



Helicopter Industry Position on Proposed North Shore Long Island Helicopter Rule

HAI is the professional trade association for the international helicopter community. Its 1,600 company members and 1,400 individual members, in more than 70 nations, safely operate more than 5,000 helicopters approximately 2.5 million hours each year. HAI is dedicated to the promotion of the helicopter as a safe, effective method of commerce and to the advancement of the international helicopter community.

Legislative History & Statutory Authority

- The 2010 NPRM would **require** helicopters to use the North Shore Route when operating in the area of Long Island. The stated purpose is to “reduce the noise impact on nearby communities.” The NPRM was issued after considerable public pressure from Senator Chuck Schumer – something acknowledged in the NPRM’s preamble.
- Senator Schumer’s amendment was adopted by the Senate but was rejected by the conference committee and dropped from the final FAA bill. Senator Schumer tried again to attach his amendment to the highway bill, but the amendment was once again rejected. After failing to advance this proposal in Congress, Senator Schumer is now putting pressure on the Administration to move forward with the NPRM. If the Administration goes forward with this rule, considerable opposition from aviation leaders on Capitol Hill that previously rejected this approach can be anticipated.
- The FAA does not have statutory authority to set flight rules based on noise alone. The FAA’s assertion that its authority for the NPRM is derived, in part, from U.S.C. § 44715 is misguided and misleading. Section 44715 was intended to authorize the FAA to promulgate regulations to address initial aircraft certification standards– not airspace matters. The FAA does not have the authority to modify flight operations with mandates for noise only. When faced with similar proposals in the past, the FAA has always maintained that the agency does not regulate noise. If this rule is adopted, the FAA will be setting a major precedent and legislators and community leaders across the country will demand flight path changes and restrictions in their communities.



NPRM Creates A New Precedent of Regulating Flight Paths Based on Noise

- The vast majority of the noise complaints are from a handful of houses. In fact, about **66 PERCENT** of the complaints the Eastern Region Helicopter Council receives are from **TEN DISTINCT HOUSEHOLDS** and **26 PERCENT** of those complaints are from **ONE PERSON**.
- Industry is committed to continuing to work with local communities to address noise complaints. However, by forcing all helicopter traffic to adhere to the North Shore flight path noise will decrease in certain communities but permanently increase in others. All the NPRM is doing is shifting the problem.
- The FAA acknowledged in the NPRM that, despite the industry's voluntary compliance with the North Shore route (which exceeded 90 percent compliance in 2011), noise complaints continue. In fact, noise complaints have increased significantly since operators agreed to fly the North Shore route. The reality is the North Shore route experiment has not worked. Making it permanent is both bad policy and counter-productive.
- The right solution is to encourage helicopters to use a variety of flight paths. This approach reduces noise dramatically. Since this approach was adopted in May, noise complaints have already dropped by more than 60 percent.

