.971.7239
www.vhb.com



Sources: © 2011 National Geographic Society, i-cubed

Legend

East Hampton Airport Boundary

Site Location Map

East Hampton Airport
Seasonal Air Traffic Control Tower
Environmental Assessment

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov

Joe Martens
Commissioner

March 7, 2013

David Kennedy
VHB Engineering
Two Penn Plaza, Suite 2602
New York City, NY 10121

Dear Mr. Kennedy:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to an Environmental Assessment for Proposed Air Traffic Control Tower Installation, site as indicated on the map you enclosed, located on Daniels Hole Road, Wainscott, Town of East Hampton, Suffolk County.

Enclosed is a report of rare or state-listed animals and plants, and significant natural communities, which our database indicates occur, or may occur, on your site or in the immediate vicinity of your site. For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our databases. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. This information should not be substituted for on-site surveys that may be required for environmental impact assessment.

The enclosed report may be included in documents that will be available to the public. However, any maps displaying locations of rare species are considered sensitive information, and should not be included in any document that will be made available to the public, without permission from the New York Natural Heritage Program.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Our databases are continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

Sincerely,

Jean Pietrusiak, Information Services
NYS Department Environmental Conservation

Enc. # 205
cc: Reg. 1, Wildlife Mgr.

New York Natural Heritage Program

Report on Rare Animals, Rare Plants, and Significant Natural Communities

The following rare plants, rare animals, and significant natural communities have been documented at your project site, or in its vicinity.

We recommend that potential onsite and offsite impacts of the proposed project on these species or communities be addressed as part of any environmental assessment or review conducted as part of the planning, permitting and approval process, such as reviews conducted under SEQR. Field surveys of the project site may be necessary to determine the status of a species at the site, particularly for sites that are currently undeveloped and may still contain suitable habitat. Final requirements of the project to avoid, minimize, or mitigate potential impacts are determined by the lead permitting agency or the government body approving the project.

The following animals, while not listed by New York State as Endangered or Threatened, are of conservation concern to the state, and are considered rare by the New York Natural Heritage Program.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*HERITAGE CONSERVATION STATUS*
Moths			
Coastal Barrens Buckmoth	*Hemileuca maia ssp. 5*	Special Concern	Imperiled in NYS and Globally Uncommon 8617

East Hampton Airport: The moths were observed in pine oak barrens disturbed by development.

Aureolaria Seed Borer	*Rhodoecia aurantiago*	Unlisted	Status Uncertain 5972

East Hampton Airport Powerline: The moth larvae were found along a powerline cut down morainal, dry hills. Low vegetation includes Aureolaria pedicularia, bracken, blueberry, and sweet-fern.

The following significant natural communities are considered significant from a statewide perspective by the NY Natural Heritage Program. They are either occurrences of a community type that is rare in the state, or a high quality example of a more common community type. By meeting specific, documented criteria, the NY Natural Heritage Program considers these community occurrences to have high ecological and conservation value.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*HERITAGE CONSERVATION STATUS*
Upland/Terrestrial Communities			
Pitch Pine-Oak Forest			High Quality Occurrence 3983

East Hampton Airport: The site is not as extensive or pristine as other sites.

Coastal Oak-Heath Forest — High Quality Occurrence of Uncommon Community Type

3021

Long Pond Greenbelt: This is a very large mature occurrence with several large intact cores lacking exotic plants and well recovered from historical cutting. The community is located in a forested landscape that is relatively large for the coastal region.

The following plants are listed as Endangered or Threatened by New York State, and/or are considered rare by the New York Natural Heritage Program, and so are a vulnerable natural resource of conservation concern.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*HERITAGE CONSERVATION STATUS*
Vascular Plants			
Orange Fringed Orchid	*Platanthera ciliaris*	Endangered	Critically Imperiled in NYS

6326

For more information, contact the New York Natural Heritage Program.

This report only includes records from the NY Natural Heritage databases. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. This information should not be substituted for on-site surveys that may be required for environmental impact assessment.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the rare animals and plants in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, from NatureServe Explorer at http://www.natureserve.org/explorer, and from USDA's Plants Database at http://plants.usda.gov/index.html (for plants).

Information about many of the natural community types in New York, including identification, dominant and characteristic vegetation, distribution, conservation, and management, is available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org. For descriptions of all community types, go to http://www.dec.ny.gov/animals/29384.html and click on Draft Ecological Communities of New York State.

New York Natural Heritage Program

Report on Historical Records of Rare Animals, Rare Plants, and Natural Communities

The following rare plants and rare animals have historical records at your project site, or in its vicinity.

The following rare plants and animals were documented in the vicinity of the project site at one time, but have not been documented there since 1979 or earlier, and/or there is uncertainty regarding their continued presence. There is no recent information on these plants and animals in the vicinity of the project site and their current status there is unknown. In most cases the precise location of the plant or animal in this vicinity at the time it was last documented is also unknown.

If suitable habitat for these plants or animals is present in the vicinity of the project site, it is possible that they may still occur there. We recommend that any field surveys to the site should include a search for these species, particularly for sites that are currently undeveloped and may still contain suitable habitat.

COMMON NAME	*SCIENTIFIC NAME*	*NYS LISTING*	*HERITAGE CONSERVATION STATUS*
Vascular Plants			
Crested Fringed Orchis	*Platanthera cristata*	Endangered	Critically Imperiled in NYS
1920-09-08:			7929

This report only includes records from the NY Natural Heritage databases. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. This information should not be substituted for on-site surveys that may be required for environmental impact assessment.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the rare animals and plants in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, from NatureServe Explorer at http://www.natureserve.org/explorer, and from USDA's Plants Database at http://plants.usda.gov/index.html (for plants).

TOWN OF EAST HAMPTON
159 Pantigo Road
East Hampton, New York 11937

Town of East Hampton Airport
James Brundige
Airport Director

Telephone (631) 537-1130
Fax (631) 537-0533

February 26, 2013

Dr. Ruth Pierpont
New York State Division for Historic Preservation
New York State Office of Parks, Recreation & Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, NY 12188-0189

Re: Town of East Hampton, Suffolk County, New York
East Hampton Airport Seasonal Air Traffic Control Tower Environmental Assessment

Dear Dr. Pierpont,

The Town of East Hampton is proposing to undertake the East Hampton Airport Seasonal Air Traffic Control Tower (ATCT) Project (Figure 1). As FAA is the lead federal agency for the undertaking, the proposed actions are subject to the National Environmental Policy Act (NEPA) and require preparation of an Environmental Assessment (EA). The action also is subject to Section 106 of the National Historic Preservation Act (Section 106). Per 36 CFR 800.8(c), the FAA intends to use the NEPA process for Section 106 purposes. The identification of consulting parties, identification of historic properties, and assessment of effects will be done in a manner consistent with 36 CFR 800.

Project Description

The purpose of the ATCT is to improve safety and efficiency of aircraft operations at East Hampton Airport (HTO) by the implementation of a seasonal Air Traffic Control Tower (ATCT). The improvement of safety and efficiency at the Airport from the installment of a seasonal ATCT will aid in the effectiveness of FAA safety regulations and standards, ensuring a safer environment for the public. In 2012, HTO installed a temporary ATCT at a location adjacent to Hangar 18 at HTO.

The ATCT was emplaced last year at a location that was reviewed and accepted by the FAA under a Categorical Exclusion assessment. The Environmental Assessment to be prepared will assess a full complement of alternatives to determine if the current location is the most suitable. The control tower will be approximately 22 by 10 feet and 20 feet high. The proposed tower will sit upon a permanent pedestal that will hover over the ground, supported by four, 4 by 2 by 2-foot footings.

Electrical and telephone lines to provide service to the ATCT will be buried in a utility trench, if necessary. The trench will be approximately 4 feet deep and no more than 3 feet wide. Its length will be dependent upon the distance to the service sources.

TOWN OF EAST HAMPTON

159 Pantigo Road
East Hampton, New York 11937

Town of East Hampton Airport
James Brundige
Airport Director

Telephone (631) 537-1130
Fax (631) 537-0533

The area of potential effect (APE) includes all areas subject to direct impact during the preparation of and implementation of the project. Per 36 CFR 800.16(d), as amended, the APE is defined as the "geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." Historic properties may be affected by direct actions such as construction or indirect actions such as changes to airport lighting.

The project is expected to require construction for the pedestal footings and the utility trench. The indirect impact area is being developed. It will be defined on the basis of light emissions. At this juncture, we do not believe that the indirect impact areas will be greater than the existing airport boundary.

The Town of East Hampton and the FAA respectfully invite you to participate in the preparation of the EA, to review our assessment of existing conditions and project impacts, and provide guidance in the event that historic properties mitigation measures might be needed. In the event that eligible properties are determined to be present, the FAA will work with your office to develop a Memorandum of Agreement.

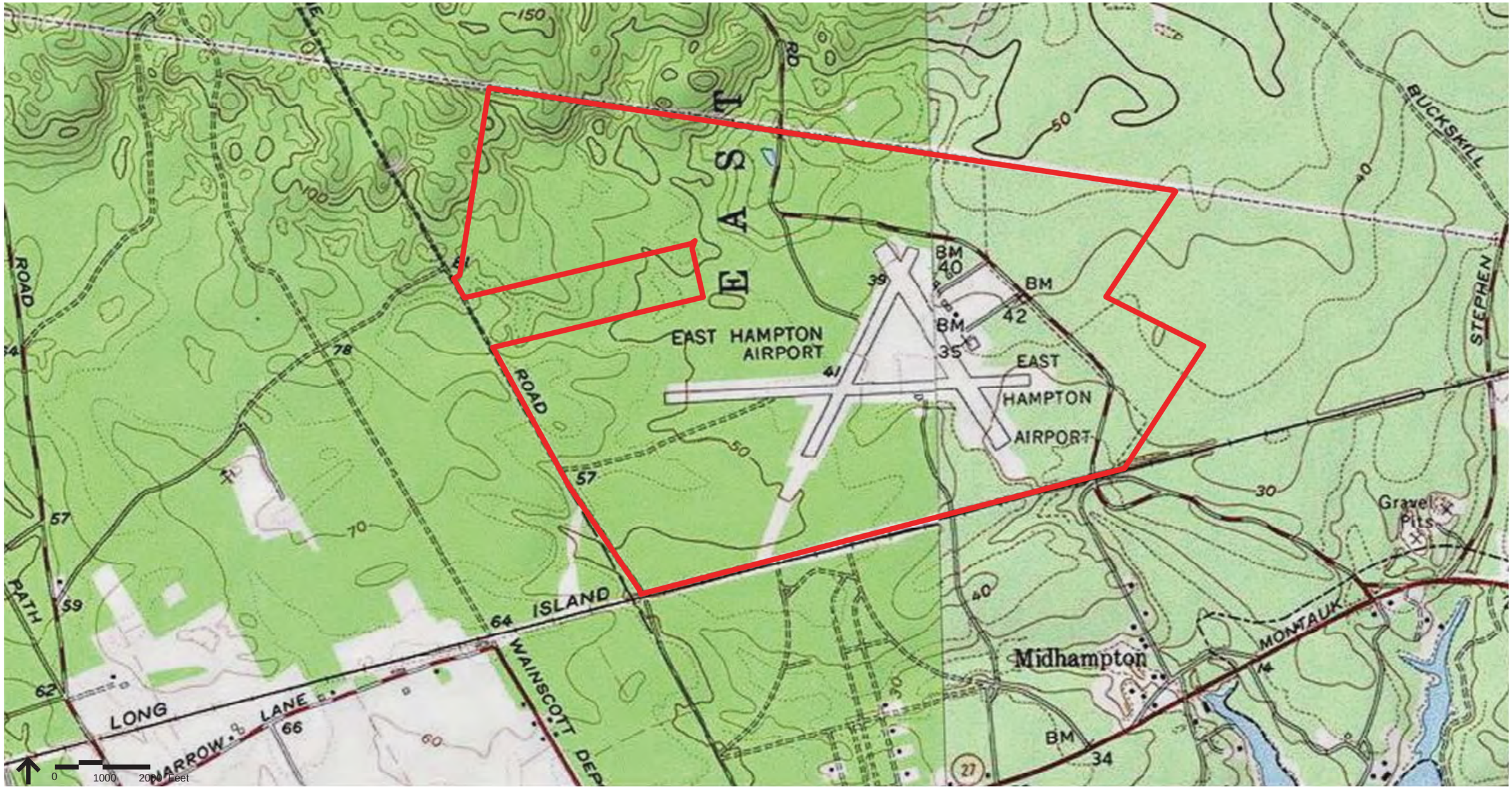
If you have any questions or comments, please do not hesitate to contact me via phone at 631.537.1130, via e-mail at JBrundige@EHamptonNY.Gov, or the address above.

Sincerely,

James L. Brundige
Airport Director
Town of East Hampton Airport

Encl.: Figure 1

CC: John Jilnicki, Town of East Hampton
Dominick Stanzione, Town of East Hampton
Marguerite Wolffsohn, Town of East Hampton
Dennis Yap, DY Consultants
Carol Weed, VHB
Marie Jenet, FAA



Sources: © 2011 National Geographic Society, i-cubed

Legend

East Hampton Airport Boundary

Site Location Map

East Hampton Airport
Seasonal Air Traffic Control Tower
Environmental Assessment

Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

New York State Office of Parks,
Recreation and Historic Preservation

Division for Historic Preservation
P.O. Box 189, Waterford, New York 12188-0189
518-237-8643

March 19, 2013

James Brundige
Town of East Hampton Airport
159 Pantigo Rd
East Hampton, New York 11937

Re: FAA
Seasonal Air Traffic Control Tower East Hampton Airport
Daniels Hole Rd;/EAST HAMPTON, Suffolk County
13PR00914

Dear Mr. Brundige:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP) concerning your project's potential impact/effect upon historic and/or prehistoric cultural resources. Our staff has reviewed the documentation that you provided on your project. Unfortunately your submission did not contain sufficient information for us to provide a final determination. A determination of impact/effect will be provided only after we have been able to review the following information.

1. A full project description showing the specific areas of direct effects. If several options are under consideration, please provide us with the details of each option including a site plan/map which depicts those locations..
2. Clear original photographs of buildings/structures 50 years old or older that are within are visible from the areas of potential effect.
3. Details of any previous impacts at the locations under consideration. Documentation should include photos, maps, etc. whatever you can provide to document past disturbances.

Please be aware that there are previously reported archaeological sites in the vicinity of the airport. Those sites, combined with environmental conditions, cause us to consider the area archaeologically sensitive and we may recommend Phase 1 archaeological examination after we have had the opportunity to review the requested information.

When responding, please be sure to refer to the OPRHP Project Review (PR) number noted above. Please contact me at extension 3291, or by e-mail at douglas.mackey@parks.ny.gov, if you have any questions regarding these comments.

Sincerely

Douglas P. Mackey
Historic Preservation Program Analyst
Archaeology

U. S. Department
of Transportation

**Federal Aviation
Administration**

New York Airports District Office
600 Old Country Rd, Suite 446
Garden City, New York 11530
Telephone: 516-227-3800
Fax: 516-227-3813

May 13, 2013

Dr. Ruth Pierpont
New York State Office of Parks, Recreation & Historic Preservation
New York State Division for Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, NY 12188-0189

Re: Town of East Hampton, Suffolk County, New York
East Hampton Airport Seasonal Airport Traffic Control Tower
Environmental Assessment
OPRHP Project Review #13PR00914

Dear Dr. Pierpont:

On February 26, 2013, the Town of East Hampton (Town) notified you that they are preparing an Environmental Assessment (EA) for a proposed Seasonal Airport Traffic Control Tower at East Hampton Airport (HTO) in East Hampton, New York. On March 19, 2013, the New York State Office of Parks, Recreation & Historic Preservation (OPRHP) responded and assigned OPRHP Project Review #13PR00914 to the proposed project and requested additional information regarding the project. The Town, as the project proponent, was somewhat premature in the issuance of their letter and the Federal Aviation Administration (FAA) would like to clarify the relationship between the Town and our agency with regards to this particular project and, at the same time, provide the additional information you requested for review.

The project being proposed by the Town is the permanent installation of an Airport Traffic Control Tower (ATCT) that would be operational on a seasonal basis, from May to October each year. The Seasonal ATCT would be paid for by the Town as the Airport Sponsor and be staffed by certified Air Traffic Controllers operating under a contractual relationship with the Town. The ATCT would not be an FAA facility and it would not be staffed by FAA employees.

Implementation of this undertaking will require actions to be taken by the FAA, specifically the approval of the proposed location on the HTO Airport Layout Plan (ALP). Therefore, an EA is being prepared pursuant to the National Environmental Policy Act (NEPA) and is subject to compliance with Section 106 of the National Historic Preservation Act and its implementing regulations. The EA is being developed by the Town subject to FAA Orders and Federal

requirements and, upon completion, may be accepted by the FAA for use in rendering our decision document under NEPA.

As previously mentioned, the letter of March 19, 2013 requested additional information on three topics: 1) a full project description showing the specific areas of direct effects; 2) clear original photographs of buildings/structures 50 years or older that are within [or] are visible from the areas of potential effect; and 3) details of any previous impacts at the locations under consideration. This additional data has been provided by the Town via the consultant hired to develop the EA and is attached as a Memorandum to this letter. Based on the information contained in the attached Memorandum, the Area of Potential Effect does not contain any structures listed on or eligible for listing on the National Register of Historic Places (NRHP). Furthermore, there are no structures listed on or eligible for listing on the NRHP that have the project site within their viewshed. Additionally, the previously identified Area of Archaeological Sensitivity on HTO Property is approximately 0.5 mile north of the Area of Potential Effect for the undertaking. Therefore, in accordance with FAA Orders 1050.1E, 5050.4B, and the FAA's *Desk Reference for Airport Actions*, we have determined that the undertaking does not have the potential to affect protected historic properties.

Please review the information provided on this undertaking. We are specifically requesting the NYSHPO's concurrence on our determination. We appreciate your assistance in this matter. Should you have any questions or need additional information, please call Ms. Marie Jenet of my staff at 516-227-3811 or marie.jenet@faa.gov.

Sincerely yours,

Steven M. Urlass, Manager
New York Airports District Office

Encl.: Project Memorandum

cc: J. Brundige, East Hampton Airport
J. Hogan, VHB

Transportation
Land Development
Environmental
Services

2 Penn Plaza, Suite 2106
New York, NY 10121
Phone 212.695.5858
Fax 212.971.7239
www.vhb.com

VHB Engineering, Surveying and Landscape Architecture, P.C.

Memorandum

To: Federal Aviation Administration (FAA)

Date: April 30, 2013

Project No.: VHB 28909

From: Carol S. Weed, M.A.
Senior Project Manager, Cultural and Natural Resources (VHB)

Re: OPRHP 13PR00914, Seasonal Air Traffic Control Tower East Hampton Airport Daniels Hole Rd./East Hampton, Suffolk County, Response to March 19, 2013, Cultural Resource Assessment, Alternative 3

This memorandum was prepared in response to a request for additional information submitted by the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) to the Town of East Hampton Airport (HTO) by letter dated March 19, 2013. The Town of East Hampton Airport forwarded the OPRHP response to the Federal Aviation Administration (FAA).

The FAA requested preparation of this memorandum to document the existing conditions at the site of the preferred alternative analyzed in the "East Hampton Airport Seasonal Airport Traffic Control Tower Draft Environmental Assessment." The preferred alternative described in the Environmental Assessment (EA) is designated Alternative Area 3 – South Site (Figure 1).

By letter dated February 26, 2013, the Town of East Hampton Airport notified the New York Office of Parks, Recreation, and Historic Preservation (NY OPRHP) of the project and defined an area of potential effect (APE) for direct and indirect impacts (Appendix D). By letter dated March 19, 2013, the NY OPRHP assigned OPRHP Project Review #13PR00914 to the proposed project. The OPRHP requested additional information on three topics:

1) A full project description showing the specific areas of direct effects
2) Clear original photographs of buildings/structures 50 years or older that are within [or] are visible from the areas of potential effect
3) Details of any previous impacts at the locations under consideration.

VHB's Senior Archaeologist prepared this memorandum which provides information on the three topics. The Senior Archaeologist completed a Project walkover on February 27, 2013, under favorable weather conditions with 100 percent ground visibility.

Project Description

The Town of East Hampton (Airport Sponsor) is proposing the permanent installation of an Airport Traffic Control Tower (ATCT) that will be operational on a seasonal basis at East Hampton Airport (Airport, HTO). In 2012, Airport received temporary approval from the FAA to install and operate a temporary mobile ATCT for the Summer Season of 2012. The FAA completed a Categorical Exclusion (CATEX) to comply with NEPA requirements. The Airport Sponsor removed the mobile ATCT

following the conclusion of the Summer Season of 2012, though the unit's footings and support structure were left in place (Photograph 1).

Using information gained from the operation of the mobile ATCT, the Airport Sponsor proposed the permanent installation of a Seasonal ATCT. Whereas a mobile ATCT qualifies for the preparation of a CATEX under FAA Order 1050.1E, paragraph 309e, a permanent ATCT facility does not. FAA Order 1050.1E, paragraph 401g requires the preparation of an EA for this proposal. The ATCT will be functional for approximately 16 hours each day[1] over the course of the season (May to October). FAA certified air traffic personnel provided by a private company will staff the tower. The proposed ATCT is comprised of four primary components: the footings, the support structure, the cab, and associated utilities/communications (Figure 2).

- **Footings:** Four footings will support the structure and each is constructed of wood beams mounted between two steel plates, each measuring 4 feet square. Each footing is secured to the ground by four steel anchors driven into the earth to a depth of approximately 17 feet. The footings are bolted to the anchors.

- **Support Structure:** The purpose of the support structure is to provide a frame upon which the cab is mounted. The support structure consists of four horizontal steel beams and four vertical steel posts. The steel posts are mounted to the footings and the steel beams are mounted to the steel posts. For added structural stability, lateral supports and cross-members have been installed between the beams and posts. Based on the design specifications, the support structure measures 15 feet 6 inches in length and 9 feet 6 inches in width. The installed height of the structure as mounted on the footings, without the cab height added, is about 9 feet 4 inches above grade.

- **Cab:** The cab is an enclosed structure from which air traffic controllers observe operations and provide guidance to aircraft operating on and around the airport. The cab is glass enclosed and provides a 360-degree view of the airport and the traffic pattern (Photographs 2-3). It requires a temperature control system (air conditioner). The cab is equipped with very high frequency (VHF) radios used to communicate with operating aircraft, which require the installation of four antennas mounted on the roof of the cab. The cab would also be equipped with a landline telephone to facilitate communications with emergency services. For safety purposes, an FAA-designed obstruction light also is mounted to the cab roof. This light is a FAA-approved L-810 obstruction light with a red lens and a steady burning bulb of approximately 116 Watts. For lightning protection, there is a lightning rod installed that is approximately 12 inches higher than the highest point of the cab. The lightning rod is connected to a grounding system that is buried around the perimeter of the ATCT.

- **Communications and Utilities:** Electrical and communications utilities are needed to provide power for the communications equipment, obstruction light, and air conditioner. The telephone line is used for a landline telephone. The utilities for the temporary seasonal tower was emplaced in two separate conduits (one for electrical and one for telephone) and placed in an underground trench, at least 18 inches below grade, that runs from the ATCT site to the sources at Hanger 18 adjacent to the ATCT (Photographs 4-5).

The entire ATCT height including the footings, structure, cab, antennas and lightning rod is approximately 26 feet, 4 inches.

Based on results of the EA, the Airport has determined their preferred location for the permanent ATCT would be in Alternative Area 3. Alternative Area 3 is south of Runway (RW) 10-28 and between RWs 4-22 and 16-34. For the Summer Season of 2012, HTO installed a mobile ATCT in this area in the eastern section of the site, directly north of Hangar 18 (Figure 3). The area is grassed and at a slightly higher elevation than the runways. Access to the eastern portion of Alternative Area 3 is from the

[1] It is anticipated that ATCT will operate from 7:00 am to 11:00 pm local time on a daily basis.

south side of the airport via Industrial Drive and the driveway that provides access to Hangar 18 from Industrial Drive. Access to the western portion of this alternative site is via an on-airport, unpaved road that also connects to Industrial Drive.

Alternative Area 3 is approximately 4.38 acres in size. It is a long triangular area, extending approximately 1,236 feet along the side of RW 10-28. There are various locations in the area within which an ATCT could be located. However, the alternatives analysis resulted in a determination that the eastern portion of the site was the most desirable, as it has closest access to communication lines, utilities, a paved road and parking for vehicle use. These are provided in association with Hanger 18 (see Photographs 4-5). Under the Preferred Alternative, the Airport Sponsor would implement the proposed action on the eastern side of Area 3 (see Figure 3). This includes the use of the existing footing and pedestal previously installed for the mobile ATCT for the Summer Season of 2012. Utilities and communication lines would be connected utilizing the same infrastructure constructed in 2012.

Structures and Buildings

By letter dated October 15, 1999, the OPRHP returned opinion on a submission made on the East Hampton Airport Improvements/Taxiways Runways/Fencing East Hampton Suffolk County project (OPRHP 99PR3178). Based on a response submission made by TriState Planning & Engineering, P.C., Old Westbury, New York, on January 5, 2000, which included a map and eight photographs of existing buildings and structures on Airport, the OPRHP determined that the proposed improvements would have no effect on cultural resources in or eligible for inclusion on the National Register of Historic Places.

Since 1999, the existing building and structures stock at the Airport is not significantly changed. Photographs 6 through 9 illustrate the current existing conditions of buildings at the Airport. Included are pictures of buildings that were illustrated in the 1999 report. Because of tree screen to the south of the ATCT, no buildings located on the south side of Industrial Road are visible from the tower location.

Previous Disturbance to the Project Area

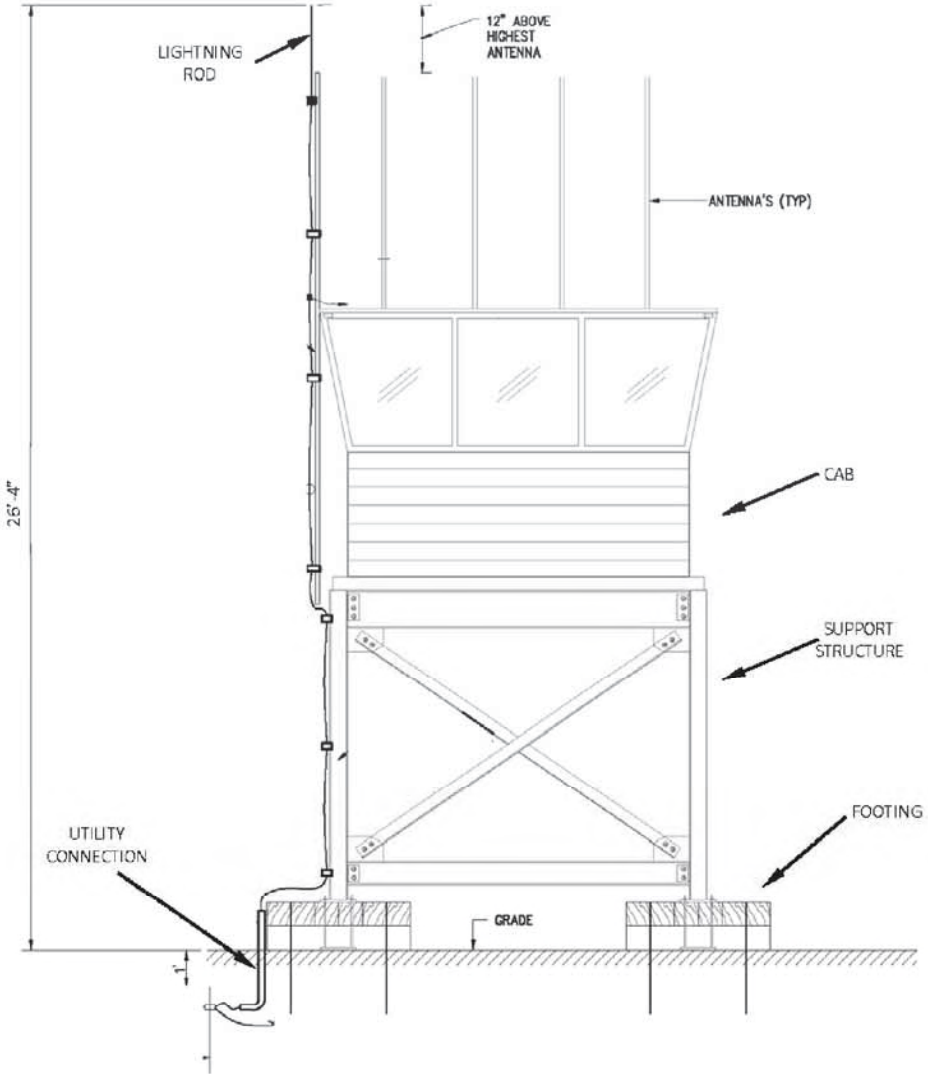
A Phase I cultural resources walkover of the Preferred Alternative site was completed on February 27, 2013. The walkover also included a visual inspection of the area near the state-recognized wetland (NYSDEC Wetland SA-34) on-airport (Figure 4; Photograph 10) and along the boundary road separating the Airport from the Maidstone Gun Club lease parcel (Photograph 11). The latter two areas fall within the Area of Archaeological Sensitivity as defined by the OPRHP. There are no previously reported archaeological sites located within the potential direct impact area already disturbed by the installation in 2012 for the mobile ATCT, and the Area of Archaeological Sensitivity as defined by ORPHP does not extend over the Alternative Area 3 location.

Per 36 CFR 800.16(d), as amended, the cultural resources area of potential effect (APE) is defined as the *"geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist."* The APE includes all areas subject to direct impact during the preparation of and implementation of a project or which may be affected by indirect actions such as light or noise changes. The Project does not contribute indirect changes of this nature. The temporary installation of the tower in 2012 did have a direct impact on the setting (Photographs 12-14). However, the eastern end of Alternative Area 3, where the temporary ATCT was emplaced, is not assessed as archaeologically sensitive. There is no potable water source within 250 feet of the installation site. The setting appears to have been recontoured and it retains no original surface.

Sources: (c) 2011 Microsoft Corporation and its data suppliers

Seasonal Airport Traffic Control Tower Project at East Hampton Airport for Final Environmental Assessment 2013

Figure 1
Project Vicinity



Sources: DY Consultants 2013
Seasonal Airport Traffic Control Tower Project at East Hampton Airport for Final Environmental Assessment 2013

Figure 2
Proposed Action

Sources: (c) 2010 Microsoft Corporation and its data suppliers; DY Consultants 2013
Seasonal Airport Traffic Control Tower Project at East Hampton Airport for Final Environmental Assessment 2013

Legend

- Airport Boundary
- Alternative Area 3
- Proposed ATCT Location

Figure 3
Alternative Area 3 Site Location
(Preferred Alternative)

Sources: (c) 2011 Microsoft Corporation and its Data Suppliers; NYSDEC 2003; US Fish and Wildlife Service National Wetlands Inventory 2013 Seasonal Airport Traffic Control Tower Project at East Hampton Airport for Final Environmental Assessment 2013

Legend

- Airport Boundary
- NYSDEC Freshwater Wetland
- NWI Wetland

Figure 4
NWI and NYSDEC Wetlands

Looking east/southeast at the footings and the support structure of the mobile ATCT installed at the Preferred Alternative in 2012 (Field Photograph P1010005, February 27, 2013).

The mobile ATCT cab which, during the off-season is housed in a garage on-Airport (Field Photograph 2013-02-27 002, February 27, 2013).

East Hampton Airport Mobile ATCT Environmental Assessment
Suffolk County, New York

Views of Project Site and Study Area

Photo **1-2**

Looking south at the assembled mobile ATCT, 2012. Hanger 18 is in the background (Photograph 2-1, Draft, East Hampton Airport Seasonal Air Traffic Control Tower Environmental Assessment, March 2013).

Looking south/southwest at the northwest corner of Hanger 18 from the terrace that hosts the mobile ATCT (Field Photograph P1010007, February 27, 2013).

East Hampton Airport Mobile ATCT Environmental Assessment
Suffolk County, New York

Views of Project Site and Study Area

Photo **3-4**

Looking east/northeast at the north façade of Hanger 18. The Preferred Alternative is on the terrace to left. The capped utility lines to the mobile ATCT are in picture foreground (right). (Field Photograph P1010008, February 27, 2013).

Looking west/northwest at Building 1 (right) and Building 2 (left). (Field Photograph P1010001, February 27, 2013).

East Hampton Airport Mobile ATCT Environmental Assessment
Suffolk County, New York

Views of Project Site and Study Area

Photo **5-6**

Looking northeast at the Airport fuel farm adjacent to Daniels Hole Road. (Field Photograph P1010002, February 27, 2013).

Looking south at Building 7 which was being dismantled in February 2013. (Field Photograph P1010003, February 27, 2013).

East Hampton Airport Mobile ATCT Environmental Assessment
Suffolk County, New York

Views of Project Site and Study Area

Photo **7-8**

Looking north/northeast from the mobile ATCT toward the Airport terminal building complex in the background. Runways 10-28 and 16-34 intervene between the ATCT and the Airport terminal building complex (Field Photograph P1010009, February 27, 2013).

Looking south/southwest at NYSDEC Wetland SA-34 adjacent to the west side of Daniel Hole Road just south of the Airport boundary (Field Photograph 2013-02-27 014, February 27, 2013).

East Hampton Airport Mobile ATCT Environmental Assessment
Suffolk County, New York

Views of Project Site and Study Area

Photo
9-10

Looking southwest along the fence line which separate the Airport from the Maidstone Gun Club holding (Field Photograph 2013-02-27 030, February 27, 2013).

Looking southwest from the east side of the Airport toward Building 18 in the distance (Field Photograph P1010014, February 27, 2013).

East Hampton Airport Mobile ATCT Environmental Assessment
Suffolk County, New York

Views of Project Site and Study Area

Photo
11-12

Looking northeast at the mobile ATCT footings and support structure. The Airport terminal building complex is in the background (Field Photograph P1010006, February 27, 2013).

Looking south/southwest from the terrace that hosts the mobile ATCT. Hanger 18 is on the left and the access two-track to the ATCT is in picture right center. The paved parking lot used by Hanger 18 employees and the mobile ATCT staff is in the distance (Field Photograph XXXXX, February 27, 2013).

East Hampton Airport Mobile ATCT Environmental Assessment
Suffolk County, New York

Views of Project Site and Study Area

Photo
13-14

Subject: FW: 13PR00914 Seasonal Airport Traffic Control Tower, East Hampton Airport, Suffolk County, New York

From: "Yates, Brian (PEB)" <Brian.Yates@parks.ny.gov>
AEA-NYC-ADO, Garden City, NY
To: Marie Jenet/AEA/FAA@FAA,
Cc: "Weiss, Lorraine (PEB)" <Lorraine.Weiss@parks.ny.gov>
Date: 06/03/2013 09:24 AM
Subject: RE: 13PR00914 Seasonal Airport Traffic Control Tower, East Hampton Airport, Suffolk County, New York

Marie,

As per your request, our office concurs with the finding in the May 16, 2013 letter addressed to Ms. Ruth Pierpont of our office by Mr. Steven M. Urlass that the proposed undertaking will not affect any historic properties. We concur that there will be No Historic Properties Affected [as per 36 CFR Section 800. 4(d)(1)].

If you have any questions, please feel free to contact directly at the number provided below.

Best Regards,

-Brian

Wm. Brian Yates
Archaeologist & Historic Preservation Specialist

New York State Office of Parks, Recreation and Historic Preservation Division of Historic Preservation, Historic Preservation Field Services Bureau
COURIER: 1 Delaware Ave (Peebles Island State Park) Cohoes, NY 12047
USPS: P.O Box 189 Waterford, NY 12188
Telephone/Voicemail (518) 237-8643 Ext 3288 Fax (518) 238-1985 brian.yates@parks.ny.gov

F. Environmental Data Resources, Inc. Report

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East Hampton HTO
200 Daniels Hole Road
Wainscott, NY 11937

Inquiry Number: 3533289.1s
March 01, 2013

EDR Summary Radius Map Report

EDR® Environmental Data Resources Inc

440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

200 DANIELS HOLE ROAD
WAINSCOTT, NY 11937

COORDINATES

Latitude (North):	40.9625000 - 40° 57' 45.00''
Longitude (West):	72.2474000 - 72° 14' 50.64''
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	731647.9
UTM Y (Meters):	4538031.5
Elevation:	41 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	TP
Source:	USGS 7.5 min quad index

Target Property:	W
Source:	USGS 7.5 min quad index

AERIAL PHOTOGRAPHY IN THIS REPORT

Photo Year:	2011
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
200 DANIELS HOLE ROAD
WAINSCOTT, NY 11937

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft.) DIRECTION
1	EAST HAMPTON AIRPORT	200 DANIELS HOLE ROA	NY Spills, NY Hist Spills		TP
A2	MEYERS AERO SERVICE	EAST HAMPTON AIRPORT	NY Spills, NY Hist Spills	Lower	1 ft.
A3	SOUND AIRCRAFT	EAST HAMPTON AIRPORT	NY Spills, NY Hist Spills	Lower	1 ft.
A4	EAST HAMPTON AIRPORT	EAST HAMPTON AVENUE	NY Spills, NY Hist Spills	Lower	1 ft.
A5	EASTHAMPTON AIRPORT	DANIEL SHORE ROAD	LTANKS, HIST LTANKS	Lower	1 ft.
B6		39 INDUSTRIAL RD	EDR US Hist Auto Stat	Lower	1 ft.
7	LIVING WATER FULL GO	69 INDUSTRIAL ROAD	HIST LTANKS, NY Spills	Higher	1 ft.
B8	EAST HAMPTON AIRE IN	90 INDUSTRIAL RD	UST, AST, NY Spills, NY Hist Spills	Higher	1 ft.
A9	EAST HAMPTON AIRPORT	INDUSTRIAL ROAD	LTANKS, HIST LTANKS, NY Spills, NY Hist Spills	Lower	1 ft.
10	APPLE EAST	95 INDUSTRIAL RD	UST, AST	Lower	1 ft.
11	ANIMAL RESCUE FUND O	90 DANIELS HOLE RD	UST	Lower	640, SE
12	HUBBARD RESIDENCE	27 WEST GATE ROAD	LTANKS	Lower	2155, SSW
13	ROSS SCHOOL	18 GOODFRIEND DRIVE	LTANKS	Higher	2175, NNE
14	POTTER RESIDENCE	STONY HILL ROAD	LTANKS, HIST LTANKS	Lower	2416, SSE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
EAST HAMPTON AIRPORT 200 DANIELS HOLE ROA EAST HAMPTON, NY	NY Spills Date Closed: 3/28/2000 NY Hist Spills	N/A

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

State and tribal leaking storage tank lists

LTANKS: A review of the LTANKS list, as provided by EDR, and dated 11/19/2012 has revealed that there are 5 LTANKS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ROSS SCHOOL Date Closed: 6/6/2005	18 GOODFRIEND DRIVE	NNE 1/4 - 1/2 (0.412 mi.)	13	11

Lower Elevation	Address	Direction / Distance	Map ID	Page
EASTHAMPTON AIRPORT Date Closed: 6/7/1988	***DANIEL SHORE ROAD***	***0 - 1/8 (0.000 mi.)***	***A5***	***9***
EAST HAMPTON AIRPORT Date Closed: 8/14/1997	***INDUSTRIAL ROAD***	***0 - 1/8 (0.000 mi.)***	***A9***	***10***
HUBBARD RESIDENCE Date Closed: 7/25/2005	27 WEST GATE ROAD	SSW 1/4 - 1/2 (0.408 mi.)	12	11
POTTER RESIDENCE Date Closed: 7/27/1990	***STONY HILL ROAD***	***SSE 1/4 - 1/2 (0.458 mi.)***	***14***	***11***

HIST LTANKS: A review of the HIST LTANKS list, as provided by EDR, and dated 01/01/2002 has revealed that there are 4 HIST LTANKS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LIVING WATER FULL GO Date Closed: / /	***69 INDUSTRIAL ROAD***	***0 - 1/8 (0.000 mi.)***	***7***	***9***

Lower Elevation	Address	Direction / Distance	Map ID	Page
EASTHAMPTON AIRPORT Date Closed: 06/07/88	***DANIEL SHORE ROAD***	***0 - 1/8 (0.000 mi.)***	***A5***	***9***
EAST HAMPTON AIRPORT Date Closed: 08/14/97	***INDUSTRIAL ROAD***	***0 - 1/8 (0.000 mi.)***	***A9***	***10***
POTTER RESIDENCE Date Closed: 07/27/90	***STONY HILL ROAD***	***SSE 1/4 - 1/2 (0.458 mi.)***	***14***	***11***

State and tribal registered storage tank lists

UST: A review of the UST list, as provided by EDR, and dated 01/02/2013 has revealed that there are 3 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
EAST HAMPTON AIRE IN	***90 INDUSTRIAL RD***	***0 - 1/8 (0.000 mi.)***	***B8***	***9***

Lower Elevation	Address	Direction / Distance	Map ID	Page
APPLE EAST	***95 INDUSTRIAL RD***	***0 - 1/8 (0.000 mi.)***	***10***	***10***
ANIMAL RESCUE FUND O	90 DANIELS HOLE RD	SE 0 - 1/8 (0.121 mi.)	11	10

AST: A review of the AST list, as provided by EDR, and dated 01/02/2013 has revealed that there are 2 AST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
EAST HAMPTON AIRE IN	***90 INDUSTRIAL RD***	***0 - 1/8 (0.000 mi.)***	***B8***	***9***

Lower Elevation	Address	Direction / Distance	Map ID	Page
APPLE EAST	***95 INDUSTRIAL RD***	***0 - 1/8 (0.000 mi.)***	***10***	***10***

