

## Casandra Davis

---

**From:** Casandra Davis  
**Sent:** Tuesday, February 04, 2014 12:37 PM  
**To:** 'Ron Haines'  
**Cc:** BCC-All Commissioners; Bruce V. Pelly  
**Subject:** FW: Helicopter N771MM at Lantana Airport JOINED BY N44XL, N76KG and N471AT EVENING UPDATE  
**Attachments:** IMG\_3053c.jpg; IMG\_3064c.jpg; IMG\_3065c.jpg; IMG\_3073c.jpg; IMG\_3096c.jpg; IMG\_3101c.jpg; LNA trifold for pilots.pdf

Mr. Haines,

The owner of PBC Helicopters (all of noted helicopters are assigned to this company) has been contacted. He has advised that he will address these concerns immediately and will continue to emphasize the voluntary guidelines at a meeting he will be conducting with his staff (tomorrow).

Thank you for your comments.

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Monday, February 03, 2014 7:12 PM  
**To:** Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Helicopter N771MM at Lantana Airport JOINED BY N44XL, N76KG and N471AT EVENING UPDATE

Bruce Pelly, Department of Airports  
CC: Palm Beach County Commission  
February 3, 2014

Greetings everyone,

I guess I was too optimistic in my mid-afternoon note to you (see below) because all hell broke loose over our heads later on. Helicopter N771MM (with a different student aboard) was joined by three other helicopters, N44XL, N76KG and N471AT, to mount a continual barrage of my neighborhood, in flagrant defiance of the Palm Beach County's Noise Abatement Guidelines for Lantana Airport. (guidelines are attached)

Fresh photos are attached. All were taken from my yard. All were taken AFTER the email I sent at 2:30 pm (see below).

This defiance means that four helicopters took turns coming over my neighborhood at five to ten minute intervals for about three hours. Figure yourselves what that would mean if it happened in your neighborhoods, Mr. Pelly and members of the county commission. It means you can't talk on the phone, it means you can't chat outside with your neighbors, it means you can't watch TV with the windows open.

This should not be happening, period. And it's all coming from county-owned facilities at a county-owned and county-run airport! Somebody's making money by using my county-designated, NOISE SENSITIVE neighborhood as a helicopter pilot training classroom!

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Monday, February 03, 2014 2:32 PM  
**To:** Bruce Pelly ([bpelly@pbia.org](mailto:bpelly@pbia.org))  
**Cc:** Palm Beach County Commissioners ([BCC-AllCommissioners@pbcgov.org](mailto:BCC-AllCommissioners@pbcgov.org))  
**Subject:** Helicopter N771MM at Lantana Airport MID AFTERNOON UPDATE

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CC: Palm Beach County Commission  
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The abuse noted below continued through the morning today. Some fresh photos are attached. There's been nothing so far from about 12:30 to 2:30 pm, as I write this. When did the Department of Airports call over there today regarding my email this morning and the one I sent off Friday night? I suspect it might have been about noon today.

Regards,  
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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
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**To:** Bruce Pelly ([bpelly@pbia.org](mailto:bpelly@pbia.org))  
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Lantana Airport (LNA)

## Voluntary Noise Abatement Procedures

Pilot Info: 561-683-0472

LNA is a noise sensitive airport  
Runway 3/21 preferred  
noise abatement runway

Issued by:

Palm Beach County Department of Airports  
Noise & Community Affairs  
846 PBIA  
West Palm Beach, FL 33406  
561-471-7468  
Mar. '05

## Fixed Wing Noise Abatement Procedures

### Noise Abatement and Operating Procedures:

- ALL JET AND AIRCRAFT OVER 12,500 LBS ENGAGING IN AIR CARGO OPERATIONS ARE PROHIBITED
- RUNWAY 3-21 PREFERRED NOISE ABATEMENT RUNWAY
- USE UNICOM AT ALL TIMES WHEN IN AIRPORT AREA
- NO INTERSECTION TAKEOFFS
- NO TOUCH & GO ACTIVITY ON ANY RUNWAY (M/F 10 PM-7AM; S/S 10PM- 8AM)
- NO TOUCH & GO ACTIVITY RUNWAY 9/27 ANYTIME
- KEEP PATTERN WITHIN 1 MILE
- USE BEST RATE OF CLIMB ON TAKEOFFS
- USE FAA AC 91-36

## Helicopter Noise Abatement Procedures

- KEEP ALL PATTERN ROUTES OVER AIRPORT – OPERATE AWAY FROM RESIDENTIAL AREAS
- HELICOPTER TRAFFIC PATTERN ALTITUDE IS 500 MSL
- PLEASE - NO ACTIVITY CONDUCTED OVER POPULATED AREAS
- FLIGHT TRAINING SHOULD REMAIN NORTH OF LANTANA ROAD, WEST OF LAKE OSBOURNE AND EAST OF CONGRESS AVENUE, ON AIRPORT PROPERTY – WHEN POSSIBLE
- USE MANUFACTURERS RECOMMENDED NOISE ABATEMENT PROCEDURES OR FAA AC 91-66

## AOPA NOISE AWARENESS STEPS

(AN EXCERPT FROM AOPA's *Handbook for Pilots* – Section 5 Dec. '04)

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground:

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g., sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures. (Noise abatement procedures are included in the airport listings contained in the airport database on this CD-ROM).
5. Work with airport managers and fixed-base operators to develop procedures to reduce the impact on noise-sensitive areas.
6. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
7. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
8. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
9. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
10. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
11. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.

12. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
13. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.

Watch for the PILOT SIGNS  
throughout the Airport!



## Casandra Davis

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**From:** Casandra Davis  
**Sent:** Thursday, February 06, 2014 10:24 AM  
**To:** 'Ron Haines'  
**Cc:** BCC-All Commissioners; Bruce V. Pelly  
**Subject:** RE: N701RH from Lantana Airport

Mr. Haines,

Thank you, I have received your comments (Feb 4 – 6) referencing helicopter traffic.

We are working with the Airport and Helicopter Operators to lessen the impact of this activity on the surrounding communities. Your comments have not been not been singled out. We are sharing yours and other community comments, in our efforts and support of maintaining an amicable environment.