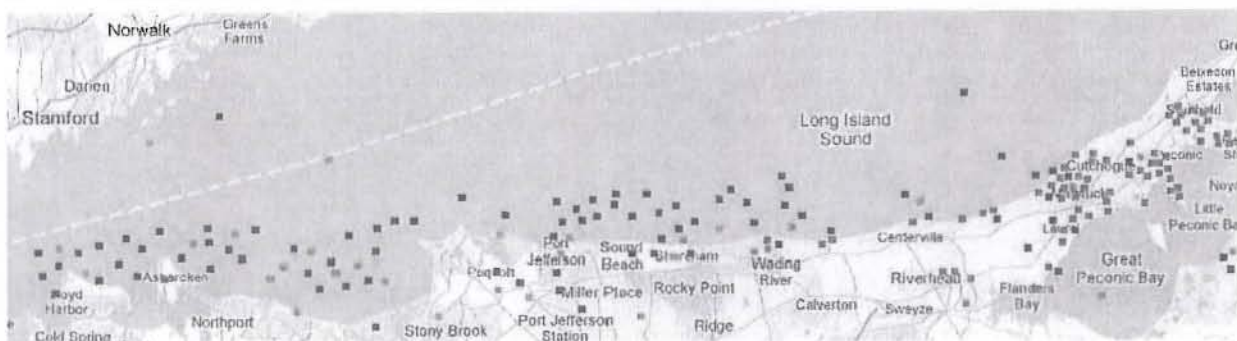


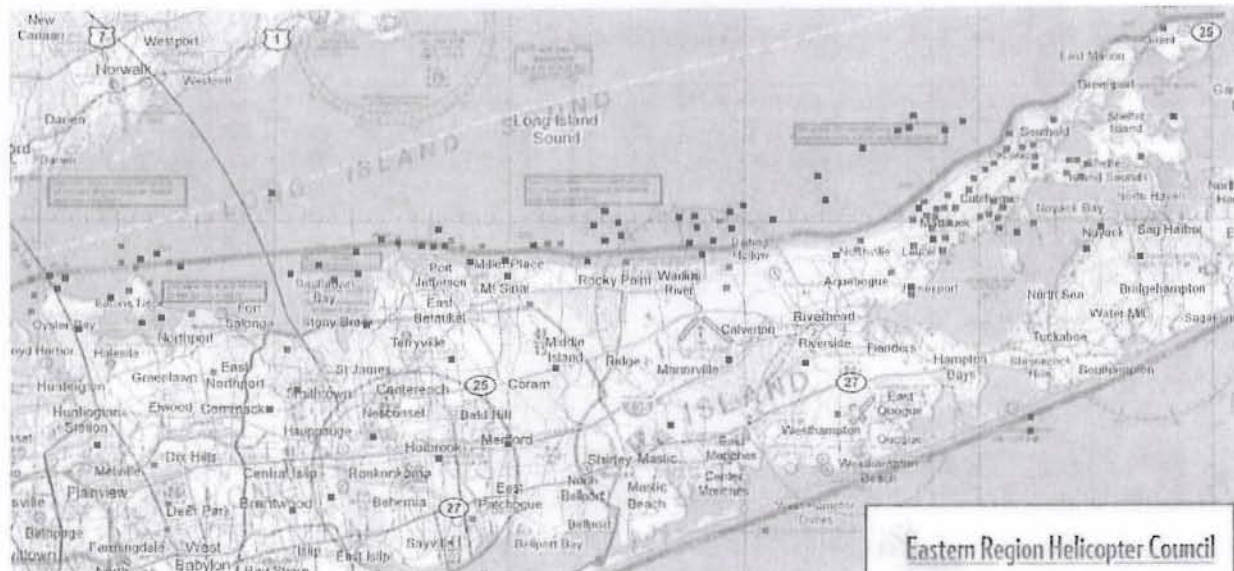