ADDITIONAL ENVIRONMENTAL RECORDS

Records of Emergency Release Reports

NY Spills: A review of the NY Spills list, as provided by EDR, and dated 11/19/2012 has revealed that

there are 6 NY Spills sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LIVING WATER FULL GO Date Closed: 5/11/2006	***69 INDUSTRIAL ROAD***	***0 - 1/8 (0.000 mi.)***	***7***	***9***
EAST HAMPTON AIRE IN Date Closed: 8/31/1995	***90 INDUSTRIAL RD***	***0 - 1/8 (0.000 mi.)***	***B8***	***9***

Lower Elevation	Address	Direction / Distance	Map ID	Page
MEYERS AERO SERVICE Date Closed: 3/1/1995	***EAST HAMPTON AIRPORT***	***0 - 1/8 (0.000 mi.)***	***A2***	***8***
SOUND AIRCRAFT Date Closed: 9/11/1992	***EAST HAMPTON AIRPORT***	***0 - 1/8 (0.000 mi.)***	***A3***	***8***
EAST HAMPTON AIRPORT Date Closed: 10/30/1997	***EAST HAMPTON AVENUE***	***0 - 1/8 (0.000 mi.)***	***A4***	***8***
EAST HAMPTON AIRPORT Date Closed: 10/27/1993	***INDUSTRIAL ROAD***	***0 - 1/8 (0.000 mi.)***	***A9***	***10***

NY Hist Spills: A review of the NY Hist Spills list, as provided by EDR, and dated 01/01/2002 has revealed that there are 5 NY Hist Spills sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
EAST HAMPTON AIRE IN	***90 INDUSTRIAL RD***	***0 - 1/8 (0.000 mi.)***	***B8***	***9***

Lower Elevation	Address	Direction / Distance	Map ID	Page
MEYERS AERO SERVICE	***EAST HAMPTON AIRPORT***	***0 - 1/8 (0.000 mi.)***	***A2***	***8***
SOUND AIRCRAFT	***EAST HAMPTON AIRPORT***	***0 - 1/8 (0.000 mi.)***	***A3***	***8***
EAST HAMPTON AIRPORT	***EAST HAMPTON AVENUE***	***0 - 1/8 (0.000 mi.)***	***A4***	***8***
EAST HAMPTON AIRPORT	***INDUSTRIAL ROAD***	***0 - 1/8 (0.000 mi.)***	***A9***	***10***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR US Hist Auto Stat: A review of the EDR US Hist Auto Stat list, as provided by EDR, has revealed that there is 1 EDR US Hist Auto Stat site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	39 INDUSTRIAL RD	0 - 1/8 (0.000 mi.)	B6	9

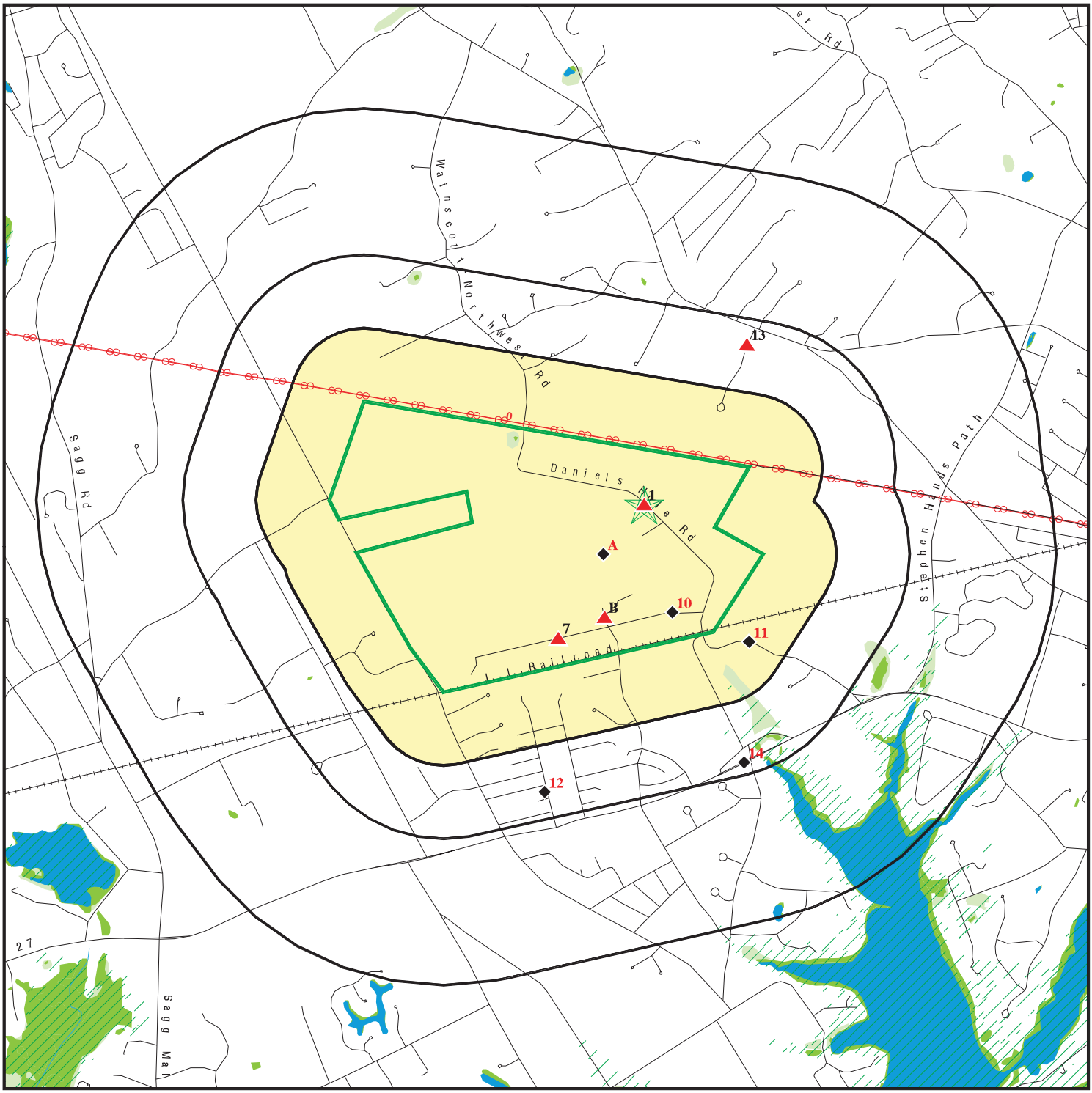
Count: 47 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
EAST HAMPTON	1007758338	EAST HAMPTON HEALTH CARE FOUNDATIO	PANTIGO ROAD	11937	FINDS
EAST HAMPTON	1007758585	EAST HAMPTON - T STORM DAMAGE GEN	TOWN FACILITIES THROUGHOUT EAS	11937	FINDS
EAST HAMPTON	1007758588	EAST HAMPTON BEACH FACILITY	W/S OCEAN AVE & ATLANTIC OCEAN	11937	FINDS
EAST HAMPTON	1007758634	EAST HAMPTON POINT MARINA	THREE MILE HARBOR-HOG CREEK HW	11937	FINDS
EAST HAMPTON	1007758636	EAST HAMPTON SOLID WASTE TRANS STA	EAST HAMPTON S MONTAUK LANDFIL	11937	FINDS
EAST HAMPTON	1007758643	EAST HAMPTON TOWN HIGHWAY BARN	SPRINGS-FIREPLACE RD	11937	FINDS
EAST HAMPTON	1007758648	EAST HAMPTON TOWN ROADWAY	EAST LAKE DRIVE, BETWEEN NY	11937	FINDS
EAST HAMPTON	1007771893	VERIZON-EAST HAMPTON C O	115 PANTIAGO LANE	11937	FINDS
EAST HAMPTON	1007772391	VILLAGE OF E HAMPTON PROPERTY	DUNEMERE LANE BRIDGE AT HOOK P	11937	FINDS
EAST HAMPTON	1007781006	SOUTH FORK LAND CO./ HAMPTON OAKS	MONTAUK HWY	11937	FINDS
EAST HAMPTON	1007793400	WEST LAKE FISHING LODGE A/K/A EAST	WEST LAKE DRIVE	11937	FINDS
EAST HAMPTON	1007794324	SANDS MOTEL EAST	S EMERSON AVE & S EMERY ST - N	11937	FINDS
EAST HAMPTON	1007797832	LAKE MONTAUK EAST JETTY	EAST LAKE DRIVE/LAKE MONTAUK H	11937	FINDS
EAST HAMPTON	1007805027	EAST HAMPTON LAUNDRY	497 MONTAUK HWY	11937	FINDS
EAST HAMPTON	1007805264	EAST LAKE DRIVE CULVERT	EAST LAKE DRIVE	11937	FINDS
EAST HAMPTON	1007812819	APPLE IV AT EAST HAMPTON PROPERTY	INDUSTRIAL RD.	11937	FINDS
EAST HAMPTON	1007817828	ACCABONAC HARBOR EAST CHANNEL	ACCABONAC HARBOR INLET	11937	FINDS
EAST HAMPTON	1007820458	2 EAST HAMPTON TOWN ROADWAYS	LOUSE POINT ROAD & GERARD DRIV	11937	FINDS
EAST HAMPTON	1008979735	EAST HAMPTON MISC VECTOR CONTROL D	TOWN WETLAND AREAS	11937	FINDS
EAST HAMPTON	1009235020	ALTSCHUL	73 CROSS HIGHWAY		MANIFEST
EAST HAMPTON	1010014021	HAMPTON WATERS PROPERTY OWNERS ASS	END OF ISLAND RD - THREE MILE	11937	FINDS
EAST HAMPTON	1010163283	ACCABONAC EAST HARBOR TIDAL MARSH	OLD STONE HWY - N SIDE - FROM	11937	FINDS
EAST HAMPTON	1010347560	AMAGANSETT EAST SIDE TENNIS CLUB	W/S ABRAHAM PATH S/O MAPLE ST	11937	FINDS
EAST HAMPTON	1011490600	MTA LIRR - EAST HAMPTON STATION	SOUTH SIDE OF INTERSECTION OF	11937	RCRA-SQG
EAST HAMPTON	1011923726	MTA LIRR - EAST HAMPTON STATION	SOUTH SIDE OF INTERSECTION OF	11937	FINDS
EAST HAMPTON	1012291523	EAST HAMPTON MS4 STORM SEWERS	TOWN WIDE	11937	FINDS
EAST HAMPTON	1012298863	NAPEAGUE HARBOR EAST INLET	N END OF NAPEAGUE HARBOR @ GOF	11937	FINDS
EAST HAMPTON	1014814829	EAST HAMPTON MS4 STORM SEWER	VILLAGE - WIDE	11937	FINDS
FREETOWN	A100196820	SCWA OAK VIEW HWY WELLFIELD	OAK VIEW HWY	11937	AST
EAST HAMPTON	A100196826	SCWA SPRING CLOSE HWY WELLFIELD	SPRING CLOSE HWY	11937	AST
EAST HAMPTON	A100264816	GETTY S/S #58142	2 RTE 27 A MONTAUK HWY	11937	AST
NOYACK	A100265159	AMERICAN TOWERS	MIDDLE LINE HWY	11963	AST
WAINSCOTT	S102096036	WAINSCOTT SAND & GRAVEL	MONTAUK HIGHWAY		SPILLS,HIST SPILLS
WAINSCOTT	S102102506	SUFFOLK CEMENT	MONTAUK HIGHWAY		SPILLS,HIST SPILLS
EAST HAMPTON	S104645228		INDIAN WELL PLAIN HIGHWAY		SPILLS,HIST SPILLS
EAST HAMPTON	S104786115	RESIDENCE	OAKVIEW HIGHWAY		SPILLS,HIST SPILLS
EAST HAMPTON	S106969404	UNKNOWN	SPRING CLOSE HIGHWAY		SPILLS
WAINSCOTT	S107657017	UNKNOWN	RTE 27		SPILLS
EAST HAMPTON	S109785555	GEORGIA SERVICES LTD	2 MONTAUK HWY	11937	MANIFEST
EAST HAMPTON	S112211635	SUFFOLK COUNTY WATER AUTHORITY	32 ROUTE 27A MONTAUK HIGHWAY	11937	TANKS
EAST HAMPTON	U003536798	SCWA BRIDGEHAMPTON RD WELLFIELD	32 RTE 27 MONTAUK HWY	11937	AST,UST
EAST HAMPTON	U003536933	J D THOKRAL & ASSOC STORES	418 RTE 27 MONTAUK HWY	11937	UST
EAST HAMPTON	U003843177	EDWARD SCHAEFER & SONS BUS	RTE 114	11937	AST

Count: 47 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
EAST HAMPTON	U003843179	GETTY S/S #58142	2 RTE 27 A MONTAUK HWY	11937	UST
EAST HAMPTON	U003843567	EAST HAMPTON THEATRE	30 RTE 27 MONTAUK HWY MAIN S	11937	UST
EAST HAMPTON	U003844231	MARK R BUICK	47 RTE 27 MONTAUK HWY RANTIG	11937	AST,UST
NOYACK	U003844553	AMERICAN TOWERS	MIDDLE LINE HWY	11963	UST

OVERVIEW MAP - 3533289.1s



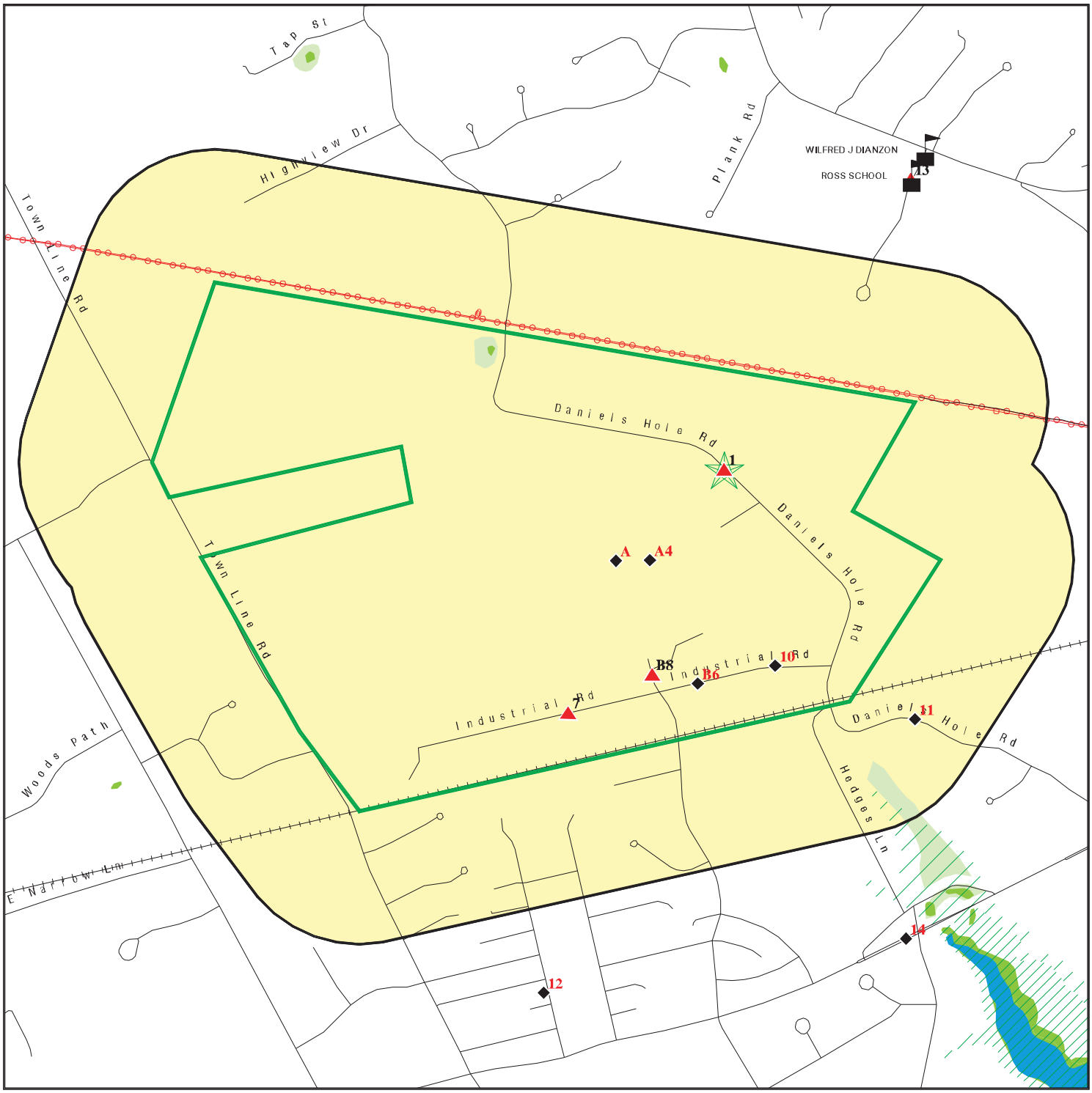
0 1/4 1/2 1 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Oil & Gas pipelines from USGS
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: East Hampton HTO	CLIENT: Vanasse Hangen Brustlin, Inc.
ADDRESS: 200 Daniels Hole Road	CONTACT: Heather Waldmann
Wainscott NY 11937	INQUIRY #: 3533289.1s
LAT/LONG: 40.9625 / 72.2474	DATE: March 01, 2013 12:28 pm

DETAIL MAP - 3533289.1s



Target Property
Sites at elevations higher than or equal to the target property
Sites at elevations lower than the target property
Manufactured Gas Plants
Sensitive Receptors
National Priority List Sites
Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA
Power transmission lines
Oil & Gas pipelines from USGS
100-year flood zone
500-year flood zone
National Wetland Inventory
State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: East Hampton HTO	CLIENT: Vanasse Hangen Brustlin, Inc.
ADDRESS: 200 Daniels Hole Road Wainscott NY 11937	CONTACT: Heather Waldmann
LAT/LONG: 40.9625 / 72.2474	INQUIRY #: 3533289.1s DATE: March 01, 2013 12:29 pm

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
CERCLIS	0.500		0	0	0	NR	NR	0
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
LUCIS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent CERCLIS								
SHWS	1.000		0	0	0	0	NR	0
VAPOR REOPENED	1.000		0	0	0	0	NR	0
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LTANKS	0.500		2	0	3	NR	NR	5
HIST LTANKS	0.500		3	0	1	NR	NR	4
INDIAN LUST	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
State and tribal registered storage tank lists								
TANKS	0.250		0	0	NR	NR	NR	0
UST	0.250		3	0	NR	NR	NR	3
CBS UST	0.250		0	0	NR	NR	NR	0
MOSF UST	0.500		0	0	0	NR	NR	0
AST	0.250		2	0	NR	NR	NR	2
CBS AST	0.250		0	0	NR	NR	NR	0
MOSF AST	0.500		0	0	0	NR	NR	0
MOSF	0.500		0	0	0	NR	NR	0
CBS	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
FEMA UST	0.250		0	0	NR	NR	NR	0
State and tribal institutional control / engineering control registries								
ENG CONTROLS	0.500		0	0	0	NR	NR	0
INST CONTROL	0.500		0	0	0	NR	NR	0
RES DECL	0.125		0	NR	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
ERP	0.500		0	0	0	NR	NR	0
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
SWTIRE	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL	TP		NR	NR	NR	NR	NR	0
DEL SHWS	1.000		0	0	0	0	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
HIST UST	0.250		0	0	NR	NR	NR	0
HIST AST	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Local Land Records								
LIENS 2	TP		NR	NR	NR	NR	NR	0
LIENS	TP		NR	NR	NR	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
NY Spills	0.125	1	6	NR	NR	NR	NR	7
NY Hist Spills	0.125	1	5	NR	NR	NR	NR	6
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
DOD	1.000		0	0	0	0	NR	0
FUDS	1.000		0	0	0	0	NR	0
CONSENT	1.000		0	0	0	0	NR	0
ROD	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
HSWDS	0.500		0	0	0	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
MANIFEST	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
AIRS	TP		NR	NR	NR	NR	NR	0
E DESIGNATION	0.125		0	NR	NR	NR	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EDR US Hist Auto Stat	0.250		1	0	NR	NR	NR	1
EDR US Hist Cleaners	0.250		0	0	NR	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

1
Target Property
Actual: 41 ft.

EAST HAMPTON AIRPORT
200 DANIELS HOLE ROAD
EAST HAMPTON, NY

Database(s): NY Spills, NY Hist Spills
EDR ID Number: S104194420
EPA ID Number: N/A

NY Spills Click here for full text details
Facility Id: 9906335
Date Closed: 3/28/2000

NY Hist Spills
Spill Number: 9906335

A2
< 1/8
1 ft.
Relative: Lower

MEYERS AERO SERVICE
EAST HAMPTON AIRPORT
EAST HAMPTON, NY

Database(s): NY Spills, NY Hist Spills
EDR ID Number: S102092226
EPA ID Number: N/A

Click here for full text details

NY Spills
Facility Id: 9203585
Date Closed: 3/1/1995

NY Hist Spills
Spill Number: 9203585

A3
< 1/8
1 ft.
Relative: Lower

SOUND AIRCRAFT
EAST HAMPTON AIRPORT
EAST HAMPTON, NY

Database(s): NY Spills, NY Hist Spills
EDR ID Number: S102092526
EPA ID Number: N/A

Click here for full text details

NY Spills
Facility Id: 9206777
Date Closed: 9/11/1992

NY Hist Spills
Spill Number: 9206777

A4
< 1/8
1 ft.
Relative: Lower

EAST HAMPTON AIRPORT
EAST HAMPTON AVENUE
EAST HAMPTON, NY

Database(s): NY Spills, NY Hist Spills
EDR ID Number: S102091936
EPA ID Number: N/A

Click here for full text details

NY Spills
Facility Id: 9200656
Date Closed: 10/30/1997

NY Hist Spills
Spill Number: 9200656

A5 **EASTHAMPTON AIRPORT** **LTANKS** **S100147040**
DANIEL SHORE ROAD **HIST LTANKS** **N/A**
< 1/8 **WAINSCOTT, NY**
1 ft.

Relative: Lower

Click here for full text details

LTANKS
Spill No: 8800547
Date Closed: 6/7/1988

HIST LTANKS
Spill Number: 8800547
Date Closed: 06/07/88

B6 **EDR US Hist Auto Stat** **1015462496**
39 INDUSTRIAL RD **N/A**
< 1/8 **EAST HAMPTON, NY 11937**
1 ft.

Relative: Lower

Click here for full text details

---

7 **LIVING WATER FULL GOSPEL** **HIST LTANKS** **S103941209**
69 INDUSTRIAL ROAD **NY Spills** **N/A**
< 1/8 **WAINSCOTT, NY**
1 ft.

Relative: Higher

Click here for full text details

HIST LTANKS
Spill Number: 9902089
Date Closed: / /

NY Spills
Facility Id: 9902089
Date Closed: 5/11/2006

B8 **EAST HAMPTON AIRE INC** **UST** **U003536836**
90 INDUSTRIAL RD **AST** **N/A**
< 1/8 **WAINSCOTT, NY 11975** **NY Spills**
1 ft. **NY Hist Spills**

Relative: Higher

Click here for full text details

UST
Facility ID: 6721

AST
Facility Id: 6721

NY Spills
Facility Id: 9500627

EAST HAMPTON AIRE INC (Continued) **U003536836**

Date Closed: 8/31/1995

NY Hist Spills
Spill Number: 9500627

A9
< 1/8
1 ft.

EAST HAMPTON AIRPORT **LTANKS** **S102098308**
INDUSTRIAL ROAD **HIST LTANKS** **N/A**
EAST HAMPTON, NY **NY Spills**
NY Hist Spills

Relative: Lower

Click here for full text details

LTANKS
Spill No: 9500061
Date Closed: 8/14/1997

HIST LTANKS
Spill Number: 9500061
Date Closed: 08/14/97

NY Spills
Facility Id: 9306303
Date Closed: 10/27/1993

NY Hist Spills
Spill Number: 9306303

10
< 1/8
1 ft.

APPLE EAST **UST** **U003536906**
95 INDUSTRIAL RD **AST** **N/A**
WAINSCOTT, NY 11975

Relative: Lower

Click here for full text details

UST
Facility ID: 6577

AST
Facility Id: 6577

11
SE
< 1/8
0.121 mi.
640 ft.

ANIMAL RESCUE FUND OF THE HAMPTONS **UST** **U003961239**
90 DANIELS HOLE RD **N/A**
EAST HAMPTON, NY 11937

Relative: Lower

Click here for full text details

UST
Facility ID: 15662

12
SSW
1/4-1/2
0.408 mi.
2155 ft.

Relative:
Lower

HUBBARD RESIDENCE
27 WEST GATE ROAD
WAINSCOTT, NY

LTANKS **S106971765**
N/A

Click here for full text details

LTANKS
Spill No: 0501560
Date Closed: 7/25/2005

13
NNE
1/4-1/2
0.412 mi.
2175 ft.

Relative:
Higher

ROSS SCHOOL
18 GOODFRIEND DRIVE
EAST HAMPTON, NY

LTANKS **S106472055**
N/A

Click here for full text details

LTANKS
Spill No: 0403767
Spill No: 0405015
Spill No: 0425204
Spill No: 0425205
Spill No: 0425203
Spill No: 0425202
Spill No: 0425201
Date Closed: 6/6/2005

14
SSE
1/4-1/2
0.458 mi.
2416 ft.

Relative:
Lower

POTTER RESIDENCE
STONY HILL ROAD
AMAGANSETT, NY

LTANKS **S100148357**
HIST LTANKS **N/A**

Click here for full text details

LTANKS
Spill No: 8911703
Date Closed: 7/27/1990

HIST LTANKS
Spill Number: 8911703
Date Closed: 07/27/90

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
NY	AIRS	Air Emissions Data	Department of Environmental Conservation	12/31/2011	08/02/2012	10/03/2012
NY	AST	Petroleum Bulk Storage	Department of Environmental Conservation	01/02/2013	01/02/2013	01/16/2013
NY	BROWNFIELDS	Brownfields Site List	Department of Environmental Conservation	11/19/2012	11/20/2012	12/12/2012
NY	CBS	Chemical Bulk Storage Site Listing	Department of Environmental Conservation	01/02/2013	01/02/2013	01/16/2013
NY	CBS AST	Chemical Bulk Storage Database	NYSDEC	01/01/2002	02/20/2002	03/22/2002
NY	CBS UST	Chemical Bulk Storage Database	NYSDEC	01/01/2002	02/20/2002	03/22/2002
NY	COAL ASH	Coal Ash Disposal Site Listing	Department of Environmental Conservation	01/08/2013	01/09/2013	01/16/2013
NY	DEL SHWS	Delisted Registry Sites	Department of Environmental Conservation	11/19/2012	11/20/2012	12/14/2012
NY	DRYCLEANERS	Registered Drycleaners	Department of Environmental Conservation	06/20/2012	07/16/2012	09/06/2012
NY	E DESIGNATION	E DESIGNATION SITE LISTING	New York City Department of City Planning	10/11/2012	11/01/2012	11/09/2012
NY	ENG CONTROLS	Registry of Engineering Controls	Department of Environmental Conservation	11/19/2012	11/20/2012	12/12/2012
NY	ERP	Environmental Restoration Program Listing	Department of Environmental Conservation	11/19/2012	11/20/2012	12/12/2012
NY	Financial Assurance 1	Financial Assurance Information Listing	Department of Environmental Conservation	01/08/2013	01/09/2013	01/21/2013
NY	Financial Assurance 2	Financial Assurance Information Listing	Department of Environmental Conservation	10/31/2008	11/25/2008	12/11/2008
NY	HIST AST	Historical Petroleum Bulk Storage Database	Department of Environmental Conservation	01/01/2002	06/02/2006	07/20/2006
NY	HIST LTANKS	Listing of Leaking Storage Tanks	Department of Environmental Conservation	01/01/2002	07/08/2005	07/14/2005
NY	HIST SPILLS	SPILLS Database	Department of Environmental Conservation	01/01/2002	07/08/2005	07/14/2005
NY	HIST UST	Historical Petroleum Bulk Storage Database	Department of Environmental Conservation	01/01/2002	06/02/2006	07/20/2006
NY	HSWDS	Hazardous Substance Waste Disposal Site Inventory	Department of Environmental Conservation	01/01/2003	10/20/2006	11/30/2006
NY	INST CONTROL	Registry of Institutional Controls	Department of Environmental Conservation	11/19/2012	11/20/2012	12/12/2012
NY	LIENS	Spill Liens Information	Office of the State Comptroller	11/19/2012	11/20/2012	12/12/2012
NY	LTANKS	Spills Information Database	Department of Environmental Conservation	11/19/2012	11/20/2012	01/08/2013
NY	MOSF	Major Oil Storage Facility Site Listing	Department of Environmental Conservation	01/02/2013	01/02/2013	01/16/2013
NY	MOSF AST	Major Oil Storage Facilities Database	NYSDEC	01/01/2002	02/20/2002	03/22/2002
NY	MOSF UST	Major Oil Storage Facilities Database	NYSDEC	01/01/2002	02/20/2002	03/22/2002
NY	NY MANIFEST	Facility and Manifest Data	Department of Environmental Conservation	11/01/2012	11/07/2012	12/11/2012
NY	RES DECL	Restrictive Declarations Listing	NYC Department of City Planning	11/18/2010	12/23/2010	02/11/2011
NY	SHWS	Inactive Hazardous Waste Disposal Sites in New York State	Department of Environmental Conservation	11/19/2012	11/20/2012	12/12/2012
NY	SPDES	State Pollutant Discharge Elimination System	Department of Environmental Conservation	10/23/2012	10/24/2012	11/09/2012
NY	SPILLS	Spills Information Database	Department of Environmental Conservation	11/19/2012	11/20/2012	01/08/2013
NY	SWF/LF	Facility Register	Department of Environmental Conservation	01/07/2013	01/09/2013	01/16/2013
NY	SWRCY	Registered Recycling Facility List	Department of Environmental Conservation	01/07/2013	01/09/2013	01/16/2013
NY	SWTIRE	Registered Waste Tire Storage & Facility List	Department of Environmental Conservation	08/01/2006	11/15/2006	11/30/2006
NY	TANKS	Storage Tank Faciliy Listing	Department of Environmental Conservation	01/02/2013	01/02/2013	01/16/2013
NY	UIC	Underground Injection Control Wells	Department of Environmental Conservation	12/10/2012	12/11/2012	01/16/2013
NY	UST	Petroleum Bulk Storage (PBS) Database	Department of Environmental Conservation	01/02/2013	01/02/2013	01/16/2013
NY	VAPOR REOPENED	Vapor Intrustion Legacy Site List	Department of Environmenal Conservation	05/01/2012	05/23/2012	07/03/2012
NY	VCP	Voluntary Cleanup Agreements	Department of Environmental Conservation	11/19/2012	11/20/2012	12/12/2012
US	2020 COR ACTION	2020 Corrective Action Program List	Environmental Protection Agency	11/11/2011	05/18/2012	05/25/2012
US	BRS	Biennial Reporting System	EPA/NTIS	12/31/2009	03/01/2011	05/02/2011
US	CERCLIS	Comprehensive Environmental Response, Compensation, and Liab	EPA	11/02/2012	11/28/2012	01/07/2013
US	CERCLIS-NFRAP	CERCLIS No Further Remedial Action Planned	EPA	11/02/2012	11/28/2012	01/07/2013
US	COAL ASH DOE	Sleam-Electric Plan Operation Data	Department of Energy	12/31/2005	08/07/2009	10/22/2009
US	COAL ASH EPA	Coal Combustion Residues Surface Impoundments List	Environmental Protection Agency	08/17/2010	01/03/2011	03/21/2011
US	CONSENT	Superfund (CERCLA) Consent Decrees	Department of Justice, Consent Decree Library	10/01/2012	10/19/2012	12/20/2012
US	CORRACTS	Corrective Action Report	EPA	02/12/2013	02/21/2013	02/27/2013
US	DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations	EPA, Region 9	01/12/2009	05/07/2009	09/21/2009

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
US	DELISTED NPL	National Priority List Deletions	EPA	10/01/2012	10/11/2012	12/20/2012
US	DOD	Department of Defense Sites	USGS	12/31/2005	11/10/2006	01/11/2007
US	DOT OPS	Incident and Accident Data	Department of Transporation, Office of Pipeli	07/31/2012	08/07/2012	09/18/2012
US	EDR MGP	EDR Proprietary Manufactured Gas Plants	EDR, Inc.			
US	EDR US Hist Auto Stat	EDR Proprietary Historic Gas Stations - Cole				
US	EDR US Hist Auto Stat	EDR Exclusive Historic Gas Stations	EDR, Inc.			
US	EDR US Hist Cleaners	EDR Proprietary Historic Dry Cleaners - Cole				
US	EDR US Hist Cleaners	EDR Exclusive Historic Dry Cleaners	EDR, Inc.			
US	EPA WATCH LIST	EPA WATCH LIST	Environmental Protection Agency	07/31/2012	08/13/2012	09/18/2012
US	ERNS	Emergency Response Notification System	National Response Center, United States Coast	12/31/2012	01/17/2013	02/15/2013
US	FEDERAL FACILITY	Federal Facility Site Information listing	Environmental Protection Agency	07/31/2012	10/09/2012	12/20/2012
US	FEDLAND	Federal and Indian Lands	U.S. Geological Survey	12/31/2005	02/06/2006	01/11/2007
US	FEMA UST	Underground Storage Tank Listing	FEMA	01/01/2010	02/16/2010	04/12/2010
US	FINDS	Facility Index System/Facility Registry System	EPA	10/23/2011	12/13/2011	03/01/2012
US	FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA/Office of Prevention, Pesticides and Toxi	04/09/2009	04/16/2009	05/11/2009
US	FTTS INSP	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA	04/09/2009	04/16/2009	05/11/2009
US	FUDS	Formerly Used Defense Sites	U.S. Army Corps of Engineers	12/31/2009	08/12/2010	12/02/2010
US	HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HIST FTTS INSP	FIFRA/TSCA Tracking System Inspection & Enforcement Case Lis	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HMIRS	Hazardous Materials Information Reporting System	U.S. Department of Transportation	12/31/2012	01/03/2013	02/27/2013
US	ICIS	Integrated Compliance Information System	Environmental Protection Agency	07/20/2011	11/10/2011	01/10/2012
US	INDIAN LUST R1	Leaking Underground Storage Tanks on Indian Land	EPA Region 1	04/12/2012	05/09/2012	07/10/2012
US	INDIAN LUST R10	Leaking Underground Storage Tanks on Indian Land	EPA Region 10	08/01/2012	08/02/2012	10/16/2012
US	INDIAN LUST R4	Leaking Underground Storage Tanks on Indian Land	EPA Region 4	12/14/2011	12/15/2011	01/10/2012
US	INDIAN LUST R6	Leaking Underground Storage Tanks on Indian Land	EPA Region 6	09/12/2011	09/13/2011	11/11/2011
US	INDIAN LUST R7	Leaking Underground Storage Tanks on Indian Land	EPA Region 7	08/17/2012	08/28/2012	10/16/2012
US	INDIAN LUST R8	Leaking Underground Storage Tanks on Indian Land	EPA Region 8	08/27/2012	08/28/2012	10/16/2012
US	INDIAN LUST R9	Leaking Underground Storage Tanks on Indian Land	Environmental Protection Agency	09/06/2012	09/07/2012	10/16/2012
US	INDIAN ODI	Report on the Status of Open Dumps on Indian Lands	Environmental Protection Agency	12/31/1998	12/03/2007	01/24/2008
US	INDIAN RESERV	Indian Reservations	USGS	12/31/2005	12/08/2006	01/11/2007
US	INDIAN UST R1	Underground Storage Tanks on Indian Land	EPA, Region 1	04/12/2012	05/02/2012	07/16/2012
US	INDIAN UST R10	Underground Storage Tanks on Indian Land	EPA Region 10	08/01/2012	08/02/2012	10/16/2012
US	INDIAN UST R4	Underground Storage Tanks on Indian Land	EPA Region 4	12/14/2011	12/15/2011	01/10/2012
US	INDIAN UST R5	Underground Storage Tanks on Indian Land	EPA Region 5	08/02/2012	08/03/2012	11/05/2012
US	INDIAN UST R6	Underground Storage Tanks on Indian Land	EPA Region 6	05/10/2011	05/11/2011	06/14/2011
US	INDIAN UST R7	Underground Storage Tanks on Indian Land	EPA Region 7	08/17/2012	08/28/2012	10/16/2012
US	INDIAN UST R8	Underground Storage Tanks on Indian Land	EPA Region 8	08/27/2012	08/28/2012	10/16/2012
US	INDIAN UST R9	Underground Storage Tanks on Indian Land	EPA Region 9	09/06/2012	09/07/2012	10/16/2012
US	INDIAN VCP R1	Voluntary Cleanup Priority Listing	EPA, Region 1	09/28/2012	10/02/2012	10/16/2012
US	INDIAN VCP R7	Voluntary Cleanup Priority Lisitng	EPA, Region 7	03/20/2008	04/22/2008	05/19/2008
US	LIENS 2	CERCLA Lien Information	Environmental Protection Agency	02/16/2012	03/26/2012	06/14/2012
US	LUCIS	Land Use Control Information System	Department of the Navy	12/09/2005	12/11/2006	01/11/2007
US	MLTS	Material Licensing Tracking System	Nuclear Regulatory Commission	06/21/2011	07/15/2011	09/13/2011
US	NPL	National Priority List	EPA	10/01/2012	10/11/2012	12/20/2012
US	NPL LIENS	Federal Superfund Liens	EPA	10/15/1991	02/02/1994	03/30/1994
US	ODI	Open Dump Inventory	Environmental Protection Agency	06/30/1985	08/09/2004	09/17/2004
US	PADS	PCB Activity Database System	EPA	11/01/2010	11/10/2010	02/16/2011

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
US	PCB TRANSFORMER	PCB Transformer Registration Database	Environmental Protection Agency	02/01/2011	10/19/2011	01/10/2012
US	PRP	Potentially Responsible Parties	EPA	10/01/2012	10/04/2012	11/05/2012
US	Proposed NPL	Proposed National Priority List Sites	EPA	10/01/2012	10/11/2012	12/20/2012
US	RAATS	RCRA Administrative Action Tracking System	EPA	04/17/1995	07/03/1995	08/07/1995
US	RADINFO	Radiation Information Database	Environmental Protection Agency	10/02/2012	10/02/2012	11/05/2012
US	RCRA NonGen / NLR	RCRA - Non Generators	Environmental Protection Agency	02/12/2013	02/15/2013	02/27/2013
US	RCRA-CESQG	RCRA - Conditionally Exempt Small Quantity Generators	Environmental Protection Agency	02/12/2013	02/15/2013	02/27/2013
US	RCRA-LQG	RCRA - Large Quantity Generators	Environmental Protection Agency	02/12/2013	02/15/2013	02/27/2013
US	RCRA-SQG	RCRA - Small Quantity Generators	Environmental Protection Agency	02/12/2013	02/15/2013	02/27/2013
US	RCRA-TSDF	RCRA - Treatment, Storage and Disposal	Environmental Protection Agency	02/12/2013	02/15/2013	02/27/2013
US	RMP	Risk Management Plans	Environmental Protection Agency	05/08/2012	05/25/2012	07/10/2012
US	ROD	Records Of Decision	EPA	02/27/2012	03/14/2012	06/14/2012
US	SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing	Environmental Protection Agency	03/07/2011	03/09/2011	05/02/2011
US	SSTS	Section 7 Tracking Systems	EPA	12/31/2009	12/10/2010	02/25/2011
US	TRIS	Toxic Chemical Release Inventory System	EPA	12/31/2009	09/01/2011	01/10/2012
US	TSCA	Toxic Substances Control Act	EPA	12/31/2006	09/29/2010	12/02/2010
US	UMTRA	Uranium Mill Tailings Sites	Department of Energy	09/14/2010	10/07/2011	03/01/2012
US	US AIRS (AFS)	Aerometric Information Retrieval System Facility Subsystem (	EPA	11/15/2012	11/16/2012	02/15/2013
US	US AIRS MINOR	Air Facility System Data	EPA	11/15/2012	11/16/2012	02/15/2013
US	US BROWNFIELDS	A Listing of Brownfields Sites	Environmental Protection Agency	12/10/2012	12/11/2012	12/20/2012
US	US CDL	Clandestine Drug Labs	Drug Enforcement Administration	11/14/2012	12/11/2012	02/15/2013
US	US ENG CONTROLS	Engineering Controls Sites List	Environmental Protection Agency	12/19/2012	12/26/2012	02/27/2013
US	US FIN ASSUR	Financial Assurance Information	Environmental Protection Agency	11/20/2012	11/30/2012	02/27/2013
US	US HIST CDL	National Clandestine Laboratory Register	Drug Enforcement Administration	09/01/2007	11/19/2008	03/30/2009
US	US INST CONTROL	Sites with Institutional Controls	Environmental Protection Agency	12/19/2012	12/26/2012	02/27/2013
US	US MINES	Mines Master Index File	Department of Labor, Mine Safety and Health A	08/18/2011	09/08/2011	09/29/2011
CT	CT MANIFEST	Hazardous Waste Manifest Data	Department of Energy & Environmental Protecti	11/19/2012	11/19/2012	01/03/2013
NJ	NJ MANIFEST	Manifest Information	Department of Environmental Protection	12/31/2011	07/19/2012	08/28/2012
PA	PA MANIFEST	Manifest Information	Department of Environmental Protection	12/31/2011	07/23/2012	09/18/2012
RI	RI MANIFEST	Manifest information	Department of Environmental Management	12/31/2011	06/22/2012	07/31/2012
VT	VT MANIFEST	Hazardous Waste Manifest Data	Department of Environmental Conservation	11/16/2012	11/29/2012	01/16/2013
WI	WI MANIFEST	Manifest Information	Department of Natural Resources	12/31/2011	07/19/2012	09/27/2012
US	Oil/Gas Pipelines	GeoData Digital Line Graphs from 1:100,000-Scale Maps	USGS			
US	Electric Power Lines	Electric Power Transmission Line Data	Rextag Strategies Corp.			
US	AHA Hospitals	Sensitive Receptor: AHA Hospitals	American Hospital Association, Inc.			
US	Medical Centers	Sensitive Receptor: Medical Centers	Centers for Medicare & Medicaid Services			
US	Nursing Homes	Sensitive Receptor: Nursing Homes	National Institutes of Health			
US	Public Schools	Sensitive Receptor: Public Schools	National Center for Education Statistics			
US	Private Schools	Sensitive Receptor: Private Schools	National Center for Education Statistics			

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
NY	Daycare Centers	Sensitive Receptor: Day Care Providers	Department of Health			
US	Flood Zones	100-year and 500-year flood zones	Emergency Management Agency (FEMA)			
US	NWI	National Wetlands Inventory	U.S. Fish and Wildlife Service			
NY	State Wetlands	Freshwater Wetlands	Department of Environmental Conservation			
US	USGS 7.5' Topographic Map	Scanned Digital USGS 7.5' Topographic Map (DRG)	USGS			

STREET AND ADDRESS INFORMATION

GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

EAST HAMPTON HTO
200 DANIELS HOLE ROAD
WAINSCOTT, NY 11937

TARGET PROPERTY COORDINATES

Latitude (North):	40.9625 - 40° 57' 45.00''
Longitude (West):	72.2474 - 72° 14' 50.64''
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	731647.9
UTM Y (Meters):	4538031.5
Elevation:	41 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	40072-H2 EAST HAMPTON, NY
Most Recent Revision:	1976
West Map:	40072-H3 SAG HARBOR, NY
Most Recent Revision:	1956

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

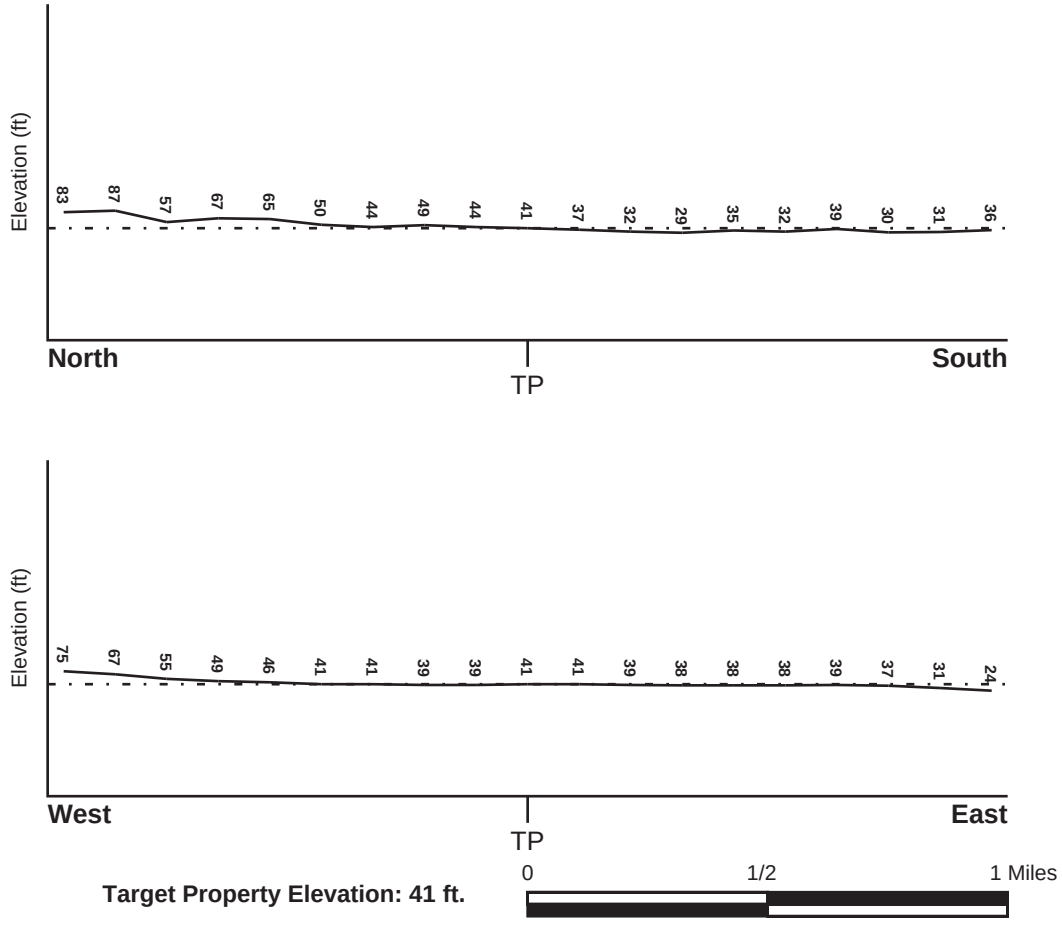
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General South

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Target Property Elevation: 41 ft.