Again, thank you for your comments and assistance in identifying the helicopters.

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**From:** Ron Haines [mailto:[ronaldhaines@bellsouth.net](mailto:ronaldhaines@bellsouth.net)]  
**Sent:** Thursday, February 06, 2014 8:32 AM  
**To:** Casandra Davis  
**Cc:** BCC-All Commissioners; Bruce V. Pelly  
**Subject:** N701RH from Lantana Airport

Good morning,

I guess word must have finally filtered down to the pilots of helicopters at Lantana Airport that that cranky Mr. Haines has been complaining, because there's only one of them Whap Whap Whapping over my head this morning, and he didn't start until 8 a.m.

He did however, come swooping in over my house, very low, so I could get the attached photo. Nothing like a bully with a helicopter, is there? The number is N701RH, the same helicopter I've been writing to you folks about now for several days.

There is NO wind, NO fixed wing traffic, NO excuse for not following the Noise Abatement Guidelines.

Regards,

Ron Haines





*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Wednesday, February 05, 2014 8:40 AM  
**To:** 'Casandra Davis'  
**Cc:** 'BCC-All Commissioners'; 'Bruce V. Pelly'  
**Subject:** Helicopters from Lantana Airport Wednesday morning update

Good morning Vietnam!

Two helicopters up and buzzing over my neighborhood since 7:30 this morning. An hour of harassment and I am not even dressed yet! The fun over here never ends. Too lazy to walk outside and take photos, sorry.

Light wind, very little fixed wing traffic. The only reason they have for ignoring the Noise Abatement Guidelines is BECAUSE THEY CAN AND NOTHING HAPPENS.

Regards,  
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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Tuesday, February 04, 2014 6:58 PM  
**To:** 'Casandra Davis'  
**Cc:** 'BCC-All Commissioners'; 'Bruce V. Pelly'  
**Subject:** TUESDAY UPDATE: N771MM, N471AT, N76KG and two new ones, N701RH and N479AT

Casandra,

Thanks for the update. I'd prefer he'd have used the radio TODAY (they do have those in helicopters don't they) to tell his pilots to behave, instead of delaying until a 'meeting' tomorrow.

There were FIVE out and about today, two of them new to me. Here are the numbers, N771MM, N701RH, N471AT, N76KG, N479AT. Photos are attached. All taken from my yard. All taken today. Sorry about the one that's sort of fuzzy, it's hard to hold the camera still when I am shooting straight up.

Regards,  
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The owner of PBC Helicopters (all of noted helicopters are assigned to this company) has been contacted. He has advised that he will address these concerns immediately and will continue to emphasize the voluntary guidelines at a meeting he will be conducting with his staff (tomorrow).

Thank you for your comments.

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**Sent:** Monday, February 03, 2014 7:12 PM

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**Cc:** BCC-All Commissioners

**Subject:** RE: Helicopter N771MM at Lantana Airport JOINED BY N44XL, N76KG and N471AT EVENING UPDATE

Bruce Pelly, Department of Airports

CC: Palm Beach County Commission

February 3, 2014

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This defiance means that four helicopters took turns coming over my neighborhood at five to ten minute intervals for about three hours. Figure yourselves what that would mean if it happened in your neighborhoods, Mr. Pelly and members of the county commission. It means you can't talk on the phone, it means you can't chat outside with your neighbors, it means you can't watch TV with the windows open.

This should not be happening, period. And it's all coming from county-owned facilities at a county-owned and county-run airport! Somebody's making money by using my county-designated, NOISE SENSITIVE neighborhood as a helicopter pilot training classroom!

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**Cc:** Palm Beach County Commissioners ([BCC-AllCommissioners@pbcgov.org](mailto:BCC-AllCommissioners@pbcgov.org))

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## Casandra Davis

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**From:** Casandra Davis  
**Sent:** Tuesday, February 11, 2014 3:41 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Correction: FIVE Lantana Helicopters back over my neighborhood on TUESDAY!!!

Good Afternoon,

I have contacted the Airport Operator and asked that the helicopter traffic over Lantana be requested (by radio) to tighten their patterns and maintain elevations closer to the 1000ft ceiling.

Mr. Haines please continue to forward your comments. The Federal Aviation Administration remains the only regulatory agency of flight. The voluntary program that has been established is the tool we have available, please continue to cooperate with us in our efforts to lessen the impact of airport noise on the communities.

Thank you for your comments.

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**From:** Ron Haines [mailto:ronaldhaines@bellsouth.net]  
**Sent:** Tuesday, February 11, 2014 1:33 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** Correction: FIVE Lantana Helicopters back over my neighborhood on TUESDAY!!!

Hello All,

There were actually FIVE helicopters over my neighborhood (so far anyway) today. I neglected to mention N701RH and send you some photos. Here they are.

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Ron Haines [mailto:ronaldhaines@bellsouth.net]  
**Sent:** Tuesday, February 11, 2014 1:03 PM  
**To:** 'Casandra Davis'; 'Bruce V. Pelly'  
**Cc:** 'BCC-All Commissioners'  
**Subject:** Four Lantana Helicopters back over my neighborhood on TUESDAY!!!

Hello all,

So, it was a pretty quiet Friday, Saturday, Sunday and Monday (see my note below to you about Friday), BUT, the helicopters are back buzzing my neighborhood today, February 11, 2014. They are: N4468T, N471AT, N44XL and N771MM. Photos of them, taken today, by me, from my yard, are attached.

What all this proves is pretty obvious to me:

**From the experience on Friday, Saturday, Sunday and Monday**, the helicopter training folks, using county-owned facilities at a county-owned airport have proven they CAN successfully operate a business and at the same time adhere to the county-formulated Noise Abatement Guidelines in place at the airport to protect the residents of the county-designated Noise Sensitive neighborhoods around the airport from unwarranted abuse.

**However, from the experience today**, the helicopter training folks, using county-owned facilities at a county-owned airport have proven they HAVE CHOSEN NOT TO successfully operate a business and at the same time adhere to the

county-formulated Noise Abatement Guidelines in place at the airport to protect the residents of the county-designated Noise Sensitive neighborhoods around the airport from unwarranted abuse.