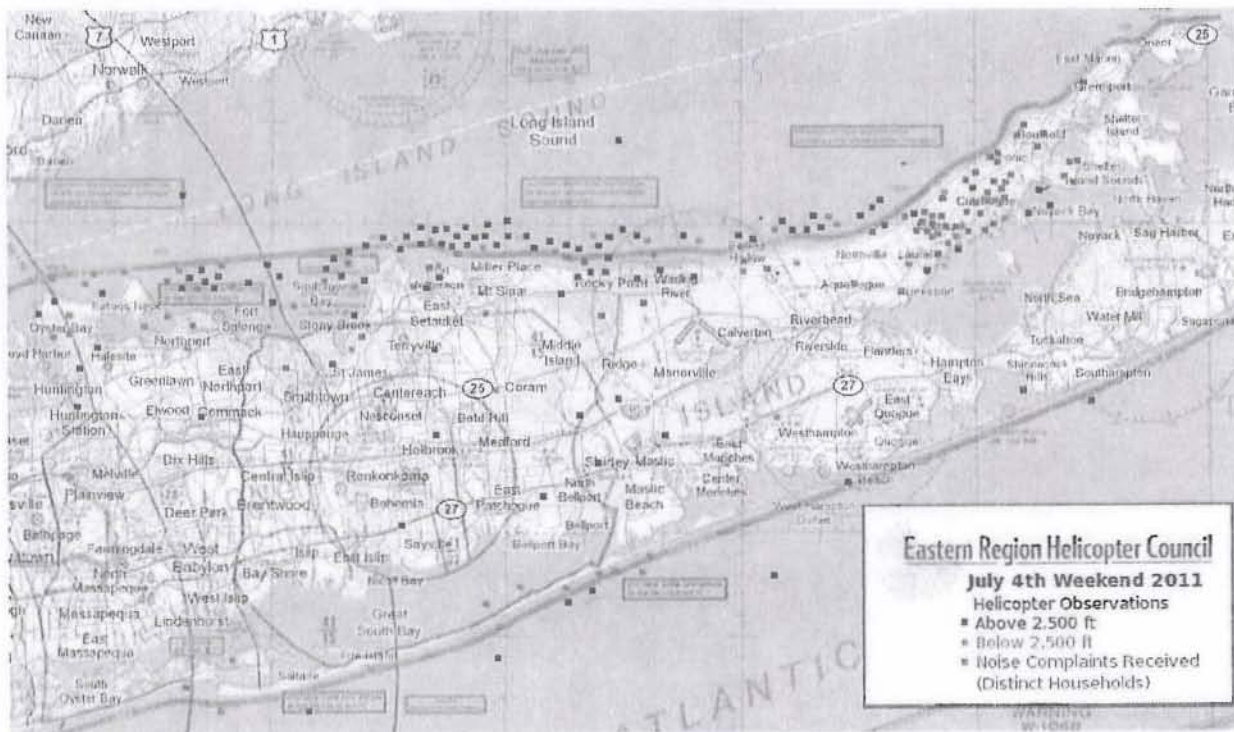
NPRM Imposes New Costs on Industry & Government and Unintended Consequences

