

## HMMH

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### TECHNICAL MEMORANDUM

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**To:** Kathee Burke-Gonzalez, East Hampton Town Board  
**From:** Ted Baldwin  
**Date:** March 24, 2016  
**Subject:** Plots of Complaint Distributions  
**Reference:** HMMH Project Number 307164

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In response to a request made at the March 18, 2016 East Hampton Town Board meeting, the following four figures provide “complaint distribution” plots in the same format that was used in the slide labelled “Some overall complaint statistics (11/1/13 – 10/31/14)” in the presentation that Ms. van Heuven of Kaplan Kirsch & Rockwell and I made to the Town Board on December 2, 2014.

The figures present the information for four time periods:

- The 2015 Summer Season (May 1 - September 30, 2015)
- The 2014 Summer Season (May 1 - September 30, 2014)
- The 2015 Implementation Period (July 2 - September 30, 2015)
- The 2015 Implementation Period (July 3 - September 30, 2014)

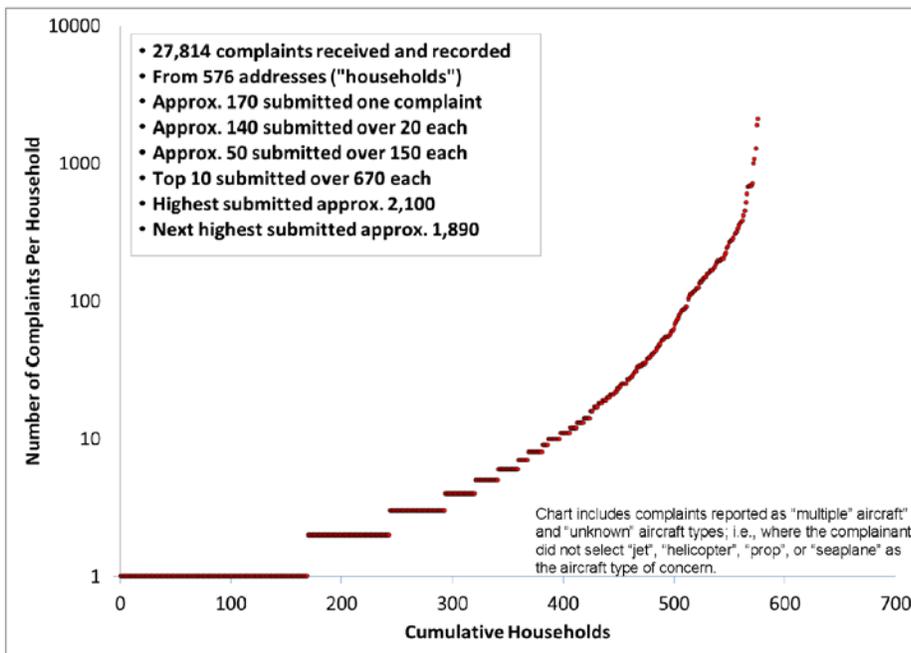
For consistency with the comparable plot in the December 2, 2014 presentation, the charts includes complaints reported as “multiple” aircraft” and “unknown” aircraft types, in addition to complaints where the complainant selected “jet”, “helicopter”, “prop”, or “seaplane” as the aircraft type of concern.

The material I presented on March 18, 2016 did *not* include the “multiple” and “unknown” categories, for two reasons:

- For consistency with the presentations I made in 2015 addressing the projected effects of potential use restriction alternatives, culminating in the April 7, 2015 presentation titled “Regulations to Address Noise and Disturbance from Operations at East Hampton Airport.” Those presentations addressed only operations where complainants identified the aircraft type of concern, and did not consider non-aircraft-type-specific complaints; i.e., those attributed to “multiple” aircraft” and “unknown” aircraft types.
- The March 18, 2016 presentation (that I made in association with Mr. Kirsch of KKR) addressed the effects of the two regulations that the Town implemented in 2015, with a focus on the effects of the regulations on specific categories of aircraft. Complaints attributed to “multiple” aircraft” and “unknown” aircraft types did not provide information needed to address the effects on an aircraft-type-specific basis. The third slide of my portion of the presentation identified the specific aircraft categories considered; i.e., noisy helicopters, other helicopters, noisy land planes, other land planes, and seaplanes.