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
SUFFOLK, NY	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 36103C - FEMA DFIRM Flood data

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
EAST HAMPTON	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

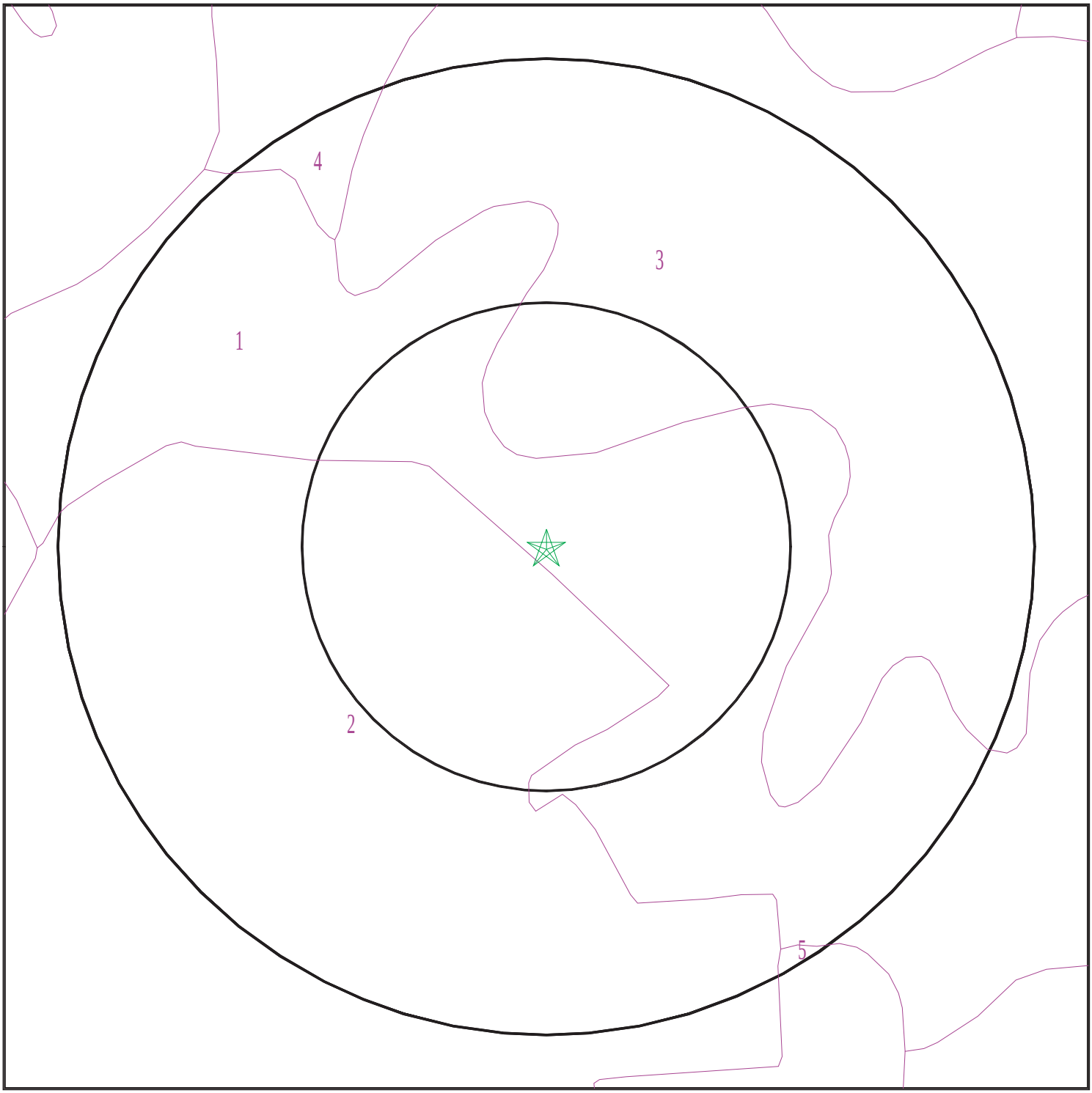
Era:	Cenozoic
System:	Quaternary
Series:	Pleistocene
Code:	Qp *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 3533289.1s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	East Hampton HTO	CLIENT:	Vanasse Hangen Brustlin, Inc.
ADDRESS:	200 Daniels Hole Road Wainscott NY 11937	CONTACT:	Heather Waldmann
LAT/LONG:	40.9625 / 72.2474	INQUIRY #:	3533289.1s
		DATE:	March 01, 2013 12:29 pm

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: Plymouth

Soil Surface Texture: loamy sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	3 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6
2	3 inches	27 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6
3	27 inches	59 inches	gravelly coarse sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6

Soil Map ID: 2

Soil Component Name:	Cut and fill land
Soil Surface Texture:	loamy sand
Hydrologic Group:	Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.
Soil Drainage Class:	Moderately well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel:	Not Reported
Depth to Bedrock Min:	> 153 inches
Depth to Watertable Min:	> 0 inches

No Layer Information available.

Soil Map ID: 3

Soil Component Name:	Riverhead
Soil Surface Texture:	sandy loam
Hydrologic Group:	Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.
Soil Drainage Class:	Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel:	Low
Depth to Bedrock Min:	> 0 inches
Depth to Watertable Min:	> 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 141	Max: 5.5 Min: 4.5
2	11 inches	27 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 141	Max: 5.5 Min: 4.5
3	27 inches	35 inches	gravelly loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 141	Max: 5.5 Min: 4.5
4	35 inches	64 inches	stratified coarse sand to gravelly sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 141	Max: 5.5 Min: 4.5

Soil Map ID: 4

Soil Component Name: Plymouth

Soil Surface Texture: loamy sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	3 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6
2	3 inches	27 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6
3	27 inches	59 inches	gravelly coarse sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6

Soil Map ID: 5

Soil Component Name: Plymouth

Soil Surface Texture: sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	3 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6
2	3 inches	27 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6
3	27 inches	59 inches	gravelly coarse sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 141 Min: 141	Max: 5.5 Min: 3.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	USGS2094327	0 - 1/8 Mile SE
2	USGS2094523	1/4 - 1/2 Mile SSE
3	USGS2094548	1/4 - 1/2 Mile SW

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP

No PWS System Found

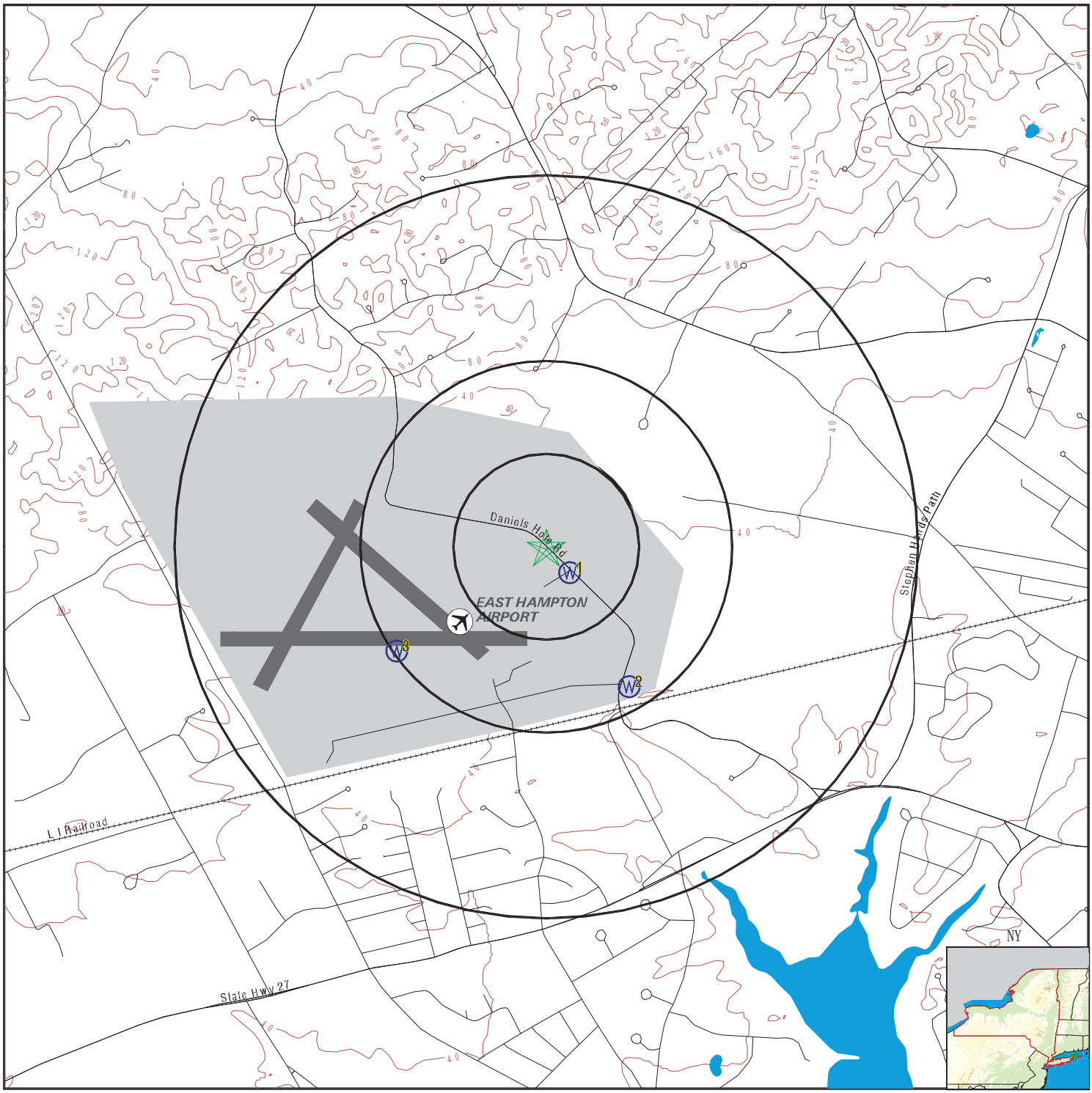
Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP

No Wells Found

PHYSICAL SETTING SOURCE MAP - 3533289.1s



- County Boundary
- Major Roads
- Contour Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	East Hampton HTO	CLIENT:	Vanasse Hangen Brustlin, Inc.
ADDRESS:	200 Daniels Hole Road Wainscott NY 11937	CONTACT:	Heather Waldmann
		INQUIRY #:	3533289.1s
LAT/LONG:	40.9625 / 72.2474	DATE:	March 01, 2013 12:29 pm

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
1 **SE** **0 - 1/8 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS2094327**
2 **SSE** **1/4 - 1/2 Mile** **Lower**	Click here for full text details	**FED USGS**	**USGS2094523**
3 **SW** **1/4 - 1/2 Mile** **Higher**	Click here for full text details	**FED USGS**	**USGS2094548**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: NY Radon

Radon Test Results

County	Town	Num Tests	Avg Result	Geo Mean	Max Result
SUFFOLK	BABYLON	49	1.07	0.76	5.5
SUFFOLK	BROOKHAVEN	117	1.61	1.22	7.5
SUFFOLK	E. HAMPTON	19	1.55	1.16	4.7
SUFFOLK	HUNTINGTON	146	2.13	1.47	22.2
SUFFOLK	ISLIP	61	1.19	0.74	10.4
SUFFOLK	NORTHPORT	4	1.43	1.12	2.5
SUFFOLK	RIVERHEAD	9	2.18	1.26	8.9
SUFFOLK	SHELTER ISLAND	1	1.1	1.1	1.1
SUFFOLK	SMITHTOWN	60	3.02	1.48	42.6
SUFFOLK	SOUTHAMPTON	24	0.99	0.8	2.8
SUFFOLK	SOUTHOLD	7	2.47	1.58	8.6

Federal EPA Radon Zone for SUFFOLK County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for SUFFOLK COUNTY, NY

Number of sites tested: 183

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area	0.670 pCi/L	100%	0%	0%
Basement	1.010 pCi/L	98%	2%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Freshwater Wetlands
Source: Department of Environmental Conservation
Telephone: 518-402-8961

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

New York Public Water Wells
Source: New York Department of Health
Telephone: 518-458-6731

OTHER STATE DATABASE INFORMATION

Oil and Gas Well Database
Department of Environmental Conservation
Telephone: 518-402-8072
These files contain records, in the database, of wells that have been drilled.

RADON

State Database: NY Radon
Source: Department of Health
Telephone: 518-402-7556
Radon Test Results

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

PHYSICAL SETTING SOURCE RECORDS SEARCHED

STREET AND ADDRESS INFORMATION

G. Noise Analysis

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Noise Analysis for the Environmental Assessment of a Seasonal Airport Traffic Control Tower at East Hampton Airport

HMMH Report No. 305332
May 2013

Prepared for:

DY Consultants
401 Franklin Avenue, Suite 318
Garden City, New York 11530

Prepared by:

R.L. Miller
T. Baldwin
S.M. Doyle
M.J. Hamilton

HARRIS MILLER MILLER & HANSON INC.

77 South Bedford Street
Burlington, MA 01803

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1 INTRODUCTION

In 2012, East Hampton Airport (HTO) requested and received permission from the Airports Division of the Federal Aviation Administration (FAA) Eastern Region to install a privately funded mobile Airport Traffic Control Tower (ATCT, or tower) for the purpose of providing air traffic control services to the fixed-wing and rotary-wing aircraft that utilize the airport in significantly increased numbers from Memorial Day to Labor Day each year.

Under normal circumstances, in the absence of a tower, pilots operate their aircraft in uncontrolled airspace surrounding the airport as they arrive to land at HTO or take off and depart the area. There is no radar coverage at low altitudes nor is there a trained Air Traffic Controller to provide flight instructions, issue clearances for takeoff and landing, or identify locations of other aircraft in the vicinity; thus pilots must avoid clouds, areas of poor visibility, and other nearby aircraft on their own, using Visual Flight Rules that largely depend on the principle of "see-and-be-seen." The flow of aircraft is aided by the availability of published non-precision instrument approaches flown by some aircraft, but ultimate separation is achieved by pilots looking outside the cockpit and aiding others by reporting their positions over the radio as they approach or depart the airfield and as they enter the traffic pattern. The common radio frequency is monitored by other aircraft in the area and also by airport staff during normal work hours. HTO staff also relay pilot position reports on an advisory basis to any new aircraft that report entering or leaving the airport vicinity.

While such visual flight procedures are well known to pilots and HTO personnel, the presence of Air Traffic Controllers, whose job it is to watch aircraft and provide instructions and clearances to pilots during landing and takeoff, provides a degree of orderly control and enhances the safety of all air traffic – helicopters and fixed-wing alike – particularly during periods when operations are at their heaviest. The temporary ATCT that operated from the summer to the end of October in 2012 illustrated these benefits. As a result, the Town of East Hampton has prepared an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to request approval from the FAA for the operation of the seasonal tower on a permanent basis. The noise analysis that supports the EA is summarized in this report.

1.1 Project Alternatives and Study Years

Under NEPA and its implementing regulations (discussed in further detail below), installation of the proposed ATCT requires approval by the FAA, as it will modify the Airport's Airport Layout Plan (ALP). A detailed description of the Proposed Action, its purpose and need, and the steps that FAA must take to implement the ATCT are included in the EA. The analysis in this report addresses the effects of that Proposed Action on noise.

In addition, under NEPA and FAA's implementing regulations, an EA must consider one or more reasonable alternatives to the Proposed Action, though there is no requirement for a specific number or range of alternatives to be addressed.[1] The noise analysis does not need to consider the siting alternatives for the ATCT because this analysis is for the entire airport and thus addresses a total of only two scenarios – implementing or not implementing the permanent seasonal ATCT.

The noise analysis examines the first full year of implementation of the project and for a forecast period of five years into the future. Because the Town of East Hampton wishes to implement the seasonal ATCT on a permanent basis beginning with the upcoming high traffic period this summer, the year 2013 would represent one required study year. The five year forecast period would then address the environmental effects in 2018.

[1] FAA Order 1050.1E, Change 1, Chapter 4, Section 405(d), pages 4-10, March 20, 2006.

In sum, these NEPA requirements result in only four operating conditions considered in this report – 2013 with and without the proposed tower, and 2018 with and without the tower.

1.2 Applicable Regulations

The noise analysis for the HTO EA has been conducted in accordance with FAA Order 1050.1E, Change 1 entitled *Environmental Impacts: Policies and Procedures;*[2] FAA Order 5050.4B entitled *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions;*[3] and the National Environmental Policy Act (NEPA) as specified in the Council on Environmental Quality's *Regulations for Implementing the National Environmental Policy Act* (40 Code of Federal Regulations (CFR) 1500-1508).

FAA Order 1050.1E, in particular, identifies noise as one of 18 potential environmental resource categories that should be considered for evaluation of environmental effects.[4] The Order specifies a number of requirements for EA noise analyses, including the appropriate noise metric, acceptable models for computing the noise, and the impact or reporting criteria that are to be used to judge the importance of any change that is projected to occur as a result of a Proposed Action.

The noise metric used in almost any significant environmental document produced for the FAA is the yearly Day/Night Average Sound Level (DNL). The DNL is an accumulation of the noise exposure that takes into account all of the aircraft operations that occur during an "average" 24-hour day, except that events occurring after 10:00 p.m. at night and before 7:00 a.m. the next morning are penalized as if they were louder than they actually are. The penalty, or weighting, on each nighttime operation is 10 decibels (dB), equivalent in terms of its effect on noise exposure to having 10 daytime operations of the same aircraft. A detailed description of DNL and the relationship between it and the effects of noise on people is contained in Appendix B of this noise report. Other requirements from 1050.1E are summarized briefly below.

- FAA Order 1050.1E, Appendix A, Section 14.4b, requires that the Integrated Noise Model (INM), the Helicopter Noise Model (HNM), or the Noise Integrated Routing System (NIRS) be used to determine the significance of changes in exposure. Section 14.4d goes on to require that the INM or HNM be used to produce DNL 75 dB, DNL 70 dB, and DNL 65 dB contours or others as needed (NIRS is used primarily for larger airspace studies and does not produce contours). Because of the mix of fixed-wing and rotary-wing aircraft and the need to produce noise exposure contours, the INM is used in this analysis.

- FAA Order1050.1E addresses the degree of change above which aircraft noise can cause adverse effects on people. Order 1050.1E, Appendix A, Section 14.3 states: a "significant noise impact" would occur if the analysis shows that the Proposed Action will cause noise sensitive areas to experience an increase in DNL of 1.5 dB or more at or above DNL 65 dB noise exposure when compared to No Action for the same timeframe.[5] Section 14.3 of Order 1050.1E further elaborates on the meaning of significant impact, indicating that special consideration needs to be given to the evaluation of sensitive areas within national parks, national wildlife refuges, and certain other uses such as traditional cultural properties. In summary, Table 1-1 below lists the

[2] U.S. Department of Transportation (DOT), FAA, Office of Environment and Energy (AEE), "Policy and Procedures for considering Environmental Impacts," FAA Order 1050.1E, Change 1, March 20, 2006.
[3] FAA Order 5050.4B, "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions," April 28, 2006.
[4] FAA Order 1050.1E, page A-1.
[5] FAA Order 1050.1E, Change 1, Appendix A, Section 14.3, page A-61.

criteria used in the noise analyses of this EA. The table also includes characterizations of the magnitude of those changes.

Table 1-1 Basis for Characterization of Changes in Noise

DNL Exposure Interval	Change in DNL	Characterization of Change
Greater than or equal to 65dB	1.5 dB or more	Significant impact
60 to less than 65dB	3 dB or more	Can receive consideration for mitigation, *if there is a significant noise impact, i.e., 1.5 dB or more increase in DNL greater than or equal to 65 dB*
45 to less than 60dB	5 dB or more	Requires disclosure

Source: FAA Order 1050.1E, Change 1, Appendix A, paragraphs 14.3, 14.4c, 14.5c, 14.5e, pages A-61 to A-64.

As an additional rule of thumb in judging noise level changes, it is generally accepted that a shift in DNL of 0 to 2 dB may be perceived by people exposed to the change, a shift of 2 to 5 dB can generally be perceived, and a change of 5 dB or more is likely to produce a change in community reaction.[6]

DNL analyses may be supplemented on a case-by-case basis with additional assessments of noise using other metrics tailored to characterize and address related issues. Order 1050.1E states that supplemental analyses are most often used to consider effects of noise at sensitive locations and to aid in the public's understanding of the effects. Typical reasons for including supplemental analyses in an EA include evaluations of speech interference, sleep disturbance, sound insulation effectiveness, and assessments of natural quiet in special areas such as national parks. Which metrics to use depend on the circumstances of a given project, its location, or situations of interest.

1.3 Methodology

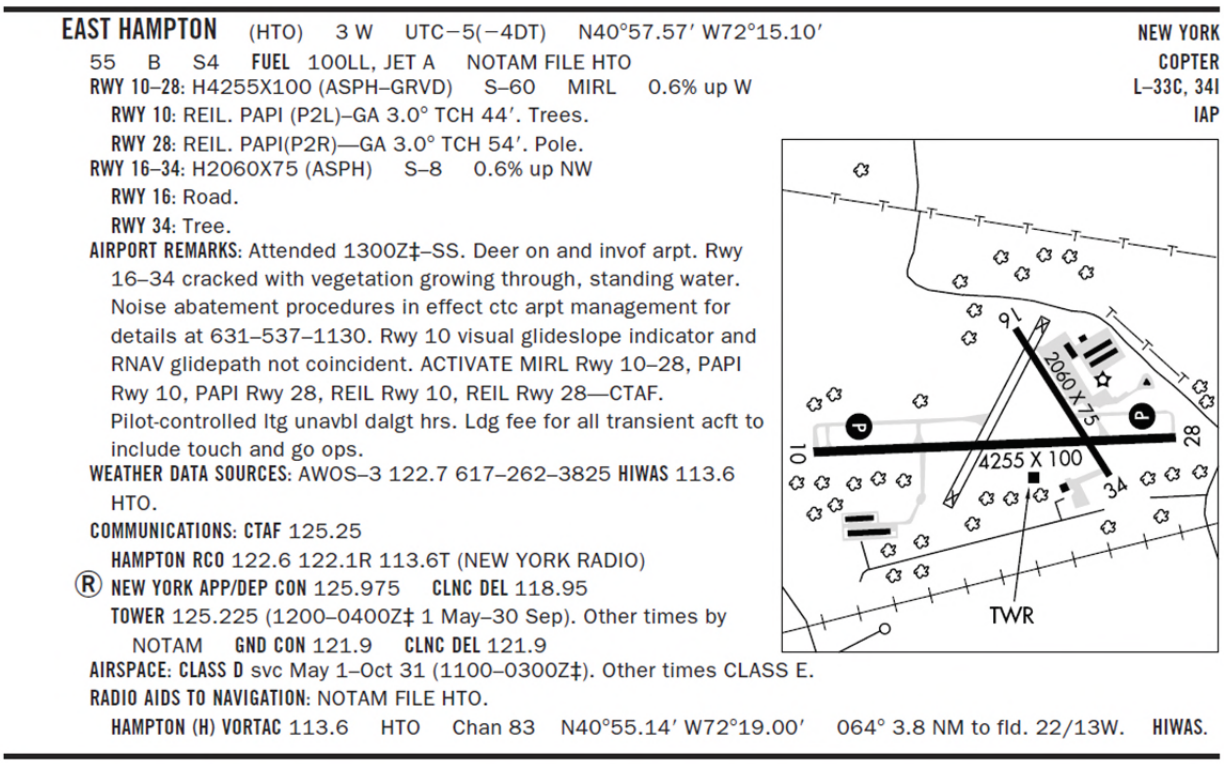
The current version of the INM (7.0c, released 3 January 2011), was used to compute all noise levels for the HTO EA. Improvements over the previous version included new noise and performance data for a number of Airbus aircraft (not applicable to HTO operations), five new general aviation corporate jets manufactured by Cessna, and five new or revised Bell helicopters. In addition, the updated INM included a large number of new or revised aircraft substitutions that are permitted for use if the exact make and model of an aircraft that operates at a facility is not already included in the INM's database. Several software updates were also made to fix bugs and improve flight track modeling.

Airfield geometry and aircraft operational data that serve as inputs to the INM include the runway layout and field elevation, annual average temperature, pressure and relative humidity (which affect aircraft performance), the frequency of runway use, flight path locations, and numbers of aircraft operations by aircraft and engine type and their distribution into daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods for purposes of calculating the DNL values. The INM utilizes these data to compute the noise exposure on the ground at many thousands of locations surrounding an airport, ultimately producing contours of equal exposure much like the contours on a terrain map that depict lines of equal elevation. Changes in the DNL contours are a reflection of where and by how much a noise environment will be perceived and where noise impacts may occur.

Separate 10-year weather data for the years 2003 through 2012 indicate an average temperature of 53.3° F, an average air pressure of 30.00 inches of mercury (Hg), and humidity of 68.7 percent.[7]

[6] Miller, N.P., Von Gierke, H.E., and Eldred, K.M., "Impact Assessment Guidelines for the Effects of Noise on People," prepared for Transport Canada, Toronto, ON, October 1991.

Figure 1-1 below shows basic airfield information published by the FAA in its digital-Airport/Facility Directory for the period 7 March through 2 May 2013.[8] The airport has two usable runways, 10-28 and 16-34, having lengths of 4,255 and 2,060 feet, respectively. Airfield elevation is 55 feet above sea level.



EAST HAMPTON (HTO) 3 W UTC−5(−4DT) N40°57.57′ W72°15.10′ — NEW YORK COPTER L−33C, 34I IAP

55 B S4 **FUEL** 100LL, JET A NOTAM FILE HTO

RWY 10–28: H4255X100 (ASPH–GRVD) S–60 MIRL 0.6% up W

RWY 10: REIL. PAPI (P2L)–GA 3.0° TCH 44′. Trees.

RWY 28: REIL. PAPI(P2R)—GA 3.0° TCH 54′. Pole.

RWY 16–34: H2060X75 (ASPH) S–8 0.6% up NW

RWY 16: Road.

RWY 34: Tree.

AIRPORT REMARKS: Attended 1300Z‡–SS. Deer on and invof arpt. Rwy 16–34 cracked with vegetation growing through, standing water. Noise abatement procedures in effect ctc arpt management for details at 631–537–1130. Rwy 10 visual glideslope indicator and RNAV glidepath not coincident. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10, PAPI Rwy 28, REIL Rwy 10, REIL Rwy 28—CTAF. Pilot-controlled ltg unavbl dalgt hrs. Ldg fee for all transient acft to include touch and go ops.

WEATHER DATA SOURCES: AWOS–3 122.7 617–262–3825 **HIWAS** 113.6 HTO.

COMMUNICATIONS: **CTAF** 125.25

HAMPTON RCO 122.6 122.1R 113.6T (NEW YORK RADIO)

Ⓡ **NEW YORK APP/DEP CON** 125.975 **CLNC DEL** 118.95

TOWER 125.225 (1200–0400Z‡ 1 May–30 Sep). Other times by NOTAM **GND CON** 121.9 **CLNC DEL** 121.9

AIRSPACE: **CLASS D** svc May 1–Oct 31 (1100–0300Z‡). Other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HTO.

HAMPTON (H) VORTAC 113.6 HTO Chan 83 N40°55.14′ W72°19.00′ 064° 3.8 NM to fld. 22/13W. **HIWAS.**

Figure 1-1 Excerpt from FAA Airport/Facility Directory for East Hampton Airport

Table 1-2 shows the modeled runway ends and other runway parameters for each of the runway ends and helicopter operations areas. There are no formal helipads at HTO; however two primary helicopter operations areas were identified and used for modeling helicopter activity. HFX falls mid-field, approximately in the center of Runway 16-34 at the intersection of Taxiway F; H16 coincides with the end of Runway 16.

Table 1-2 Runway and Helicopter Operations Area Locations

Runway End	Latitude	Longitude	Elevation (ft.)	Width (ft.)	Length (ft.)	Displaced Threshold (ft.)	Glide Slope	Type
10	40.958883	-72.260301	55	100	4,255	0	3	Fixed Wing
16	40.962851	-72.251740	41	75	2,060	57	3	Fixed Wing
28	40.959102	-72.244897	30	100	4,255	0	3	Fixed Wing
34	40.957616	-72.247604	30	75	2,060	106	3	Fixed Wing
HFX	40.960310	-72.249739	35	0	0	0	0	Helicopter
H16	40.962851	-72.251740	41	0	0	0	0	Helicopter

[7] NCDC TD3505 Integrated Surface Data for nearest weather station at Islip (WBAN#04781).
[8] http://aeronav.faa.gov/pdfs/ne_165_07MAR2013.pdf.

2 OPERATIONAL INPUTS FOR 2013

Operational inputs to the INM include data sets such as the annual average numbers of aircraft operations, the split of traffic into different aircraft types and models, their further split into daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods, runway usage rates, and flight track locations and use.

At airports with on-site radar facilities and full-time towers, the accumulation of such information is substantially easier than at HTO. However, the Airport has invested substantially in data collection systems including an Airscene operations monitoring system and a Vector camera system, which when integrated, capture the movement of aircraft and identify them by aircraft type, runway used, time of operation, and whether they are landing or taking off. The Airscene system uses an array of antennas in the vicinity of HTO that provide multilateral computations of aircraft position and combine them to provide flight tracking capability, though data are occasionally corrupted by intermittent signal strength or other factors. Airscene also captures automated transmissions from some aircraft that are intended for FAA use but identify the aircraft and engine type. Linking these two data streams, Airscene identifies most aircraft types and infers which runway was used, whether the operation was a landing or takeoff, and where the aircraft was traveling over the ground. The Vector camera system captures photographs of aircraft on the runways to improve the data integrity of Airscene's system, providing HTO with a substantial source of operations information that is unusual for most General Aviation airports, especially in a non-radar environment. These data form the basis for the detailed breakdown of flight information used in the noise (and also the air quality) analysis for the EA.

2.1 Fleet Mix

To establish the needed operations data for the 2013 study year, two years (2011 and 2012) of Airscene/Vector data were analyzed and parsed. During that time, 47,920 flight tracks were captured, of which 23,758, or 49.6 percent, contained sufficient detail to determine aircraft type, runway use, and track locations. This baseline set of data was then scaled to match the FAA's published Terminal Area Forecast (TAF) for HTO,[9] resulting in an estimated total of 31,612 annual operations, or 86.61 daily operations for 2013.

While the FAA estimate of annual operations for 2013 is conservatively high compared to the evidence reported by HTO's Airscene/Vector system, the need for a seasonal ATCT becomes clearer from the scaled Airscene/Vector data when the operations are parsed into summer periods of June to August and non-summer periods from September to May -- summer days average 188.17 operations, more than 3½ times busier than non-summer days when only 52.38 operations occur. Jets on summer days are about six times more frequent than on non-summer days, and helicopters are about three times more frequent. Thus, while FAA's total operations likely produce a slight over-estimate of the resultant average daily noise exposure, the estimate is more typical of summer days rather than non-summer days and has no material effect on the conclusions reached in this noise analysis.

The resultant mix of fixed- and rotary-wing aircraft for an average day of traffic in 2013 is shown in Table 2-1 below. A further breakdown of the aircraft into specific types is included in Appendix C of this noise report.

[9] https://aspm.faa.gov/main/taf.asp.

Table 2-1 Summary of Daily Operations by Aircraft Group

	Arrivals			Departures			Touch-and-Gos[1]			Total
	Day	Night	Total	Day	Night	Total	Day	Night	Total	Operations
Jet	5.01	0.30	5.31	5.06	0.25	5.31	--	--	--	10.62
Single Engine Propeller	10.92	0.14	11.05	10.81	0.26	11.05	7.81	0.04	7.85	37.80
Twin Engine Propeller	8.43	0.31	8.74	8.55	0.17	8.74	0.34	0.02	0.37	18.22
Helicopter	9.44	0.54	9.99	9.56	0.40	9.99	--	--	--	19.98
All	33.80	1.29	35.09	33.98	1.08	35.09	8.15	0.06	8.22	86.62

Note 1: Each Touch-and-Go is counted as two operations -- a takeoff and a landing

2.2 Runway Utilization

Runway utilization for the 2013 study year was also taken from the sample of Airscene/Vector data. The sample in this case was broken down by category of aircraft and by daytime and nighttime periods (using the same hourly definitions as needed for the calculation of DNL) to capture differences that influence the distribution of noise in neighborhoods surrounding HTO. These runway use percentages are applied to the different groups of aircraft in Table 2-2 below to determine the average daily numbers of aircraft that overfly areas off of each runway end.

Table 2-2 Runway Use Percentages by Aircraft Group and Time of Day

		Arrivals			Departures			Touch-and-Gos		
HTO_GRP	RWY_ID	Day	Night	Total	Day	Night	Total	Day	Night	Total
JET	10	38%	53%	38%	21%	8%	21%	--	--	--
JET	28	62%	47%	62%	79%	92%	79%	--	--	--
JET	16	--	--	--	--	--	--	--	--	--
JET	34	--	--	--	--	--	--	--	--	--
		100%	100%	100%	100%	100%	100%	--	--	--
SEP	10	39%	65%	39%	13%	8%	13%	--	--	--
SEP	28	59%	35%	59%	85%	92%	86%	--	--	--
SEP	16	--	--	--	--	--	--	--	--	--
SEP	34	2%	--	2%	1%	--	1%	--	--	--
		100%	100%	100%	100%	100%	100%	--	--	--
TEP	10	48%	44%	48%	19%	2%	19%	--	--	--
TEP	28	52%	56%	52%	81%	98%	81%	--	--	--
TEP	16	--	--	--	--	--	--	--	--	--
TEP	34	--	--	--	--	--	--	--	--	--
		100%	100%	100%	100%	100%	100%	--	--	--
HELO	H16	32%	11%	31%	15%	11%	15%	--	--	--
HELO	HFX	68%	89%	69%	85%	89%	85%	--	--	--
		100%	100%	100%	100%	100%	100%	--	--	--
LOCAL	10	--	--	--	--	--	--	36%	78%	36%
LOCAL	28	--	--	--	--	--	--	64%	22%	64%
		--	--	--	--	--	--	100%	100%	100%

Notes: SEP refers to single-engine propeller aircraft
TEP refers to twin-engine propeller aircraft
LOCAL refers to single-engine propeller aircraft conducting touch-and-go operations in the local traffic pattern

Unlike the fleet mix discussed in Section 2.1 above, runway use from the Airscene/Vector data base does not change significantly during summer months as opposed to non-summer months. Runway 28 is used approximately twice as often as Runway 10, whether summer or winter, and Runway 16 was found not to be used at all, regardless of season. Runway 34 was used by 136 operations in the 2011 to 2012 Airscene/Vector data, and when scaled to the 2013 TAF, still only represents 181 operations for the entire year, less than 0.6 percent of total daily operations.

2.3 Flight Track Development

The Airscene/Vector data sample of 23,758 operations served as the source of flight tracks used in the noise analysis, though in this case, the data were separated into groups of fixed-wing and rotary-wing (helicopter) operations. "Backbone" tracks were initially developed to represent concentrations of flight tracks along major flight corridors, and then features of the INM were utilized to create dispersed tracks to either side of the backbones, representing the breadth of traffic along each major corridor.

The following four figures show the modeled tracks used to represent the 2013 traffic. The first, Figure 2-1, depicts tracks for the easterly flow of fixed-wing aircraft, meaning that landings and takeoffs are operating into an easterly wind and utilizing Runway 10. Figure 2-2 shows the modeled tracks for fixed wing aircraft in a westerly flow of traffic, meaning that landings and takeoffs are utilizing Runway 28 – the same piece of pavement as Runway 10 but in the opposite direction when the wind shifts to a westerly direction. No tracks were observed on Runway 16, so none were developed for modeling; only 136 tracks were observed on Runway 34, though modeled tracks were developed for that runway.

Figures 2-3 and 2-4 depict modeled helicopter tracks, in this case split by arrival and departure corridors, since so many of the tracks overlap with each other -- that is, helicopters generally arrive and depart over the same routes, referred to as the "Power Line" (or "Jessup Neck") route heading northwest from the airport, and the "Georgica Pond" route heading south from the airport. A small number of helicopters can also be seen arriving or departing on a line with Runways 10 or 28.

Note in the two figures showing modeled helicopter corridors that no routes are indicated over Northwest Creek, which flows into Northwest Harbor to the east of Sag Harbor. While the two-year sample of Airscene/Vector data did include some helicopter traffic following a route in that area, it was attributable to a voluntary arrival route that was abandoned during the 2012 season, unrelated to the presence of the mobile ATCT that had been installed that summer. The Town has been working with helicopter operators and industry experts to address the surrounding communities' concerns about helicopter noise for many years. These efforts have included voluntary measures, such as a voluntary curfew and experimentation with different flight tracks. From 2006 through mid-2012, the Town and the users used a Northwest Creek route, first as a departure, and then as an arrival route. Despite the Town's best efforts, the route proved to be unsuccessful in reducing noise effects. Community complaints actually increased steadily throughout this period and by 2012, had reached such a level that the Town concluded that the Northwest Creek route was counterproductive, and would not help alleviate community concerns about noise. Accordingly, use of the route was discontinued at that time, and the Town has no plans to utilize it in the foreseeable future. The presence of an ATCT in the 2012 season did not cause the Town to abandon the Northwest Creek route, but it did provide the incidental benefits of enhancing safety by ensuring adequate separation between aircraft arriving and departing along the Jessup Neck route.