- The associated costs to government for this rulemaking would require significant analysis and review of complaints, monitoring and surveillance, and action costs. In short, significant manpower, money and resources at a time of significant budget shortfalls.
- The associated costs to industry in funds, money, equipment, and people to monitor will result in additional flight time and fuel, adding an additional 6 to 8 minutes of flight time affecting over 15,000 flight operations a year in the New York area. Additional training costs to small businesses and costs for Special Equipment, i.e. avionics, amounting to as much as \$20,000 per aircraft.
- Such rulemaking for noise only results in unintended consequences of decreased safety, inefficient airspace utilization, and extensive costs to government and industry.
- There are over 5,300 public-use airports in the country and many of them have voluntary noise reduction agreements. Will they too become regulatory?



Please let me know if you have any questions or require additional information. Thanks.









Complaint Box | Monthly Report

EASTERN REGION HELICOPTER COUNCIL

April 2012

Monthly Totals & Trends

20

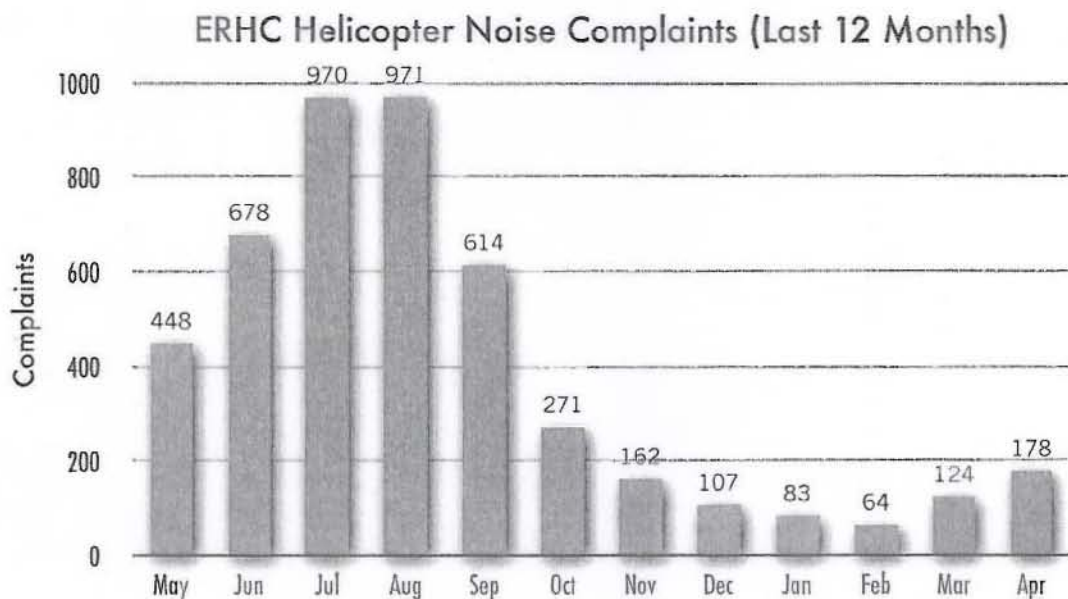
Distinct households
filed helicopter
noise complaints
during April

178

Helicopter noise
complaints
received from those
households

449

Total noise
complaints
received year
to date



ERHC's April 2012 complaint total of 178 represents a 43.5% increase compared to March, and is up over 270% compared to April 2011. During the month, 20 distinct households filed complaints on the toll-free PlaneNoise Complaint Box hotline (800-319-7410) and online at ERHC's community portal, *flyneighborly.net*. This total remains unchanged from March.

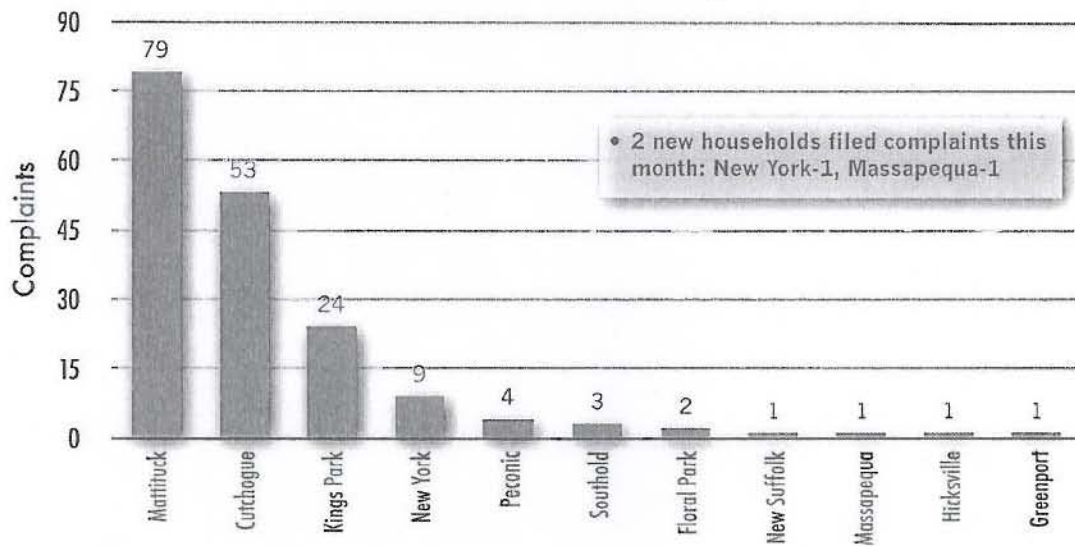
Mattituck (79 complaints, 4 households), located on the North Fork of Long Island, maintained its top ranking over neighboring Cutchogue (53 complaints, 2 household) as the location generating the most complaints. Kings Park, with 19 complaints from one household slips to third place. Complaints from Floral Park in Nassau County (along the Track Route) dropped as 2 households filed 2 complaints.