The county is being made just as much a fool of as the neighbors of this airport. I think it is about time the county commission stood on its collective feet and eliminated helicopter training at Lantana Airport. The FAA will grumble a bit, the helicopter folks will scream and make threats and a few months down the road they will have a successful business going at north county or the glades airport, which are not smack dab in the middle of county-designated Noise Sensitive Neighborhoods.

The helicopter training folks at Lantana Airport have made a choice to act contrary to the county's wishes. Does the county commission have the courage it would take to decide Lantana Airport is not the place for them to operate?

Regards,

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Friday, February 07, 2014 12:03 PM

**To:** 'Casandra Davis'

**Cc:** 'BCC-All Commissioners'; 'Bruce V. Pelly'

**Subject:** Lantana Helicopters Friday Update

Hello again everyone,

There is definitely less helicopter commotion over my neighborhood today, in stark contrast to a week ago, when I began my series of emails, complete with photos, to Mr. Pelly and the County Commission, reminding everyone that there are designated Noise Sensitive neighborhoods around Lantana Airport that are being abused.

There is still plenty of Whap Whap Whapping going on, but it is in the distance now and not right over my neighborhood. Isn't it funny how the Noise Abatement Guidelines are ignored for weeks, and then when some complaints are made, the guidelines it turns out CAN be followed, at least over the neighborhood where the complaints arise?

The obvious question: Why can't the Noise Abatement Guidelines be observed the MAJORITY of time and for ALL neighborhoods? I'm still waiting for a satisfactory answer.

In the meantime I will certainly enjoy this period of relative peace and quiet and be ready, probably a month or so down the road, to have to speak up again.

I know that I tempt fate to even put on paper that the situation is better now that it was a week ago, for me anyway.

Regards,

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Again, thank you for your comments and assistance in identifying the helicopters.

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**Sent:** Monday, February 03, 2014 9:06 AM  
**To:** Bruce Pelly ([bpelly@pbia.org](mailto:bpelly@pbia.org))  
**Cc:** Palm Beach County Commissioners ([BCC-AllCommissioners@pbcgov.org](mailto:BCC-AllCommissioners@pbcgov.org))  
**Subject:** Helicopter N771MM at Lantana Airport

Bruce Pelly, Department of Airports

CC: Palm Beach County Commission

February 3, 2014

The decidedly unneighborly pilot of N771MM made life miserable in my neighborhood from 7:30 to nearly 9 am this morning at five- to ten-minute intervals from Lantana Airport with what are obviously flight training rotations. Wind was negligible and other air traffic nearly non-existent. He is flagrantly ignoring the Noise Abatement Guidelines in effect at Lantana Airport BECAUSE HE CAN AND BECAUSE THE DEPARTMENT OF AIRPORTS ISN'T DOING ANYTHING ABOUT IT, all to the detriment of the folks who live in the DESIGNATED 'noise sensitive' neighborhoods around the airport.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage



## Casandra Davis

---

**From:** Casandra Davis  
**Sent:** Tuesday, February 11, 2014 6:55 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Correction: FIVE Lantana Helicopters back over my neighborhood on TUESDAY!!!

Good Evening Mr. Haines,

The term "tighten the pattern" refers to flying shorter distance rotations which will cause the aircraft to remain closer to the airport property. The airport operator is Florida Aeromotive. The higher a helicopter flies the less noise is heard at ground level.

The operator, tenants, aircraft/helicopter owners and users of LNA are very aware of the Departments commitment to noise abatement and we will continue to encourage participation in this voluntary program.

Again, Thank you for your comments.

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**From:** Ron Haines [mailto:ronaldhaines@bellsouth.net]  
**Sent:** Tuesday, February 11, 2014 5:16 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Correction: FIVE Lantana Helicopters back over my neighborhood on TUESDAY!!!

Hi Casandra,

What does 'tighten their patterns' mean, specifically? Who is the 'Airport Operator?'

The 1,000-foot ceiling is meaningless, and everyone knows it. The Department of Airports does no checking to make sure they adhere to it and they don't pay attention to it.

The bottom line is that they should not be doing repetitive training rotations over my neighborhood, period.

Regards,

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**From:** Casandra Davis [mailto:srdavis@pbia.org]  
**Sent:** Tuesday, February 11, 2014 3:41 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Correction: FIVE Lantana Helicopters back over my neighborhood on TUESDAY!!!

Good Afternoon,

I have contacted the Airport Operator and asked that the helicopter traffic over Lantana be requested (by radio) to tighten their patterns and maintain elevations closer to the 1000ft ceiling.

Mr. Haines please continue to forward your comments. The Federal Aviation Administration remains the only regulatory agency of flight. The voluntary program that has been established is the tool we have available, please continue to cooperate with us in our efforts to lessen the impact of airport noise on the communities.

Thank you for your comments.

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**From:** Ron Haines [<mailto:ronalhaines@bellsouth.net>]  
**Sent:** Tuesday, February 11, 2014 1:33 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** Correction: FIVE Lantana Helicopters back over my neighborhood on TUESDAY!!!

Hello All,

There were actually FIVE helicopters over my neighborhood (so far anyway) today. I neglected to mention N701RH and send you some photos. Here they are.

Regards,  
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**From:** Ron Haines [<mailto:ronalhaines@bellsouth.net>]  
**Sent:** Tuesday, February 11, 2014 1:03 PM  
**To:** 'Casandra Davis'; 'Bruce V. Pelly'  
**Cc:** 'BCC-All Commissioners'  
**Subject:** Four Lantana Helicopters back over my neighborhood on TUESDAY!!!

Hello all,

So, it was a pretty quiet Friday, Saturday, Sunday and Monday (see my note below to you about Friday), BUT, the helicopters are back buzzing my neighborhood today, February 11, 2014. They are: N4468T, N471AT, N44XL and N771MM. Photos of them, taken today, by me, from my yard, are attached.