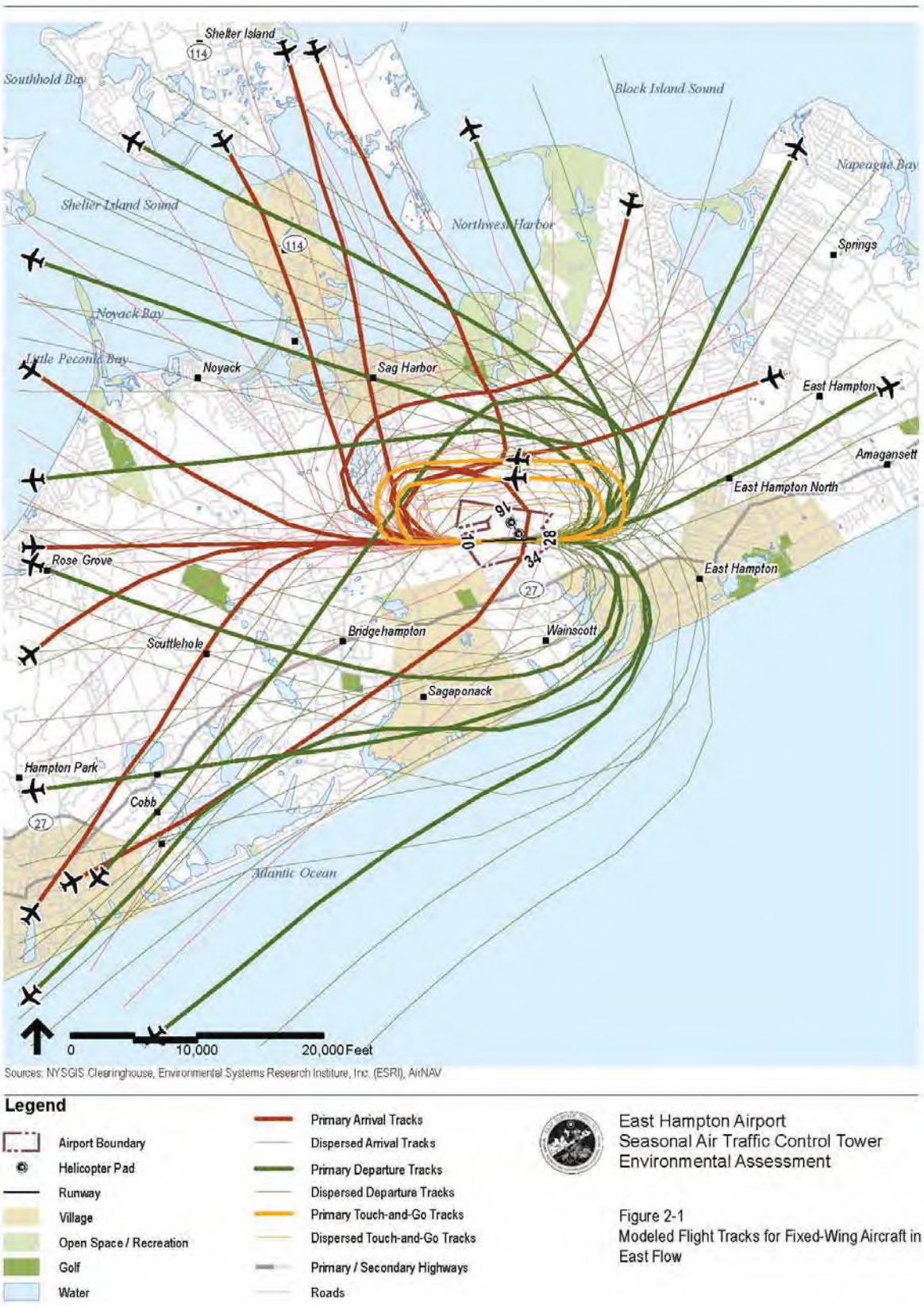


Figure 2-1 Modeled Flight Tracks for Fixed-Wing Aircraft in East Flow

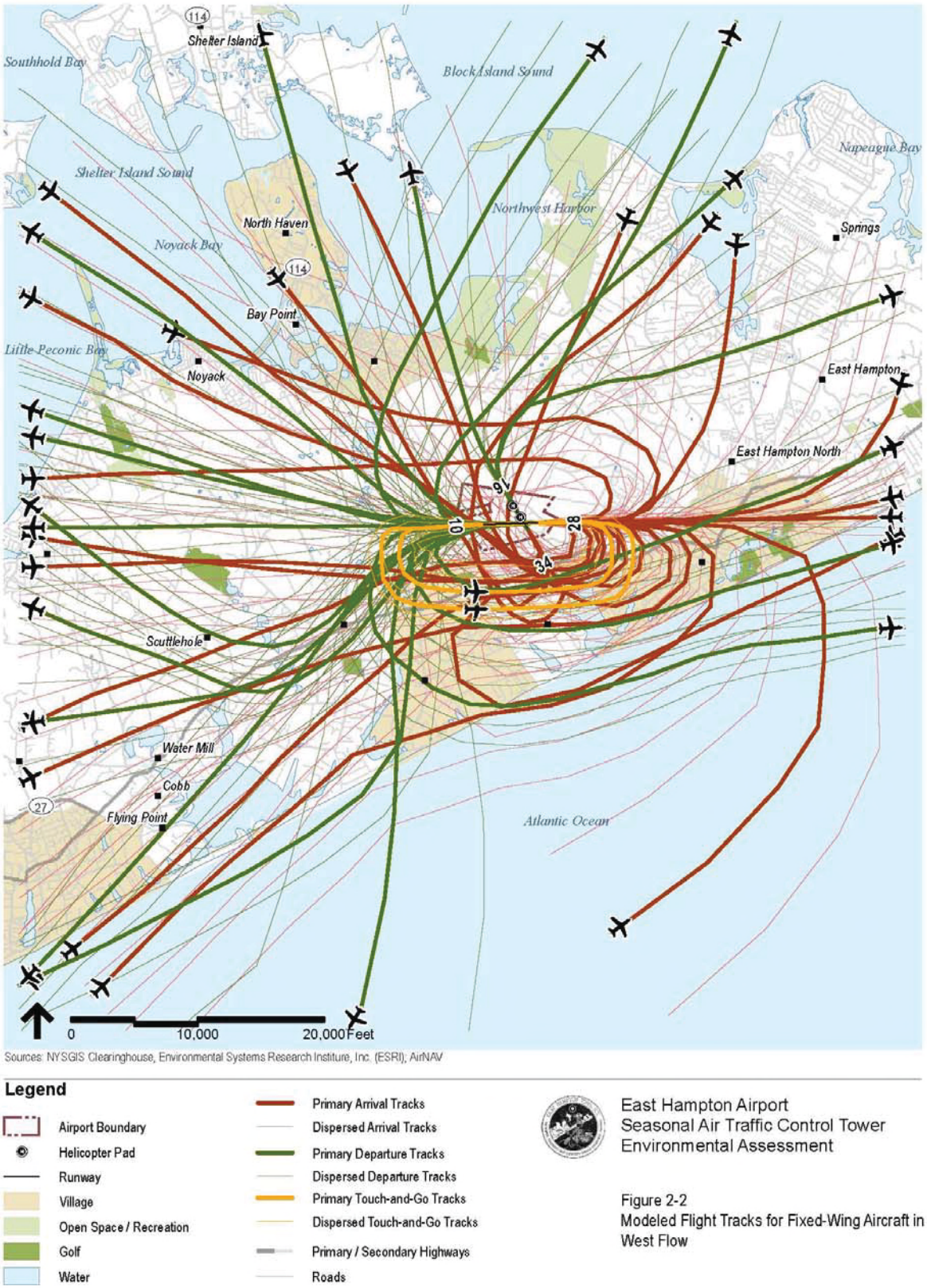


Figure 2-2 Modeled Flight Tracks for Fixed-Wing Aircraft in West Flow

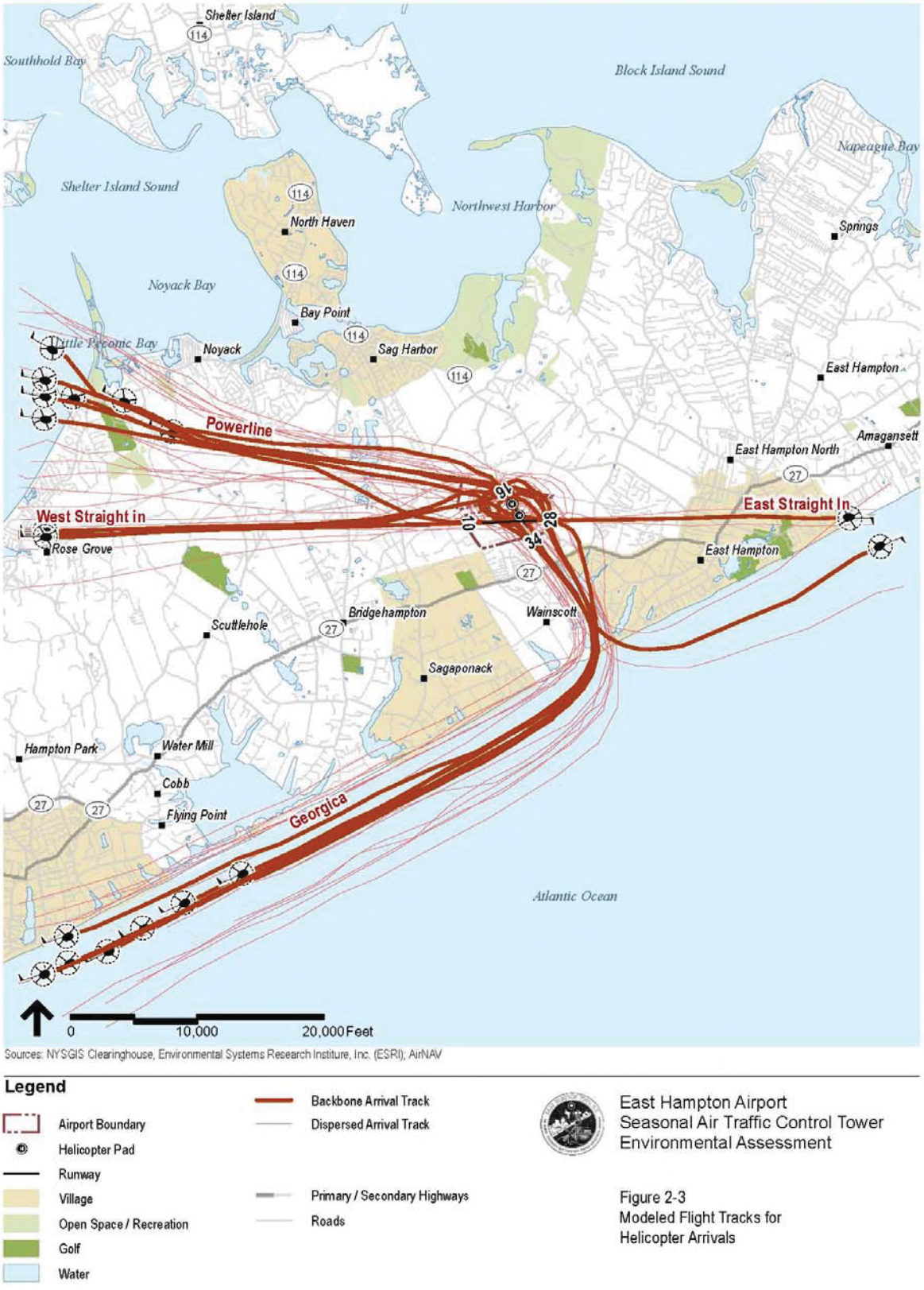


Figure 2-3 Modeled Flight Tracks for Helicopter Arrivals

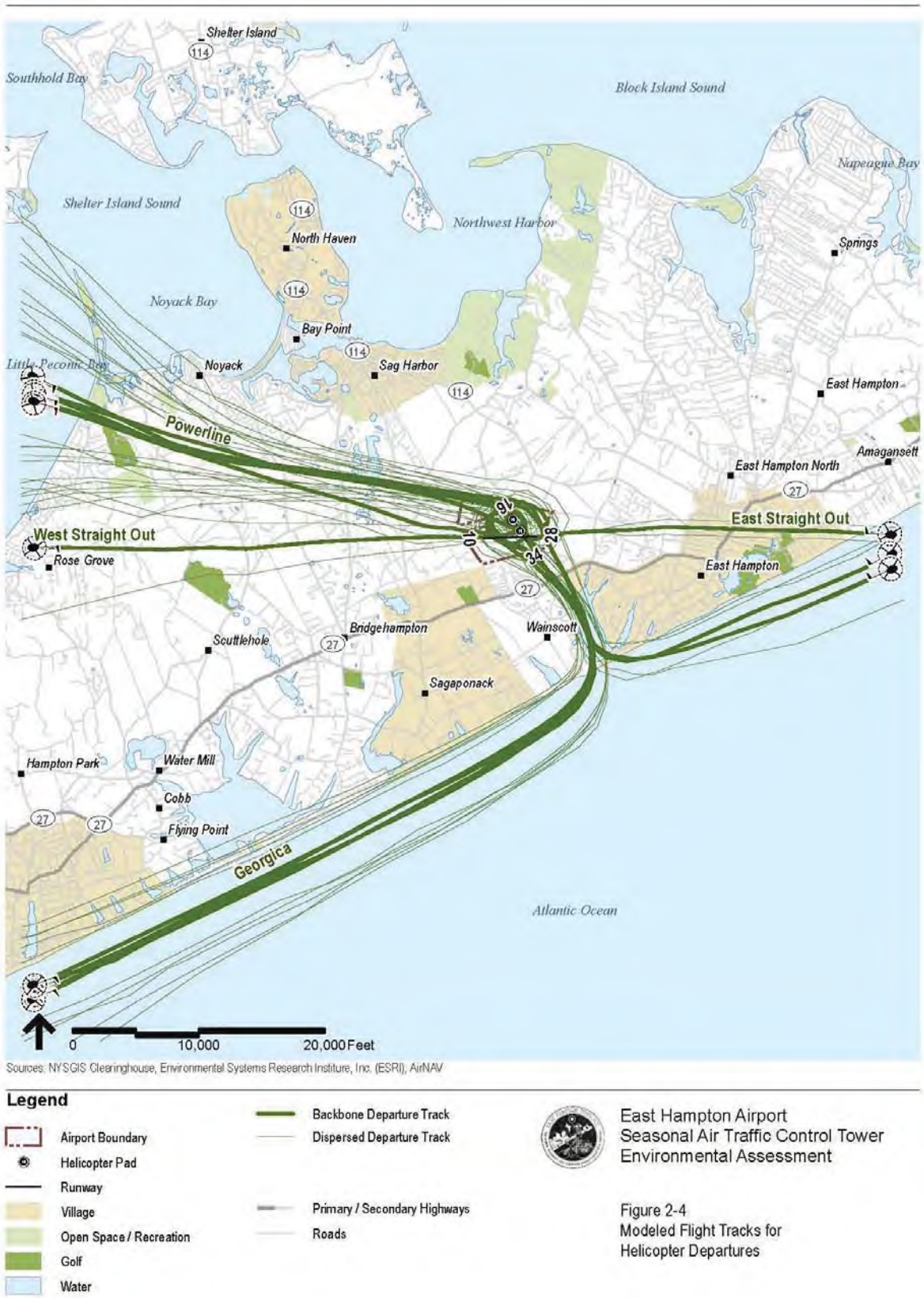


Figure 2-4 Modeled Flight Tracks for Helicopter Departures

2.4 Operational Inputs for 2013 and 2018 with and without a Permanent Airport Traffic Control Tower

In considering whether any of the operational inputs that are used by the INM might change from one scenario to another, the following factors were considered.

With regard to overall numbers of operations, it might be expected that air traffic counts would increase over the five year period from 2013 to 2018. However, the FAA's Terminal Air Forecast for the period is completely flat, not only for total operations but also for operations by subcategories of Air Taxi, General Aviation, and Local traffic; 31,612 operations are projected in both cases. Similarly, the five-year forecast period is relatively short and not expected to result in an identifiable shift in the mix of individual aircraft types, whether they are fixed-wing or rotary-wing types. In addition, there are no plans contemplated by the Airport to change any airfield lighting or any other factor that would affect the balance of daytime and nighttime operations. Even with the possible addition of a permanent seasonal ATCT, HTO is essentially a destination airport; summertime aircraft operations are dictated primarily by the demand of individuals coming to or leaving from their residences or local motels, not by the presence or absence of a tower. Thus, the summary of aircraft operations shown earlier in Table 1-1 and also in Appendix C is assumed to be the same for the two study years.

Regarding runway use, a similar conclusion is appropriate. The use of runways is dictated primarily by wind and weather conditions and also by runway length and its available lighting and instrumentation. However, new wind and weather conditions are not expected to vary from the 10-year average used to establish baseline conditions at HTO, nor are they expected to shift in any predictable manner such that the balance of east and west flow is altered. In addition, the Airport has no foreseeable plans to improve runway conditions, instrumentation, or any other factor that would change the preference of using one runway over another in the next five years. Thus, runway use is assumed to remain unchanged.

Flight track changes are presumed not to occur over the 2013 to 2018 timeframe, nor are they expected to be altered by the presence of a seasonal ATCT. A check of the latter assumption was made by examining the summertime activity occurring during 2011 (with no tower) and 2012 (with the ATCT). The only observable difference was the presence of helicopters on the Northwest Creek route, which has been discontinued due to its ineffective results on noise. Other comparisons of data for the two timeframes showed no differences in flight tracks for fixed-wing aircraft, including, for example, changes in use of left or right traffic patterns during tower operation.

These observations corroborate the FAA's assertion that an ATCT has no bearing on traffic into, out of, or around HTO. Operations for all four analysis scenarios are assumed to be no different from one scenario to the other.

3 RESULTANT NOISE EXPOSURE

The noise exposure levels that result from the operations summaries described in Section 2 are shown in Figures 3-1 and 3-2 that follow. Consistent with requirements of FAA Order 1050.1E, the exposure levels are displayed as contours for key DNL values of 65, 70, and 75 decibels. All three of these contours are entirely contained on airport property. Furthermore, consistent with FAA guidance on land use compatibility, with the DNL 65 decibel contour limited to airport property, there are no incompatible land uses or noise-sensitive sites contained within the perimeter defined by the DNL 65 contour.

Regarding ATCT effects on operations, because routes and flight paths are not determined by the existence of a tower, no change in operations is anticipated as a result of the Proposed Action for any of the study periods in this analysis. Thus, the Proposed Action is not expected to result in any significant changes to these contours or more generally, to the noise conditions at and around the Airport. What exists now and in the foreseeable five-year future is expected to exist with or without the seasonal ATCT.

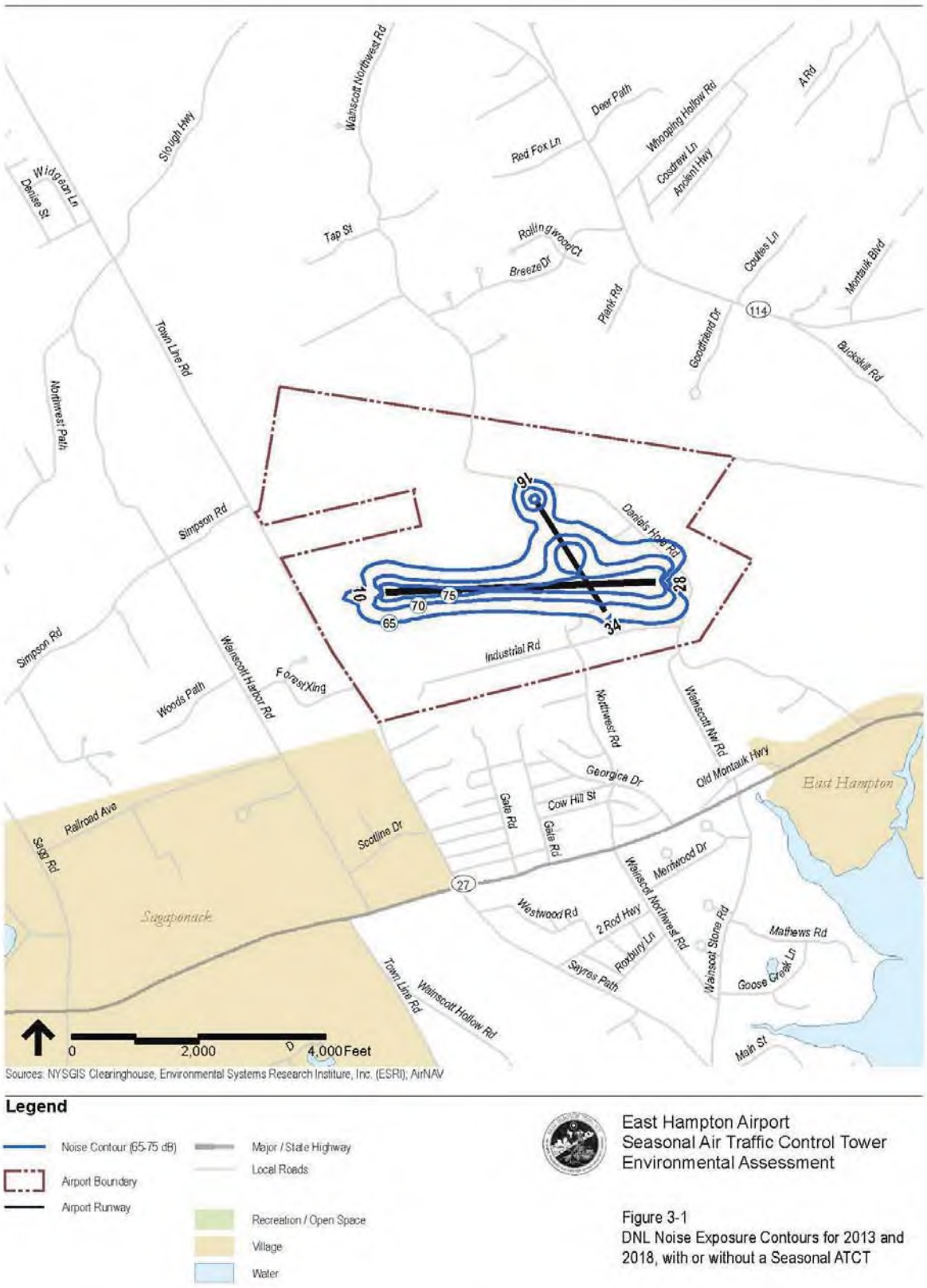


Figure 3-1 DNL Noise Exposure Contours for 2013 and 2018, with or without a Seasonal ATCT

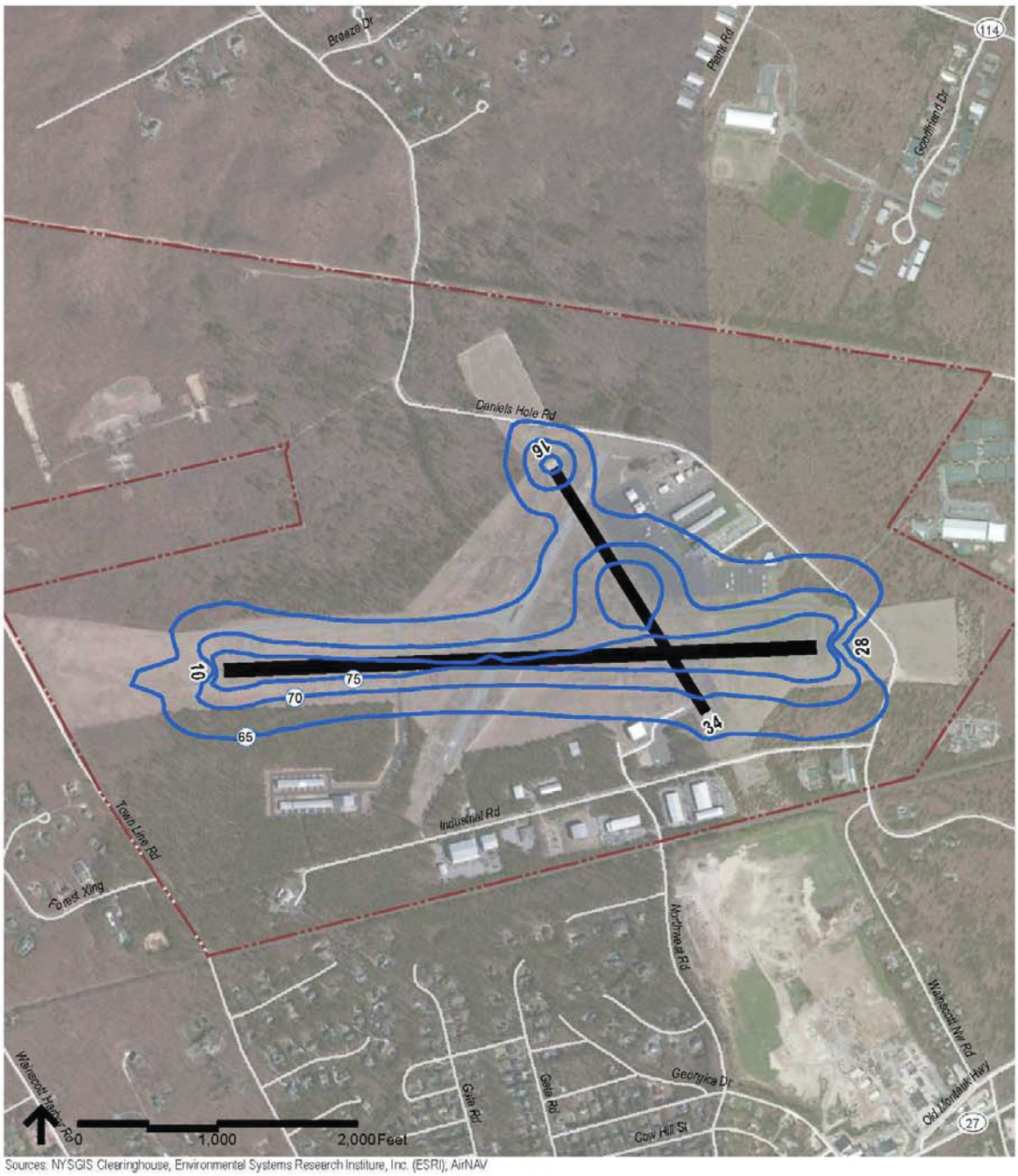


Figure 3-2 DNL Noise Exposure Contours for 2013 and 2018, with or without a Seasonal ATCT, Showing No Significant Noise Impact on Noise Sensitive Sites

APPENDIX A – ACRONYMS, ABBREVIATIONS AND GLOSSARY OF TERMS

Acronyms and Abbreviations

AC	Advisory Circular
AEE	FAA's Office of Environment and Energy
AFE	Above Field Elevation
AGL	Above Ground Level
ALP	Airport Layout Plan
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
dB	Decibel
dBA	A-Weighted Decibel
DME	Distance Measuring Equipment
DNL	Day-Night Average Sound Level
DOT	Department of Transportation
EA	Environmental Assessment
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FICON	Federal Interagency Committee on Noise
GA	General Aviation
HUD	Department of Housing and Urban Development
Hz	Hertz
INM	Integrated Noise Model
Leq	Equivalent Sound Level
Lmax	Maximum Sound Level
MSL	Mean Sea Level
NEPA	National Environmental Policy Act
SEL	Sound Exposure Level
SPL	Sound Pressure Level
TAF	Terminal Area Forecast
VFR	Visual Flight Rules

Glossary of Terms

A-Weighted Sound Level – A measure of sound level with weighted frequency characteristics that roughly correspond to a human's subjective response to noise. Thus, sounds having higher A-weighted Sound Levels are generally judged to be "noisier" than sounds with lower A-weighted Sound Levels. Levels are reported in terms of A-weighted decibels, or dBA.

Acoustics – The science of sound, including the generation, transmission, and effects of sound waves, both audible and inaudible.

Air Carrier – A corporate entity operating aircraft under a Certificate of Public Convenience and Necessity issued by the FAA and authorizing the performance of scheduled air transportation over specified routes, with a limited amount of non-scheduled operations.

Air Taxi – An air carrier certificated in accordance with 14 CFR Part 135 and authorized to provide, on demand, public transportation by aircraft. An Air Taxi generally operates small aircraft for hire and for specific trips.

Airport Traffic Control Tower (ATCT) – A facility that uses air-ground communications or visual signaling to provide air traffic control services to aircraft operating in the vicinity of an airport. The ATCT gives weather advisories, identifies the active runway(s) and authorizes aircraft to land and take off at the airport controlled by the tower.

Airspace – The navigable air used by aircraft for purposes of flight.

Altitude – Height above a reference point, usually expressed in feet. Reference points are typically sea level, the ground, or field elevation in which case MSL, AGL, or AFE further describes the altitude, respectively.

Ambient, or Background, Noise Level – The level of noise that is all-encompassing within a given environment and for which a single source cannot be identified. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

Arrival – The act of an aircraft approaching and landing at an airport.

Departure – The act of an aircraft taking flight and leaving an airport.

Day-Night Average Sound Level (DNL) – A measure of noise exposure over a 24-hour day. It is the 24-hour, logarithmic (or energy) average, A-weighted sound level with a 10-decibel penalty applied to the sounds that occur between 10:00 PM and 7:00 AM. At airports, DNL values are typically reported for an annual average day.

Decibel (dB) – A logarithmic quantity reflecting the ratio of the sound pressure of a noise source of interest to a reference sound pressure. This logarithmic conversion of sound pressure to sound pressure level results in a sound pressure level of about 0 dB for the quietest sounds that we can hear and a sound pressure level of about 120 dB for the loudest sounds we can hear without pain. Many sounds in our daily environment have sound pressure levels on the order of 30 to 100 dB. A 6 to 10 decibel increase in sound pressure level anywhere within that range is generally judged to be a doubling of the loudness.

Energy-Averaged Sound Pressure Level (Leq) – The value or level of a steady, non-fluctuating sound that represents the same sound energy as the actual time-varying sound evaluated over the same time period; for environmental noise studies, Leq is typically evaluated over a one-hour period, and may be denoted as Leq(h).

Environmental Assessment – A concise document used to describe environmental impacts of a proposed Federal action.

Equivalent Sound Level (Leq) – The A-weighted sound level of a constant sound having the same average sound energy as a time-varying sound over a specified period. The interval over which the metric

is measured or computed should always be specified; for example, the Leq for a 24-hour day is usually identified as Leq(24); the Leq for an hour is usually identified as the hourly Leq between, say, noon and 1:00 p.m.

Flight Track – The path along the ground followed by an aircraft in flight.

General Aviation (GA) – All civil aviation except passenger and cargo airlines.

Heading – A compass bearing indicating the direction of travel

Hertz (Hz) – The unit used to designate frequency (or pitch) of a sound; specifically, the number of cycles per second.

Integrated Noise Model (INM) – A computer program developed, updated, and maintained by the FAA to evaluate aircraft noise exposure in the vicinity of airports.

Noise – Any sound that is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is otherwise annoying and unwanted.

Noise Contour – Continuous lines of equal noise level usually drawn around a noise source. Noise contours often are drawn in 5-decibel increments and are generally used in depicting the noise exposure around airports, highways, and industrial plants.

Noise Exposure – The cumulative sound energy affecting a person over a specified period of time (e.g., a work shift, a 24-hour day, a working life, or a lifetime).

Operation – A single aircraft arrival or departure at an airport.

Overflight – An aircraft flight originating and terminating outside the controlling facility's area that transits the airspace without landing.

Receiver – The listener or measuring microphone that detects the sound generated by the source.

Sound Exposure Level (SEL) – A measure, in A-weighted decibels, of the time-integrated A-weighted sound pressure level over a stated time interval or event (such as an aircraft flyover), adjusted to a reference duration of one second. The SEL accounts for both the duration and the loudness of a noise event.

Sound Pressure Level (SPL) - A measure, in decibels, of the magnitude of a sound. Specifically, the sound pressure level is 10 times the logarithm to the base 10 of the ratio of the squared pressure of the sound to a squared reference pressure. The reference pressure is usually taken to be 20 micropascals.

Turboprop Aircraft – An aircraft whose main propulsive force is provided by a propeller driven by a gas turbine. Additional propulsive force may be provided by gas discharged from the turbine exhaust.

Visual Flight Rules (VFR) – Rules that govern the procedures for conducting flight under visual conditions. The term 'VFR' is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

APPENDIX B – AIRCRAFT NOISE AND ITS EFFECTS ON PEOPLE

B.1 Background Information on Noise Metrics

FAA's Order 1050.1E addressing "Environmental Impacts: Policies and Procedures" specifies use of a measure of cumulative noise exposure caused by aircraft that operate over the course of an average day during a given year of interest. The metric is referred to as the Day-Night Average Sound Level (DNL). However, other measures are also helpful in explaining and understanding the elements of the noise environment that comprise the DNL around an airport. This appendix introduces the following acoustic metrics, which are the relevant elements that comprise DNL and provide a basis for evaluating and understanding a broad range of noise situations.

- Decibel, dB;
- A-Weighted Decibel, dBA;
- Sound Exposure Level, SEL;
- Equivalent Sound Level, Leq; and
- Day-Night Average Sound Level, DNL.

B.1.1 The decibel, dB

All sounds come from a sound source – a musical instrument, a voice speaking, or an airplane as it flies overhead. It takes energy to produce sound. The sound energy produced by any sound source is transmitted through the air in sound waves – tiny, quick oscillations of pressure just above and just below atmospheric pressure. These oscillations, or sound pressures, impinge on the ear, creating the sound we hear.

Our ears are sensitive to a wide range of sound pressures. The loudest sounds that we hear without pain have about one million times more energy than the quietest sounds we hear. But our ears are incapable of detecting small differences in these pressures. Thus, to better match how we hear this sound energy, the total range of sound pressures is compressed to a more meaningful range by introducing the concept of sound pressure level (SPL). Sound pressure level is a measure of the sound pressure of a given noise source relative to a standard reference value (typically the quietest sound that a young person with good hearing can detect). Sound pressure levels are measured in decibels (abbreviated dB). Decibels are logarithmic quantities – logarithms of the ratio of the two pressures, the numerator being the pressure of the sound source of interest, and the denominator being the reference pressure (the quietest sound we can hear).

The logarithmic conversion of sound pressure to sound pressure level means that the quietest sound we can hear (the reference pressure) has a sound pressure level of about zero decibels, while the loudest sounds we hear without pain have sound pressure levels of about 120 dB. Most sounds in our day-to-day environment have sound pressure levels from 30 to 100 dB.

Because decibels are logarithmic quantities, they do not behave like regular numbers with which we are more familiar. For example, if two sound sources each produce 100 dB and they are operated together, they produce only 103 dB – not 200 dB as we might expect. Four equal sources operating simultaneously result in a total sound pressure level of 106 dB. In fact, for every doubling of the number of equal sources, the sound pressure level goes up another three decibels. A tenfold increase in the number of sources makes the sound pressure level go up 10 dB. A hundredfold increase makes the level go up 20 dB, and it takes a thousand equal sources to increase the level 30 dB.

It is also true that if one source is much louder than another, the two sources together will produce the same sound pressure level (and sound to our ears) as if the louder source were operating alone. For example, a 100 dB source plus an 80 dB source produce 100 dB when operating together. The louder source "masks" the quieter one, but if the quieter source gets louder, it will have an increasing effect on the total sound pressure level. When the two sources are equal, as described above, they produce a level three decibels above the sound of either one by itself.

From these basic concepts, note that one hundred 80 dB sources will produce a combined level of 100 dB; if a single 100 dB source is added, the group will produce a total sound pressure level of 103 dB. Clearly, the loudest source has the greatest effect on the total.

B.1.2 A-weighted decibels, dBA

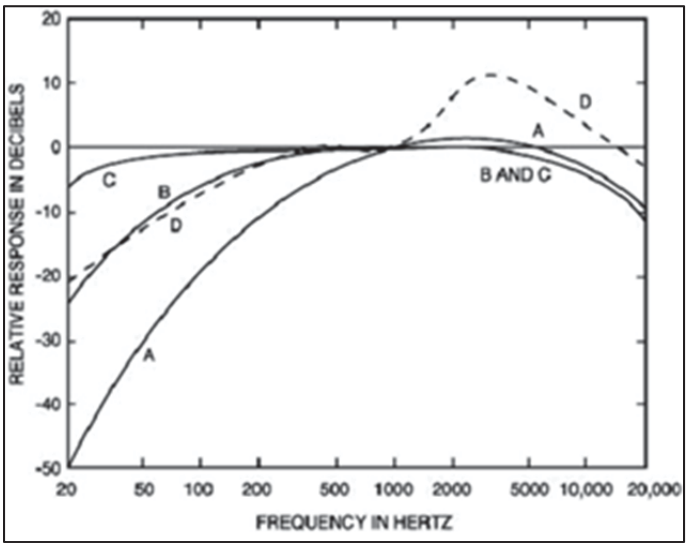
Another important characteristic of sound is its frequency, or "pitch." This is the rate of repetition of the sound pressure oscillations as they reach our ear. Formerly expressed in cycles per second, frequency is now expressed in units known as Hertz (Hz).

Most people hear from about 20 Hz to about 10,000 to 15,000 Hz. People respond to sound most readily when the predominant frequency is in the range of normal conversation, around 1,000 to 2,000 Hz. Acousticians have developed "filters" to match our ears' sensitivity and help us to judge the relative loudness of sounds made up of different frequencies. The so-called "A" filter does the best job of matching the sensitivity of our ears to most environmental noises. Sound pressure levels measured through this filter are referred to as A-weighted decibels (abbreviated as dBA). A-weighting significantly de-emphasizes noise at low and high frequencies (below about 500 Hz and above about 10,000 Hz) where we do not hear as well. Because this filter generally matches our ears' sensitivity, sounds having higher A-weighted sound levels are usually judged to be louder than those with lower A-weighted sound levels, a relationship which does not always hold true for unweighted levels. It is for these reasons that A-weighted sound levels are normally used to evaluate environmental noise.

Other weighting networks include the B, C, and D filters. They correspond to four different level ranges of the ear. The rarely-used B-weighting attenuates low frequencies (those less than 500 Hz), but to a lesser degree than A-weighting. C-weighting is nearly flat throughout the audible frequency range, hardly de-emphasizing low frequency noise. C-weighted levels can be preferable in evaluating sounds whose low-frequency components are responsible for secondary effects such as the noise-induced vibrations affecting a building like a window rattle, or perceptible vibrations. Uses include the evaluation of blasting noise, artillery fire, and in some cases, aircraft noise inside buildings.

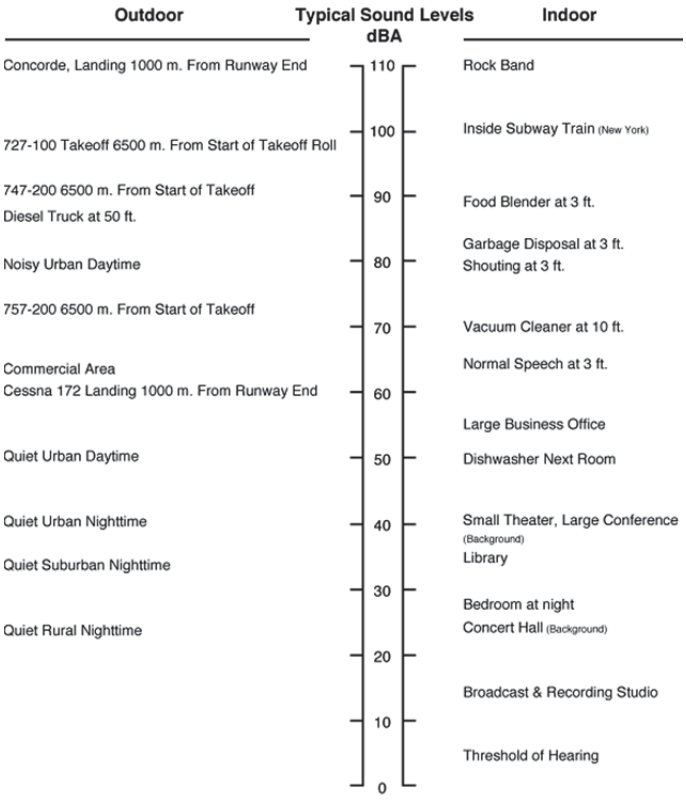
The D-weighting network, also used only rarely, is similar to the B-weighting at low frequencies, but includes a significant amplification of the sound (up to about 10 dB) in the 2,000 to 8,000 Hz range.

Figure B-1 compares these various weighting networks. Because of the correlation with our hearing, the A-weighted level has been adopted as the basic measure of environmental noise by the U.S. Environmental Protection Agency (EPA) and by nearly every other federal and state agency concerned with community noise. Part 150 requires airports to use A-weighted noise metrics. Figure B-2 presents typical A-weighted sound levels of several common environmental sources.



Source: Harris, Cyril M., editor; Handbook of Acoustical Measurements and Noise Control, (Chapter 5, "Acoustical Measurement Instruments," Johnson, D. L.; Marsh, A. H.; and Harris, C. M.), New York, McGraw-Hill, Inc., 1991, page 5.13

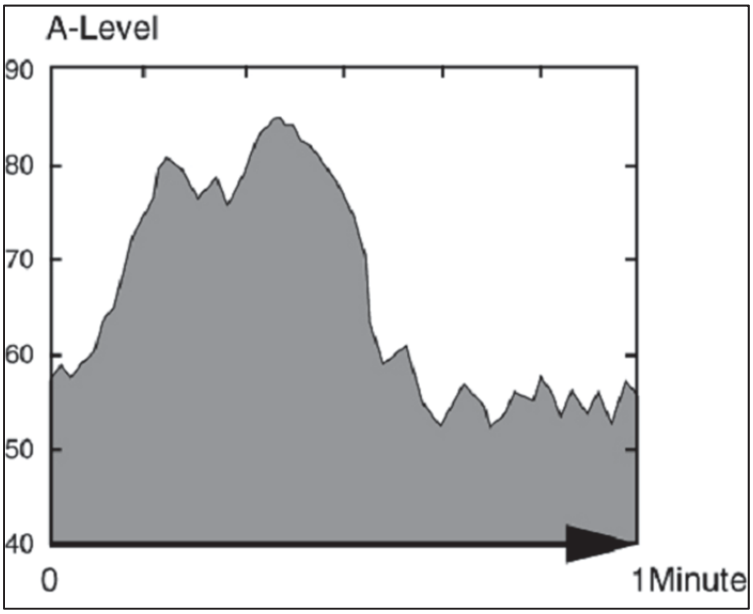
Figure B-1 Frequency-Response Characteristics of Various Weighting Networks



Source: HMMH (Aircraft noise levels from FAA Advisory Circular 36-3G)

Figure B-2 Common Environmental Sound Levels, in dBA

Though the chart and discussion above may not imply it, A-weighted sound levels in our environment vary over time as different sound sources occur throughout the day and night; sometimes the levels are caused by aircraft, sometimes by passing trucks or automobiles, or sometimes by children playing outdoors. Figure B-3 presents a noise event that is representative of an aircraft flyover and shows how noise levels may change over the course of the event.