Complaints This Month

Location Ranking



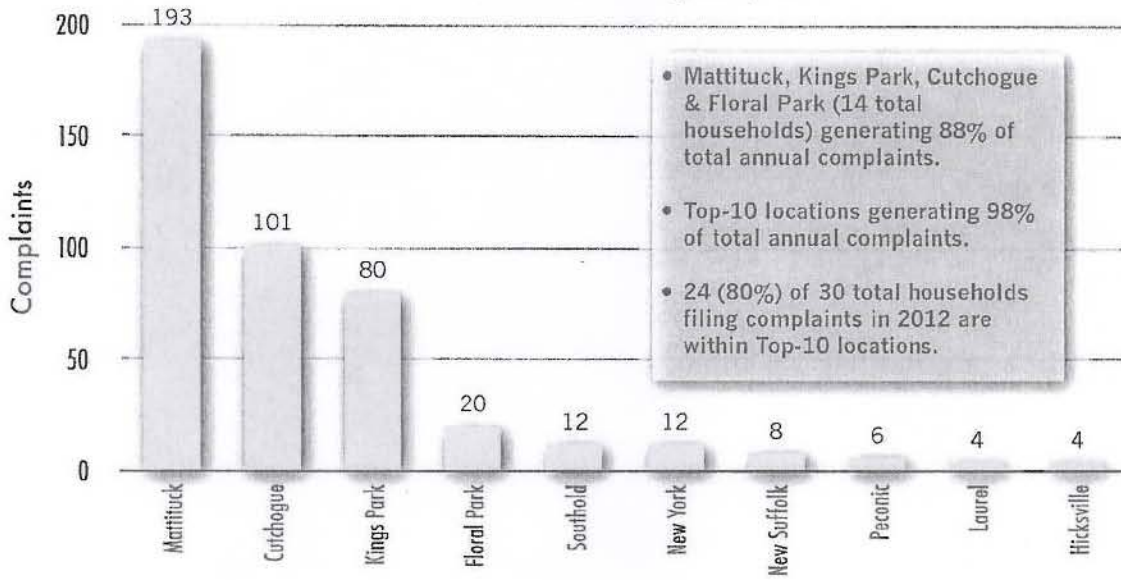
CITY	COUNTY	COMPLAINTS	DISTINCT HOUSEHOLDS
Mattituck	Suffolk	79	4
Cutchogue	Suffolk	53	2
Kings Park	Suffolk	24	2
New York	New York	9	3
Peconic	Suffolk	4	1
Southold	Suffolk	3	2
Floral Park	Nassau	2	2
New Suffolk	Suffolk	1	1
Massapequa	Nassau	1	1
Hicksville	Nassau	1	1
Greenport	Suffolk	1	1
Totals		178	20





Complaints This Year

Location Ranking (Top-10)