What all this proves is pretty obvious to me:

**From the experience on Friday, Saturday, Sunday and Monday**, the helicopter training folks, using county-owned facilities at a county-owned airport have proven they CAN successfully operate a business and at the same time adhere to the county-formulated Noise Abatement Guidelines in place at the airport to protect the residents of the county-designated Noise Sensitive neighborhoods around the airport from unwarranted abuse.

**However, from the experience today**, the helicopter training folks, using county-owned facilities at a county-owned airport have proven they HAVE CHOSEN NOT TO successfully operate a business and at the same time adhere to the county-formulated Noise Abatement Guidelines in place at the airport to protect the residents of the county-designated Noise Sensitive neighborhoods around the airport from unwarranted abuse.

The county is being made just as much a fool of as the neighbors of this airport. I think it is about time the county commission stood on its collective feet and eliminated helicopter training at Lantana Airport. The FAA will grumble a bit, the helicopter folks will scream and make threats and a few months down the road they will have a successful business going at north county or the glades airport, which are not smack dab in the middle of county-designated Noise Sensitive Neighborhoods.

The helicopter training folks at Lantana Airport have made a choice to act contrary to the county's wishes. Does the county commission have the courage it would take to decide Lantana Airport is not the place for them to operate?

Regards,  
Ron Haines

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Sent from my iGarage

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Friday, February 07, 2014 12:03 PM  
**To:** 'Casandra Davis'  
**Cc:** 'BCC-All Commissioners'; 'Bruce V. Pelly'  
**Subject:** Lantana Helicopters Friday Update

Hello again everyone,

There is definitely less helicopter commotion over my neighborhood today, in stark contrast to a week ago, when I began my series of emails, complete with photos, to Mr. Pelly and the County Commission, reminding everyone that there are designated Noise Sensitive neighborhoods around Lantana Airport that are being abused.

There is still plenty of Whap Whap Whapping going on, but it is in the distance now and not right over my neighborhood. Isn't it funny how the Noise Abatement Guidelines are ignored for weeks, and then when some complaints are made, the guidelines it turns out CAN be followed, at least over the neighborhood where the complaints arise?

The obvious question: Why can't the Noise Abatement Guidelines be observed the MAJORITY of time and for ALL neighborhoods? I'm still waiting for a satisfactory answer.

In the meantime I will certainly enjoy this period of relative peace and quiet and be ready, probably a month or so down the road, to have to speak up again.

I know that I tempt fate to even put on paper that the situation is better now that it was a week ago, for me anyway.

Regards,

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Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]  
**Sent:** Thursday, February 06, 2014 10:24 AM  
**To:** 'Ron Haines'  
**Cc:** BCC-All Commissioners; Bruce V. Pelly  
**Subject:** RE: N701RH from Lantana Airport

Mr. Haines,

Thank you, I have received your comments (Feb 4 – 6) referencing helicopter traffic.

We are working with the Airport and Helicopter Operators to lessen the impact of this activity on the surrounding communities. Your comments have not been not been singled out. We are sharing yours and other community comments, in our efforts and support of maintaining an amicable environment.

Again, thank you for your comments and assistance in identifying the helicopters.

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Thursday, February 06, 2014 8:32 AM  
**To:** Casandra Davis  
**Cc:** BCC-All Commissioners; Bruce V. Pelly  
**Subject:** N701RH from Lantana Airport

Good morning,

I guess word must have finally filtered down to the pilots of helicopters at Lantana Airport that that cranky Mr. Haines has been complaining, because there's only one of them Whap Whap Whapping over my head this morning, and he didn't start until 8 a.m.

He did however, come swooping in over my house, very low, so I could get the attached photo. Nothing like a bully with a helicopter, is there? The number is N701RH, the same helicopter I've been writing to you folks about now for several days.

There is NO wind, NO fixed wing traffic, NO excuse for not following the Noise Abatement Guidelines.

Regards,  
Ron Haines



*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Wednesday, February 05, 2014 8:40 AM  
**To:** 'Casandra Davis'  
**Cc:** 'BCC-All Commissioners'; 'Bruce V. Pelly'  
**Subject:** Helicopters from Lantana Airport Wednesday morning update

Good morning Vietnam!

Two helicopters up and buzzing over my neighborhood since 7:30 this morning. An hour of harassment and I am not even dressed yet! The fun over here never ends. Too lazy to walk outside and take photos, sorry.

Light wind, very little fixed wing traffic. The only reason they have for ignoring the Noise Abatement Guidelines is BECAUSE THEY CAN AND NOTHING HAPPENS.

Regards,  
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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Tuesday, February 04, 2014 6:58 PM  
**To:** 'Casandra Davis'

**Cc:** 'BCC-All Commissioners'; 'Bruce V. Pelly'

**Subject:** TUESDAY UPDATE: N771MM, N471AT, N76KG and two new ones, N701RH and N479AT

Casandra,

Thanks for the update. I'd prefer he'd have used the radio TODAY (they do have those in helicopters don't they) to tell his pilots to behave, instead of delaying until a 'meeting' tomorrow.

There were FIVE out and about today, two of them new to me. Here are the numbers, N771MM, N701RH, N471AT, N76KG, N479AT. Photos are attached. All taken from my yard. All taken today. Sorry about the one that's sort of fuzzy, it's hard to hold the camera still when I am shooting straight up.

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Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Tuesday, February 04, 2014 12:37 PM

**To:** Ron Haines

**Cc:** BCC-All Commissioners; Bruce V. Pelly

**Subject:** FW: Helicopter N771MM at Lantana Airport JOINED BY N44XL, N76KG and N471AT EVENING UPDATE

Mr. Haines,

The owner of PBC Helicopters (all of noted helicopters are assigned to this company) has been contacted.

He has advised that he will address these concerns immediately and will continue to emphasize the voluntary guidelines at a meeting he will be conducting with his staff (tomorrow).

Thank you for your comments.

