

HARRIS MILLER MILLER & HANSON INC.

77 South Bedford Street
Burlington, MA 01803
Tel. (781) 229-0707
Fax (781) 229-7939
W www.hmmh.com

MEMORANDUM

To: Kathee Burke-Gonzalez, East Hampton Town Board
From: Ted Baldwin
Date: March 3, 2015
Subject: Noisy Aircraft List
Reference: HMMH Project 307162.002

Attached to this memorandum is the “noisy aircraft” list; i.e., aircraft types with a published noise level of 91.0 EPNdB or greater “based upon the noise characteristics published by the Federal Aviation Administration, or (if data is not available from that agency), the European Aviation Safety Agency.” The list includes every aircraft type from FAA and EASA publications that meets the criterion, whether or not there is a record of the type operating at HTO. The list is presented for ICAO aircraft type codes – the codes which Vector uses in its reporting. We support use of these codes; they are the most widely used internationally.

As the note on the table indicates, published data for some types include ranges of levels that extend across the 91.0 EPNdB threshold, due to varying aircraft configurations (e.g., differing powerplants, maximum operating weights, etc.). For these types, owners must provide noise-level information from the individual aircraft’s flight manual, if the owner believes the aircraft in question should not be classified as noisy.

I believe the following statistics might be of interest to the Town Board.

- Since it starting recording activity at HTO on 4/1/2012, Vector has identified operations in 315 ICAO types.
 - 228 do not have published EPNdB levels, so they are not noisy, by definition.
- Of the 87 Vector-identified types with published EPNdB levels:
 - 18 are not noisy because published levels for all variants are below 91.0 EPNdB.
 - 69 are on the noisy list.
- Of the 69 Vector-identified types on the noisy list:
 - 13 have ranges of levels that cross the 91.0 EPNdB threshold.
 - 56 are unambiguously noisy; i.e., all of their published levels are above 91.0 EPNdB.

The following table summarizes these statistics, and compares them to related statistics for the entire list of types published by the FAA and EASA.

	Types <i>with</i> Published EPNdB Levels					(f) Types <i>without</i> Published EPNdB Levels	(g) Total Recorded as Operating at HTO (Column e plus f)
	(a) All Variants are Louder than the 91.0 EPNdB Criterion	(b) Types with Variants that Cross the 91.0 EPNdB Criterion	(c) Total on Noisy List (Column a plus b)	(d) Not Noisy	(e) Total with Published EPNdB Levels (Column c plus d)		
Types Vector has recorded at HTO	56	13	69	18	87	228	315
Full FAA and EASA Lists	173	19	192	30	222	Unknown	n.a.

Recommendations:

I respectfully recommend consideration of the following actions:

1. This list should be posted on the Town’s website as soon as feasible, in order to provide airport owners with the information they require to determine their aircraft’s status. The “How Do I Tell if an Aircraft is Noisy” white paper calls for referring to this list as the first step in that process.
2. When the proposed laws are approved, we will need to amend the list to remove the word “proposed” from the introduction and make any other changes that might result from Town Board deliberations and voting.
3. The Airport Director should maintain records of each aircraft owner who challenges the classification of a particular aircraft as noisy (e.g., the gray aircraft types on the list and any challenges for other reasons). The

HARRIS MILLER MILLER & HANSON INC.

Memorandum to: Kathee Burke-Gonzales, East Hampton Town Board
Noisy Aircraft List

Page 2
March 3, 2015

records should include the request, supporting documentation, and final determination, based on the review procedures defined in the Town Code

4. The Airport Director should maintain records of aircraft found to be “not noisy,” so that owners do not have to make repeat applications to challenge a classification.
5. The Airport Director should provide the determinations to Vector.
6. The Airport Director, other appropriate Town staff, and HMMH should work with Vector to establish steps that Vector will take to incorporate the noisy aircraft list into the processes they are implementing to enforce the regulations, so that the appropriate procedures are in place by the effective date.