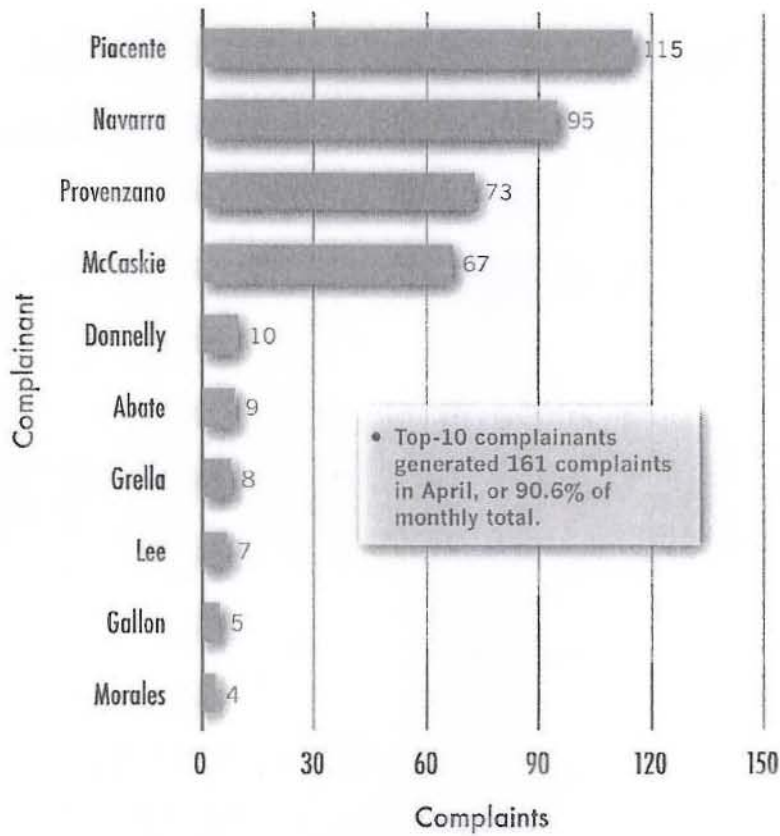
CITY	COUNTY	COMPLAINTS	DISTINCT HOUSEHOLDS
Mattituck	Suffolk	193	4
Cutchogue	Suffolk	101	2
Kings Park	Suffolk	80	2
Floral Park	Nassau	20	6
Southold	Suffolk	12	3
New York	New York	12	3
New Suffolk	Suffolk	8	1
Peconic	Suffolk	6	1
Laurel	Suffolk	4	1
Hicksville	Nassau	4	1
Totals		440	24





Complainant Ranking (Top-10)

Frequent Complainants



COMPLAINANT	CITY	COMPLAINTS	CHG	PERCENT OF MONTH	PERCENT OF ANNUAL TOTAL
1. Piacente	Mattituck	115	44	24.7%	25.6%
2. Navarra	Cutchogue	95	50	28.1%	21.2%
3. Provenzano	Kings Park	73	19	10.7%	16.3%
4. McCaskie	Mattituck	67	32	18.0%	14.9%
5. Donnelly	Southold	10	2	1.1%	2.2%
6. Abate	New York	9	5	2.8%	2.0%
7. Grella	New Suffolk	8	1	0.6%	1.8%
8. Lee	Kings Park	7	6	3.4%	1.6%
9. Gallon	Floral Park	5	1	0.6%	1.1%
10. Morales	Hicksvill	4	1	0.6%	0.9%
Totals		393	161	90.6%	87.6%





Noise Complaint Maps: April

Distinct Households (20)