Source: HMMH

Figure B-3 Variations in the A-Weighted Sound Level Over Time

The variation in noise level over time often makes it convenient to describe a particular noise "event" by its maximum sound level, abbreviated as L_{max}. In Figure B-3, the L_{max} is approximately 85 dBA.

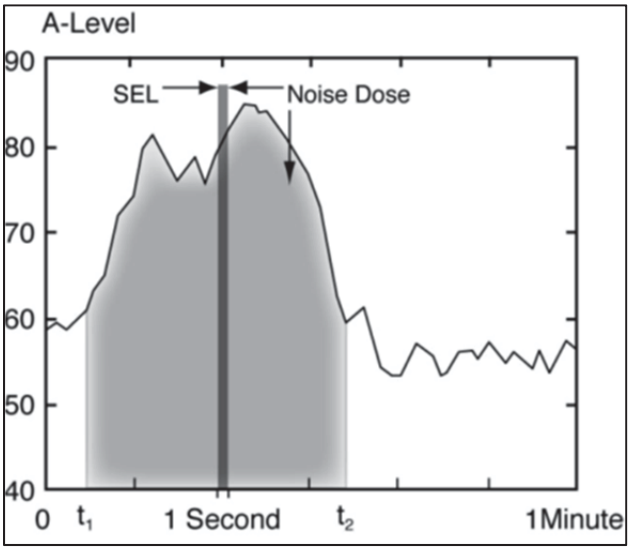
However, the maximum level describes only one dimension of an event; it provides no information on the cumulative noise exposure caused by the source. In fact, two events with identical maxima may produce very different total exposures. One may be of very short duration, while the other may continue for an extended period and be judged much more annoying. The next measure accounts for this deficiency by accommodating duration.

B.1.3 Sound Exposure Level, SEL

The most frequently used measure of noise exposure for an individual aircraft noise event (and the measure that Part 150 specifies for this purpose) is the Sound Exposure Level, or SEL. SEL is a measure of the total noise energy produced during an event, from the time when the A-weighted sound level first exceeds a threshold level (normally just above the background or ambient noise) to the time that the sound level drops back down below the threshold. To allow comparison of noise events with very different durations, SEL “normalizes” the duration in every case to one second; that is, it is expressed as the steady noise level with just a one-second duration that includes the same amount of noise energy as the actual longer duration, time-varying noise. In lay terms, SEL “squeezes” the entire noise event into one second.

Figure B-4 depicts this transformation. The shaded area represents the energy included in an SEL measurement for the noise event, where the threshold is set to 60 dBA. The darkly shaded vertical bar,

which is 90 dB high and just one second long (wide), contains exactly the same sound energy as the full event.



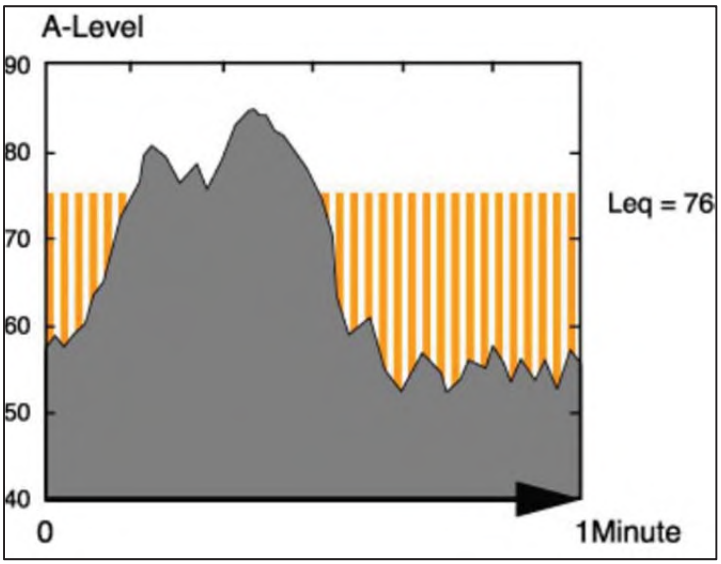
Source: HMMH

Figure B-4 Sound Exposure Level

B.1.4 Equivalent Sound Level, L_{eq}

The L_{max} and SEL quantify the noise associated with individual events. The remaining metrics in this section describe longer-term cumulative noise exposure that can include many events.

The Equivalent Sound Level (L_{eq}), is a measure of exposure resulting from the accumulation of A-weighted sound levels over a particular period of interest; for example, an hour, an eight-hour school day, nighttime, or a full 24-hour day. Because the length of the period can differ, the applicable period should always be identified or clearly understood when discussing the metric. Such durations are often identified through additional notation, for example $L_{eq}(8)$ or $L_{eq}(24)$. L_{eq} is equivalent to the constant sound level over a period of interest that contains as much sound energy as the actual time-varying level. This is illustrated in Figure B-5. Both the solid and striped shaded areas have a one-minute L_{eq} value of 76 dB. Note, however, that the two signals (the constant one and the time-varying one) will sound very different.



Source: HMMH

Figure B-5 Example of a One Minute Equivalent Sound Level

Also, note that the "average" sound level suggested by L_{eq} is not an arithmetic value, but a logarithmic, or "energy-averaged" sound level. Thus, loud events dominate L_{eq} measurements.

In airport noise studies, L_{eq} is often presented for consecutive one-hour periods to illustrate how the exposure rises and falls throughout a 24-hour period, and how individual hours are affected by unusual activity, such as rush hour traffic or a few loud aircraft.

B.1.5 Day-Night Average Sound Level, DNL

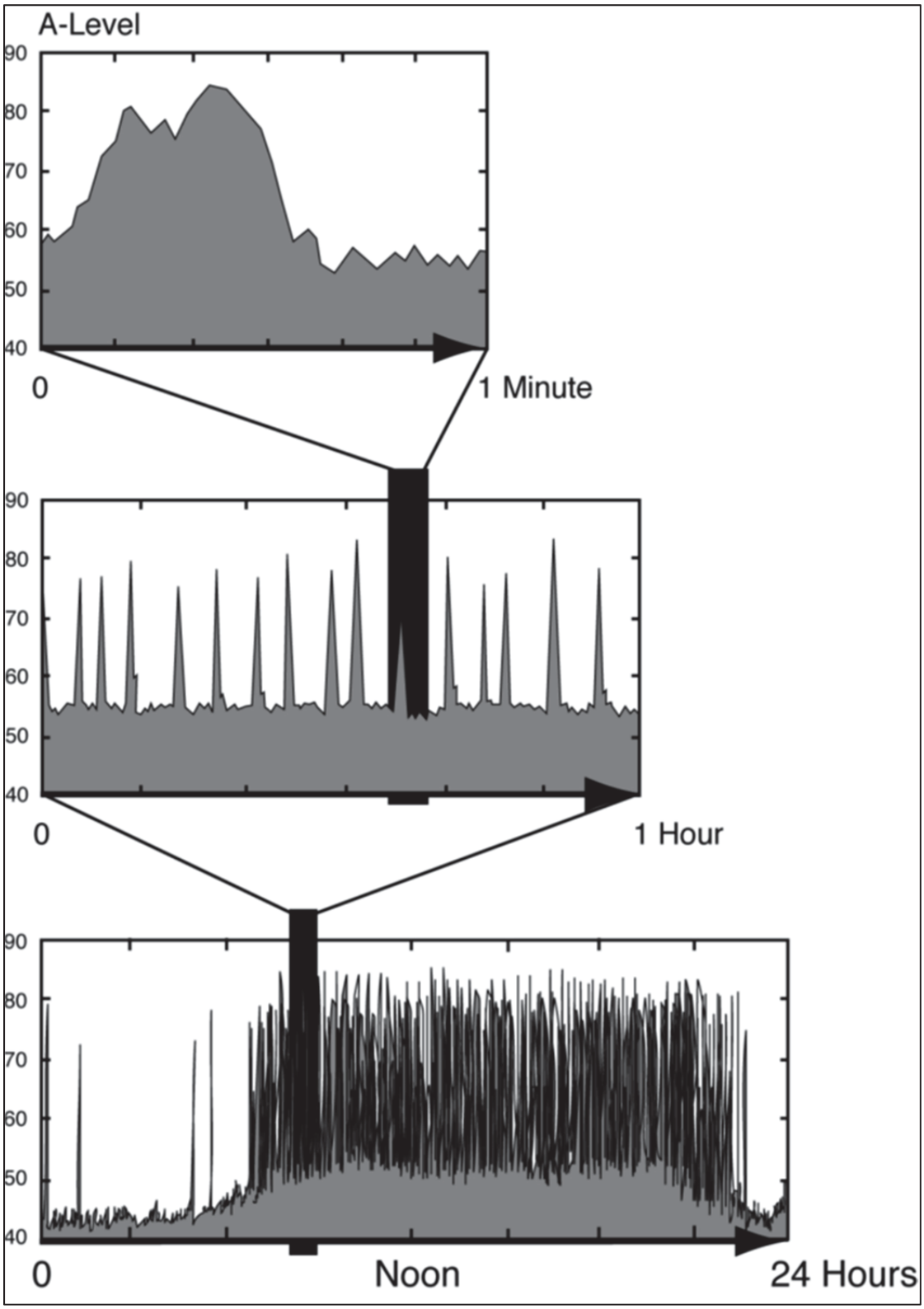
The FAA requires that airports use a more complex measure of noise exposure to describe cumulative noise exposure during an average annual day: the Day-Night Average Sound Level, or DNL. The EPA identified DNL as the most appropriate means of evaluating airport noise based on the following considerations (from "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," U. S. EPA Report No. 550/9-74-004, March 1974):

1. The measure should be applicable to the evaluation of pervasive long-term noise in various defined areas and under various conditions over long periods of time.
2. The measure should correlate well with known effects of the noise environment and on individuals and the public.
3. The measure should be simple, practical and accurate. In principal, it should be useful for planning as well as for enforcement or monitoring purposes.
4. The required measurement equipment, with standard characteristics, should be commercially available.
5. The measure should be closely related to existing methods currently in use.
6. The single measure of noise at a given location should be predictable, within an acceptable tolerance, from knowledge of the physical events producing the noise.
7. The measure should lend itself to small, simple monitors, which can be left unattended in public areas for long periods of time.

Most federal agencies dealing with noise have formally adopted DNL. The Federal Interagency Committee on Noise (FICON) reaffirmed the appropriateness of DNL in 1992. The FICON summary report stated; “There are no new descriptors or metrics of sufficient scientific standing to substitute for the present DNL cumulative noise exposure metric.”

The DNL represents A-weighted noise as it occurs over a 24-hour period, with on important exception: DNL treats nighttime noise differently from daytime noise. In determining DNL, it is assumed that the A-weighted levels occurring at night (defined as 10 p.m. to 7 a.m.) are 10 dB louder than they really are. This 10 dB penalty is applied to account for greater sensitivity to nighttime noise, and the fact that events at night are often perceived to be more intrusive because nighttime ambient noise is less than daytime ambient noise.

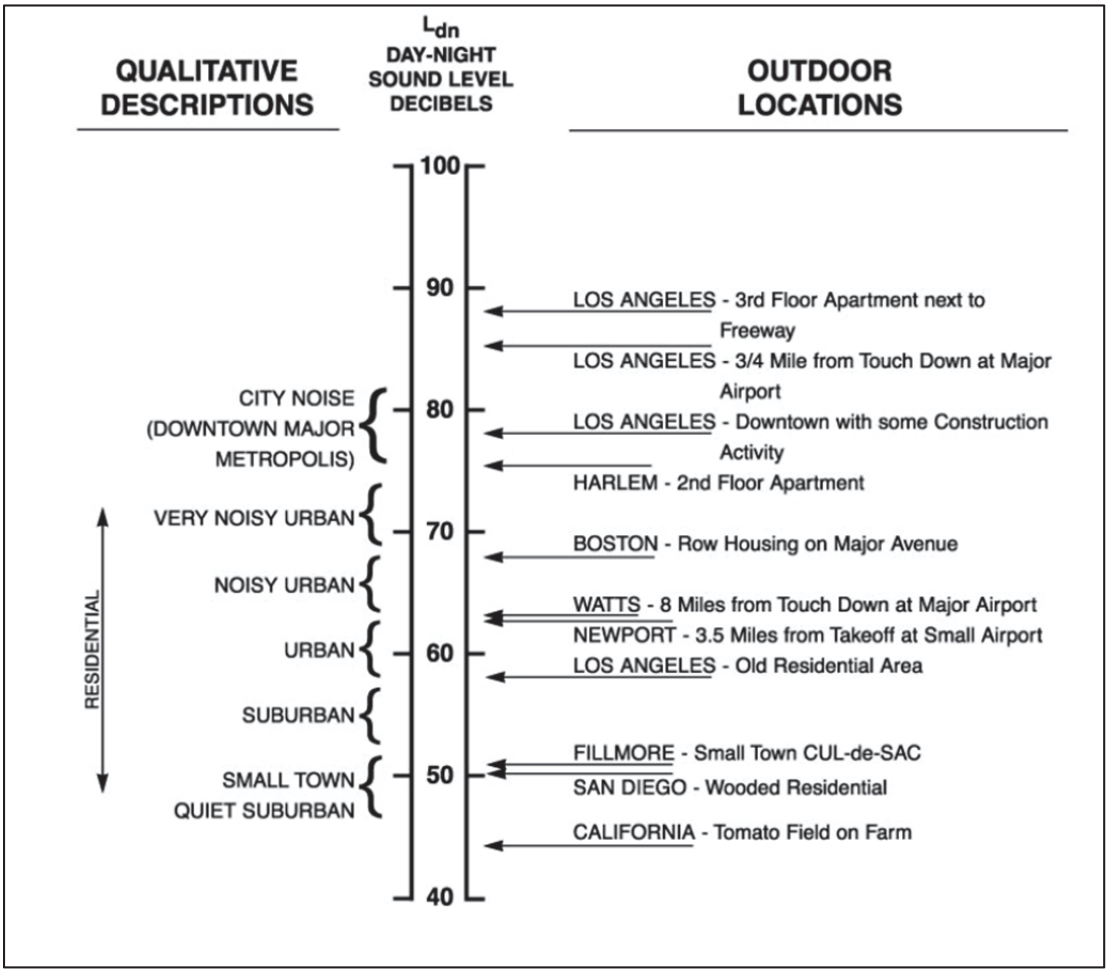
Figure B-3 illustrated the A-weighted sound level due to an aircraft fly-over as it changed with time. The top frame of Figure B-6 repeats this figure. The shaded area reflects the noise dose that a listener receives during the one-minute period of the sample. The center frame of Figure B-6 includes this one minute sample within a full hour. The shaded area represents the noise during that hour with 16 noise events, each producing an SEL. Similarly, the bottom frame includes the one-hour interval within a full 24 hours. Here the shaded area represents the listener’s noise dose over a complete day. Note that several overflights occur at when the background noise drops some 10 dB, to approximately 45 dBA.



Source: HMMH

Figure B-6 Daily Noise Dose

DNL can be measured or estimated. Measurements are practical only for obtaining DNL values for relatively limited numbers of points, and, in the absence of a permanently installed monitoring system, only for relatively short time periods. Most airport and airspace noise studies are based on computer-generated DNL estimates, determined by accounting for all of the SELs from individual events which comprise the total noise dose at a given location. Computed DNL values are often depicted in terms of equal-exposure noise contours (much as topographic maps have contours of equal elevation), or by color-coded grid points representing population centroids, specific noise-sensitive sites (such as schools or places of worship), or non-specific but uniform coverage of a hugely-expansive study area. Figure B-7 depicts typical DNL values for a variety of noise environments.

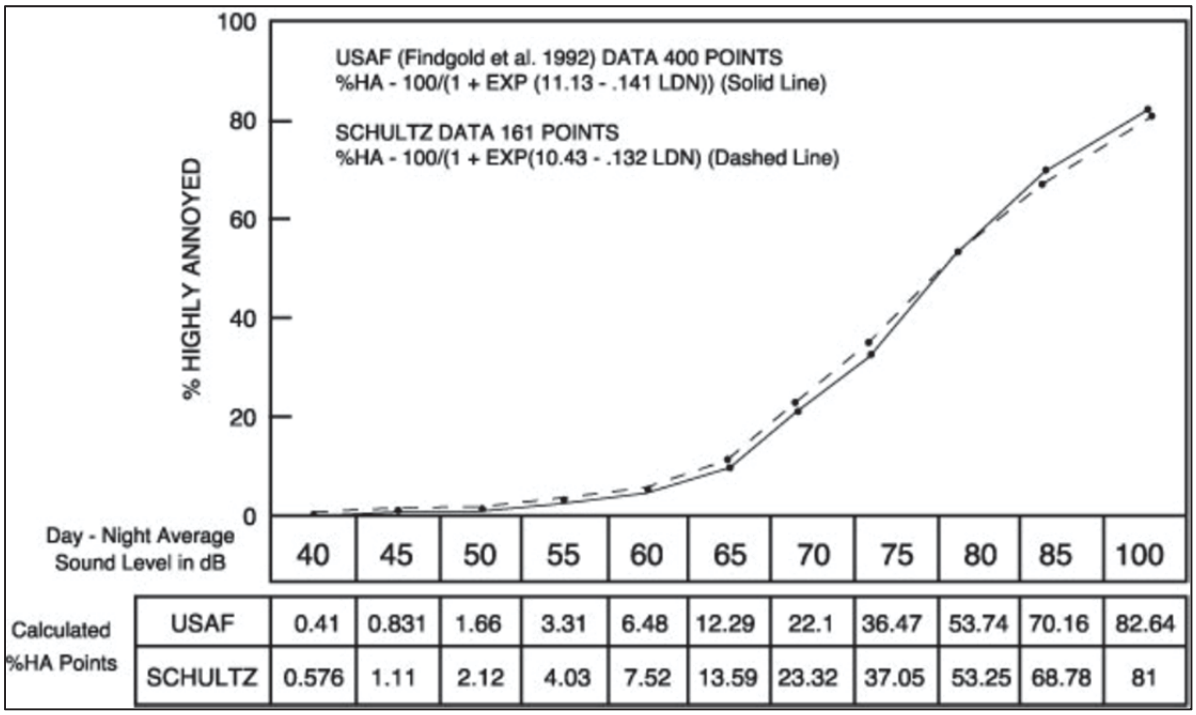


Source: U.S. Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974, page 14.

Figure B-7 Examples of Day-Night Average Sound Levels, DNL

B.2 Community Annoyance

Numerous psychoacoustic surveys provide substantial evidence that individuals' reactions to noise vary widely for a given noise exposure level. However, since the early 1970's, researchers have determined (and subsequently confirmed) that a community's aggregate response is generally predictable and relates reasonably well to measures of cumulative noise exposure such as DNL. Figure B-8 shows the widely recognized relationship between environmental noise and the percentage of people "highly annoyed," annoyance being the key indicator of community response usually cited in this body of research.



Day - Night Average Sound Level in dB		40	45	50	55	60	65	70	75	80	85	100
Calculated %HA Points	USAF	0.41	0.831	1.66	3.31	6.48	12.29	22.1	36.47	53.74	70.16	82.64
	SCHULTZ	0.576	1.11	2.12	4.03	7.52	13.59	23.32	37.05	53.25	68.78	81

Source: Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Analysis Issues, August 1992. (From data provided by USAF Armstrong Laboratory). pages 3-6.

Figure B-8 Percentage of People Highly Annoyed

This relationship indicates that at levels as low as the EPA's identified DNL of 55 dB, on the order of 3 to 4 percent of the exposed population will still be highly annoyed, while the percentage increases to 12 to 13 percent at DNL levels of 65 dB, and 22 to 23 percent at DNL levels of 70 dB.

B.3 Noise/Land Use Compatibility Guidelines

The FAA, other federal agencies, and several states have developed guidelines for identifying which land uses are compatible with which noise exposure levels – the more noise-sensitive the land use, the lower the noise exposure should be in order to achieve compatibility. Thus, DNL estimates have two principal uses in an aviation noise analysis:

- To provide a basis for comparing existing noise conditions with the future effects of noise abatement procedures and/or forecast changes in airport activity; and
- To provide a quantitative basis for identifying potential noise impacts.

Both of these functions require the application of objective criteria for evaluating noise impacts. 14 CFR Part 150 provides the FAA's recommended guidelines for determining noise/land use compatibility. They are shown in Table B-1 below.

According to these FAA guidelines, all identified land uses, even the more noise-sensitive ones, normally are compatible with aircraft noise at DNL levels below 65 dB. The significance of this level is supported in a formal way by standards adopted by the U.S. Department of Housing and Urban Development (HUD). 51 CFR indicates that areas exposed to DNL levels less than or equal to 65 dB are acceptable for HUD funding. Areas exposed to noise levels between DNL 65 dB and 75 dB are "normally unacceptable," and require special abatement measures and review. Those at 75 dB and above are

"unacceptable" except under very limited circumstances. Part 150 permits airports and local land use control jurisdictions to adopt land use compatibility criteria that differ from the guidelines reproduced in Table B-1. Neither HTO nor the Town of East Hampton has done so.

Table B-1 14 CFR PART 150 Noise/Land Use Compatibility Guidelines

	Yearly Day-Night Average Sound Level, DNL, in Decibels (Key and notes on following page)					
Land Use	<65	65-70	70-75	75-80	80-85	>85
Residential Use						
Residential other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home park	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail--building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade--general	Y	Y	Y(2)	Y(3)	Y(4)	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

Key to Table B-1 14 CFR Part 150 Noise/Land Use Compatibility Guidelines:

SLCUM:	Standard Land Use Coding Manual.
Y(Yes)	Land use and related structures compatible without restrictions.
N(No):	Land use and related structures are not compatible and should be prohibited.
NLR:	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35:	Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Notes for Table B-1 14 CFR Part 150 Noise/Land Use Compatibility Guidelines:

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA

determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

1. Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often started as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

2. Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

4. Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

5. Land use compatible provided special sound reinforcement systems are installed.

6. Residential buildings require an NLR of 25.

7. Residential buildings require an NLR of 30.

8. Residential buildings not permitted.

APPENDIX C – DETAILED FLEET MIX FOR ALL STUDY YEARS

Daily 2013/2018 HTO operations scaled to 2012 FAA's Terminal Areas Forecast

INM type	Engine TYPE	FAA Category	HTO Group	Arrivals			Departures			Circuits		
				Day	Night	Total	Day	Night	Total	Day	Night	Total
A109	H	AT	HELO	0.22	0.00	0.22	0.22	0.00	0.22	--	--	--
B206L	H	AT	HELO	0.07	0.01	0.07	0.07	0.00	0.07	--	--	--
B407	H	AT	HELO	0.63	0.04	0.67	0.65	0.02	0.67	--	--	--
B430	H	AT	HELO	0.33	0.03	0.36	0.35	0.01	0.36	--	--	--
H500D	H	AT	HELO	0.03	0.00	0.03	0.03	0.00	0.03	--	--	--
R44	H	AT	HELO	0.10	0.01	0.11	0.10	0.00	0.11	--	--	--
S70	H	AT	HELO	0.32	0.02	0.34	0.33	0.00	0.34	--	--	--
S76	H	AT	HELO	2.77	0.10	2.87	2.76	0.11	2.87	--	--	--
SA330J	H	AT	HELO	0.01	0.00	0.02	0.01	0.01	0.02	--	--	--
SA341G	H	AT	HELO	0.00	0.00	0.00	0.00	0.00	0.00	--	--	--
SA350D	H	AT	HELO	0.69	0.08	0.76	0.72	0.04	0.76	--	--	--
SA355F	H	AT	HELO	0.38	0.01	0.39	0.37	0.02	0.39	--	--	--
SA365N	H	AT	HELO	0.34	0.04	0.39	0.36	0.02	0.39	--	--	--
A109	H	GA	HELO	0.03	0.00	0.03	0.03	0.00	0.03	--	--	--
B222	H	GA	HELO	0.02	0.00	0.02	0.00	0.01	0.02	--	--	--
B407	H	GA	HELO	0.12	0.00	0.12	0.12	0.00	0.12	--	--	--
B430	H	GA	HELO	1.10	0.07	1.16	1.14	0.02	1.16	--	--	--
S76	H	GA	HELO	1.31	0.09	1.41	1.33	0.07	1.41	--	--	--
SA350D	H	GA	HELO	0.09	0.00	0.09	0.09	0.00	0.09	--	--	--
SA355F	H	GA	HELO	0.87	0.04	0.91	0.84	0.07	0.91	--	--	--
SC300C	H	GA	HELO	0.00	0.00	0.00	0.00	0.00	0.00	--	--	--
CIT3	J	AT	JET	0.02	0.00	0.02	0.02	0.00	0.02	--	--	--
CL600	J	AT	JET	0.37	0.03	0.40	0.37	0.02	0.40	--	--	--
CNA500	J	AT	JET	0.02	0.00	0.02	0.02	0.00	0.02	--	--	--
CNA510	J	AT	JET	0.04	0.00	0.05	0.04	0.00	0.05	--	--	--
CNA525C	J	AT	JET	0.27	0.00	0.27	0.27	0.01	0.27	--	--	--
CNA55B	J	AT	JET	0.09	0.00	0.10	0.10	0.00	0.10	--	--	--
CNA560E	J	AT	JET	0.06	0.01	0.06	0.05	0.01	0.06	--	--	--
CNA560U	J	AT	JET	0.05	0.00	0.06	0.05	0.01	0.06	--	--	--
CNA560XL	J	AT	JET	0.16	0.01	0.16	0.16	0.01	0.16	--	--	--
CNA680	J	AT	JET	0.17	0.01	0.18	0.17	0.01	0.18	--	--	--
ECLIPSE500	J	AT	JET	0.05	0.00	0.05	0.05	0.00	0.05	--	--	--
F10062	J	AT	JET	0.41	0.03	0.44	0.40	0.04	0.44	--	--	--
GII	J	AT	JET	0.00	0.00	0.00	0.00	0.00	0.00	--	--	--
GIIB	J	AT	JET	0.04	0.01	0.05	0.05	0.00	0.05	--	--	--
GIV	J	AT	JET	0.12	0.00	0.12	0.12	0.01	0.12	--	--	--
GV	J	AT	JET	0.23	0.02	0.25	0.24	0.00	0.25	--	--	--
IA1125	J	AT	JET	0.04	0.01	0.05	0.04	0.00	0.05	--	--	--
LEAR35	J	AT	JET	0.25	0.02	0.27	0.26	0.00	0.27	--	--	--
MU3001	J	AT	JET	0.25	0.02	0.27	0.26	0.01	0.27	--	--	--
CL600	J	GA	JET	0.12	0.01	0.13	0.13	0.00	0.13	--	--	--
CNA510	J	GA	JET	0.02	0.00	0.02	0.02	0.00	0.02	--	--	--
CNA525C	J	GA	JET	0.08	0.00	0.08	0.08	0.00	0.08	--	--	--
CNA55B	J	GA	JET	0.06	0.01	0.07	0.07	0.00	0.07	--	--	--
CNA560E	J	GA	JET	0.15	0.01	0.16	0.15	0.01	0.16	--	--	--
CNA560U	J	GA	JET	0.03	0.00	0.04	0.03	0.00	0.04	--	--	--
CNA560XL	J	GA	JET	0.77	0.03	0.80	0.78	0.02	0.80	--	--	--
CNA680	J	GA	JET	0.60	0.06	0.66	0.61	0.05	0.66	--	--	--
ECLIPSE500	J	GA	JET	0.00	0.00	0.00	0.00	0.00	0.00	--	--	--
F10062	J	GA	JET	0.14	0.01	0.15	0.15	0.00	0.15	--	--	--
GIV	J	GA	JET	0.01	0.00	0.01	0.01	0.00	0.01	--	--	--
GV	J	GA	JET	0.02	0.00	0.02	0.02	0.00	0.02	--	--	--
IA1125	J	GA	JET	0.01	0.00	0.01	0.01	0.00	0.01	--	--	--
LEAR35	J	GA	JET	0.14	0.01	0.15	0.14	0.01	0.15	--	--	--
MU3001	J	GA	JET	0.19	0.00	0.19	0.19	0.00	0.19	--	--	--

Daily 2013/2018 HTO operations scaled to 2012 FAA's Terminal Areas Forecast (continued)

INM type	Engine TYPE	FAA Category	HTO Group	Arrivals			Departures			Circuits		
				Day	Night	Total	Day	Night	Total	Day	Night	Total
CNA172	P	AT	SEP	0.71	0.01	0.72	0.71	0.01	0.72	--	--	--
CNA182	P	AT	SEP	1.26	0.02	1.28	1.28	0.01	1.28	--	--	--
CNA206	P	AT	SEP	0.66	0.01	0.67	0.65	0.02	0.67	--	--	--
CNA208	T	AT	SEP	3.91	0.10	4.01	3.96	0.05	4.01	--	--	--
CNA20T	P	AT	SEP	0.05	0.00	0.05	0.05	0.00	0.05	--	--	--
GASEPF	P	AT	SEP	0.15	0.01	0.16	0.15	0.00	0.16	--	--	--
GASEPV	P	AT	SEP	2.04	0.02	2.07	2.02	0.04	2.07	--	--	--
PA28	P	AT	SEP	0.04	0.00	0.04	0.04	0.00	0.04	--	--	--
CNA172	P	GA	SEP	0.14	0.01	0.14	0.14	0.01	0.14	--	--	--
CNA182	P	GA	SEP	0.16	0.00	0.16	0.16	0.00	0.16	--	--	--
CNA206	P	GA	SEP	1.01	0.01	1.02	1.00	0.02	1.02	--	--	--
CNA208	T	GA	SEP	1.94	0.12	2.06	2.01	0.05	2.06	--	--	--
CNA20T	P	GA	SEP	0.01	0.00	0.01	0.01	0.00	0.01	--	--	--
GASEPF	P	GA	SEP	0.11	0.00	0.11	0.11	0.00	0.11	--	--	--
GASEPV	P	GA	SEP	2.76	0.00	2.76	2.68	0.08	2.76	--	--	--
PA28	P	GA	SEP	0.04	0.00	0.04	0.04	0.00	0.04	--	--	--
BEC58P	P	AT	TEP	1.15	0.04	1.19	1.14	0.05	1.19	--	--	--
CNA441	T	AT	TEP	0.59	0.03	0.61	0.59	0.02	0.61	--	--	--
DC3	P	AT	TEP	0.00	0.00	0.00	0.00	0.00	0.00	--	--	--
DO228	T	AT	TEP	0.39	0.02	0.41	0.40	0.02	0.41	--	--	--
PA31	P	AT	TEP	0.24	0.01	0.24	0.24	0.01	0.24	--	--	--
PA42	T	AT	TEP	0.02	0.00	0.02	0.02	0.00	0.02	--	--	--
SD330	T	AT	TEP	0.16	0.00	0.16	0.16	0.00	0.16	--	--	--
BEC58P	P	GA	TEP	0.35	0.00	0.35	0.35	0.00	0.35	--	--	--
DO228	T	GA	TEP	0.16	0.00	0.16	0.16	0.00	0.16	--	--	--
PA31	P	GA	TEP	0.06	0.00	0.06	0.06	0.00	0.06	--	--	--
SD330	T	GA	TEP	1.25	0.04	1.29	1.25	0.03	1.29	--	--	--
GASEPF	P	Local	LOCAL	--	--	--	--	--	--	0.56	0.00	0.56
CNA206	P	Local	LOCAL	--	--	--	--	--	--	0.49	0.00	0.49
CNA182	P	Local	LOCAL	--	--	--	--	--	--	10.18	0.00	10.18
BEC58P	P	Local	LOCAL	--	--	--	--	--	--	0.27	0.00	0.27
CNA172	P	Local	LOCAL	--	--	--	--	--	--	0.29	0.00	0.29
GASEPV	P	Local	LOCAL	--	--	--	--	--	--	3.82	0.07	3.90
CNA208	T	Local	LOCAL	--	--	--	--	--	--	0.69	0.05	0.73

H. HTO Terminal Area Forecast (TAF)

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APO TERMINAL AREA FORECAST DETAIL REPORT

Forecast Issued January 2013

REGION:AEA **STATE:**NY **LOCID:**HTO

CITY:EAST HAMPTON **AIRPORT:**EAST HAMPTON

				AIRCRAFT OPERATIONS								
	Enplanements			Itinerant Operations					Local Operations			
Fiscal Year	**Air Carrier**	**Commuter**	**Total**	**Air Carrier**	**Air Taxi & Commuter**	**GA**	**Military**	**Total**	**Civil**	**Military**	**Total**	**Total Ops**
2011	0	122	122	0	15,110	10,452	50	25,612	6,000	0	6,000	**31,612**
2012*	0	88	88	0	15,110	10,452	50	25,612	6,000	0	6,000	**31,612**
2013*	0	88	88	0	15,110	10,452	50	25,612	6,000	0	6,000	**31,612**
2014*	0	88	88	0	15,110	10,452	50	25,612	6,000	0	6,000	**31,612**
2015*	0	88	88	0	15,110	10,452	50	25,612	6,000	0	6,000	**31,612**
2016*	0	88	88	0	15,110	10,452	50	25,612	6,000	0	6,000	**31,612**
2017*	0	88	88	0	15,110	10,452	50	25,612	6,000	0	6,000	**31,612**
2018*	0	88	88	0	15,110	10,452	50	25,612	6,000	0	6,000	**31,612**

* Denotes projected operations. At the time this data was accessed, the FAA had not updated the 2012 operations for HTO. However, as stated in Section 2.1 of the Noise Analysis report (Appendix G), the FAA projection for 2012 is conservatively high when compared with the locally generated HTO Airscene/Vector system.

I. Public Notifications

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EAST HAMPTON AIRPORT SEASONAL AIR TRAFFIC CONTROL TOWER ENVIRONMENTAL ASSESSMENT

Notice of Availability of Draft Environmental Assessment and Public Hearing The Town of East Hampton (Airport Sponsor) is proposing the permanent installation of an Air Traffic Control Tower (ATCT) that will be operational on a seasonal basis at East Hampton Airport (HTO). The season is generally defined as the month of May to the month of September each year. The Airport is located in the Town of East Hampton in Suffolk County, New York. The Airport has prepared an Environmental Assessment (EA) that discusses the environmental consequences that may result from this project. The Draft EA is available for public review at East Hampton Airport, 200 Daniels Hole Road, Wainscott, NY, and on the Airport's web site at www.town.east-hampton.ny.us. Select Departments and select Airport to view the Draft EA. The draft document will be available for review from April 2, 2013 to May 13, 2013.

Anyone interested in the project has the opportunity to comment on the document. Comments may be submitted in writing to the Airport Director (at the address provided). In addition, the public is also invited to attend and provide comments during a Public Hearing about the EA. Public Hearing

Date: May 1, 2013

Time: 7 p.m.-9 p.m.

Location: Town of East Hampton Airport, 200 Daniel's Hole Road, Wainscott, NY

The Airport and Federal Aviation Administration encourage all interested parties to provide comments concerning the scope and content of this Draft EA. Written comments regarding the Draft EA can be submitted by mail to Mr. Jim Brundige at Town of East Hampton Airport, P.O. Box 836, East Hampton, NY 11937. Comments must be received by 5 p.m. Eastern Daylight Time on May 13, 2013 in order to be considered. FILE NAME: \p C:\Documents and Settings\JBrundige\Local Settings\Temporary Internet Files\OLKE52\28909_publicNotice_VHB_jh_032213.doc

36-1

STATE OF NEW YORK
COUNTY OF SUFFOLK

HELEN S. RATTRAY, being duly sworn, says she is the publisher of The East Hampton Star, a newspaper published weekly in the Town and Village of East Hampton, county and state aforesaid, and that a notice of which the annexed printed slip is a copy, was published in the said newspaper once a week for 1 consecutive weeks, commencing on the 28 day of March, 2013 and ending on the ____ day of _____, 2013.

Helen S. Rattray

Sworn to before me this 15th day of April, 2013

June E. Lester

Notary Public

JUNE E. LESTER
Notary Public, State Of New York
No. 01LE5065102
Qualified in Suffolk County
Commission Expires Sept. 3, 2014

NEWSDAY

AFFIDAVIT OF PUBLICATION

TOWN OF EAST HAMPTON
159 PANTIGO ROAD
EAST HAMPTON , NY 11937-2643

STATE OF NEW YORK)
SS.:
COUNTY OF SUFFOLK)

Legal Notice No. 17068081

R. Lopes

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MONDAY APRIL 15 2013 Suffolk

SWORN to before me this
15 Day of April, 2013.

Guy P. Wasser
Notary Public, State of New York
No. 01WA6045924
Commission Expires 10/20/2014
Qualified in Suffolk County

Legal Notice 17068081

East Hampton Airport Seasonal Air Traffic Control Tower Environmental Assessment Notice of Availability of Draft Environmental Assessment and Public Hearing

The Town of East Hampton (Airport Sponsor) is proposing the permanent installation of an Air Traffic Control Tower (ATCT) that will be operational on a seasonal basis at East Hampton Airport (HTO). The "season" is generally defined as the month of May to the month of September each year. The Airport is located in the Town of East Hampton in Suffolk County, New York.

The Airport has prepared an Environmental Assessment (EA) that discusses the environmental consequences that may result from this project. The Draft EA is available for public review at East Hampton Airport, 200 Daniels Hole Road, Wainscott, NY, and on the Airport's website at www.town.east-hampton.ny.us. Select Departments and select Airport to view the Draft EA. The draft document will be available for review from **April 2, 2013 to May 13, 2013.**

Anyone interested in the profect has the opportunity to comment on the document. Comments may be submitted in writing to the Airport Director (at the address provided). In addition, the public is also invited to attend and provide comments during a Public Hearing about the EA:

Public Hearing
Date: May 1, 2013
Time: 7pm - 9pm
Location: Town of East Hampton Airport
200 Daniels Hole Road
Wainscott, NY

The Airport and Federal Aviation Administration encourage all interested parties to provide comments concerning the scope and content of this Draft EA. Written comments regarding the Draft EA can be submitted by mail to Mr. Jim Brundige at Town of East Hampton Airport, P.O. Box 836, East Hampton, NY 11937. Comments must be received **by 5pm Eastern Daylight Time on May 13, 2013** in order to be considered.

NEWSDAY PROOF

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J. Response to Comments on the EA

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Response to Comments on the EA

Introduction

The Draft Environmental Assessment (EA) for the Seasonal Airport Traffic Control Tower (ATCT) was released for public review on April 2, 2013. As described in the chapters of this EA, the Preferred Alternative is to locate the ATCT on the eastern side of Alternative Area #3. This section of the Final EA summarizes the written and verbal comments received from the public on the Draft EA, and provides responses to these comments in accordance with the requirements of the National Environmental Policy Act (NEPA).

1. Noise Analysis

A number of public comments were related to the language and data used in the findings of the noise analysis report (*Noise Analysis for the Environmental Assessment of a Seasonal Airport Traffic Control Tower at East Hampton Airport*, Appendix G). Specifically, the comments either requested more detail or further explanation and/or clarification of the noise analysis material presented either in the EA or noise analysis report.

- Comments stated that the EA was not accurate when it described the Northwest Creek helicopter route as an experimental route used in 2012. In addition, comments also noted that the "Power Line Route" was incorrectly stated as the "normal route." Some comments speculated on why the route was discontinued.

  Response: *The last paragraph of Section 1.4 of the EA described the Northwest Creek Route as "a failed experiment." This section of the EA has been modified to clarify that use of the route was discontinued "because it proved to be unsuccessful in reducing noise effects." In addition, Section 2.3 of Appendix G and relevant sections of the EA have been modified to further explain the use of the Northwest Creek Route.*

- Several comments were received that requested the EA include a discussion of noise impacts as occuring off-airport, and one comment stated that the noise analysis incorrectly concluded that noise was solely contained on-airport.

  Response: *As stated in the EA and Appendix G, there would be no noise impacts due to the implementation of the Preferred Alternative. The noise analysis (Appendix G) correctly implemented FAA requirements, conducting an*

analysis that evaluated the Day/Night Average Sound Level (DNL) noise contours for 65, 70, and 75 decibels. The DNL values of 65, 70, and 75 decibels are entirely contained on airport property. The text in the noise analysis report has been clarified by including reference to the relevant FAA Order: "Consistent with requirements of FAA Order 1050.1E, the exposure levels are displayed as contours for key DNL values of 65, 70, and 75 decibels. All three of these contours are entirely contained on airport property." An analysis of aircraft noise beyond these contours is not pertinent to the FAA requirements under NEPA.

The term "impact" is used in this EA as it is specifically qualified in FAA Order 1050.1E as a "significant impact," and is not defined in the same way as a member of the public is referring to a noise impact they may observe. An "impact" is the noise effect that is defined by whether a particular project would exceed the FAA's established thresholds for significant noise level changes due to proposed activities. These would be based on the previously described DNL values. While airport noise is audible off-site, it does not exceed the FAA thresholds that would classify those noise levels as "impacts."

- One comment asked for clarification related to a statement about flight tracks in the noise analysis (Appendix G) in Section 2.1, on Page 5.