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Monday, February 03, 2014 7:12 PM

**To:** Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** RE: Helicopter N771MM at Lantana Airport JOINED BY N44XL, N76KG and N471AT EVENING UPDATE

Bruce Pelly, Department of Airports

CC: Palm Beach County Commission

February 3, 2014

Greetings everyone,

I guess I was too optimistic in my mid-afternoon note to you (see below) because all hell broke loose over our heads later on. Helicopter N771MM (with a different student aboard) was joined by three other helicopters, N44XL, N76KG and N471AT, to mount a continual barrage of my neighborhood, in flagrant defiance of the Palm Beach County's Noise Abatement Guidelines for Lantana Airport. (guidelines are attached)

Fresh photos are attached. All were taken from my yard. All were taken AFTER the email I sent at 2:30 pm (see below).

This defiance means that four helicopters took turns coming over my neighborhood at five to ten minute intervals for about three hours. Figure yourselves what that would mean if it happened in your neighborhoods, Mr. Pelly and members of the county commission. It means you can't talk on the phone, it means you can't chat outside with your neighbors, it means you can't watch TV with the windows open.

This should not be happening, period. And it's all coming from county-owned facilities at a county-owned and county-run airport! Somebody's making money by using my county-designated, NOISE SENSITIVE neighborhood as a helicopter pilot training classroom!

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*  
<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>  
Sent from my iGarage

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Monday, February 03, 2014 2:32 PM  
**To:** Bruce Pelly ([bpelly@pbia.org](mailto:bpelly@pbia.org))  
**Cc:** Palm Beach County Commissioners ([BCC-AllCommissioners@pbcgov.org](mailto:BCC-AllCommissioners@pbcgov.org))  
**Subject:** Helicopter N771MM at Lantana Airport MID AFTERNOON UPDATE

Bruce Pelly, Department of Airports  
CC: Palm Beach County Commission  
February 3, 2014

The abuse noted below continued through the morning today. Some fresh photos are attached. There's been nothing so far from about 12:30 to 2:30 pm, as I write this. When did the Department of Airports call over there today regarding my email this morning and the one I sent off Friday night? I suspect it might have been about noon today.

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*  
<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>  
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**Sent:** Monday, February 03, 2014 9:06 AM  
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CC: Palm Beach County Commission  
February 3, 2014

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## Casandra Davis

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**From:** Casandra Davis  
**Sent:** Wednesday, February 12, 2014 9:33 AM  
**To:** 'Ron Haines'  
**Cc:** BCC-All Commissioners; Bruce V. Pelly  
**Subject:** RE: Correction: FIVE Lantana Helicopters back over my neighborhood on TUESDAY!!!

Mr. Haines,  
Thank you for your suggestions.

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**From:** Ron Haines [mailto:ronaldhaines@bellsouth.net]  
**Sent:** Tuesday, February 11, 2014 7:12 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Correction: FIVE Lantana Helicopters back over my neighborhood on TUESDAY!!!

Thanks Casandra,  
As you know, the noise abatement guidelines say helicopter training rotations should be over airport property, not over neighborhoods. I think the 'tighten the pattern' terminology should be abolished and the term 'keep it over the airport' or 'stay within airport boundaries' be used instead. Such a change would reflect precisely the county's stated goal, I believe.  
For the benefit of those reading this I have attached a copy of the noise abatement guidelines.  
And yes, I know a helicopter at 1,000 feet will subject folks on the ground to less noise than one traveling at a lower altitude. The problem is that they don't go up to 1,000 feet, and the real problem anyway is that they should not be doing training rotations over residential neighborhoods.  
Thanks for contacting Florida Airmotive on behalf of the neighbors.  
Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*  
<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>  
Sent from my iGarage

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**From:** Casandra Davis [mailto:srdavis@pbia.org]  
**Sent:** Tuesday, February 11, 2014 6:55 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Correction: FIVE Lantana Helicopters back over my neighborhood on TUESDAY!!!

Good Evening Mr. Haines,  
The term "tighten the pattern" refers to flying shorter distance rotations which will cause the aircraft to remain closer to the airport property. The airport operator is Florida Aeromotive. The higher a helicopter flies the less noise is heard at ground level.

The operator, tenants, aircraft/helicopter owners and users of LNA are very aware of the Departments commitment to noise abatement and we will continue to encourage participation in this voluntary program.

Again, Thank you for your comments.

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**Sent:** Tuesday, February 11, 2014 5:16 PM  
**To:** Casandra Davis; Bruce V. Pelly  
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**Subject:** RE: Correction: FIVE Lantana Helicopters back over my neighborhood on TUESDAY!!!

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Mr. Haines please continue to forward your comments. The Federal Aviation Administration remains the only regulatory agency of flight. The voluntary program that has been established is the tool we have available, please continue to cooperate with us in our efforts to lessen the impact of airport noise on the communities.

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**Cc:** 'BCC-All Commissioners'

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What all this proves is pretty obvious to me:

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**Sent:** Friday, February 07, 2014 12:03 PM

**To:** 'Casandra Davis'

**Cc:** 'BCC-All Commissioners'; 'Bruce V. Pelly'

**Subject:** Lantana Helicopters Friday Update

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Thursday, February 06, 2014 10:24 AM

**To:** 'Ron Haines'

**Cc:** BCC-All Commissioners; Bruce V. Pelly

**Subject:** RE: N701RH from Lantana Airport

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**Sent:** Thursday, February 06, 2014 8:32 AM

**To:** Casandra Davis

**Cc:** BCC-All Commissioners; Bruce V. Pelly

**Subject:** N701RH from Lantana Airport

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**Subject:** Helicopters from Lantana Airport Wednesday morning update

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**Cc:** 'BCC-All Commissioners'; 'Bruce V. Pelly'  
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CC: Palm Beach County Commission

February 3, 2014

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I guess I was too optimistic in my mid-afternoon note to you (see below) because all hell broke loose over our heads later on. Helicopter N771MM (with a different student aboard) was joined by three other helicopters, N44XL, N76KG and N471AT, to mount a continual barrage of my neighborhood, in flagrant defiance of the Palm Beach County's Noise Abatement Guidelines for Lantana Airport. (guidelines are attached)

Fresh photos are attached. All were taken from my yard. All were taken AFTER the email I sent at 2:30 pm (see below).

