

Jessica Seyller

From: Kathee Burke-Gonzalez <KBurke-Gonzalez@EHamptonNY.Gov>
Sent: Saturday, May 3, 2014 6:17 AM
To: Peter Kirsch
Subject: FW: PPT presentation to ERHC 4-30-14
Attachments: ERHC Presentation 2014.pptx

The 'voluntary' routes will be presented at our work session on Tuesday by Jim's assistant Peter Booty and Jeff Smith from the ERHC.

Jim will be providing a weekly 'compliance' report to Jeff.

The ATCT began gearing up this past week.

From: Kathee Burke-Gonzalez
Sent: Thursday, May 01, 2014 1:22 PM
To: 'Arthur Malman'; 'David Gruber'; 'Gerard Boleis'
Cc: 'Tom Twomey'; Tom MacNiven
Subject: FW: PPT presentation to ERHC 4-30-14

Gentlemen,

Yesterday Jim Brundige presented the 2014 Noise Abatement Procedures (also referred to as the Letter of Agreement) at the ERHC's annual *Fly Neighborly* meeting. See attached.

At the May 5th work session Peter Booty, recent hire at the Airport, and Jeff Smith from ERHC will make the same presentation to the Town Board and the community (FYI Jim Brundige is on vacation.)

The 2014 procedures closely mimic 2013. It should be noted that the Aviation Sub-Committee supported the 2013 procedures with the recommendation that helicopters achieve a higher altitude when heading west. The Noise Sub-Committee offered the following position when Jim presented the 'draft' procedures at their April 21st meeting...

The position of the Noise sub-committee has been and remains that there does not at present exist any objective basis for endorsing the use of routes, the current routes, or for suggesting any material changes to them. We believe that routes serve only to move the noise pollution from one place to another without addressing the underlying problem -- too much noise from above. We hope that the technical noise study will serve to provide objective clarity on the merits, or lack thereof, of route management.

In the absence of any basis to make recommendations, we agreed to endorse the status quo, the 2013 routes, plus any changes that we could identify as a "strict benefit," meaning that they will only improve the situation without making matters worse for anyone.

We also agreed that it should be up to representatives from Southampton to advise the Eastern Regional Helicopter Council as to what Southampton wishes to see insofar as only Southampton residents are affected, the inbound November route up to Town Line Road. We understand that the committee members from Southampton, together with Supervisor Throne-Holst and Councilwoman Scalera, are in discussions with the ERHC on that basis.

The route followed by helicopters after reaching Echo 2 on departure is likewise a matter that chiefly affects Southampton residents and/or residents of other towns. We therefore suggest that the Echo 3 waypoint -- whether, where, and for which helicopter types -- not be included in the route request made by East Hampton Airport until Southampton and ERHC have reached an understanding.

There are two strict benefits that we have been able to identify and agree upon. The first is better enforcement of the routes, recognizing that compliance by helicopter pilots is ultimately voluntary. We will be exploring further with airport management the most effective means of timely advising the EHRC representatives when there is a lack of compliance.

The second is keeping both arriving and departing helicopters as high as possible when not in the immediate vicinity of the airport. This is accomplished by setting minimum requested altitudes at waypoints along the requested routes, both inbound and outbound. Some steps in this direction are reflected in the draft routes. However, although there are minimums for inbound November and inbound and outbound Sierra, there are currently no minimums for outbound Echo.

Based on our conversation with Robinson Aviation, the manager of the air traffic control tower, we are persuaded that more can be done in this regard. We do, however, recognize that, at times of air traffic congestion, the tower may need to instruct pilots to deviate from the airport manager's requested routes and altitudes. Nothing we propose is intended to inhibit the tower from at all times fulfilling its primary responsibility of ensuring safety in the air and for those on the ground.

Please forward to your respective committees and as always let me know if you have any questions.

Thanks,
Kathee

Kathee Burke-Gonzalez
Councilwoman
Town of East Hampton

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From: James Brundige
Sent: Wednesday, April 30, 2014 4:24 PM
To: Kathee Burke-Gonzalez
Subject: PPT presentation to ERHC 4-30-14

Jim Brundige
Airport Manager
Town of East Hampton Airport
631 537-1130 x5

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