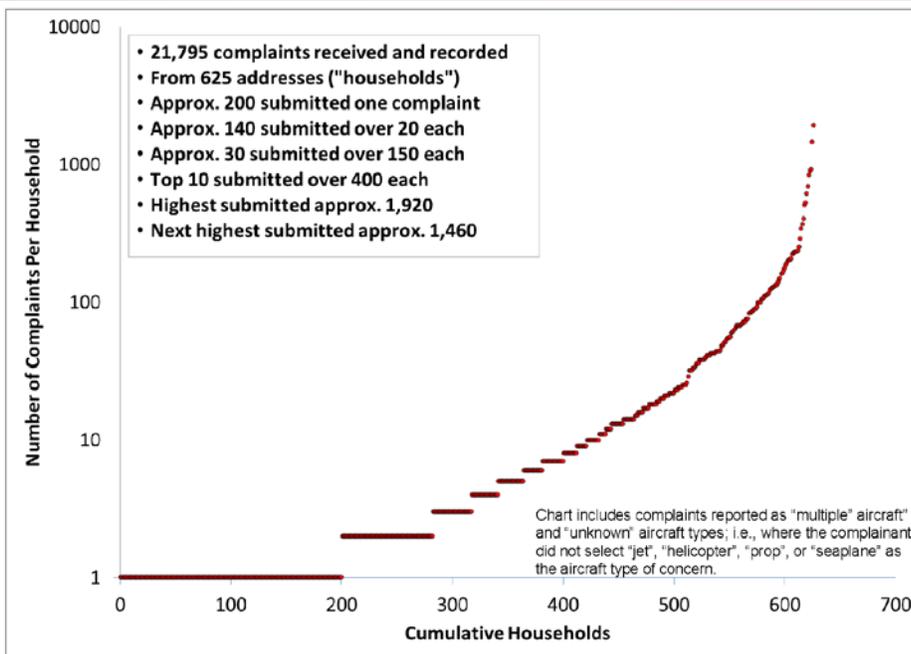


## HTO Complaint Statistics for 2015 Summer Season (May 1 - September 30, 2015)



1

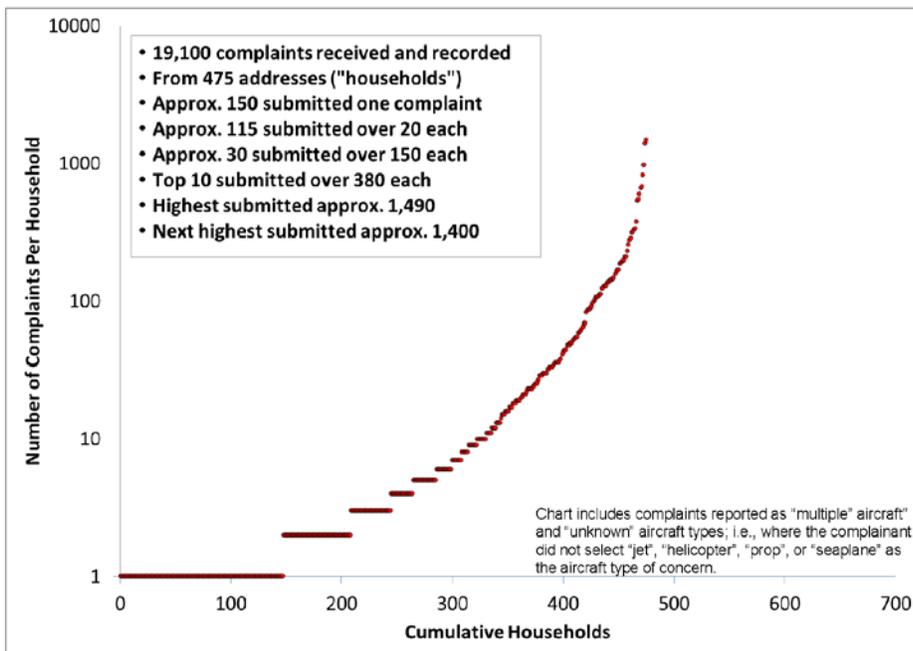
## HTO Complaint Statistics for 2014 Summer Season (May 1 - September 30, 2014)



2



## HTO Complaint Statistics for 2015 Implementation Period (July 2 - September 30, 2015)



## HTO Complaint Statistics for 2014 Implementation Period (July 3 - September 30, 2014)