This defiance means that four helicopters took turns coming over my neighborhood at five to ten minute intervals for about three hours. Figure yourselves what that would mean if it happened in your neighborhoods, Mr. Pelly and members of the county commission. It means you can't talk on the phone, it means you can't chat outside with your neighbors, it means you can't watch TV with the windows open.

This should not be happening, period. And it's all coming from county-owned facilities at a county-owned and county-run airport! Somebody's making money by using my county-designated, NOISE SENSITIVE neighborhood as a helicopter pilot training classroom!

Regards,  
Ron Haines



Ron Haines cell 561 315-0528

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Monday, February 03, 2014 2:32 PM  
**To:** Bruce Pelly ([bpelly@pbia.org](mailto:bpelly@pbia.org))  
**Cc:** Palm Beach County Commissioners ([BCC-AllCommissioners@pbcgov.org](mailto:BCC-AllCommissioners@pbcgov.org))  
**Subject:** Helicopter N771MM at Lantana Airport MID AFTERNOON UPDATE

Bruce Pelly, Department of Airports  
CC: Palm Beach County Commission  
February 3, 2014

The abuse noted below continued through the morning today. Some fresh photos are attached. There's been nothing so far from about 12:30 to 2:30 pm, as I write this. When did the Department of Airports call over there today regarding my email this morning and the one I sent off Friday night? I suspect it might have been about noon today.

Regards,  
Ron Haines

Ron Haines cell 561 315-0528

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Monday, February 03, 2014 9:06 AM  
**To:** Bruce Pelly ([bpelly@pbia.org](mailto:bpelly@pbia.org))  
**Cc:** Palm Beach County Commissioners ([BCC-AllCommissioners@pbcgov.org](mailto:BCC-AllCommissioners@pbcgov.org))  
**Subject:** Helicopter N771MM at Lantana Airport

Bruce Pelly, Department of Airports  
CC: Palm Beach County Commission  
February 3, 2014

The decidedly unneighborly pilot of N771MM made life miserable in my neighborhood from 7:30 to nearly 9 am this morning at five- to ten-minute intervals from Lantana Airport with what are obviously flight training rotations. Wind was negligible and other air traffic nearly non-existent. He is flagrantly ignoring the Noise Abatement Guidelines in effect at Lantana Airport BECAUSE HE CAN AND BECAUSE THE DEPARTMENT OF AIRPORTS ISN'T DOING ANYTHING ABOUT IT, all to the detriment of the folks who live in the DESIGNATED 'noise sensitive' neighborhoods around the airport.

Regards,  
Ron Haines

Ron Haines cell 561 315-0528

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

## Casandra Davis

---

**From:** Casandra Davis  
**Sent:** Thursday, February 13, 2014 2:22 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL  
**Attachments:** LNA 2 12 2014 Res.pdf

Mr. Haines,

Per your request, the attachment provided is an illustration of the flight tracks over LNA for 2/12/2014 from 2:00PM – 7:00PM.

The active runway was 15/33 (the direction of the prevailing wind dictates runway use) . The traffic leaves the runway taking off in a south easterly direction. To prevent the mixing of traffic; aircraft execute a left turn and helicopters traffic turn west, this is done as a safety measure. The assumption is made that the pattern shown on the left of this map is that of helicopters. The average altitude of the traffic turning right as it crosses Lantana Road measures between 475 – 485 feet, however nearest to your property the averages were closer to between 880 – 925 ft.

I will be sharing this with the helicopter operator, I will of course remove your name and property information.

Thank you for your comments

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Wednesday, February 12, 2014 6:24 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Hi Everyone,

What a festive day in my neighborhood: FIVE helicopters overhead, just like Tuesday and AFTER the Department of Airports called Florida Airmotive and had someone there radio the aircraft and tell pilots to 'tighten the pattern,' and use the allocated 1,000-foot ceiling.

The pattern got tightened all right, centered right over my neighborhood. Ladies and gentlemen, this should just NOT be happening. Helicopter training over neighbors of Lantana Airport is something Palm Beach County NEVER wanted to happen, yet Palm Beach County allows it to continue.

Today, helicopters N701RH, N76KG, N771MM, N471AT, and N44XL upheld the proud Lantana Helicopter tradition of repetitive helicopter rotations over the noise sensitive neighborhoods around Lantana Airport. Photos attached, taken today, by me, from my yard.

They also upheld the tradition of doing the most obnoxious rotations possible, going south from the airport and taking a long looping left turn over my neighborhood and back to the airport. Sometimes I got treated to a tight turn and a repeat trip over my neighborhood on the way back to the airport.

This all started about 2 pm today and as dark fell was continuing.

Casandra: Please send a complete set of the radar tracks for today from 2 pm to 7 pm and please include the altitude of each departure as it crosses Lantana Road.