  Response: *The second sentence of the first paragraph in Section 2.1 of the noise analysis report was modified to state the following: "During that time, 47,920 flight tracks were captured, of which 23,758, or 49.6 percent, contained sufficient detail to determine aircraft type, runway use, and track locations."*

  As a clarification, the reason that not all operations were used for noise modeling is because the information about the flight is incomplete ("insufficient detail"). For example, there may be a flight track but no aircraft type captured with it, or the flight track may have large, incomplete segments. Therefore, only those flight tracks that had a sufficient amount of detail as described in the sentence were able to be used for the analysis.

- One comment asked for clarification related to the statement in the noise analysis (Appendix G), Section 2.3, Page 7 about how an "insignificant number of aircraft were observed using Runways 16 and 34…"

  Response: *As stated in the noise analysis (Appendix G), on page 7 in Section 2.2, "Runway 16 was found not to be used at all, regardless of season. Runway 34 was used by 136 operations in the 2011 to 2012 Airscene/Vector data…" On the same page, Section 2.3 has been modified to include a discussion of the amount of traffic on Runway 34 used for the development of modeled flight tracks for that runway.*

- One comment inquired as to whether there were any statistics that show the amount of volume of flights in and out of the Airport, and what direction they are come from. Another comment suggested the data operations were incorrect.

  Response: *Sections 2.1 and 2.2 (pages 5-7) of the noise analysis report (Appendix G) address average day and*

average summer day traffic, and the percentages of traffic using the different runway ends. The noise analysis and EA document the data sources used to obtain operations information.

- One comment inquired as to why average daily flights were listed and not the daily flights experienced in the peak season.

  Response: In Section 3.3.8.1 of the EA, the following information is provided about the information used in the noise analysis: "FAA Order 1050.1E specifies the use of the yearly Day/Night Average Sound Level (DNL) noise metric for all noise analyses conducted by the agency subject to NEPA. The DNL is an accumulation of the noise exposure that takes into account all of the aircraft operations that occur during an "average" 24-hour day, except that events occurring after 10:00 pm at night and before 7:00 am the next morning are penalized as if they were louder than they actually are. The penalty, or weighting, on each nighttime operation is 10 decibels (dB), equivalent in terms of its effect on noise exposure to having 10 daytime operations of the same aircraft. A detailed description of DNL and the relationship between it and the effects of noise on people is contained in Appendix G."

2. Purpose of the Project

Several comments indicated that the public had previously been told (prior to the installation of the mobile ATCT used in peak season of 2012) that the purpose of the ATCT was to provide noise abatement for the surrounding communities. Other comments stated the permanent installation of the project was already approved by the Town. One comment asked if the purpose of the EA was to evaluate aircraft noise and to mitigate it.

Response: *Noise abatement is not the purpose of the proposed project. In general terms, the operation of a tower will not reduce perceived noise impacts from aircraft operations. It does not have the ability to regulate the altitude of aircraft or direct aircraft to use specific headings, as the HTO ATCT will not be equipped with a radar system to monitor aircraft operations. The tower communicates with aircraft that enter the Class D[54] airspace that surrounds the Airport. For those aircraft operating at the Airport, the tower will provide landing and takeoff clearance, weather information, and traffic advisories. In some instances, as part of its role of providing advisory services to inbound and outbound aircraft, a tower controller may suggest the use of a particular route. However, it is up to each pilot of an aircraft to decide whether to use any suggested route or procedure.*

The proposed action subject to review in this EA is to install a permanent ATCT for use seasonally during the months of May through September on an annual basis (See Chapter 1, Section 1.4). This project is not yet implemented as the EA is under review by the Federal Aviation Administration (FAA). As proposed, HTO ATCT would be limited to providing traffic advisory and weather reporting services for inbound and outbound aircraft and aircraft transitting through the

54 Class D Airspace is the FAA designation for the airspace that applies to HTO. The cylindrical-shaped space has an approximate 10-mile diameter centered over the Airport and extends to an altitude of 2,500 feet above the Airport's surface.

Class D[55] airspace. As stated in the EA and noise analysis (Appendix G), there would be no noise impacts associated with the implementation of the proposed project and therefore no mitigation is required.

3. Helicopter Activity

Several comments suggest helicopters should be more strictly regulated. Some comments were related to flight routes for air traffic, stating that helicopter routes change unpredictably and/or include use of unregulated airspace. A number of other comments stated flight route change decisions were conducted by either the Town or the Board, and were influenced by Town Representatives' biases. One comment suggested that the ATCT would restrict airspace use by helicopters. Some comments stated there was a recent change in helicopter traffic and routes, and suggested dispersing helicopters among different and/or more routes, as well as during arrivals to the Airport. Many comments were in regard to the volume of helicopters in the area and how the existing routes are congested. Several comments suggested the existing helicopter routes put passengers and residents living below in danger as well as increases the risk of collisions.

Response: *The helicopter routes established at HTO are all voluntary initiatives developed by the Airport in collaboration with the Eastern Region Helicopter Council (EHRC) and interested parties; they would not be altered or affected by the implementation of the ATCT or enforced by a tower or the FAA. Based on FAA regulations, helicopters are not subject to a minimum altitude restriction provided operation of the helicopter is conducted without hazard to persons or property on the ground.[56] The addition of an ATCT provides another means of communication in that an air traffic controller clears an aircraft for takeoff or landing, but he/she still has no mechanism to monitor conformance or provide enforcement of route choice. The operation of an aircraft is governed by the pilot of each aircraft. Pilots are required to use their judgement on which routes to use based on safety and avoidance of other operating aircraft. Regardless of whether helicopter or fixed-wing, all aircraft operate within airspace regulated by the FAA. The function of the tower is not to restrict the use of the airport to particular types of aircraft.*

Relating to helicopter volume, restricting and/or regulating the volume of helicopter flights would not be a function of the tower. In addition, as stated in Section 1.4 of the EA, a check of HTO's monitoring system data for summertime activity during 2011 (when no ATCT was in operation) and 2012 (when the mobile ATCT was operating) showed the only difference in helicopter traffic was operations on the Northwest Creek Route, which had been discontinued in 2012. The data used in the noise analysis included the most recent helicopter traffic volumes.

Refer to the clarified discussions of the Northwest Creek Route in the EA and noise analysis (Appendix G) regarding helicopter route changes.

55 Class D Airspace is the FAA designation for the airspace that applies to HTO. The cylindrical-shaped space has an approximate 10-mile diameter centered over the Airport and extends to an altitude of 2,500 feet above the Airport's surface.
56 Federal Aviation Regulations (FAR), Part 91.119.

4. ATCT Capabilities and Function

Many comments suggested that the ATCT would encourage more traffic to travel to the airport, that the ATCT would increase the capacity of the Airport, and therefore will increase aircraft and helicopter traffic. Other comments stated that the installation of the ATCT is part of an expansion plan for the Airport. Some of these comments noted that more aircraft activity would result in additional noise. One comment stated that a control tower controls airspace, and several noted that weather is a factor of aircraft and helicopter traffic.

Response: *There is no evidence to support a contention that a tower would increase operations at an airport. Activity at a particular airport is related to an airport's location and its surrounding area's economics and industry, recreation opportunities and attractions, etc. The addition of a tower alone will not induce aircraft operations growth at HTO. Supporting this statement, referencing Section 1.4 of this EA, an operational ATCT would not change the nature and use of HTO by aircraft or airport users, as it would remain a destination airport with the majority of its operations occuring during the peak season (summertime). In addition, the Airport has no foreseeable plans to enhance or change any of the runway capabilities or airport facilities that would alter the Airport's current use. Finally, as demonstrated during the use of the mobile ATCT in the Summer Season of 2012, the volume of operations, flight track changes, and the type of aircraft using the airport did not change due to the presence of an ATCT when compared with 2011 (when no ATCT was operating).*[57]

Operations at the Airport are a direct result of the Airport's location at the eastern end of Long Island and the summer attractions found there. This is supported by the fact that approximately 70 percent of the Airport's annual operations occur during the months of May to September. The tower will not increase the capacity of the Airport. Capacity of an airport is dependent upon the physical dimensions (length and width) of runways, number of taxiways, and apron areas. A tower is expected to improve efficiency, in the sense of providing for a more orderly flow of traffic, and enhance safety through collision avoidance.

There is no evidence to suggest that the installation of the HTO ATCT is part of a broader effort to expand the Airport. The most recent Airport Layout Plan (ALP) identifies two modest projects, neither of which is dependent on the presence of an ATCT. These projects have not yet been approved by the FAA and were specifically exempted from approval in the letter approving the ALP dated September 6, 2011. The first project is the potential construction of three taxiway segments. These taxiways would contribute to aircraft operational safety by providing additional routes for taxiing aircraft to exit active runways. The second project is a potential realignment of Daniels Hole Road east of the Airport that would provide additional safety clearance for Runway 10-28. The ALP also identifies areas of potential development for commercial, aeronautical and industrial uses, but does not specify the type or nature of development (buildings, pavement, etc.) in these areas.[58]

57 HMMH. *Noise Analysis for the Environmental Assessment of a Seasonal Airport Traffic Control Tower at East Hampton Airport.* HMMH Report No. 305332. Appended to this EA. May 2013. (Appendix G)
58 East Hampton Airport. Airport Layout Plan. Dated May 9, 2011 and approved by the FAA on September 6, 2011.

The tower communicates with aircraft that enter the Class D[59] airspace that surrounds the Airport. For those aircraft operating at the Airport, the tower will provide landing and takeoff clearance, weather information, and traffic advisories. As part of its role of providing advisory services to inbound and outbound aircraft, a tower controller may suggest the use of a particular route, and the suggested route may be influenced due to local weather conditions.

5. Safety and Reduction in Flights

Several comments questioned the need for an ATCT, and if it were for safety, then the Airport should forego installation of a tower and reduce the number of flights allowed at the Airport. Other comments agreed, and in some cases supported, that the tower would enhance safety at the Airport and for aircraft while flying. Others suggested reducing the number of flights or to restrict/control/regulate the Airport's use by particular users in order to reduce the amount of noise aircraft make in the area. One comment suggested a twin engine route change in order to regulate flights using the Airport. Comments also noted that the Airport is open 24 hours a day and that airport activity can occur at all times, which is not the same as the stated hours of operation of the ATCT in the EA. One comment stated that the noise and helicopters will only worsen unless there is some "control."

Response: *As proposed, the tower would not have the ability to restrict the number or types of aircraft that operate at the Airport, or the route from which they fly into and out of the Airport. Restricting the number or type of operations at the Airport is not part of the scope of this project, and therefore not part of the scope of this EA. The tower's hours of operation do not limit the use of the Airport. The Airport is available 24 hours a day, 7 days a week, 365 days a year. The tower will be operational during the most active portions of the day – 7:00 am to 11:00 pm local time. The Airport will remain open outside of these hours. During the off-season, when the tower is not operating, the Airport will remain open. Therefore, restricting the number of flights allowed at the airport is not a feasible strategy for improving safety or reducing noise. Tower functions will assist pilots with their coordination with other aircraft as well as actions related to arrivals and departures and weather conditions. This coordination is anticipated to increase safety at the Airport.*

Further descriptions of the ATCT's capabilities are included in other responses in this appendix. The following language has been added to Section 1.4 of the EA to clarify the advisory services of an ATCT at HTO: "The tower communicates with aircraft that enter the Class D[60] airspace that surrounds the Airport. For those aircraft operating at the Airport, the tower will provide landing and takeoff clearance, weather information, and traffic advisories."

The Town of East Hampton could pursue the development of a noise abatement plan, which could propose limits to the use of the Airport during certain hours, as a distinct action separate from the installation of the ATCT. That process is a separate action not within the scope of this EA, and therefore not addressed as part of this analysis. Any proposals contained in a noise abatement plan may be subject to FAA approval as a separate action from FAA's decision regarding

59 Class D Airspace is the FAA designation for the airspace that applies to HTO. The cylindrical-shaped space has an approximate 10-mile diameter centered over the Airport and extends to an altitude of 2,500 feet above the Airport's surface.
60 Class D Airspace is the FAA designation for the airspace that applies to HTO. The cylindrical-shaped space has an approximate 10-mile diameter centered over the Airport and extends to an altitude of 2,500 feet above the Airport's surface.

the seasonal ATCT. Presently, the Airport has voluntary Noise Abatement Procedures (2013) that suggest limited use of the Airport between the hours of 11:00 pm and 7:00 am daily.[61]

6. The Airport should develop noise abatement procedures

A number of comments stated the lack of and/or need for noise abatement plan for the Airport. Some of these comments noted that the noise abatement program should incorporate the tower. One comment noted that the community's objection to the tower is not about safety, but about noise. These comments most often included a request for the Town to develop a noise abatement plan. A number of comments included the suggestion that the project under evaluation in this EA should include a noise mitigation component. One comment suggested that the EA should include recognition that the Airport has a responsibility to lessen the impact of noise associated with the use of the airport on surrounding communities.

Response: *Noise abatement procedures are not the subject of this EA, which is limited to the environmental effects of the installation of an ATCT to be used on a seasonal basis. As described in Response #7, the installation and use of the tower would not alter the noise conditions at or surrounding the airport. Therefore, no noise mitigation/abatement is required.*

While the Town of East Hampton is encouraging the use of particular helicopter routes to address community concerns, implementation of the Preferred Alternative of the EA would have no bearing or influence on helicopter routes, would not change aircraft flight tracks, or the amount of air traffic. As stated in the EA, there would be no noise impact due to implementation of the Preferred Alternative as compared with the No Action Alternative, and therefore noise mitigation is not required or included as part of this EA, or the project's implementation.

The Town of East Hampton could pursue the development of a noise abatement plan, which could propose limits to the use of the Airport during certain hours, as a distinct action separate from the installation of the ATCT. That process is a separate action not within the scope of this EA, and therefore not addressed as part of this analysis. Any proposals contained in a noise abatement plan may be subject to FAA approval as a separate action from FAA's decision regarding the seasonal ATCT.

7. Town of East Hampton Rules, Laws, and/or Ordinances; Scope and Metrics of Noise Analysis

A number of comments stated that the EA should utilize the East Hampton Town Code that requires the use of particular metrics for the measurement of noise, including a single event noise for aircraft activity, and the completion of a cost/benefit analysis associated with the Town's airport expansion actions. These comments stated the FAA noise analysis method is not appropriate for the area and that the local Town Code requirements apply to an EA.

61 http://www.town.east-hampton.ny.us/DocumentsPDF/Airport/HelicopterNALetterJune2013.pdf. Accessed June 4, 2013.

Many comments were related to the noise affecting surrounding communities, stating that noise was not contained on the Airport, is heard throughout several communities, and that is why local noise metrics should be used in the analysis. A few comments inquired as to the types of noise measurements used for the noise analysis and if schools and nature preserves, sleep disturbance, and speech disturbance were considered. The comment also inquired as to the methodology used during the noise analysis.

Response: *The Town Code is not applicable to a federal agency's review of a proposed action under NEPA or to FAA's actions in approving a revision to the Airport's ALP. The Preferred Alternative must be approved by the FAA, and the FAA is bound by and must comply fully with federal law, FAA regulations, and FAA guidance regarding procedural requirements for an EA. (See paragraph 4 of Section 1.1 in the EA).*

The Town of East Hampton complied with the Town Code provisions at Section 128-2-40 when it conducted environmental analysis for and approved the current Airport Master Plan. The current Master Plan includes the ATCT. The local level environmental analysis and subsequent Negative Declaration for the seasonal ATCT demonstrated that there is no noise impact due to the installation of an ATCT because there are no changes to procedures or operational levels at the Airport. Therefore, although the Master Plan considered the Town Code metrics, the subsequent local level environmental approvals for the Tower confirm there would be no change to existing noise levels due to the ATCT.

The noise analysis (Appendix G of the EA) was conducted in compliance with FAA Order 1050.1E, which stipulates the methods and procedures to be used to meaure noise impacts for a NEPA-level analysis. It includes DNL noise contours for 65, 70 and 75 decibels. As stated in the EA and noise analysis (Appendix G), there would be no noise impact due to implementation of the Preferred Alternative as compared with the No Action. Moreover, as described in Section 4.8 of the EA, there are no noise-sensitive sites (e.g., schools) and/or land uses that are contained within any of these contour values, and as described in Section 3.2, there are no publicly-owned lands within a park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance present where natural quiet, as described and referred to in the FAA Airports Desk Reference, is an identified attribute and no noise impacts due the proposed project were found to exist. Schools outside of the study area and outside of the noise contours were not studied because there would be no FAA-determined noise impacts due to the implementation of the Preferred Alternative.

Although the Town Code regarding noise analysis is not applicable to a federal agency's review of a proposed action under NEPA, the FAA can give consideration to local codes when appropriate. However, the proposed action under consideration would not lead to any direct operational or procedural changes for the air traffic routes currently in use at HTO. Therefore, no changes to current noise levels would occur, regardless of the metric selected for analysis. The use of supplemental noise metrics, acoustic studies or readings, noise measurements, or an abatement plan is not required.

8. Public Outreach and Environmental Assessment Process

A number of comments concerned the NEPA and EA process, and public participation. One comment stated that the public had not received sufficient advanced notification of the hearing and that the public hearing had been held during the wrong time of year and at an inconvenient time. Another participant asked if there would be another hearing after the EA was revised.

Response: *Chapter 5 of the EA describes the various coordination efforts conducted while preparing the analysis, including agency coordination and public involvement efforts. As required by FAA Orders 1050.1E and 5050.4B, the Airport Sponsor provided advanced notice that the Draft EA was available for review and comment, and of the date, time, and location of the Public Hearing. Advanced notice was published in two newspapers (East Hampton Star during the week of March 28th and Newsday on April 15th). Notice was also provided on the Town's and Airport's webpages, and the document was available for review by the public in electronic format and in hard copy. In addition, the Airport also sent the Notice and Draft EA to community groups that have expressed interest in the Airport in the past. These groups were the Quiet Skies Coalition, East Hampton Pilots Association, Noyac Citizen Advisory Committee, Wainscott Citizen Advisory Committee, and the Northwest Citizen Advisory Committee. A second hearing is only required if substantive changes are made to the proposed project. Edits to the Draft EA that do not result in changes to the substantive project do not require recirculation of the EA or a new public hearing.*

9. Study Area

One comment noted that the study area considered for the project should include surrounding communities where noise is heard. The comment stated further that the study area should include the communities of Noyac, North Sea, Sag Harbor and asked that the visual environment and the impact of noise on biological resources, specifically the Morton Wildlife Refuge, be included in the EA.

Response: *Section 3.1 of the EA addresses how the study area was determined, which considered the potential direct and indirect impact areas for the analysis. Due to the nature of the activities, direct physical disturbance would be limited to a 2,500 square-foot area on-airport, and the project would not alter the volume or nature of operations, would not change flight patterns or the composition of the fleet mix, and would not change how often certain runways are used. Therefore, direct and indirect impacts to resources would occur solely on airport property.*

Section 4.8 of the EA addresses the noise analysis conducted and compares the Preferred Alternative to the No Action Alternative, as required by FAA Order 1050.1E Change 1, and uses the noise analysis procedures and metrics required by the FAA. This analysis documents that the noise contours (DNL noise contours for 65, 70 and 75 decibels are those required for consideration) do not extend beyond the airport property. Therefore, considering the effects of noise on biological resources (including the wildlife refuge located over 5 miles northwest of the airport) and communities such as Sag Harbor (approximately 3.5 miles away), Noyac (approximately 5.5 miles away), and North Sea (approximately 8.5 miles away),[62] outside of the aiport boundary is not warranted. Section 4.6 addresses the potential visual impacts to the surrounding area. No change to the EA was made related to this issue.

62 Note: The distances cited here were derived using Google Earth and were not formally surveyed.

10. Other Issues

Some comments provided were related to other airport or aviation issues that are beyond the scope of this analysis or not related to the Purpose and Need or the Preferred Alternative under consideration in the EA. These comments are noted. No change to the EA or supporting information was required in order to adequately address each of these comments.

- Several comments were directed at the ineffectiveness of the Airport's noise complaint hotline and that the complaint number changed.

  Response: *The proposed project would not alter or modify the use of the noise hotline or the process of submitting noise complaints. Comment noted.*

- A few comments noted that a control tower in the summer would be beneficial.

  Response: *Comment of support noted.*

- Several comments noted objection to a permanent seasonal tower.

  Response: *Comment noted.*

- One comment suggested the Airport should end "FAA control." Another comment inquired as to why the Airport Manager was collecting public comments.

  Response: *The Airport is managed and maintained by the Town of East Hampton. As stated in the first paragraph of Section 1.1 of the EA, the Town of East Hampton is the entity proposing the permanent installation of the ATCT. Further stated in the third paragraph of that section, "The federal action for this project is the unconditional approval by the FAA of the Airport Layout Plan (ALP) revised to show the proposed installation of the ATCT…" The same section also describes that the installation of the seasonal ATCT would be funded by the Airport Sponsor without Federal assistance. Comment noted.*

- One comment inquired as to if the Town of East Hampton would make the decision to implement the project and whether or not the Town would be accepting FAA funds.

  Response: *As stated in Chapter 1 of the EA, the federal action for this project is the unconditional approval by the FAA of the ALP revised to show the proposed installation of the ATCT. If the FAA approves the revision to the ALP, the Town of East Hamption would be the entity to decide whether to implement the project. Based on the material presented in the EA, it is the Town of East Hampton's intent to implement the project. Also stated in the Introduction of Chapter 1, the installation of the seasonal ATCT would be funded by the Airport Sponsor without Federal assistance.*

- One comment stated that the map displayed at the public hearing was innacurate, stating areas shown on the map as uninhabited were fully developed.

  Response: *The map displayed during the public hearing represented the extent of Class D Airspace surrounding the Airport. The map was comprised of a U.S. Geological Survey base, which does not show current residential or other types of development. It was not intended to show existing development or land uses. This map is not included or referred to in the EA, nor was it used to determine potential impacts of the Preferred Alternative. Comment noted.*

- One comment stated the commenter (as an individual) would only support a tower if mitigation efforts are implemented simultaneously, and would try to eliminate helicopter use at the airport. Another comment noted that there should be no permantent tower if there is no abatement plan.

  Response: *As described in Response #7, the installation and use of the tower would not alter the noise conditions at or surrounding the airport. Therefore, no noise mitigation is required. Comment noted.*

- One comment suggested the FAA require aircraft to each have a floating device for emergency purposes.

  Response: *The proposed project would not modify FAA safety requirements for aircraft. Comment noted.*

- One comment suggested the Airport address everyone's concerns in a way that will mitigate people's problems and improve the quality of life overall for those at the airport as well as those under Runway 1-0 approach.

  Response: *Comment noted.*

- Several comments were received complaining about existing noise conditions at the Airport, but which are not relevant to the EA for the proposed ATCT.

  Response: *Comment noted.*

- One comment stated the airport needs to operate safely and respect those individuals that live on the North Fork. Another comment noted that the Town of East Hampton should respect full time residents and rectify the noise situation around the airport.

  Response: *Comment noted.*

- One comment stated that municipal airports across the County have been closed due to noise, and the FAA should address this issue.

  Response: *This comment is not related to the project or scope of the EA analysis. Comment noted.*

- One comment suggested moving the airport's location and another comment suggested closing the airport.

  Response: *This comment is not related to the project or scope of the EA analysis. Comment noted.*

- One comment suggested helicopters turn off their engines completely when they land, and for the Airport to restrict engine idling. Another comment suggested increasing fee penalties for certain arrival times to restrict airport use.

  Response: *Engine idling and landing fees are airport operations issues and not the subject of this analysis. Comment noted.*

- One comment suggested the Bistrian Helicopter Port in East Hampton be used instead of East Hampton Airport (HTO).

  Response: *As stated in previous responses, as proposed the tower would not have the ability to restrict the number or types of aircraft that operate at HTO. Comment noted.*

MAY 1 2013

To Whom it May Concern,

I am opposed to making the control tower at East Hampton Airport permanent for the following reasons:

The control tower was supposed to be a noise abatement aid, it was not, is not. Contrary o what was originally presented to the public, there is no noise abatement plan except moving the flight routes for air traffic from one neighborhood to another, depending on who complains and who represents that constituency. Flight routes now tend to favor the greenest, most preserved ,sensitive and fragile environments on the East End such as the Long Pond Greenbelt, Bridgehampton and NorthWest Creek, East Hampton. These areas were preserved with millions of taxpayer, town and Suffolk County dollars to be protected, and enjoyed, not to be unregulated airspace.

Response #2
Response #6
Response #3

The control tower will only bring more air traffic to the airport, and more noise over thousands of homes . As there is no plan, and only voluntary compliance with noise abatement "suggestions" there should not be a permanent control tower, If safety is an issue, the number of flights should be scaled back. .

Response #4
Response #10
Response #5

Sincerely,

Sharone Einhorn
92 NWLHNDING RD.
East Hampton NY

Subject: FW: EH Airport - FAA Public Meeting May 1, 2013

From: sheryl gold [mailto:shergoldcom@gmail.com]
Sent: Tuesday, April 30, 2013 8:08 AM
To: James Brundige
Cc: helicopternoise@mail.house.gov; Sylvia Overby; Theresa Quigley; Dominick Stanzione; Peter VanScoyoc; William Wilkinson; Fred Overton
Subject: EH Airport - FAA Public Meeting May 1, 2013

Dear Mr. Brundige,

Unfortunately, I am out of town and unable to attend tomorrow's meeting regarding the Environmental Assessment of the seasonal air traffic
control tower at East Hampton airport.

While the tower was originally promised to mitigate noise, it has done absolutely nothing to solve this serious problem adversely impacting residents Response #2
all over the East End. My life in East Hampton, where I have resided since the l980s, has become intolerable and my health has suffered due to the expansion of the airport and increased air traffic, in my case, mostly large executive jets flying very low over the rooftop of my house. Why has the town failed to develop a noise abate program incorporating the tower? Response #6

The tower is the most recent investment in the expansion of the airport that serves a minority of wealthy, part time residents/visitors while the majority of residents pay dearly for their convenience. This expansion has resulted in more and more jet helicopters and jet planes and has eroded not only the character of our beloved small towns and villages, but has prevented residents from enjoying their right to peace and quiet in their own homes. Response #4

The tower has increased capacity which translates to increased noise! And, in violation of East Hampton Town code, the EA ignores the requirement to use a single event noise standard. The EA also ignores EH Town code requirement to conduct a cost /benefit analysis of the Response #7
impact of the tower improvement on airport revenues. Response #4

I believe most residents are reasonable and recognize the safety value of the tower. Otherwise, pilots were totally reliant on sight, which under poor
weather conditions, was a tragedy in the making. When planes are flying over my house separated by mere minutes, it has been a miracle Response #5
that only one plane has crashed on our neighborhood's streets.

The Town of East Hampton, through its misguided airport policies and continued expansion of facilities that results in ever more air traffic,
is ruining the quality of life and character of our beloved east end of Long Island. Response #4

The Town's website states, "The airport is available to the aviation community 24 hours a day, 12 months a year." And since there is NO enforcement of landing and take off times, our lives are being impacted round the clock. The website also states: "The Airport is Response #5

designated a non-towered or uncontrolled airport." Since the Town has elected to install permanently a seasonal tower, how is this description of non-towered still applicable? Response #2

I am requesting this development be stopped immediately and that the town undertakes a noise abatement plan with the specific mission to restore quality of life for the majority of its residents. This should not be about politics....or money. This expansion and the resulting traffic, noise and pollution are negatively affecting residents' health and our wildlife and natural environment. It is a question of priorities....and right now, the Town has got them all wrong! Response #6

Sincerely,

Sheryl Gold
54 Wireless Road
East Hampton, NY 11937

P.S. Regarding the noise complaint hotline, after years of doing so, I have given up calling in complaints. They have become too frequent and numerous to call in, and I have good reason to believe that they were not being accurately recorded.

Subject: FW: East Hampton Airport Tower

-----Original Message-----
From: John Kirrane [mailto:kirrane1@optonline.net]
Sent: Wednesday, May 01, 2013 12:16 PM
To: James Brundige
Cc: athrone-holst@southamptontownny.gov; Loreto Elena; Charles Newman; wwilkinson@ehamptonny.giv; bfleming@southamptontownny.gov
Subject: East Hampton Airport Tower

Dear Mr. Brundige,

Response #10

I am unable to attend this evening's meeting regarding further development and investment at East Hampton Airport, but wish to convey my strong objection to the proposed permanent tower. As a resident taxpayer of The Town of Southampton I am certain that aircraft traffic and noise over the East End is damaging both my quality of life and the market value of my home.

Response #6

You made the summer of 2012 unbearable for your neighbors to the west. Your complete disregard for those of us tormented by your airport traffic is reprehensible. You have heard the complaints and seen the protests. These will continue to escalate until you demonstrate you are listening. The control tower decision will be a defining moment.

Do the right thing. Say NO to more development!

Sincerely,

John Kirrane
Sag Harbor

Sent from my iPhone

Subject: FW: Proposed permanent air traffic control tower at East Hampton Airport

From: gtankersley [mailto:gtankersley@earthlink.net]
Sent: Friday, May 10, 2013 3:26 PM
To: helicopternoise@mail.house.gov; Sylvia Overby; Theresa Quigley; Peter VanScoyoc; William Wilkinson; James Brundige; athrone-holst@southamptontownny.gov
Cc: letters@sagharboronline.com; editor@easthamptonstar.com; administrator
Subject: Proposed permanent air traffic control tower at East Hampton Airport

While the noise of helicopters and jets has received a lot of attention in the past year, the noise of fixed wing single and double engine airplanes is also disturbing to the communities around the East Hampton Airport.

Below is the text of a letter sent on May 10, 2013 to Jim Brundige, the airport manager of the East Hampton Airport in response to an Environmental Assessment report to attain approval to build a permanent seasonal air traffic control tower at the airport.

Dear Mr. Brundige,

Response #7

As someone who has first hand experience of the effects of the heavy aircraft traffic into and out of the East Hampton Airport, I read with interest the *East Hampton Airport Seasonal Air Traffic Control Tower Draft Environmental Assessment,* and I question the conclusions drawn from the analysis of environmental assessment. In *Table 4-3 Summary of Impacts* on page 4-9 the conclusion is that "Potential Environmental Impact" of the proposed permanent air traffic control tower on Noise would be "Not Affected" and that "Recommended Mitigation Measures" would be "None". While it may technically be the case that the presence or absence of an air traffic control tower has not had a direct effect on the quantity of noise pollution, it ignores the very real and ongoing noise problem for communities around the East Hampton Airport. At the very least, as a good faith measure, the *Environmental Assessment* should acknowledge that there is a noise problem, with fixed wing aircraft as well as with the more publicized helicopter and jet noise, and should recommend that every attempt should be made to mitigate that problem.

Response #1

On Saturday, May 4, 2013 (not yet the peak season for aircraft in the area) a sampling of aircraft I heard, but didn't necessarily see, when I was in my garden in Sag Harbor were as follows:

8:26 am, 8:51 am, 9:03 am, 9:55 am, 10:19 am, 10:33 am, 10:34 am, 10:38 am, 10:45 am

12:30 pm, 12:56 pm, 1:09 pm, 1:14 pm, 1:20 pm

4:01 pm, 4:10 pm (approx.), 4:37 pm, 4:41 pm.

From 10:45 – noon, 1:30 pm – 4:00 pm, and after 4:41 I was not writing down the aircraft passing overhead, but at 10:22 pm that evening I heard a quite loud plane pass overhead while I was inside the house.

A significant number of these, but not all, produced noise loud enough to be intrusive. As it is reasonable for anyone to expect a peaceful and quiet experience in his or her own garden, the constant flow of aircraft traffic overhead is particularly disturbing.

Response #1

While the safety of those traveling in aircraft is important, I would hope that the Town of East Hampton will also recognize that if it is going to operate an airport in a mostly residential and relatively rural community it has a responsibility to lessen the impact of noise associated with the use of that airport on surrounding communities. I saw no evidence of such a

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Response #6

recognition in the Draft of the *East Hampton Airport Seasonal Air Traffic Control Tower Draft Environmental Assessment.* I therefore oppose the building of a permanent air traffic control tower at the East Hampton Airport without some agreement that there would be noise mitigating measures adopted for fixed wing aircraft as well as helicopters benefiting from that tower.

Response #2

Sincerely,

Grace Tankersley

PUBLIC HEARING

ON THE

EAST HAMPTON AIRPORT

SEASONAL AIR TRAFFIC CONTROL TOWER

ENVIRONMENTAL ASSESSMENT

Held at the Town of East Hampton Airport

200 Daniels Hole Road

Wainscott, New York

May 1, 2013

7:00 p.m. to 9:00 p.m.

PRESENT

James Brundige - Town of East Hampton Airport Manager

Peter Byrne - VHB/Airport Consultant/Managing Director

Jennifer Hogan - VHB/Airport Consultant/Project Manager

Flynn Stenography & Transcription Service
(631) 727-1107

(Whereupon the Hearing was called to order at 7:10 p.m.)

MR. BRUNDIGE: My name is Jim Brundige, I'm the Airport Manager here, and I'd like to introduce you to our Environmental Consultants who will be running this process tonight; Peter Byrne, who is the Facilitator, and Jennifer Hogan, who is the Technical Analyst, and they'll be managing this whole process. So I'm going to turn it over to you, Peter.

MR. BYRNE: Jen.

MS. HOGAN: Thank you. Hi. Welcome. Thank you so much for coming. What I'm going to do right now is just run through a little bit about the format and structure of today's meeting, and then I'm going to pass it over to Peter, and what he'll do is provide you a brief overview of the project, and then we'll collect your comments.

So I'm going to first talk about the structure. We're going to do a few things. First, I'm going to talk about the purpose of the meeting, how we're going to collect your comments, some ground rules for the meeting, as well as the next step and what's going to happen

on the structure and process of the meeting until I'm done. And so, if after I speak about it, you still have questions, I can address them before Peter does his overview.

So the purpose of the meeting is to -- it's a public hearing, and so what it is is just that, to hear your comments. This is part of a formal process under the National Environmental Policy Act. It's a Federal process under which the Environmental Assessment was prepared. This meeting is here to gather and provide you an opportunity to provide your comments on the record so that they'll be properly addressed in the document.

What's not going to happen tonight is we're not going to be providing responses or answers to your comments. What we're going to do is we're going to take your comments, which will be recorded here tonight, and we are going to bring them back, review them, and provide thoughtful responses that will be incorporated into the document.

What else? And, also, those comments and

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those responses will then become part of the documentation of the Environmental Assessment. So in the final, you'll see your comments and how they were addressed.

So we're going to be collecting comments with lovely Lucia here. She's a Court Reporter. She will be taking notes of everything that's said this evening. When you enter, you all -- if you want to hold those up. Everyone was asked to fill out an attendance record card, which had your name and whether or not you wanted to submit a comment, yes or no. If you haven't received one and you would like to fill it out, there's some at the table. If you wrote no and now you change your mind, you can let me know, or you can provide a new card and we'll get you in line for some comments.

Everybody will have a chance to submit their comments tonight. So what happens is after Peter does his project overview, what he'll do is he'll call each person who has decided that they'd like to speak one by one, he has all the names with him, and one person will speak at a time. You have three minutes to submit your -- to speak. And what we'll do is we'll keep time

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and give you the warning whether, you know, two minutes or two-and-a-half minutes are coming up. If you have more to say after three minutes and you have another comment, you're welcome to resubmit your comment form. What we'll do is we'll put it at the bottom of the pile and you'll

be able to speak again after everyone's had their first turn.

Am I forgetting anything else with that? I don't think so, I think that's it. Oh, and please, if you could, just be concise and clear with your comments for Lucia's sake, as well as when we go back and we try to address them. And, if you could, restrict your comments to the contents and issues of the Environmental Assessment and the project, because that's what we'll be using to make the changes to the document.

With regards to some ground rules, I just ask that everyone please be courteous to one another. When someone is speaking, please don't have any side conversation or speak over them. It will make it difficult for Lucia to hear, as well as get down your proper comments.

Please abide by the time limit. Like I

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said, you'll have an opportunity to go again if you'd like, so, please, respect the three minutes. And lastly, I think clear and concise, like I said. It will just make it easier for us to be able to address your comment.

Next steps: So after tonight, what we'll do is we'll take your comments, we'll review them, and then we'll address them into the EA.

And like what I said is we'll be developing thoughtful responses, and then that will be attached to the Environmental Assessment and become part of the final record for that. After we do that, we'll be submitting that document to the FAA, and they will review it to ensure that we provide an adequate response and address your comments sufficiently.

So are there any questions on the structure of the meeting?

AUDIENCE MEMBER: We also want to add that public comments will be able to be submitted in writing.

MS. HOGAN: Oh, that's right. Thank you. So if you don't feel like you'd like to speak tonight or you don't have a comment at the moment, you think of something when you go home,

we'll be accepting written comments up until May 13th, close of business. So feel free to send a letter, and, please, send it to -- attention to Jim here at the airport. Yes.

AUDIENCE MEMBER: The 13th, right?

MS. HOGAN: May 13th, yes. Is that it? Okay, great. Well, Peter is ready to provide a quick project overview.

MR. BYRNE: Okay. Thank you, Jennifer. For those of you who haven't had an opportunity

to read through the document, I'm just going to go through and describe what this project is about. Again, this is an Environmental Assessment for the installation of a seasonal air traffic control tower. So what I'm going to do is just read through what the project description is, just, again, for those of you who haven't had a chance to review that.

So the air traffic control tower will be functional for approximately 16 hours each day over the course of the season. The season is defined generally as May through September of each year. The tower is comprised of four primary components. These are -- consist of the footings, the support structure, the cab, and

associated utilities and communications. There are four footings associated with the tower. They support the structure upon which the cab sits. The structure is -- excuse me. The footings consist of wood beams that are fastened to the ground with a steel anchor. The support structure is mounted onto those footings. And the support structure is a steel structure comprised of four steel beams with cross-bracing and steel posts. The height of the footings with the structure is about nine feet four inches above ground.

The cab is an enclosed structure from which the air traffic control staff will observe the traffic pattern and will observe aircraft operating on the ground. In the cab itself, the air traffic controllers will use very high frequency VHF radio to communicate with aircraft operating on the airport and within the traffic pattern. The cab itself will be equipped with electrical power for the radios, and also there'll be an air conditioning unit installed on the cab.

There'll be a landline telephone provided to the cab, along with electrical power. The

power and the telephone utilities come from an adjacent hangar.

On top of the cab, there'll be antennas for the radios, and there'll also be a lightening rod. The total height of the tower, with the footings, the steel structure, the cab, and the antennas, and the lightening rod will be twenty-six feet four inches.

There'll also be an obstruction light installed on top of the cab. The obstruction light is a red light. It's an FAA standard obstruction light. The light is equipped with a light bulb of 116 watts. It's not a rotating beacon, it's not a strobe, it's a steady burning

red obstruction light.

The tower is -- needs to be situated on a part of the airfield that provides a full view of the surface of the airport, and allows the controllers to see the airport traffic pattern.

The siting of the tower is prescribed by FAA siting standards. When we looked at alternatives for the placement of this tower, we utilized the FAA siting standard criteria. We also utilized other criteria related to obstructions, and we also utilized criteria

related to minimizing impacts to the surrounding environment.

That said, before we get started with opening up the hearing, I just want to point out that we have a couple of graphics here of the airport and the surrounding air space. So as you're -- if you would like to refer to these while you're giving us your comments, please do.

We also have two copies of the Draft Environmental Assessment here for your reference. If there is a particular area of that document that you'd like to call out for our attention, feel free to -- you can open that up, and if you can even reference a page or a line number, that will also help.

Again we have a Court Reporter here, so

when we call you up to provide your comment, please state your name clearly so we make sure we get your comment down. Again, three minutes per speaker. We'll be keeping time, so when you get to about two-and-a-half minutes, we'll just let you know so you can conclude your comments.

And, as Jennifer said, if you're not done at the three-minute mark and you want to continue with your comment, we'll put you at the back of

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the line and then you'll have an opportunity to speak again once everybody else has had an opportunity to speak.

So, with that said, we'll go ahead and open the hearing. And the first speaker --

MS. HOGAN: Excuse me, wait a second, Peter. So we have one more straggler.

MR. BYRNE: Oh, great.

MS. HOGAN: And then, also, if you got -- if you had submitted a form that said no and you change your mind, we can grab you at the end, or you can come over to me, because I have your form and I'll change it and hand it to Peter. So that option is still available, if you'd like. Thank you.

MR. BYRNE: Okay, great. So, again, just before I get started, if you haven't signed in and you'd like to sign in and you'd like to

speak, please fill out those forms there.

All right. So the first speaker is Kathleen Cunningham.

MS. CUNNINGHAM: Good evening. Kathleen Cunningham, as in smart pig. I'm here representing the Quiet Skies Coalition. And I have a number of comments, so I'll probably

exceed the three-minute limit.

But I did want to say that the Quiet Skies Coalition supports a safe airport. A safe airport is important to those of us on the ground as it is to those who fly our skies. We're not trying to close the airport. We understand the role the airport traffic control tower plays in safe operations here. It offers safety, but it also increases capacity at our airport. Response #4 Response #5

And those in favor of widening and strengthening of runway 10-28 in 1998 assured the community that HTO would not become a jetport, as many in the community feared, but they were wrong. It has. We know this because the design aircraft at our airport is now a small jet, a direct consequence of increasing runway capacity.

Increased capacity encourages the creeping expansion of this facility, no matter how many short-term dips in traffic there may be over time. Response #4

The Town of East Hampton has determined that the FAA DNL noise level is inappropriate for East End communities where the ambient noise level is so low. And our Code adjusts for this by requiring any expansion project at the airport

Response #7

to use a single-event noise standard for environmental assessment.

Additionally, the Environmental Assessment fails to prepare a cost/benefit analysis, also a requirement of the East Hampton Town Code, a particularly egregious oversight when this expansion project will cost over $400,000 a year.