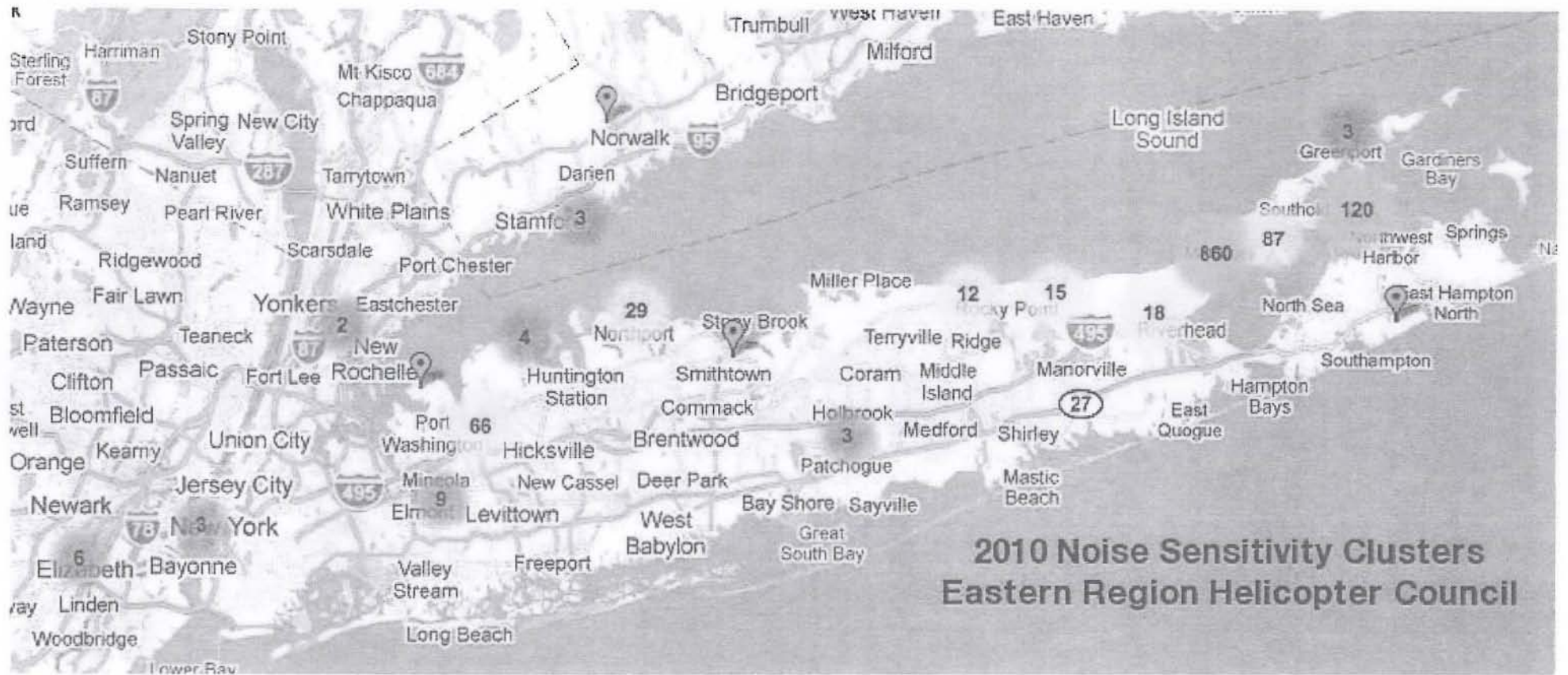


Noise Sensitivity Clusters

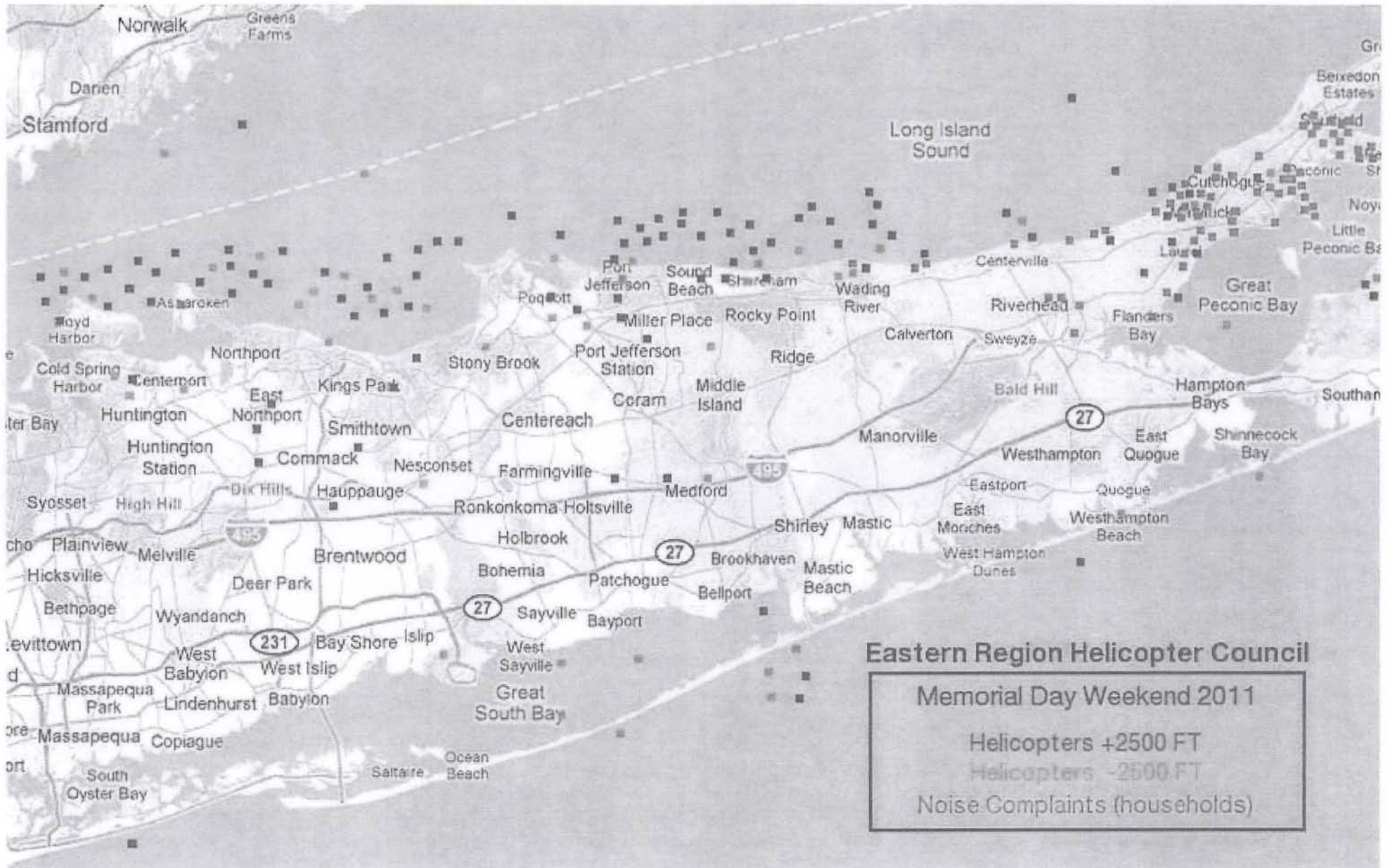


If you have any questions, comments or require additional information, please contact PlaneNoise at 631 938 1116 or info@planenoise.com.





**2010 Noise Sensitivity Clusters
Eastern Region Helicopter Council**



Norwalk

Greens Farms

Darien

Stamford

Long Island Sound

Gr

Beixdon Estates

Stuyvesant

Peconic

Noy

Little Peconic B

Great Peconic Bay

Centerville

Cutchogue

Shelton

Lou

Riverhead

Flanders Bay

Calverton

Sweyze

Wading River

Ridge

Port Jefferson

Sound Beach

Miller Place

Port Jefferson Station

Ceram

Middle Island

Stony Brook

Centereach

Farmingville

Ronkonkoma

Holtsville

Holbrook

Bohemia

Sayville

Bayport

West Sayville

Great South Bay

Saltaire

Ocean Beach

Kings Park

Smithtown

Commack

Nesconset

Hauppauge

Brentwood

Deer Park

Wyandanch

West Babylon

West Islip

Babylon

Lindenhurst

Massapequa

Copieague

South Oyster Bay

Northport

East Northport

Huntington

Huntington Station

Syosset

High Hill

Dix Hills

Plainview

Melville

Hicksville

Bethpage

Levittown

Massapequa Park

Massapequa

Copieague

South Oyster Bay

Walden Harbor

Cold Spring Harbor

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