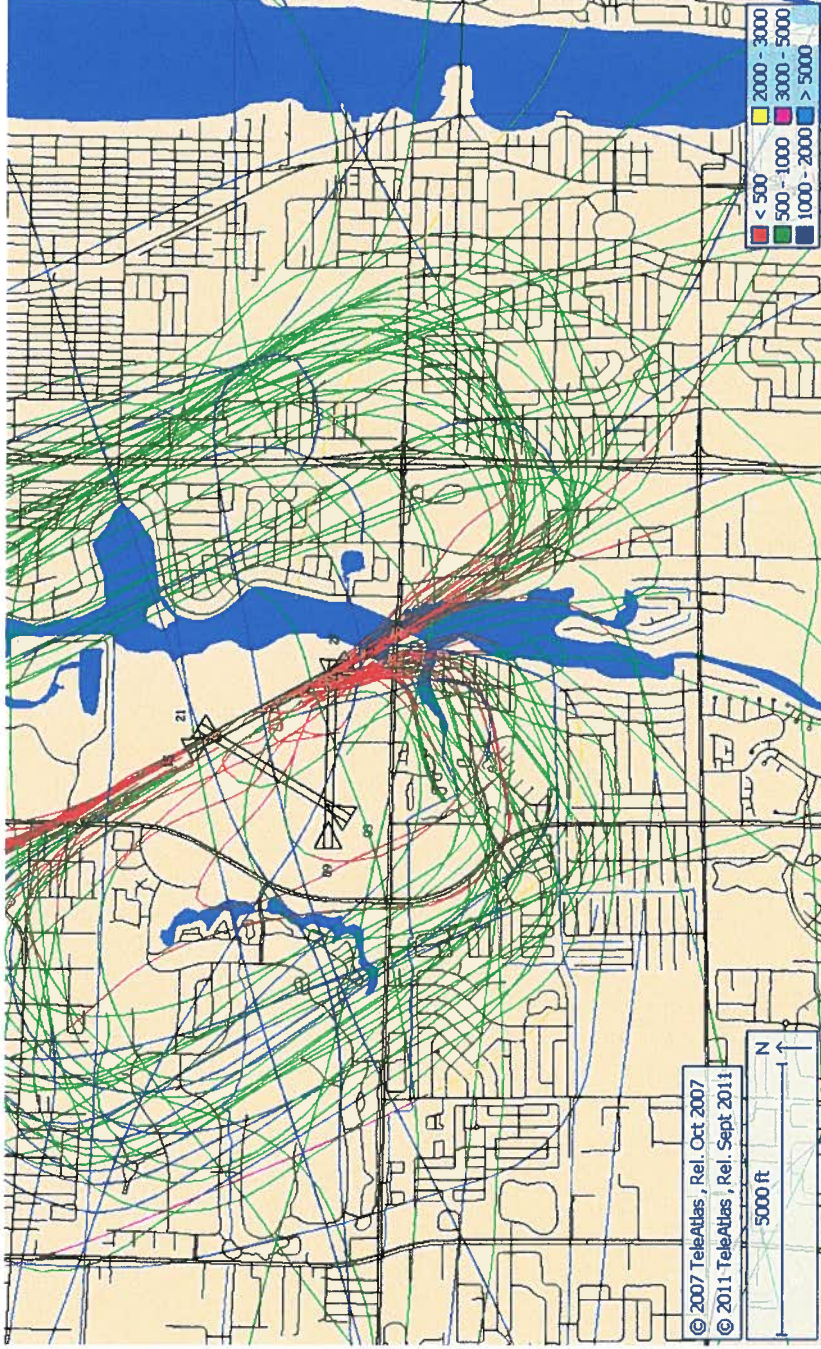
Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

LNA  
Feb 12, 2014  
RWY 15/33



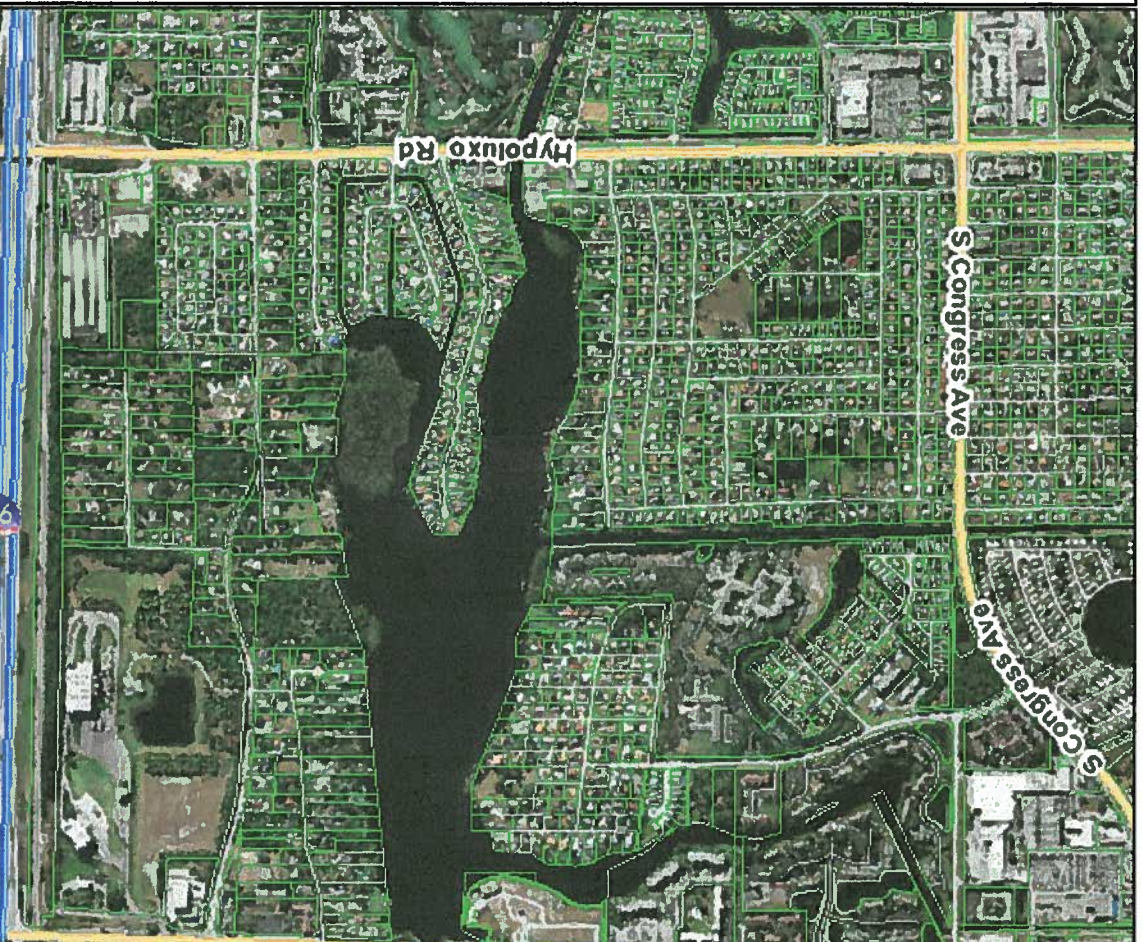
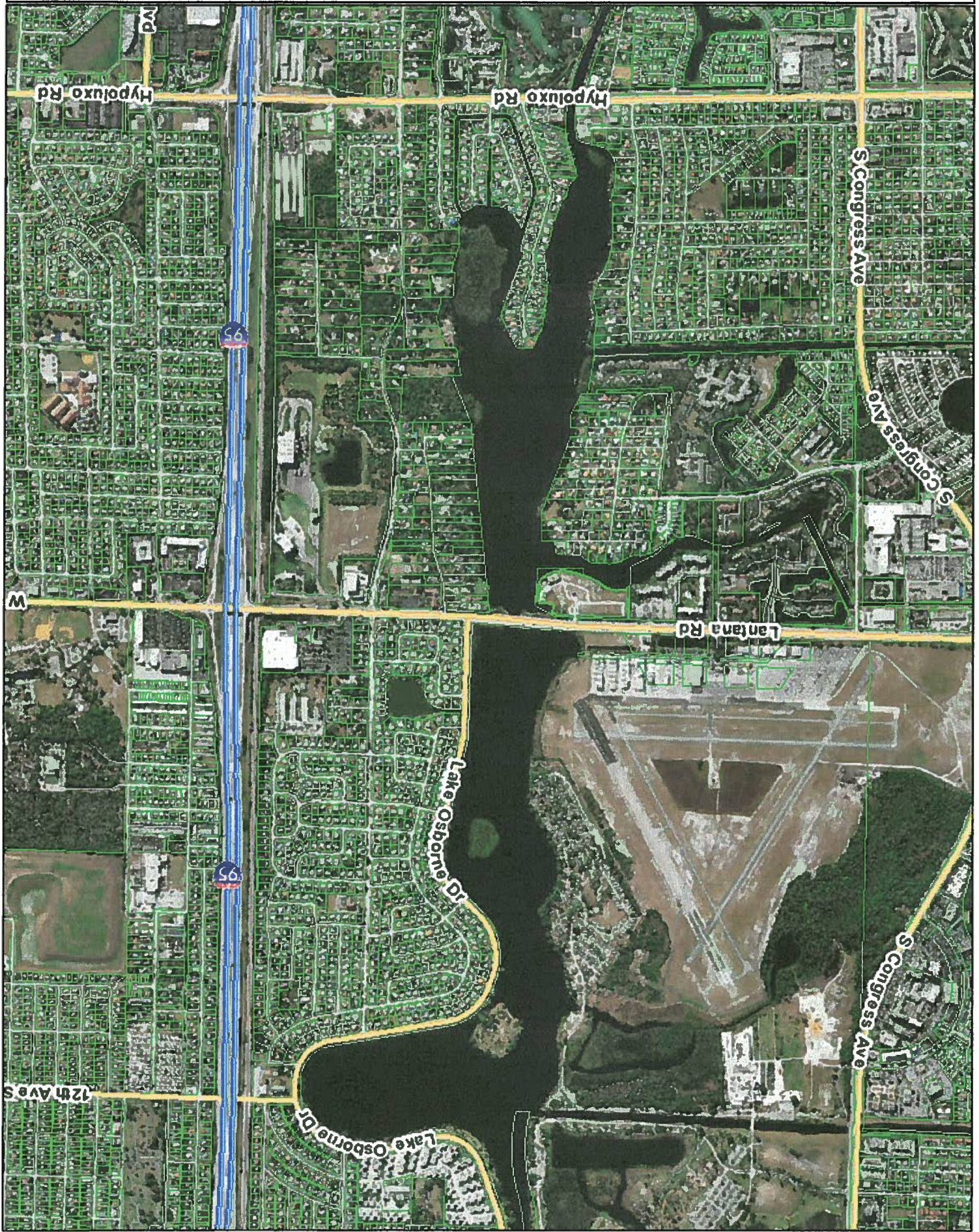