Response #7

There's one particularly glaring inaccuracy, and I would like to read it, which is on page -- it's in Appendix 7, Page 7, Paragraph 3, where it quoted, as a two-year sample of Airscene/Vector did include some traffic following that route in 2012. It was attributable to an experimental test of a voluntary arrival route that occurred during the period of tower operation in 2012. That test was conducted to see whether the new route would alleviate traffic along the normal Power Line route and produce any noticeable benefit for noise, but the test proved ineffective and was subsequently abandoned. No such route is anticipated for the 2013 year.

Response #1

The Northwest Creek route was removed for helicopters last summer, and it had been used for many years, actually. So it wasn't an

experimental route that was only used for last summer, and it's really important that this Environmental Assessment Form reflect that, and the data that I know is accumulated from that, the use of that route. Eliminating it here in East Hampton brought a lot of sound -- noise attenuation to people under that route, but it doubled the traffic on the route that it was then subsequently handed off to.

Response #1

Responses #3,#6

MR. BYRNE: Okay. I'm sorry, ma'am.

MS. CUNNINGHAM: I'm out of time.

MR. BYRNE: Yes.

MS. CUNNINGHAM: I'm not surprised. Okay.

MR. BYRNE: So you'd like to come back?

MS. CUNNINGHAM: I could. Yeah, I might like to come back. I'll be here.

MR. BYRNE: Okay. Thank you.

MS. HOGAN: I'm just going to -- a comment came from the community, it's hard to hear the speakers, but I also need Lucia to be able to read lips. So if we could just maybe project our voices as you comment, I'd appreciate it. Thank you.

MR. BYRNE: Thank you. D. Currie.

MS. CURRIE: Currie, C-U-R-R-I-E, Patricia.

I am a resident of Southampton Town.

I'd like to begin by asking you what is the date of that map, because it appears to show very few dwellings which we know have been there for decades. What is the date of that map? There's no date on it.

There are areas there that appear to be uninhabited, which that's not true. In fact, nothing could be farther from the truth. In both Northwest and in Southampton, there are huge areas with housing which are not shown on that map. Then why is this map here?

Response #10

Okay. East Hampton has a noise problem. We also have a tower problem because we have a tower that was operational last year. We were lied to by members of the East Hampton Aviation Association and many members of the Airport Officials and the Town, saying that it was going to be a noise abatement tool. It was not. Even the FAA told us the day the tower opened that it was never intended to be an FAA noise abatement tool.

Response #2

This assessment is flawed because the Town Code states that the FAA DNL noise average is inappropriate for communities where the ambient

Response #7

noise level is low, such as the community in which I live, lower than even East Hampton. Therefore, the Town Code requires any airport expansion project to use a single-event noise standard for Environmental Assessment, but this is missing from the assessment. Was that the three-minute bell?

Response #7

MR. BYRNE: No, you have another minute.

MS. CURRIE: Okay. Despite the small plane crash here at the airport last year, when the tower was operating, by the way, the protest that will occur here again all summer, and in the Village, and in other places in East Hampton, people are not protesting about safety, despite that crash here at the airport with the tower, people are protesting the noise. Noise is the issue.

Response #6

Any airport control tower is going to allow for increased capacity, we know that. Increased capacity is noise.

Response #4

Another thing -- I'm skipping through this because there were so many things in that assessment that are wrong.

MR. BYRNE: Ten seconds, ma'am.

MS. CURRIE: Nothing is worse than the

statement that says that noise is largely or entirely contained on airport property. That is a ridiculous statement.

Response #1
Response #7

MR. BYRNE: Thank you, ma'am. That's --

MS. CURRIE: In Section 3, Page 13, Paragraph 1 --

MR. BYRNE: Ms. Currie, would you like to come back? Would you like to speak again?

MS. CURRIE: Yes, I'll come back.

MR. BYRNE: All right. Thank you.

MS. CURRIE: Again and again.

MR. BYRNE: Okay. William Reilly, please. And then, Mr. Boleis, you're on deck.

MR. REILLY: My name is William Reilly. I live at 8 Oak Drive North in Sag Harbor.

Before East Hampton Town disbanded its Noise Abatement Committee, I was a representative on that committee from Southampton Town. One of the rationales for the installation of a control tower was that it would enable the airport to regulate altitudes and routes for air traffic to East Hampton Airport, and, therefore, reduce the noise that any one area would be subjected to.

Response #2

Another rationale was that it would increase safety. The East Hampton Town Board has

Response #5

now determined that only safety is important and noise is not a factor. But, clearly, noise is important to East Hampton Town Board, but only as it affects East Hampton and not Southampton residents.

The Board chose to eliminate the helicopter route, which brought some flights in over East Hampton, specifically Northwest Creek, and sending all flights to and from Peconic Bay and the airport over Southampton Town, thereby sparing their East Hampton constituents who had complained about noise. Response #3

As to the safety issue being promoted, I do not understand how directing all eastbound and westbound helicopter traffic over the same narrow route between the airport and Jessup's Neck, which is in Southampton, does anything but create great risk. It puts passengers and the residents living below in danger. Response #3

The reason the Northwest Creek route was established by airport management in 2006 was because of a near miss between two helicopters traveling in opposite directions on the Jessup's Neck route. At that point, Noyac/North Sea got the westbound traffic, and East Hampton/Northwest Response #1

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Creek got the eastbound flights. That reduced some of the horrendous noise to which the Noyac

and North Sea residents had been subjected. The East Hampton Town Board saw fit to reverse that decision in 2012, thereby doubling the noise on Noyack/North Sea residents, and once again increasing the risk of helicopter collisions.

Response #3

Thousands and thousands of calls have been made to East Hampton hotline over the past years. The hotline was East Hampton Town's advisement as to how they would record noise events and what to rectify. These calls have been fruitless, and everyone knows that. It's a farce. This is the books that I have recorded. The hundreds of calls that I have made over the years are simply a waste of time and paper.

Response #10

MR. BYRNE: Twenty seconds.

MR. REILLY: Finally, unless and until the Environmental Impact Review incorporates strong and effective requirements regarding noise impact on residents of Southampton and East Hampton, I'll vigorously oppose it.

Response #6
Response #7

MR. BYRNE: Thank you, sir.

(Applause)

Okay. Mr. Boleis.

MR. BOLEIS: Good evening. My name is Gerard Boleis. I'm a resident of East Hampton. I'm also an airport user and an aircraft owner. And, lastly, I'm the President of the East

Hampton Aviation Association, and I'm speaking both for myself and for the Association.

The purpose of this is to talk about the control tower. I'm going to center my remarks on the experiences we had with the control tower, which was in operation last year during the season. It seems to me that many people have the impression that it's either for safety or it's for noise abatement, but those two proposals are not incompatible.

Response #2

First of all, safety. It is clear that an air traffic controller's responsibility is to separate aircraft from running into each other. That's what they're here for. And that is also important for noise abatement. I don't mean to be cynical, but two aircraft colliding, the pieces falling into the ground make a lot of noise.

Response #2

Response #6

And that is not even to include the figurative noise of how long we're going to hear about it afterwards. Now, luckily, I cross my

fingers. It has happened in the world, even among airlines. It has never yet happened at our airport and I hope it never will. However, with the amount of traffic that we have in the summertime, a control tower proves to be beneficial, and for many reasons.

Response #10

Firstly, when the weather is good, they put aircraft on different patterns. An aircraft, for example, coming from the east, if we're using Runway 1-0, might be directed directly to the left base of 1-0. An aircraft coming from the west might be directed to right base 1-0, thereby avoiding overflying the airport to fly the pattern that is recommended by the FAA where the airport is under control. That is a positive point.

The other point, when the weather is bad. When the weather is totally bad, nobody flies. This is not a Category III airport, there is no 747s landing here. There is no auto land. So if the weather is very, very bad, good. When the weather is ify and people fly under instrument flight rule with a control tower, or even without one, it's basically one airplane at a time.

When the weather is okay, it's not great,

but it's good, a control tower is very important, because in the good ol' days, we used to have approaches. We know it's been done and it's not illegal, flying over the creek, staying low and trying to make it in. When a control tower is in operation, this becomes controlled air space and this is a no-no, this is just simply not going to happen. The FAA is going to pull your license if

Response #4

you do that.

So all in all, it is my belief that the control tower is positive, even for noise abatement, even -- I would agree, it is not the panacea, it is not the solution, it will not prevent all the noise

MR. BYRNE: Ten seconds.

MR. BOLEIS: Lastly, a small -- of the two minutes or the three minutes?

MR. BYRNE: That was three minutes.

MR. BOLEIS: Oh, okay.

MR. BYRNE: You're at three minutes now.

MR. BOLEIS: I'm sorry.

MR. BYRNE: You're at three minutes now.

MR. BOLEIS: I'll submit written comments. Okay. Thank you very much.

MR. BYRNE: Thank you.

(Applause)

James Ding. Mr. Ding? And Mr. Rudansky, you're on deck.

MR. DING: Well, I have to say that I want to just follow up on Mr. Boleis' comment of -- maybe we should use a little common sense in terms of flying in bad weather. You know, I see the flights coming in in all kinds of weather. And a control tower just being here makes it like, oh, my God, I have some -- you know,

Response #4

someone to help me in.

Also, this -- the hours of operations, it goes far beyond the stated 14 or 16 hours of operation. They're flying in at 2:30 in the morning, and sometimes leaving as early as 5:00 a.m. So it's just not limited to the 16 hours that you're stating. Response #5

All right. No -- that will be it. Thank you.

MR. BYRNE: Thank you.

MR. RUDANSKY: My name is Dan Rudansky.

MR. BYRNE: Excuse me. Mr. Rudansky, and then Jeffrey Sander, you're on deck. Thank you.

MR. RUDANSKY: And I'm a resident of Southampton Town.

As has already been pointed out, the brunt of the impact of the airport is on the residents of the Town of Southampton, not the Town of East Hampton, which is unfortunate, because it pits one town against the other on an issue that should unite everyone out here, which is the quiet enjoyment of everyone's property and quiet skies for everyone.

There was a point about an error in the Environmental Assessment, and the specifics are -- it's Environmental Assessment Appendix F, as in Frank, 2.3. That's the flight track Response #1

development. Again, it's factually in error.

And it talks about the Northwest Creek route as a, quote, experimental route that was tried in 2012. And according to your report, to see whether, quote, the new route, which is what they refer to as the northwest route, would alleviate traffic along the, quote, normal route, which was the Power Route, which actually just became in and out for the first time in years, last July. So it was far from the normal route at the time in 2012 for in and out.

Response #1

And, quote, it produced -- it did not produce any noticeable benefit for noise, but the

test was for looking for the benefit. And it says the test proved ineffective. So not only would I request that that whole statement, that whole paragraph be redacted from the report, because it was going to become part of the official Federal record, it should not include factual analysis of use. No doubt, it's late in the day to CC -- it says in here in the official report that's the normal route in and out. It was never -- the northwest route was never -- that was an experimental route, so to revise history and to cement that in and out route over where I live in Noyac.

Response #1

Response #1

And the issue about noise, I appreciate

this is all about safety, and Lord knows, with these helicopters going back and forth over me, I don't want them crashing, you know, into my house, and sometimes they come quite low, particularly when the cloud cover -- and then try to sneak in with the weather being ify, you know, and them flying 400 feet, whatever, over, you know, Noyac Hills into East Hampton Airport.

Response #5

Response #3

So I appreciate that. I want a control tower. They're going to have them in and out over us. If it's going to, you know, help, you know, in any way, we want that tower.

Response #3

MR. BYRNE: Twenty seconds.

MR. RUDANSKY: But we appreciate it. It's not about noise. The category exclusion letter from May the 12th of last year indicated the noise was not a factor in them allowing the tower to operate without environmental review at that time. The only point in the case, noise is not a factor, it's one of 12 or 14 different factors. I'd be better off being pond scum outside this airport fence than a human being living six miles away from this airport to get environmental protection.

MR. BYRNE: Okay. That's three minutes. Thank you. Mr. Sander?

MR. SANDER: Yes. I'm Jeff Sander. I'm a

resident of the Village of North Haven, I'm also a Trustee in the Village of North Haven.

MR. BYRNE: Okay. Just one second, sir. And then, Barry Raebeck, you're on deck. Thank you, sir.

MR. SANDER: Airport noise and the increase of airport noise has been a significant impact to our community, as it has been to many others who have spoken here.

I haven't had a chance to read the report, but I am curious as to what the scope is. You talked extensively about how the tower is constructed, what the footings are on, how it's electrified. Is one of the purposes of your report to study the impact of noise and aircraft noise on the environment? Response #2

MR. BYRNE: That is included in the report.

MR. SANDER: And that was one of the objectives of it. And was one of the objectives also to assess to what degree the control tower will mitigate the noise in the environment, surrounding environments? Response #2

MR. BYRNE: Is that your question, sir?

MR. SANDER: Yes.

MR. BYRNE: Okay. That will be put into the record. It will be addressed in the final document.

MR. SANDER: But was that a part of the objective of the report as well?

MR. BYRNE: Sir, your question will be addressed in the final document.

MR. SANDER: Okay. Well, I hope to read the report, submit written comments, but anything that's aimed at reducing noise, reducing the

amount of aircraft and reducing the routes that they take to mitigate noise to the vast majority of the population that surrounds the airport I hope is addressed by it.

Response #6
Response #7

MR. BYRNE: Thank you, sir. Barry Raebeck. And then, in the interest of time -- excuse me, Mr. Raebeck -- when I call your name out to be on deck, if you could line up behind the speaker, this way we can make sure we get everybody in the maximum amount of time.

MR. RAEBECK: I thought I got up there pretty quick.

MR. BYRNE: You did. Thank you, sir.

MR. RAEBECK: I actually was at --

MR. BYRNE: I'm sorry, Barry. Teresa McCaskie, you're on deck. Thank you.

MR. RAEBECK: I had permission to read a statement by Frank Dalene, who's unable to be here tonight. And the statement is prepared by Frank Dalene, Cofounder of Quiet Skies Coalition

and founder of EastHamptonHelicopterNoise.com.

"I apologize for not being able to attend this meeting tonight. I appreciate Barry Raebeck reading my statement into the record.

I became an activist for reducing and even

eliminating commercial operations of helicopters and seaplanes due to safety concerns I personally witnessed around East Hampton Airport. These commercial operations are a recent expansion of use. Not one resident of East Hampton or the surrounding Peconic Region bought into unsafe operations of aircraft, nor the intolerable noise associated with this use, when they purchased their properties. It is unacceptable and we will not tolerate it.

Response #5

As a pilot, I am in favor of a permanent control tower's ability to provide order in departing and arriving aircraft to provide safety in our community. I also understand that when a control tower provides order, it also improves efficiencies, thereby allowing for further expansion of use.

Response #4

I also know a control tower can mitigate noise impact on the residential communities. Altitude is the residential community's friend. The controller has the ability to regulate altitude of aircraft in Class D airspace.

Response #2

Maintaining the highest altitude possible should be the controller's second priority next to safety.

The only effective and proven way to mitigate the noise impact of commercial operations of helicopters on the residential community is to restrict its use by implementing curfews, days of operations, and limiting the number of operations. The only way to eliminate the noise impact of helicopters is to eliminate their use.

Response #5

Every other noise abatement policy in this nation is an utter failure. Any other noise abatement policy will not be tolerated and will lead to the political solution of shutting this airport down. Many municipal airports across this country have been closed for this very reason, and it is time the FAA gets smart and begins to address the real problem of airport closures, the unacceptable and intolerable assault on the peaceful enjoyment of residential property owners who are the voters.

Response #5

Response #10

I will accept and support the installation of a permanent control tower only if effective and proven noise mitigation efforts, as defined above, are implemented simultaneously on the commercial operation of seaplanes and

Response #6

helicopters."

31

MR. BYRNE: Thirty seconds, sir.

MR. RAEBECK: "I promise to work tirelessly to eliminate helicopter use at this airport in its entirety, regardless of what new route is conceived or whose otherwise peaceful lives are suddenly and rudely disrupted. Frank Dalene." Response #10

(Applause)

And now I'd like to read my statement.

MR. BYRNE: Sir, that's your time. Would you like to come back?

MR. RAEBECK: I was told that I could read Frank's also.

MR. BYRNE: Yeah, you've had three minutes. We can put you back on the list, all right? Thank you very much.

Okay. Teresa McCaskie, please, and then MacNiven, Tom MacNiven.

MR. MACNIVEN: Yup.

MR. BYRNE: You're on deck, sir. Thank you. Yes, ma'am.

MS. MC CASKIE: I did not, unfortunately, get to read the report. But, yes, my name is Teresa McCaskie and I live in Mattituck, and for over six years I have been subjected to horrendous noise by helicopters, seaplanes, and,

most recently, the private jets that on a Sunday morning, at 6:30 in the morning, is waking me up flying towards East Hampton Airport.

Now you have this wonderful tower in place and you speak about safety, and, yet, not all helicopters have life jackets on their -- on their -- not all pilots are providing life jackets for their passengers on their aircraft. And as you get in a vehicle, when you are climbing into a vehicle, you have a seatbelt to buckle yourself in for safety. When you get on an airplane, you are given a floating device to -- and given instructions how to use it, God forbid there's an emergency, and, yet, pilots have the permission to fly closer to land and over people's homes because they do not have flotation devices for passengers in their -- in their equipment.

Response #10

The FAA should demand and require that every single aircraft have a floating device, just like every vehicle has a floating device -- has a seatbelt and an airbag, and just like every airplane has a floating device for emergency purposes.

Response #10

Again, I cannot emphasize the phenomenal

amount of noise that I do not appreciate for over six years flying over my home, which I live 13 miles away from here; that they take the route to fly over the Mattituck Inlet towards my -- over my home to cut across the Mattituck Junior/Senior High School to come to this airport. It is not fair and it is not correct.

Response #2

If anyone wants to fly into this airport, by all means, do it. Do it by the proper rules and regulations. Open up more of the southerly route and have twin engines follow that route, and this way you can regulate and control how many flights come in and out of this airport. But under no circumstances should those pilots be flying over our homes and harming our environment on the North Fork, which is supposed to be -- this season is supposed to be a top-notch season for us on the North Fork. Will anybody here in East Hampton care? No, they will not.

Response #5

And we were -- we also were inundated with damage from Hurricane Sandy. We lost millions -- thousands of dollars due to loss of business. And, at this point, all the businesses here on the North Fork need to be able to try to recoup as much business as they possibly can from

Superstorm Sandy.

So, if you want to have this airport, do what you need to do, but do it safely, and respect everyone on the North Fork when you do that. Thank you.

Response #10

MR. BYRNE: Thank you, ma'am.

(Applause)

And Elena Loreto is on deck. And just as a reminder for any of you that have walked in, if you wish to sign in and have a moment to speak, please do.

MR. MAC NIVEN: You ready?

MR. BYRNE: All set.

MR. MAC NIVEN: Okay. Tom MacNiven, M-A-C-N-I-V-E-N.

Jennifer, Peter, thanks for coming. Let me clue you in. Three minutes is not enough time for a member of the public to adequately express themselves on this issue.

As far as your assessment, it may have fit the legal definition of notice, but I talked to 15 people today and not a single one knew about it. My suggestion to you would be to come back and do this right here on a Friday night in August. The only problem is nobody would hear a

Response #8

is. I'll just tell you that we've been through an assessment on a four-lane highway. We said no. We've been through an Environmental Assessment on a passenger and car ferry. We said no. We've been through this with big box stores. We said no. We've been through this with McDonald's and corporate folks. We said no.

What I would suggest to you all is to read that thing very closely, listen very carefully, go back and start again, because there are so many inaccuracies in there at first glance that you'll get nowhere with this.

I just also want to say that a number of years ago this was a small safe airport. There were small planes here. Nobody objected to anything that went on here. It's become a big, fat, noisy mess. We have the FAA to thank for that and we don't need them here.

Thanks for your time.

(Applause)

MR. BYRNE: Thank you. Excuse me. And Irving Paler, you're on deck. Mr. Paler?

MR. PALER: Yes.

MR. BYRNE: You're on deck, sir. Go ahead, Elena. Thank you.

MS. LORETO: My name is Elena Loreto, and I live at 44 Harry's Lane, Sag Harbor, New York.

I'm also the President of the Noyac Civic Council. There have been many meetings that we've had concerning this very issue.

In the last several years, we've seen a gradual increase in helicopter traffic. However, last July there was a radical change. Now, as of July, there are helicopters going east and west over my house right here in Noyac, right here. They just love this route and they love my house. And look at this, everybody. These are the charts; two random weekends, one was Labor Day arrivals. Look at that, right over Southampton. And here's another one, August 17th through 19th arrivals in Southampton. Isn't this wonderful that we get all of the burden from East Hampton Airport over our homes?

Response #3

AUDIENCE MEMBER: No more.

MS. LORETO: Whatever happened to the near miss directive in 2006 that said helicopters were not supposed to be flying in the same route east

Response #3

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and west, but I guess we forgot that. And now that we have this wonderful tower, well, I can't wait to see what will happen this coming year.

In your book, Figures 2-3 and 2-4 have some model flights there, tracks for helicopters. And, you know what, it's the same, it's just like this, more of the same, SOS. And, you know what,

the Noyac people are not going to take it. We've had enough. Okay?

(Tape Recording of Helicopter Was Played by Ms. Loreto.)

The concentration of flights over our densely populated area impacts our life. Welcome to my backyard on a weekend in July, only this was taken last weekend at my house. I'm in my garden, I whip out my tape recorder, this is what I hear. This is my Saturday and Sunday gardening.

Response #5

AUDIENCE MEMBER: Stop the choppers.

AUDIENCE MEMBER: Yea.

AUDIENCE MEMBER: Yes, stop the choppers.

(Applause)

MS. LORETO: Don't put words in my mouth. I am not saying -- I am not, N-O-T, saying stop the choppers. I love these people. They spend

money, they keep our economy going. I don't have a problem with them, I just don't want the concentration over no Noyac. Spread them around. Send them all over. Bring them in from Northwest Woods, bring them in from Plum Gut, but don't concentrate over Noyac. We are not the doormat for this airport. We've had enough.

Response #3

Disperse the routes and raise the altitude. If you have that ability with the tower, make it

Response #3

a requirement. We don't want anymore of this. And you know what, when I'm out in my garden, I don't want to hear this.

(Tape Recording of Helicopter was Played by Ms. Loreto.)

MR. BYRNE: That's three minutes, ma'am.

MS. LORETO: I'm sorry. You can't hear me?

AUDIENCE MEMBER: We can't hear you.

MS. LORETO: Oh, my husband can't either when we're having dinner outside. It's the same thing. Oh, here they go again, five to seven, and loud. I don't want to spend my summer doing this.

MR. BYRNE: Thank you, ma'am.

MS. LORETO: Enough.

MR. BYRNE: Three minutes. Would you like

to come back?

(Applause)

MS. LORETO: No.

MR. BYRNE: Irving Paler.

MR. PALER: I'll pass.

MR. BYRNE: Okay. Gavin Schroeder? Gavin Schroeder? Mr. Schroeder? No? Okay.

Gene Polito. Thank you, Mr. Polito. And Bonnie Schnitta, you're on deck, please. Thank you.

And, also, we understand the emotion. By

clapping and extended applause like that, we're cutting into time that allows people to speak, so we'd appreciate it if you could hold that down. Thank you. Go ahead, sir, you have the floor.

MR. POLITO: Gene Polito, I live in Noyac. I'm the Secretary of our community's 85 homes, so I basically represent 85 people, so my comments can be multiplied by 85 just to start with.

We don't want to increase capacity. If that's what this leads to, then our own recourse is to work against the airport, work against anything that increases capacity. And if it means shutting down the airport, we'll work toward that end. It's not what our plan is, but

Response #4

we've got to make some changes here. You got to be reasonable.

Apparently, the report you put together is flawed from top to bottom. Take the hint. I mean, everybody is saying it. Read it, redo it.

Why is there a no-noise abatement program? There really isn't. Why not? Noise pollution is environmental. Air pollution is environmental. Everything related to the airport is environmental. The number of flights, the altitudes they fly, the times they fly, it's all environmental. I mean, it's common sense.

Response #6

Response #7

In March 19th, there was a meeting in

Melville with the different airport representatives, managers, and the Helicopter Council, and Town Board officials, and two pilots were talking about -- spoke on how unsafe the route is that they have to fly now, pilots that are doing this flight that us this route that you say is the way to go, and they're saying at that meeting to everybody that it's not the way to go. It's extremely unsafe and they were not happy about it. His people were there, they know, they heard it.

Response #3

Basically, I'm just going to support

everything that's been said before me, and you're going to hear it over and over again. There's probably nothing new here, but noise is a big issue. If it wasn't, you wouldn't have East Hampton people, Northwest Creek people taking out full-page and half-page ads to get their Congressman or the Legislators back in the East Hampton Town Board since they moved the noise away from that area. That's how much they don't want it back. Well, we don't want it. We're not the garbage pit for the East Hampton Airport.

If we can't do anything else, let's find a way to keep all the noise in East Hampton. It's your airport. Move the airport to Suffolk, all the way out to Montauk. You won't bother

Response #10

anybody, not one person will get bothered by it. Think about it. People count. Thank you.

MR. BYRNE: Thank you, sir. I just want to check again, ma'am, before you start. Irving Paler, I just want to announce before -- no?

MR. PALER: I pass.

MR. BYRNE: Irving Paler? You pass? Okay. Thank you. Okay, Bonnie.

MS. CUNNINGHAM: Yeah. My name is Kathleen Cunningham. I'm submitting Bonnie Schnitta's

questions into the record, because she is the President and proprietor of SoundSense, which is an acoustic engineering firm, and she raises several questions that I think should be addressed in the Environmental Assessment.

Responses #1,#3,#7 (entire comment)

"There is no detailed discussion of the schools in East Hampton, Wainscott and Sag Harbor that are directly under the flight paths. This can be serious, since acoustic studies have shown the reduction in learning retention at the noise levels that are prevalent in these areas due to plane and helicopter noises."

She asks, "Were there acoustic readings taken in the school areas? If so, why is there no discussion of the action plan to address this disturbance? I ask this question, since I have personally taken readings by the East Hampton

High School, and on a Friday, and there are low flying planes that qualify as a disturbance to learning.

There is no identification of nature preserves on the flight paths map. There are some flight paths over nature preserves. Why are these nature preserves not shown on the maps that have the flight paths? Has this level of noise

disturbance been reviewed by a naturalist to confirm that there is no negative impact on the several endangered species of our area?

There is definitely speech interference and this is not discussed in the reports that I have seen. It is possible that the readings taken in 2003 and extrapolated to 2013 do not take into account the low-flying planes? Is there a plan to penalize low-flying planes that create a situation where it is not possible to hear what people are saying during these events? I have personally experienced this on a property on Buell Lane Extension, which is outside the area shown on the map.

There is also sleep disturbance and disturbance to the natural quiet. One of Harris, et. al., prior reports stated that the problem was the natural quiet of East Hampton, and yet Order 1050.1E preserves this. Miller, et. al

should be asked to explain that previous statement.

Is there a definite helicopter flight plan in place? It may be in the report, but I did not see it. Since the helicopters are typically more of a disturbance, this flight plan should be

reviewed to ascertain that it will not be a disturbance to our schools and nature preserves."

And there's a -- she questions the noise exposure, saying that the noises are largely or entirely contained on airport property. She's taken readings over a period of time on Buell Lane Extension a couple years ago, which is not even noted as a major flight path, that are greater than the previously supplied data that formed this opinion. This highlights the concern that low-flying planes that are not on the designated flight path that produce noise levels at the Ross School, East Hampton High School, and other schools that could potentially reduce a child's ability to learn. There are also levels of disturbed sleep.

"Were the studies performed only on the flight paths? Is it possible, based on my readings with a calibrated spectrum analyzer with a calibrated Type 1 microphone, that there is a disturbance that exceeds these levels that were

not documented solely because the planes were not on the flight path?"

MR. BYRNE: Twenty seconds, ma'am.

MS. CUNNINGHAM: Okay. "The measure should

correlate well with known effects of the noise environment and on individuals and the public." That's Issue 4 in Section B.1.5, Page B-6, Item 2.

And, since this issue is in line with the above line questions, "What is proposed to protect the children in our schools, the sleep habits of the community, and the nature preserves?" Thank you.

MR. BYRNE: Thank you. Sarah Ferguson, and then on deck is Kim Kakerbeck. Ms. Kakerbeck, if you could come up. Sarah? Sarah Ferguson?

MS. FERGUSON: We had checked off "no". I don't know, maybe it's a mistake.

MR. BYRNE: Okay. Bear with me a second, please. Bruno Schreck. Bruno Schreck? And Bridget Fleming. Ms. Fleming you're up -- you're on deck. Thank you, sir. Go ahead.

MR. SCHRECK: I am Bruno Schreck. I am a pilot. I fly out of East Hampton almost every week, sometimes twice a week.

From what I've heard, I don't see a pattern uniformly opposing the tower on environmental

grounds. In fact, even people who are concerned about airport noise are somewhat supportive of

the idea of a tower. There's no one that can dispute the fact that a tower separates -- the purpose of the tower is to separate traffic, so that there's a safety factor involved in that.

Secondarily, the tower is responsible for the paths and altitudes of approaching aircraft. It advises them as to which way to approach, so as to avoid other aircraft for safety purposes. But intrinsic in that is a noise abatement component. Response #2

We hear people always complaining of aircraft flying at treetop level approaching the airport. The tower would be a paid witness as to whether that, in fact, is happening. And, as they approach the airport, they're going to know who did that, if it did happen. And so I have to support a tower on either basis of noise abatement and safety. Thank you. Response #4 Response #2

MR. BYRNE: Thank you, sir. And Richard Ficara is on deck. Richard, thank you.

MS. FLEMING: Good evening. I'm Councilwoman Bridget Fleming from the Town of Southampton. And the Supervisor of our Town and Councilwoman Scalera have been primarily responsible in spearheading the Town of

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Southampton's efforts with regard to issues around the airport, so I am speaking as a single Councilperson and as liaison to the Hamlet of Noyac and the Village of Sag Harbor.

I will ask the Town Attorney to submit written comments, if it is the desire of the Board.

I understand that the Environmental Assessment is being submitted on behalf of East Hampton, but I would ask that the study area described in Section 3.1 be expanded to comport with the common sense notion of what the environmental impact of the tower is. I understand that if the noise were to be determined at a single-event level, that that would naturally expand the impacted area.

Response #9

Response #7

I would then ask that the environmental impacts described in Section 4 be looked at with regard to that expanded area, including the biological resources, the Morton Wildlife Refuge is in the impacted area, as well as the visual environment, and, of course, noise.

Response #9

I noted in Section 4.3 that the noise, it's noted in -- with regard to the noise, that there were reduced flights over the Northwest Creek

area, but I suppose it's because of that limited study area that it does not note anything about the concomitant increase in noise over Noyac, North Sea, and the Sag Harbor area. Response #7

The presence of the tower has a very real impact on those areas, the areas that are outside the study area, specifically Noyac, North Sea and Sag Harbor, and I would ask that such impact be included in the study. Thank you. Response #9

MR. BYRNE: Thank you, ma'am, appreciate that.

Richard? And then we have Kathleen Kennedy. You're up after Richard. Thanks, sir.

MR. FICARA: I arrived a little bit late, but can I ask who you guys are?

MR. BYRNE: We are VHB. We are consultant to the airport.

MR. FICARA: Okay. Are you the guys that take the phone calls for the --

MR. BYRNE: No.

MR. FICARA: You're not. Is there any kind of statistics that show the amount of volume of flights in and out of the airport and what direction they're coming from? Response #1

MR. BYRNE: Is that your question, sir?

MR. FICARA: That's a question I have.
MR. BYRNE: Okay. That will be included in the report. We'll address that in the report.
MR. FICARA: Okay, because, I mean, literally, I am just west of Golf at the Bridge off of Millstone Road, a direct B-line towards Jessup's Neck. And, you know, helicopters, they in the past have come and gone, and you hear them, and sometimes. But in July of last year, the volume of helicopters, just it's like somebody threw a switch one after the other after the other. And that map that our Noyac Civic President had looks extremely accurate, because that's like a B-line over my house. Response #3

And, I mean, I'm a little upset that this meeting here tonight is on Wednesday night in the middle, because I've got three neighbors, they all live in the City, of course none of them could be here, and we just found out about this two days ago. All right? So I think that the amount of people here that this is impacting in Noyac is probably underrepresented by, you know, maybe tenfold. Response #8

But my point being is I have lived there since 1992. I never gave helicopters a thought.

I literally, when I built my house in '92, bought

over there. You know, I was looking in Merchants Path and I was looking just east of the airport, and I didn't want to be by the airport; and now, just the volume.

I mean, the biggest problem, the biggest problem, the biggest problem, and I'll say it one more time, the biggest problem with the helicopters is the volume. And I don't understand why, if they're going several different routes, why -- then the volume has gone up tenfold. If they're just using Noyac, it's my understanding that the Middle Line Highway route, which doesn't affect me so much -- if the helicopter is a mile-and-a-half, two miles south of me or north of me, it's not so bothersome. When they're flying over me and it's one after the other after the other, it's the volume, all in the same direction. And I don't understand. If there was a near miss over Middle Line Highway, why suddenly we only have one route in and out for helicopters over the Jessup's Neck route. It's like -- it's ridiculous.

Response #3

Response #3

It has absolutely destroyed enjoying my property. I can't sit out on a Thursday, a

Friday, Saturday, or Sunday. You can't even sit outside and have a barbecue. And it's not just every once in a while, it's one after the other

after the other, two going out, three coming in. When they come in, they got to go back to the City, so -- and they're taking the same route.

And if the problem is near misses in the past, and there's a southern route, and there's a route along Middle Line Highway, and there's a route in the northwest route, why do we have all the volume? Response #3

And my biggest scare is that the FAA will put a -- when East Hampton or the Town Board can throw a light switch and send the traffic on one route, it's absolutely ridiculous, and I don't -- you know, if you take FAA money, you're no longer going to have the ability to say the helicopter -- you know, it's my big concern. Response #5 Response #3

MR. BYRNE: That's your three minutes, sir. Would you like to come back and continue on with your comments? That's your three minutes.

MR. FICARA: No, not this evening. But the volume of helicopters is a big problem. It's like they threw a switch last July. And I don't think it's fair for Noyac to bear all the brunt Response #3

of it.

(Applause)

MR. BYRNE: Kathleen Kennedy?

MS. KENNEDY: Hi.

MR. BYRNE: And excuse me. And then

Kenneth Lee, you're on deck, please.

MS. KENNEDY: I live in Northwest Woods on Northwest Harbor Bay and we get constant traffic, so I don't know why anybody wants to give us more.

And my understanding was that these -- the planes and helicopters were supposed to fly over the bay. The bay is two miles wide, but somehow they have trouble finding that and they buzz our houses.

And one thing I'm concerned about is the ratio of people that benefit from this, as opposed to those of us that are hurt by it, and I wonder if you take that into consideration.

And just another thought. I was born here. I'm 63 years old. I have spent every summer, every day of my life in that bay and there's barely anything left of it. There's no animal life. I've seen the ospreys go away, they've finally come back. They're trying to build a

nest, right, you know, in front of a neighbor's house. What's -- you know, what's going to happen to this?

We've just steadily been going down hill, but it has to be spread around. I mean, to point it to one route and not to send it over the ocean because you think those are more financially

Response #3

contributing is -- I would think the ocean could absorb it more than our little bay. Thank you.

MR. BYRNE: Thank you, ma'am. Mr. Lee?

MR. LEE: Yup.

MR. BYRNE: Thank you.

MR. LEE: My name is Ken Lee, I'm a pilot. I have a small aircraft over here in the hangar. I also live in the Town of Southampton, so I get -- start from the 1-0, I get jet traffic in. And I know that there's at least one controller here tonight.

And I just want to also say that I think there are ways to improve the situation for everyone using a tower. I think increasing the altitude for the helicopters is the number one thing that can be done. I also think dispersing traffic is something that can also be done. It's not always feasible in a really busy time, but

Responses #2,#3

for the rest of the time, I think there is ability to suggest, for the controllers to suggest different routes.

Response #3

And, you know, I just think for the longevity, the health of the community, and the airport, I hope that the controllers and the consultants that are involved at the airport will work to proactively, not just because of necessarily one published route, because there

are other ways it can be done, proactively address these concerns in a way that will mitigate people's problems and improve quality of life overall for those at the airport, as well as those who are under Runway 1-0 approach. Response #10

And, by the way, just for the record, it would be great if we could not have any helicopters come down on the 1-0, we already have jets. When I bought my house, I knew there was jets there and it doesn't bother me, but the helicopters, frankly, do. Response #3

So it would be great to increase the altitude and disperse them, especially not on the straight-in approaches as well. Thanks a lot. Responses #2,#3

MR. BYRNE: Thank you, sir.

Okay. So that represents the first round.

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Was there anybody that was missed on that first round? Yes, sir.

MR. RAEBECK: No. I read the other letter. I would like to read mine, if I could.

MR. BYRNE: Yeah. We're going to go back around again. I want to make sure that everybody has had a chance the first round. Has everybody had a chance on the first round? Yes.

MS. YOUDELMAN: I signed that I wanted to make a comment and I was not called.

MR. BYRNE: Oh, okay. I'm sorry, ma'am.

What was your name?

MS. YOUDELMAN: Lois Youdelman.

MR. BYRNE: Okay. Please, come up. Lois Youdelman, I'm going to ask you to spell your name for me, please.

MS. YOUDELMAN: Y-O-U-D-E-L-M-A-N.

MR. BYRNE: Y-O-U-D-E-L --

MS. YOUDELMAN: M-A-N.

MR. BYRNE: -- M-A-N. And that was Lois.

MS. YOUDELMAN: Yes, L-O-I-S.

MR. BYRNE: Okay. Thank you.

MS. YOUDELMAN: I live in Wainscott. I bought my house here knowing there was an airport here. I expected some noise. What I didn't

♀

expect was to be inundated every weekend with the helicopters.

Now, to me, it seems from everyone that's spoken here is that the helicopters are the issue, not the private planes, not the little seaplanes. I happen to enjoy looking at them in the sky. The helicopters are horrendous.

Response #3

I have made eye contact with helicopter pilots sitting on my deck. They come so low. I call every time. As a matter of fact, I even call when the helicopters are high, because I want to say, "Why can't every helicopter fly at that altitude?"

When I've gone to meetings, it's been told to me that no one regulates the helicopters. I don't know why. I don't know why they can't regulate how many people use them, like full capacity, not bringing one person at a time, or make them fly at a high altitude.

Response #5

Fine them so that they don't just brush it off and say, "Well, I don't know how much they're fined," if they're even fined. But if you made the fines high enough to hurt them, maybe they would have some respect for the people who they are flying over.

Response #3

There's filth on my deck. You can't sit there without wiping off black soot, and it's an invasion of privacy. It's for your health, it's for your peace of mind, and I think -- I mean, not to stop them, but regulate them and have them at least treat the people that they're flying over with respect, that's all, so we can all live together and keep the airport open for the private plane owners. But either limit the helicopters or regulate them so that people can live their life in peace. Thank you.

Response #3

MR. BYRNE: Thank you, ma'am. Anybody else? Yes, sir?

(Applause)

MR. BRAGMAN: I didn't give you my name.

Do you want me to write it down?

MR. BYRNE: Well, why don't you come up. You can give us your -- just give us -- please spell your name, your last name and your first name, please.

MR. BRAGMAN: I'm Jeff Bragman, B-R-A-G-M-A-N.

MR. BYRNE: B-R --

MR. BRAGMAN: B-R-A-G-M-A-N. You have to ring a bell or something so I can begin?

MR. BYRNE: And that's Jeff with a "G" or a "J"?

MR. BRAGMAN: "J".

MR. BYRNE: "J". Got it. Okay, Mr. Bragman, you're on.

MR. BRAGMAN: I live in East Hampton, and what strikes me about this hearing more than anything is how completely unusual it is for the Town of East Hampton. Here we're having a hearing about a piece of equipment that's basically for the airport and for the ultra luxury travelers that use the airport, and we're running this hearing in the airport, by the airport, for the airport. And with all respect to you nice gentlemen in your suits, I mean, you have absolutely no connection to the community. You are -- we could be in Hauppauge for all you

know. And it's the disconnect between our locality and the huge decision you're making. And if you think local control doesn't matter in East Hampton, get used to it, because you're going to have a couple of suits from Hauppauge coming in and telling you what to do.

And what you guys aren't privy to is the fact that the warmup for this -- for this new

device that you're going to bring in was a sales pitch by the airport lobby that it was completely designed to mitigate noise. Of course, that proved to be completely untrue, and now they brought the suits in so they can act with complete incredulity and, "I'm shocked that anyone would even discuss noise abatement, this is just a traffic control tower."

Response #2

This is nonsense. This hearing is everything about why we need local control. We need to end FAA control permanently. We shouldn't be --

Response #10

(Applause)

We have a government that is supine, that is telling you that the people of East Hampton want this. It's not the people, it's the pilots and the airport lobby. This is what happens when politicians like Dominick Stanzione listen to the airport lobby and don't listen to people.

Enough.

(Applause)

AUDIENCE MEMBER: Enough with FAA money.

MR. BYRNE: Okay. So, again --

MR. BRAGMAN: Did you get my spelling right, Bragman? That's not with an "E", Bragman.

MR. BYRNE: Okay. Well, I tell you what, if you wouldn't mind, if you wouldn't mind filling out a card, I will make sure we get that spelling accurate for the record.

MR. BRAGMAN: I just don't want to embarrass him if you spell it with an "E".

MR. BYRNE: No, problem. No problem.

Okay. So, for the first round, have we captured everybody on that first round? Hearing nothing, we're going to start the second round now. And Kathleen Cunningham started off. Kathleen, you're up. Thank you. Three minutes, please.

MS. CUNNINGHAM: I just wanted to bring up a couple of other relevant comments to the Environmental Assessment form.

