



Town Board Meeting of October 30, 2014 East Hampton, New York

I. Call to Order

10:00 AM Meeting called to order on October 30, 2014 at EH Village EMS Building, 1 Cedar Street, East Hampton, NY.

Attendee Name	Organization	Title	Status	Arrived
Kathee Burke-Gonzalez	Town of East Hampton	Councilwoman	Present	
Peter Van Scoyoc	Town of East Hampton	Councilman	Present	
Sylvia Overby	Town of East Hampton	Councilwoman	Present	
Fred Overton	Town of East Hampton	Councilman	Absent	
Larry Cantwell	Town of East Hampton	Supervisor	Present	
Elizabeth Vail	Town of East Hampton	Attorney	Present	
Carole A. Brennan	Town of East Hampton	Town Clerk	Present	

II. Introduction - Peter Kirsch

Supervisor opens meeting explaining that we are here to discuss airport noise. Presentations will be given and then at the end the public will be allowed to speak.

Peter Kirsch makes his opening comments. He states that the power point presentation will be posted on the Town's website for the public as well as the entire meeting will be available on TownClerk.com. He spoke on the programs that monitor the aircraft that lands and takes off from the airport. This type of data has been available since September 2012. He states that the public input portion of this process is very important. Today they are focusing on the big picture view of the problem. They need to refine analysis for the unique East Hampton conditions. Just because something works for LaGuardia or Naples airports does not mean it works for East Hampton.

III. Phase I Noise Analysis Interim Report - Henry Young & Les Blomberg

Phase I Noise Analysis: Les Blomberg gave an interim report. He is going to speak to the noise problem at the airport. He states that we have a high response to helicopter noise. He states that statistics show that helicopter noise is louder than airplane noise. He spoke about the compliance with the helicopter routes. He showed the three basic routes. Approximately 40% of the data is uncertain for compliance. He spoke about exactly how they measure noise.

Henry Young explained some of the noise levels they used. DNL (day night level) is the system they used. 49 separate flight patterns were studied. They were looking at the low threshold. Clearly on weekends the noise level is increased by a great amount.

Les Blomberg spoke about the Town's noise levels within the code. 31.8 million times during 2013 the noise limits were exceeded on properties within 10 miles of the airport.

IV. 2014 Plane Noise Analysis - Peter Wadsworth

Peter Wadsworth gave an analysis on the 2014 plane noise. 22,700 complaints were received from January 2014 to date. 22,350 flight operations were recorded from Vector. 68% of the complaints were from helicopter noise. August was the highest month for complaints.

V. Potential Alternatives & Next Steps - Peter Kirsch

Peter Kirsch explained the potential alternatives and next steps. Identify the most serious disturbances; what are the causes of the disturbances; reasonable and practical solutions; proposed action that addresses the identified problems. They will hold additional meetings and ask for written comments. He states that the Town Board must define what the precise problem is and then discuss reasonable alternatives and select the best option for East Hampton Airport. Some of the options that the Town could consider are: no action; ban/closure; time-based restrictions; fee-based restrictions; air-traffic flow management; mitigation; voluntary measures; and federal restrictions. Written comments should be sent to HTOcomments@ehamptonny.gov <<mailto:HTOcomments@ehamptonny.gov>>.regarding what is the problem and what are the reasonable solutions.

VI. Public Portion

Public Comments:

Jim Dogherty, Supervisor of Shelter Island, says he believes that limiting the types of aircraft may be important. Helicopter manufacturers need to find technology for smaller noise foot prints for helicopters.

Fred Thiele, NYS Assemblyman, states that the data presented today is of monumental use for the Town Board. It is just a shame that this information has not been available in the past. He spoke about the voluntary compliance issue. Single digits are not good numbers for voluntary compliance. He also spoke about the peak summer issue. He questions the future challenges for the Town. He states one comment that he disagreed with is that the noise is disturbing to the residents that are trying to entertain when actually the noise is disturbing to all even if they are just sitting in their home watching a ballgame.

Angelia Ortensio lives at the foot of Northwest Creek and is highly disturbed by the helicopters. Even shifting the route will ultimately result in someone else being disturbed. Maybe the helicopters could be routed to Westhampton or Montauk.

Ken Lipper thanked board for attending to this matter. The data presented goes along with the complaints of the residents. This issue needs to be solved. He would not be intimidated by the people or groups that threaten to sue. He handed in 522 letters in response to a letter sent out to members of the public.

Seth Grossman part time resident of the area but his mother is full time and one of the people on Buckskill that cannot leave there home on the weekends. He is curious about two things; the number of times you actually have time to make a complaint; he also questions the law suits that have been threatened and asked if tax reductions have been considered.

Kathy Cunningham, Quite Skies Coalition, this has been a problem in this area for many, many years. The statistics are very important and interesting. We live here because it has been a quiet place. This is a community based problem not just an East Hampton problem.

Janice Laruso has been a voice against the air traffic for many years. She had lived in Noyac for many years, but now lives at the edge of Riverhead Town closest to Southold. No one invited the helicopters in to disturb us, we should uninvite them. They have to go over Plum Island, around Napeague and then down Georgica Pond. The best would be just to shut the helicopters down.

Peter Moltibono lives on Merchants Path in Sag Harbor which gets so much of the air noise. Seaplanes are also a big problem. They are slow and low and actually worse than the jets. Thank you for this meeting.

Patricia Curry thanked board for this presentation. She is one of the frequent complainers. Everyone today explained the data in a wonder manner. She questioned the scheduled flights of seaplanes from Sound Aviation. She not only has a problem with the noise but also with the visual blight. The sky no longer is for bird watching. She also questions the pollution associated with these planes. Leaded fuel should not be allowed to be used.

Matt Norcland has lived here all his life. He states that airplanes cannot operate on unleaded fuel. He says that Jim Brundige viewed the airport as MacArthur airport. Why not just go back to the old ways and follow the power lines.

Peter Kirsch gave a brief summary of the questions and comments. He states that the data will not make the decision; the Town Board will make the decision with the assistance of the data. The Supervisor and Board Members asked Mr. Kirsch questions.