In section 4-8, Lines 1163 through about 1173, the text reads, "The only observable difference was the presence of helicopters on the Northwest Creek route, a procedure that was discontinued in 2012. These observations

corroborate the assertion that the presence of an operational A" -- ATC, whatever, air traffic control tower, "would have no bearing on traffic patterns or volumes into, and out of, or around

HTO. Operations for 2013 and 2018, with or without the ATCT, are assumed to be no different."

And my question is how is it possible that the presence of an operational control tower would have no bearing on traffic patterns or volumes in and out, because that seems to be the function of such an asset?

Response #2
Response #4

If these -- if the operations for 2013 and 2018 are assumed to be no different, why spend the money on this asset when no noise abatement protocol is in place and no obvious directive from the Town on how the tower will play a role in controlling altitudes, which is one of the few things it really can do, that's a noise abatement tool?

Response #6

Response #2

Another -- because operations are, again, expected to be unchanged, no expected changes to current noise exposure levels, as depicted in the DNL contours. I would just like to remind the group that the 65 DNL average, while acceptable for FAA standards, is not acceptable for Town Code standards, and our Town Code has a

Response #7

single-event noise level, that anything in excess of that, of 65 decibels is violating our Code.

And that, you know, it's an absurd tool for an area like ours, where the ambient noise level is so low. It's the virtual equivalent of being stopped by a cop going 65 miles an hour in a 30 mile an hour zone and saying to him, "But, Officer, I average 30 miles an hour all year long? That's the rubric that we're using here and it's completely inappropriate. Response #7

Another comment on Appendix 7, which is Harris/Miller, Miller and Hansen, Page 5, Section 2.1, how many flight tracks were captured in 2011 total, and why is sufficient detail available for some and not others? That was a very ambiguous report. Response #1

Same Appendix, Page 7, first paragraph, they talk about Runway 16/34 being incidental. Why not just say how many aircraft use it? It just seems -- it was like a minimal amount. Why not having actual figures? Response #1

And the fact that I think it's very important that the discussion about the Northwest Creek route and why it was eliminated last year on July 14th by Councilman Stanzione was an individual act. It was done without Town Board consent. He, you know, suffered a lot of heat Response #1

from that in his -- in subsequent Town Board meetings. That route was in operation for at least six years that I know of.

And when I attended the Fly Neighborly Conference of the Eastern Region Helicopter Council, many of the pilots there actually made -- asked the same question, to say the route is so congested over the power lines now, why aren't we using the Northwest Creek route any longer. And the answer that was given was that there was an altitude -- there were obstacles that were in the way that, I don't know, I guess didn't exist for the last six years, so --

Response #3

MR. BYRNE: Ma'am.

MS. CUNNINGHAM: -- I think that needs to be fleshed out.

Response #1

MR. BYRNE: That's your time now. Would you like fit in a couple of --

MS. CUNNINGHAM: Yeah, sure. Am I at three minutes again?

MR. BYRNE: Yes, you're over three minutes.

MS. CUNNINGHAM: Well, I'm just a chatterbox.

MR. BYRNE: Mr. Currie, D. Currie. Excuse me, ma'am.

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MS. CURRIE: I guess I just wanted to address one further thing. It's about the environment, so it's somewhat related to this. This is really just about noise.

Today I was on Google Earth, as I often am, looking at flight paths and everything else, and I noticed just how many airports there are on Long Island. That in itself is an environmental catastrophe. We've got an international airport in JFK, which is huge and affecting people's lives across the East End. There's another one in LaGuardia. There's MacArthur. We've got Brookhaven, Calverton, two in the tiny little town of East Moriches with a connecting runway, so it's easy for them to get to each other, I guess. We've got one in Gabreski, another one in Montauk. There's an airbase in Mattituck. There are grass strips all over the Island. We've got heliports in just about every town on the East End, but there is one that should be used immediately, and that's the Bistrian Helicopter Port in East Hampton. Saves us in Noyac from all that noise. Response #10

MR. BYRNE: Thank you.

MS. CURRIE: Use it.

MR. BYRNE: Thank you. Barry Raebeck. Mr. Raebeck.

MR. RAEBECK: My name is Barry Raebeck and I am a year-round resident of East Hampton, I've been since 1957.

I just want to point out that addressing comments to Mr. Brundige seems inappropriate to me. I don't understand why comments on this here would go to the Manager of the airport. I think it should be a Town official, or someone much -- of very different status than that.

Response #10

(Applause)

I, frankly, don't trust that my letter would necessarily get to the right place if I did send it to Mr. Brundige.

Based on my experience with East Hampton Airport, under the aegis of the FAA, it is hard to believe that it actually is a Federal agency which I sustain through my taxes. As far as I can tell, the FAA is a lobbying group for aircraft operators, especially commercial ones. There's no indication that the FAA gives a damn for the millions of American citizens adversely affected by aircraft operations.

On the East End of Long Island, a tiny

even residents, have been permitted to destroy the bucolic living experience of a great majority.

When we bought our house in Wainscott 18 years ago, there was virtually no helicopter or seaplane traffic, and far less jet aircraft noise as well. Now hundreds and thousands of families all over Long Island are besieged by horrific aircraft noise day and night much of the year, building to an unbearable crescendo on summer weekends. Most of this is the result of completely unnecessary helicopter traffic, a taxi service for a handful of rich and callous individuals, and an environmental nightmare for everyone else.

Does my response sound irrational? Hardly. What is irrational, and terribly unjust, is that anyone would actually be permitted to fly directly over someone else's secluded rural home at earsplitting decibel levels at any time of the day or night.

Finally, let me say that when we started Quiet Skies Coalition with a host of like-minded

local residents two years ago, it was not to fiddle with helicopter flight paths, it was to eliminate them once and for all. And it was not to close the airport to local recreational

pilots, many of whom are our friends and neighbors. Our goal then, as now, remains rational regulation of a facility, one that we own, that is screaming out for just that, rational regulation.

Response #5

If the FAA cannot rationally regulate a small local airport in your purview, and do so in a manner that serves the best interest of the community in which it is located, then what exactly is the FAA for? And what exactly is it that they do? And whom precisely do they serve?

Response #10

(Applause)

MR. BYRNE: Thank you. Richard Ficara.

MR. FICARA: That was me, I went already.

MR. BYRNE: Did you want to go back up?

MR. FICARA: No.

MR. BYRNE: Would you like to come?

MR. RUDANSKY: Well, just --

MR. BYRNE: I'm sorry, sir. What was your name?

MR. RUDANSKY: Dan Rudansky.

MR. BYRNE: Dan Rudansky.

MR. RUDANSKY: Just a point of procedure only. If it would come to be that you make major edits to your Draft Environmental Assessment, is there a requirement that the hearing be -- that there be a new hearing or renotice of the hearing

Response #8

because of the materiality of the changes?

MR. BYRNE: Not at this time, no.

MR. RUDANSKY: Okay.

MR. BYRNE: That covers our first round and our second round. Is there anybody else who'd like to come up and say a few words? Kathleen, did I cut you off before? Is there anything more you'd like to --

MS. CUNNINGHAM: I think no. Thank you.

MR. BYRNE: You're okay?

MS. CUNNINGHAM: Uh-huh.

MR. BYRNE: Yes, sir.

MR. SCHRECK: It's Bruno Schreck.

MR. BYRNE: Bruno Schreck. Thank you, sir.

MR. SCHRECK: I just wanted to answer Mr. Bragman, it is, and his comment about --

MR. BRAGMAN: With an "A".

MR. SCHRECK: His comment about local

control created a wellspring of enthusiasm. And I think his intent was to say that we don't need a tower, or that a tower is a bad idea, and, yet, he uses the word "control", and what we're talking about is to have a controller out there.

And the other word he used is "local". And the question is, is he local? Well, he's local. I assume he's going to live on Long Island. I

assume that wherever he lives, there is air traffic to be accounted for, and he wants to live peacefully. And So what we're talking about is to have a local controller. And, in fact, that's an FAA term, the local controller is the controller at the airport. So, in that sense, we're in agreement.

MR. BYRNE: Yes, ma'am. Would you like to come back up.

MS. CURRIE: I'd just like to say elect Bragman and dump Stanzione.

MR. BRAGMAN: She said elect Bragman --

AUDIENCE MEMBER: With an "A".

MR. BRAGMAN: -- Dump Stanzione.

MR. BYRNE: Any other comments? Any other -- anybody else want to take the floor and offer comments?

MS. GROSSMAN: I have a question.

MR. BYRNE: Yes, ma'am.

MS. GROSSMAN: My name is Janet Grossman, G-R-O-S-S-M-A-N.

I presume the officials of the Town of East Hampton are the ones that are going to make the decision on this, am I correct on that, on whether or not to accept the FAA money?

Response #10

MR. BYRNE: Is that your question, ma'am?

MS. GROSSMAN: That's my question.

MR. BYRNE: Okay. That will be addressed in the document.

Anyone else? Any other comments? Just as a reminder, we're accepting written comments until May 13 at 5 p.m. We're here until 9 o'clock, so if you have any -- anybody wants to come up, feel free.

(Time Noted: 8:35 p.m.)

(Whereupon, the following statements were placed on the record at 8:50 p.m.)

MR. LEVINE: My name is Steven Levine. I live in 210 Narrow Lane East, Sagaponack, New York, 11962.

I've been complaining about noise from the airport for over 25 years. The initial -- one of

the initial claims about the control tower, the temporary control tower, was that it was going to help abate noise. That was a lie. It was a lie then, it's a lie now. And now they want to make it permanent, and it's just -- it's nonsensical. And any improvement that's done of this type in this airport will increase potential capacity to the airport. So there will be -- it will just make things worse. Response #2 Response #4

I've been complaining over 25 years, other people have been complaining for just as long, and it just gets worse.

So that's it, because I don't have any other things prepared.

MS. DAGRAS: Laverne Dagras, D-A-G-R-A-S, 210 Narrow Lane East, Sagaponack. I will just say the same, that it's only increased, the traffic, and the noise, and the helicopters, and it's only going to get worse unless there is some control, because everything expands. The more people, the more -- there are going to be more. And the more wealthier people here are using the airport than ever before.

Response #4

Response #5

Okay. Thank you.

(Time Noted: 8:52 p.m.)

(Whereupon, the following statement was placed on the record at 9:00 p.m.)

MR. BRUNDIGE: It is 9 p.m. Eastern Daylight Time, and this meeting is officially closed.

(The Hearing was Closed at 9:00 p.m.)

C E R T I F I C A T I O N

STATE OF NEW YORK)
) SS:
COUNTY OF SUFFOLK)

I, LUCIA BRAATEN, a Court Reporter and Notary Public for and within the State of New York, do hereby certify:

THAT, the above and foregoing contains a true and correct transcription of the proceedings taken on May 1, 2013.

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 6th day of May, 2013.

Lucia Braaten

Lucia Braaten

May 11, 2013

Re: Public comment on Draft for ATCT

Dear Mr. Brundige,

I am writing to make note of several omissions and inaccuracies in the Draft Proposal for a permanent ATCT.

On page 1, line 103, the Draft states that the temporary ATCT in 2012 did not cause a difference in flight tracks for fixed wing aircraft. That may be true, but there was a major change in the flight tracks for the helicopters. Line 116 states that there are 110 operations/day during the peak season at the EH Airport and that helicopters comprise only 28% of these operations. This cannot be true. I can attest to the fact that last summer on many occasions, I counted more than 30 and up to 50 helicopter flights/day over my home in Noyac. Response #3

In section 4.8 which deals with Noise, the Draft states that "an examination was made of flight tracks seasonal activity during 2011 and 2012…the results showed no difference in flight tracks for fixed wing aircraft. The only observable difference was the presence of helicopters on the Northwest Creek route, a procedure discontinued in 2012." This is true, but the reason for the change and its impact is not mentioned at all. Later in the Draft, it is mentioned that the Northwest Creek route was tried for a short time in early 2012 and then changed back to the "normal" Power Line route in mid-2012. This is false. The "normal" route was the Northwest Creek route and the routes were changed arbitrarily and without any analysis of the environmental and noise impact on the citizens of Sag Harbor, Noyac and affected Southampton communities in August , 2012. As you well know, there has been a huge public outcry about this change in helicopter route. An issue which is not addressed at all in the Draft. Response #1 Response #1 Response #3

Appendix F is said to deal with the Noise issues regarding the Airport. In this section the average number of daily flights in 2012 was listed, but not the 110 operations/d which occur during the peak season. Figures 2-1 and 2-2 show that the flight tracks of fixed wing aircraft fly over Noyac as one of their primary routes. The figures 2-3 and 2-4 show that the majority of helicopter routes overwhelmingly arrive and depart over Noyac and the Power Line tracks. It is clear from these figures that we are bearing the brunt of this traffic. It is said in the Draft that a level of 65dB is disturbing and that that level is only found over the airport property. Where did this number of 65dB come from?? Noise analysts estimate that the sound generated by a normal conversation is between 60 and 70 decibels. Therefore the noise level of a helicopter flying at 1000 feet over my home cannot be less than 65dB. I am not a noise engineer and do not know what dB level occurs over my backyard, but I can tell you that it is very loud , that the helicopters fly very low, and that the peace and enjoyment of my property have been seriously impaired. Response #1 Response #7

Public comment on Draft for ATCT (2)

I urge that the Draft address the impact that the noise of the helicopters has had on our communities. I urge that no action be taken on the ATCT until the flight tracks of the fixed wing and helicopters are modified such that the noise impact on our communities is abated.

Responses #6,#7

Respectfully submitted,

Judith Axelrod, M.D.
19 Clearview Drive
Sag Harbor, NY 11963

Subject: FW: Public Comment re Draft on ATCT

Begin forwarded message:

From: JUDITH AXELROD <judithaxelrod@verizon.net>
Date: May 11, 2013, 11:44:53 AM EDT
To: James Brundige <JBrundige@EHamptonNY.Gov>
Subject: Public Comment re Draft on ATCT

Dear Mr. Brundige,
I am writing this letter to make note of the many inaccuracies and omissions in the above Draft with respect to the comments on the Noise impact of this tower.

Response #3

On P. 1, line 103, the Draft states that the temporary ATCT in 2012 did not cause a difference in the flight tracks for fixed wing aircraft. No comment is made regarding the change in the flight track of the helicopters. Line 116 notes that in the peak season, 110 operations/day occur in the East Hampton airport and that 28% of these are due to helicopters. This number is incorrect, since on many days last summer I counted 50 helicopters flying over my house. Response #1

Response #7

In Appendix F which deals with the noise analysis - no comparison is made of the noise levels over Noyac and the Power Line route in 2011 v. 2012. The change in route from Northwest Creek is falsely described. It is stated that the normal route of Power Line was changed temporarily to Northwest Creek in early 2012 and then returned to the prior "normal" route of the Power Line in mid -2012. The normal route prior to August 2012 was the Northwest Creek. The change in route over the properties of citizens of Sag Harbor and Southampton was first made in August 2012 without any assessment of the environmental and noise impact this would have on affected communities. The new helicopter routes have been, as you well know, the subject of great public outcry. The Draft does not address this issue at all. The Draft lists the noise level of 65dB as being only over airport property. I am not a noise engineer and so cannot tell you exactly what noise level is over my home every time a helicopter flies LOW, LOW over my backyard, but it is absolutely unacceptable and has severely impaired the peace and enjoyment of my home.

Response #1

Response #3

Response #1

THIS ISSUE MUST BE ADDRESSED.

Respectfully submitted,

Judith Axelrod, M.D.
19 Clearview Drive
Sag Harbor, NY

Subject: FW: Helicopter noise

Begin forwarded message:

From: Dan <dan@solarplate.com>
Date: May 11, 2013, 11:32:02 AM EDT
To: James Brundige <JBrundige@EHamptonNY.Gov>
Subject: Helicopter noise

Dear Mr. Brundige,

In due respect to the importance of the people who are commuting to the East End, I am a FULL TIME RESIDENT. It is not that I am more important than they are, but my life and livelyhood and well being are effected by the noise and vibrations caused by the overwhelming sound of these machines. The sounds penetrate the air and invade my home and privacy, mornings, day and night. Please consider my voice and the respect we full time residents deserve to rectify this situation. Response #1 Response #10

Sincerely,

Dan Welden
Millstone Rd.
Noyac

Subject: FW: Airport noise

Begin forwarded message:

From: Vic <vwpnyc@gmail.com>
Date: May 11, 2013, 11:23:37 AM EDT
To: James Brundige <JBrundige@EHamptonNY.Gov>
Subject: Airport noise

The new helicopter route has ruined my quality of life at my house in Noyac. There is incessant helicopter noise from low flying helicopter directly over my house. I would happy to set up a camera and video this and send it to my friend who is a producer for 20/20, they love uncovering stories like this.
The traffic is both directions. My home was once a peaceful paradise we now can't sit quietly outside without extremely loud helicopter noise all day long. The pilots are not flying at the regulation height either. However I wonder why the route now travels over 7 miles of lands and home vs 1 1/2 miles the previous route or over the ocean bothering no one at all.
Please respond. What if this was your home? I purposely didn't buy property anywhere near the airport..... Now I might as well be on Airport Road, EH.
What happened to the right the east end quality of life and small sea planes?

Response #3

Response #5

A very unhappy tax paying citizen.

victoria pierce

Sent from my iPad

Subject: FW: PUBLIC COMMENT REGARDING AIRCRAFT CONTROL TOWER AT EAST HAMPTON AIRPORT.

Begin forwarded message:

From: Ed Jablonsky <edjablonsky@gmail.com>
Date: May 11, 2013, 6:03:54 PM EDT
To: James Brundige <JBrundige@EHamptonNY.Gov>
Subject: PUBLIC COMMENT REGARDING AIRCRAFT CONTROL TOWER AT EAST HAMPTON AIRPORT.

Reference - East Hampton Airport - Public Comments on Control Tower

Response #9

We are concerned that the environmental impact study does not include our area in Noyac. The helicopter traffic noise has always been a problem but became intolerable last summer when all of the traffic was directed over our area.

Response #1

Response #3

We object to any plan that does not include an evaluation of its impact on ALL the communities affected, not just those immediately adjacent to the airport.

Sincerely

Edward C Jablonsky
100 Crescent Street
Sag Harbor (Noyac), NY 11963

Subject: FW: EHampton Airport Helicopter and other traffic noise

Begin forwarded message:

From: "Sharon W. Lindsay" <swlind@aol.com>
Date: May 11, 2013, 5:12:38 PM EDT
To: James Brundige <JBrundige@EHamptonNY.Gov>
Subject: EHampton Airport Helicopter and other traffic noise

Dear Mr. Brundige,

My husband and I have a residence at 73 Crescent St, Sag Harbor ... on Jessups Creek.

Response #9

I note that with regard to the contemplated air traffic control tower at EHampton Airport, the environmental study does not encompass our area. Yet, we are directly in the path that aircraft were directed toward all last summer. I can tell you that the resultant noise was deafening ... and at the peak travel times, almost constant.

Response #3

We object to any plan that does not include an evaluation of its impact on ALL the communities affected, not just those immediately adjacent to the airport. The aircraft goes somewhere when it leaves you and the route it is taking is across multiple residential areas north and west in SHampton and on the North Fork of Long Island.

While we applaud improved safety at the airport ... the likely increased traffic will only exacerbate what is already an intolerable situation

Response #4

Best,

Sharon and George Lindsay

Subject: FW: Helicopter NOISE

Begin forwarded message:

From: Carlie Mayer <carlie_mayer@yahoo.com>
Date: May 11, 2013, 9:29:05 PM EDT
To: James Brundige <JBrundige@EHamptonNY.Gov>
Subject: Helicopter NOISE

When I moved to the East End 25 years ago, it was to get away from pollution and noise pollution. I live on Shady Rest Drive in Noyac, and every damn helicopter passes directly over my house. They fly much too low, and much too often, and they disturb the peace! I do not understand why they don't take a southern route over the ocean; that way the 1% could disturb the rest of the 1%, and see what it's like to be disturbed and angered to the point that their blood pressure rises. It is really disgusting, and totally corrupt that we are subjected to such travesty.

Response #3

Please do something to make this go away.

Totally pissed off,
Carlie Feldman

Subject: FW: Helicopter & Aircraft Noise

Begin forwarded message:

From: Ronald Amruso <ronamruso@gmail.com>
Date: May 12, 2013, 1:46:29 PM EDT
To: James Brundige <JBrundige@EHamptonNY.Gov>
Subject: Re: Helicopter & Aircraft Noise

Response #9

We are concerned that the environmental impact study does not include our area in Noyac. The helicopter traffic noise has always been a problem but became intolerable last summer when all of the traffic was directed over our area.

Response #3

We object to any plan that does not include an evaluation of its impact on ALL the communities affected, not just those immediately adjacent to the airport.

Response #4

While we applaud improved safety at the airport, the likely increased traffic will only compound an already an intolerable situation. We ask that you consider all residents of the East End in any decision which will effect our lives.

Sincerely,

Ron Amruso
100 Crescent St., Noyac
Sag Harbor, NY 11963-0031

Subject: FW: Airport Environmental Impact

From: Elena & Tom Loreto [mailto:loreto@optonline.net]
Sent: Monday, May 13, 2013 9:03 AM
To: James Brundige
Subject: Airport Environmental Impact

Mr. Brundige,
If the Airport were truly concerned with the environmental impact of helicopters, then the airport would **require helicopters to turn off their engines completely** when they land at the airport instead of letting the engines idle. If the Control Tower could **require** the helicopter pilots to turn off their engines, then it would be worth having a seasonal control tower at the airport. Letting engines idle should **not** be an option. Letting pilots idle their engines while passengers enter and exit helicopters contributes to air pollution and places the passengers at risk as they walk under the moving blades.

Response #10

Sincerely,
Thomas Loreto

Subject: FW: Environmental Review....

From: Teresa McCaskie [mailto:nofork22@yahoo.com]
Sent: Monday, May 13, 2013 8:18 AM
To: James Brundige
Cc: William Wilkinson; Dominick Stanzione; Theresa Quigley; Sylvia Overby; Peter VanScoyoc; Quiet skies; Sunny Suchdeve; A. Krupski; Drew; M. Domenici; j. Dougherty; Bill Faulk; Bilal Malik; E. Baskurt; Frank; Robert Grotell; J. LaRusso; Oliver Longwell; Paul Laude; Ray Lahood; Anna Throne-Holst; P. Walker
Subject: Environmental Review....

May 8, 2013

Mr. Jim Brundige

Manager, East Hampton Airport

P.O. Box 836

Easthampton, N.Y. 11937

Dear Mr. Brundige,

Response #8

Last week the FAA held a public forum (with only 2 days' notice) to listen (but not respond) to comments regarding the "Environmental Review of the Seasonal Tower" at the East Hampton airport. It appeared that many residents found faults in the documents and did not hesitate to share their concerns. Many residents also made references to horrific helicopter noise, the current and very limited flight path in and out of the airport, wanting higher flight altitudes to be implemented and even the newest push to have the airport shut down. It was quite frustrating that the FAA was not able to take the time to respond to any of the topics that were brought up. After all, Memorial Day weekend is almost here and realistically, homeowners want answers NOW and changes to be implemented! Clearly, Easthampton Town Officials have created a "monster" of a problem.

After some more thought, here are my concerns that I am confident that you will share with the Town Board and the FAA:

1) I don't approve of the "seasonal" tower that will be operational from May-September. It will not limit the amount of flights in and out of the airport or alter the path pilots currently take. Response #5

2) I don't approve of any upgrades or improvements to the airport. (Ex: change to any current structure, upgrading of any lighting, fencing, etc.) Response #4

Response #3

3) I don't approve of the flight path (aka: North Shore Route) which was approved by Sen. Chuck Schumer and Ray LaHood last summer. This route change did not reduce the amount flights over the North Fork because we are considered "shortest point of entry" to and from the airport.

4) I don't approve of the "Hours of Operation", as set by the Town of East Hampton and others. (24 hours a day, 365 days of the year-per the Town website. Response #5

5) I don't approve of the aircraft pilots only paying 25% as part of their "penalty" to land "before" or "after" the "suggested" hours of operation. The fee should be 100%. Currently flights are "strongly discouraged" from 11p-7am. How does the airport collect these fees when one lands after the “curfew”? Response #10

Response #3

6) I don't approve of or appreciate helicopters, private jets and seaplanes flying over the North Fork as a crossover point to get to the south shore. I am confident that discharge from the engines are harming our environment as well as causing distress to residents. With over 25,000 residents in Southold Township alone, it is safe to say that after 7 years of enduring the clapping and pounding of helicopters ever few minutes during the summer season, we have had enough. Twin engine helicopters belong on the south shore route. After all, passengers are flying into **your** airport to get to their homes in the Hamptons-all located on the South shore. Response #6

7) I don't approve and do not understand why helicopter pilots are not mandated by the FAA to have flotation devises in their aircraft. Without this devise, this permits pilots to "deviate" and stay over land causing noise pollution, anxiety and stress. This is a valid "safety" concern that the FAA needs to address. Would you board a flight on an airplane without a flotation devise? Response #10

8) Why was the map that was displayed at the meeting outdated? Why wasn’t the North Fork included in the map? Yet, all the pilots use many landmarks on North Fork as a “crossover point”. I know why, because we are a “doormat” to get to the south shore! Response #10

Finally, if no concessions can be made by the East Hampton Town Board, Federal and local elected officials, the FAA, Easter Region Helicopter Council and you, the airport Manager, then I echo what many other residents are now rallying for –to **“shut down the airport!” Problem solved!** Response #10

Regards,

Teresa McCaskie

Mattituck

Subject: FW: Environmental Impact study

From: Elena & Tom Loreto [mailto:loreto@optonline.net]
Sent: Monday, May 13, 2013 11:18 AM
To: James Brundige
Subject: Environmental Impact study

Mr. Brundige,
Please include this email in the FAA's notes on the Environmental Impact Study.
Elena Loreto

To the FAA:
The helicopter noise over Noyac is intolerable. This noise has a negative impact on the quality of life in Noyac. The routing of flights must be changed so that the routes are dispersed over **several** northern and southern waypoints as indicated for fixed wing aircraft in the Draft Environmental Impact Study Figure 2-1 (Modeled Flight Tracts for Fixed-Wing Aircraft in East Flow.) Figure 2-3 and Figure 2-4 (Modeled Flight Tracks for Helicopter Arrivals and Helicopter Departures) are **NOT acceptable.** In addition the altitude of these helicopters must be above 3000 feet until helicopters are at the East Hampton Airport. If a seasonal control tower will **mandate** many routing waypoints and a minimum altitude of 3000 feet, then it will mitigate some of the noise issues in Noyac. If the control tower does not require pilots to adhere to these proposals, then it is a useless waste of money. Response #3 Responses #2,#4

For at least 5 years Noyac residents have been complaining about the helicopter noise. After the near miss in 2006, what ever happened to the mandate designating a northern route out to Plum Gut and a southern route? Why was this changed? Forcing all flights along the powerlines in Noyac has made the noise intolerable and has a negative impact of life in Noyac. Response #5 Response #3

Why was the 537-LOUD phone number changed recently to log in noise complaints? Response #10

Sincerely,
Elena Loreto
44 Harrys Lane
Sag Harbor, NY 11963

Subject: FW: East Hampton Airport

From: Denise Crocitto [mailto:crocittodenise@hotmail.com]
Sent: Monday, May 13, 2013 7:19 AM
To: James Brundige
Subject: East Hampton Airport

Reference - East Hampton Airport - Public Comments on Control Tower

To The Airport Manager,
As a resident of Sag Harbor, I would like to express my concern regarding the environmental impact study put into place which has excluded the area of Noyac. The helicopter traffic noise has always been a tremendous issue for the residents of this area and each year the traffic becomes heavier and the noise level has reached a level which is unacceptable. Response #3

I object to any plan that does not include an evaluation of its impact on all the communities affected, and not just those closet to the airport. A **thorough and comprehensive evaluation must include all areas**, this would be the most correct way to approach this problem. It is difficult for me to understand the reasoning as to why an evaluation would be done but would exclude key areas that are impacted because they are in the direct path of the aircraft. Responses #7,#9

I am in support of any safety measures that are put in place but I am disappointed that many residents have to be unfairly burdened with excessive noise and pollution. In addition, I believe that finding alternate routes to disperse the noise level would be prudent. This would mean re-opening helicopter flight paths which were eliminated. Response #3

Putting in a tower would ultimately lead to more air traffic. Response #4
I look forward to continuing this discussion.
Sincerely,
Denise Crocitto
11 Marjorie Lane
Sag Harbor (Noyac) NY 11963

Subject: FW: ACT

From: Walter Jarsky [mailto:wjarsky@gmail.com]
Sent: Monday, May 13, 2013 3:05 PM
To: James Brundige
Cc: Gene Polito
Subject: ACT

Dear Sir,

I have reviewed the EIR on the proposed ACT. Response #4
The ACT will develop the infrastructure of the airport and increase the potential for more nuisance noise. With the town as the owner of the airport, the responsibility to protect the interests of all citizens in the town as well all neighbors impacted by the airport is clear and explicit. I hope the town will act to protect the interests of all stakeholders impacted by the airport and not just those who use the airport.

Walter Jarsky
17 Bittersweet Lane
Sag Harbor, N.Y. 11963

SoundSense, LLC
E. Hampton, NY, NYC and LA

April 30, 2013

Dear Kathleen,

Thank you for providing me the above stated report. I am sorry that I am on business travel on the day of the meeting, but I have reviewed and have a few questions that I feel should be asked/answered, during the meeting. They are as follows:

Response #9
Response #7
Issue & Questions

ISSUE 1:

1.2 , page 3, second paragraph: "DNL analyses may be supplemented on a case-by-case basis ... Typical reasons for including supplemental analyses in an EA include evaluations of speech interference, sleep disturbance, ... natural quiet in special areas such as national parks.

QUESTION(S) :

1. There is no detailed discussion of the schools in East Hampton, Wainscott, and Sag Harbor that are directly under the flight paths. This can be serious, since acoustic studies have shown the reduction in learning retention at the noise levels that are prevalent in these areas, due to plane and helicopter noises. **Were there acoustic readings taken in the school areas? If so, why is there no discussion of the action plan to address this disturbance. I ask this question, since I have personally taken readings by the East Hampton High School and on a Friday and there are low flying planes that qualify as a disturbance to learning.**

2. There is no identification of nature preserves on the flight paths map. There are some flight paths over nature preserves. **Why are these nature preserves not shown on the maps that have the flight paths? Has this level of noise disturbance been reviewed by a naturalist to confirm that there is no negative impact on the several endangered species of our area?**

3. There is definitely speech interference and this is not discussed in the reports that I have seen. **It is possible that the readings taken in 2003 and extrapolated to 2013 do not take into account the low flying planes? Is there a plan to penalize the low flying plans that create a situation where it is not possible to hear what people are saying during these events?** I have personally experienced this on a property on Buell Lane Extension which is outside the area shown on the map.

4. There is also sleep disturbance and disturbance to the natural quiet. One of Harris, et. al. prior reports stated that the problem was the natural quiet of East Hampton and yet Order 1050.1E preserves this. **Miller, et. al. should be asked to explain that previous statement.**

46 Newtown Lane, Suite One
East Hampton, NY 11937

E: info@soundsense.com
www.soundsense.com

P# 631-324-2266
F# 631-324-6750

ISSUE 2:
2.4, page 12, paragraph 4: There is a brief discussion of the helicopters.

QUESTION:
Is there a definite helicopter flight plan in place? It may be in the report, but I did not see it. Since the helicopters are typically more of a disturbance, this flight plan should be reviewed to ascertain that it will not be a disturbance to our schools and nature preserves. Response #3

ISSUE 3:
Section 3, page 13, paragraph 1: This discusses the noise exposure and says that the noises "are largely or entirely contained on airport property" Responses #1,#7

COMMENT/QUESTION 3:
I have taken readings over a period of time on Buell Lane extension a couple years ago, which is not even noted as a major flight path, that are greater than the previously supplied data that formed this opinion. This highlights the concern that low flying planes that are not on the designated flight path that produce noise levels at the Ross School, East Hampton High School, and other schools that could potentially reduce a child's ability to learn. These are also levels that disturb sleep. **Were the studies performed only on the flight paths? Is it possible, based on my readings with a calibrated spectrum analyzer with a calibrated type 1 microphone, that there is a disturbance that exceeds these levels that were not documented solely because the planes were not on the flight path?**

ISSUE 4:
Section B.1.5, page B-6, item 2: "The measure should correlate well with known effects of the noise environment and on individuals and the public" Response #7

QUESTION 4:
Since this issue is in line with above listed issues 2&3, the question is: **What is proposed to protect the children in our schools, the sleep habits of the community, and the nature preserves?** Response #7

Respectfully submitted,
Bonnie Schnitta

FAA Public Hearing at East Hampton Airport May, 1, 2013

This statement is prepared by Frank Dalene, Co-Founder of Quiet Skies Coalition and Founder of EHHelicopterNoise.com

I apologize for not being able to attend this meeting tonight. I appreciate Barry Raebeck reading my statement into the record.

I became an activist for reducing and even eliminating commercial operations of helicopters and seaplanes due to safety concerns I personally witnessed around East Hampton Airport. These commercial operations are a recent expansion of use. Not one resident of East Hampton or the surrounding Peconic Region bought into unsafe operations of aircraft nor the intolerable noise associated with this use when they purchased their properties. It is unacceptable and we will not tolerate it.

As a pilot I am in favor of a permanent control tower's ability to provide order in departing and arriving aircraft to provide safety in our community. I also understand that when a control tower provides order it also improves efficiencies thereby allowing for further expansion of use. Response #4

I also know a control tower can mitigate noise impact on the residential communities. Altitude is the residential community's friend. The controller has the ability to regulate altitude of aircraft in Class D airspace. Maintaining the highest altitude possible should be the controller's second priority next to safety. Response #4

Response #5

The only effective and proven way to mitigate the noise impact of commercial operations of helicopters on the residential community is to restrict its use by implementing curfews, days of operations and limiting the number of operations. The only way to eliminate the noise impact of helicopters is to eliminate their use. Every other noise abatement policy in this nation is an utter failure. Any other noise abatement policy will not be tolerated and will lead to the political solution of shutting this airport down. Many municipal airports across this country have been closed for this very reason and it is time the FAA gets smart and begins to address the real problem of airport closures; the unacceptable and intolerable assault on the peaceful enjoyment of residential property owners, who are the voters.

I will accept and support the installation of a permanent control tower only if effective and proven noise mitigation efforts as defined above are implemented simultaneously on the commercial operation of seaplanes and helicopters. I promise to work tirelessly to eliminate helicopter use at this airport in its entirety regardless of what new route is conceived or whose otherwise peaceful lives are suddenly and rudely disrupted. Response #10

Thank you for this opportunity to speak.

Respectfully, Frank Dalene

RIDGE ROAD MATTITUCK NY 11975

Hello, my name is Barry Racbeck and I am a year round resident of East Hampton and have been since 1957.

Based on my experience with East Hampton Airport, under the aegis of the FAA, it is hard to believe that it actually IS a federal agency, which I sustain through my taxes. As far as I can tell, the FAA is a lobbying group for aircraft operators--especially commercial ones. There is no indication that the FAA gives a damn for the millions of American citizens adversely affected by aircraft operations.

On the East End of Long Island, a tiny fraction of people recklessly using the airport for their own selfish ends, many of these few not even residents, have been permitted to destroy the bucolic living experience of the great majority.

When we bought our home in Wainscott 18 years ago there was virtually no helicopter or sea plane traffic, and far less jet aircraft noise, as well. Now hundreds and thousands of families all over Long Island are besieged by horrific aircraft noise day and night, much of the year--building to an unbearable crescendo on summer weekends. Most of this is the result of completely unnecessary helicopter traffic--a taxi service for a handful of rich and callous individuals, and an environmental nightmare for everyone else.

Does my response sound irrational? Hardly. What is irrational, and terribly unjust, is that anyone would actually be permitted to fly directly over SOMEONE ELSE'S secluded rural home at earsplitting decibel levels--at any time of the day or night.

Finally, let me say that when we started Quiet Skies Coalition with a host of like-minded local residents two years ago it was NOT to fiddle with helicopter flight paths it was to eliminate them once and for all, and it was NOT to close the airport to local recreational pilots (many of whom are our friends and neighbors).

Our goal then, as now, remains rational regulation of a facility--one that WE OWN--that is screaming out for just that. If the FAA cannot rationally regulate a small local airport in your purview, and do so in a manner that serves the best interests of the community in which it is located, then what exactly is the FAA for? And what exactly is it that you do? And whom precisely do you serve?

Responses #5,10

BARRY RAEBECK
PO BOX 663 9 KNOLL LA
WAINSCOTT NY 11975

5/1/13

FAA Hearing
EHA

Quiet Skies Coalition
Preserving the right to peace and quiet

Email: quietskies@optimum.net
Website: www.quietskiescoalition.org
Address: P.O. Box 956, Wainscott, NY 11975

Mr. Jim Brundige, Airport Manager
PO Box 836
Wainscott, NY 11975

1 May 2013

Re: Comments on Environmental Assessment for Permanent Air Traffic Control Tower at HTO

Dear Jim,

The Quiet Skies Coalition supports a safe airport. A safe airport is as important to those on the ground as it is to those who fly our skies. We are not trying to close the East Hampton airport. We understand the role the airport traffic control tower plays in safe operations there.

Response #2

We supported the installation of an air traffic control tower because we were convinced by you and others, that it would be a noise mitigation tool. That was not the case. We learned this in two ways. First, by declaration of the air traffic controllers at the informational meeting familiarizing pilots with tower operations in this very room on June 30, 2012 that "this is not about noise". Second, by experience last summer when no altitude requirements, or traffic pattern relief was directed by controllers for the most seriously noise-affected residents of East End communities, particularly those living under the power lines route when suddenly, helicopter traffic volumes doubled over them.

Response #3

We were also mistaken in our understanding that the temporary nature of the control tower was related to data collection and other analysis of noise abatement qualities the tower may offer, and not simply an administrative glitch that this EA is now meant to remedy.

Response #2

A permanent control tower offers safety, but it also increases capacity at our airport. Those in favor of the widening and strengthening of runway 10-28 in 1998 assured the community that HTO would not become a jet port as many in the community feared. But, they were wrong. It has. We know this because the design aircraft at our airport is now a small jet, a direct consequence of increasing runway capacity.

Response #4

Increased capacity encourages the creeping expansion of this facility no matter how many short-term dips in traffic there may be over time. We know that, even using 2011 operations figures for helicopters and jets retrieved from airport management that traffic in just those two categories has doubled since 1998.

Chief among its many flaws, the EA expressly ignores the requirement to assess any airport improvement project according to a single-event noise standard. The Town of East Hampton has determined that the FAA DNL noise average is inappropriate for East End communities where the ambient noise level is so low. The Town Code adjusts for this by requiring any expansion project at the airport use a single-event noise standard for environmental assessment.

Response #7

Additionally, the EA fails to prepare a cost/benefit analysis, also a requirement of the East Hampton Town Code, a particularly egregious oversight when this expansion project will cost over $400,000 a year.

Response #7

The Quiet Skies Coalition opposes growth at our airport. We do not oppose safety. We oppose growth. A permanent control tower represents growth. Without a noise abatement component to this expansion development, we cannot support its long-term tenure.

Response #4

I attach further comments, which relate directly to specific language in the EA.

Thank you for the opportunity to comment.

Sincerely,

Kathleen Cunningham
Chairwoman

Section 4-8
Line – 1163-1173

EA Text: "The only observable difference was the presence of helicopters on the Northwest Creek route, a procedure that was discontinued in 2012. These observations corroborate the assertion that the presence of an operational ACTC would have no bearing on traffic patterns or volumes into, out of, or around HTO. Operations for 2013 and 2018, with or without the ATCT are assumed to be no different."

QSC Comment: How is it possible that the presence of an operational ACTC would have no bearing on traffic patterns or volumes into, out of, or around HTO? If operations for 2013 and 2018 are assume to be no different, why spend the money on this extremely expensive asset, especially with no noise abatement protocol in place and no obvious directive from the town on how the tower will play a role in altitude Response #4

AE Text: "Because operations are assumed to be unchanged for any of the four operational scenarios considered in this EA, there would be no expected changes to the current noise exposure levels as depicted by the DNL contours in Figure 3-3 and presented in Appendix F. Superimposing the noise contours on an image of the surrounding land use also confirmed that no homes or other noise-sensitive land uses are within the DNL 65 decibel contour. This demonstrates that the noise environment that currently exists in the area around HTO is expected to remain unchanged for the next five-years, under either the No Action Alternative or the Preferred Alternative."

QSC Comment: How is this possible when noise abatement is so desperately needed and called for by so many? Responses #6,#7

Appendix 7 – pg 5 section 2.1 QSC Comment on Flight track detail capture mechanism: *How many flight tracks were captured in 2011 total and why is sufficient detail available for some and not others?*
Response #1

Appendix 7 - Pg 7, 1st Paragraph. QSC Comment: *Why not just say how many aircraft use RW 16/34? Why no actual figures?* Response #1

Same page, 3rd paragraph – *QSC Comment: The NW Creek route was discontinued on 7/14/12 on orders of Councilman Stanzione. This report offers no explanation for that nor does it reflect the political decision of one elected official and the impact of that decision-making process or lack thereof on noise impacts in the area. The route was used for nearly 5 or 6 years, as I recall, and was suddenly, peremptorily discontinued, with no study, no rationale and no participation by the Town Board.*
Response #1

This portion of the report should be removed (emphasis added) as it is incorrect:

EA Text: Note in the two figures showing modeled helicopter corridors that no routes are shown arriving over Northwest Creek. **While the two-year sample of Airscene/Vector data did include some traffic following that route in 2012, it was attributable to an experimental test of a voluntary arrival route that occurred during the period of tower operation in 2012. The test was conducted to see whether the new route would alleviate traffic along the normal "Power Line" route and produce any noticeable benefit for noise, but the test proved ineffective and**

was subsequently abandoned. No such route is anticipated for the 2013 study year.

The Northwest Creek route was not a temporary route when it was first implemented and its abandonment happened compulsively and without Town Board imprimatur.

Response #1