00404400470000000

1:18,056

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## Casandra Davis

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**From:** Casandra Davis  
**Sent:** Friday, February 14, 2014 5:31 PM  
**To:** 'Ron Haines'  
**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Mr. Haines,  
Again, Thank you for your time and comments.

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Thursday, February 13, 2014 3:34 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Thanks Casandra, for sending me this information.

This makes it clear to me and should make it clear to everyone else that there was NO attempt, however feeble, by helicopter operators yesterday, February 12, from the hours of 2 to 7 pm, to follow the county's Noise Abatement Guidelines or even to use the maximum ceiling available to them.

It is also obvious to me, and should be to everyone, that the helicopters appear to be aiming at the neighborhood instead of getting clear of the neighborhood to do their training.

There is no wind or fixed wing justification for helicopters to consistently take such a hard right turn and go over my neighborhood. They could at the very least go out as far from the airport and get higher in the air, as the fixed wingers do, before executing a turn.

I know that a tighter turn and back quickly to the airport for another rotation means less fuel, less time in the air, and thus more profit, for the helicopter training school. I am weary of supporting that school and tired of it getting an economic benefit by being able to use noise sensitive neighborhoods as its classroom.

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*  
<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>  
Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]  
**Sent:** Thursday, February 13, 2014 2:22 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Mr. Haines,  
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I will be sharing this with the helicopter operator, I will of course remove your name and property information.

Thank you for your comments

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Wednesday, February 12, 2014 6:24 PM

**To:** Casandra Davis; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

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What a festive day in my neighborhood: FIVE helicopters overhead, just like Tuesday and AFTER the Department of Airports called Florida Airmotive and had someone there radio the aircraft and tell pilots to ‘tighten the pattern,’ and use the allocated 1,000-foot ceiling.

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Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

## Casandra Davis

---

**From:** Casandra Davis  
**Sent:** Tuesday, February 18, 2014 6:27 PM  
**To:** 'Ron Haines'  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL  
**Attachments:** LNA 2 14 2014 R.pdf

Mr. Haines,

The flight tracks you requested are attached. The active runways during this period were both 9/27 and 15/33. To prevent the mixing of traffic; aircraft execute a left turn and helicopter traffic turns right, this is done as a safety measure. The assumption is made that the pattern shown on the right of each runway is that of helicopters.

The altitude of the traffic (15/33) as it crossed Lantana Road measures between 300 – 450 feet (ft) this includes aircraft and helicopters. The helicopter pattern of those using 9/27 maintained altitudes of 980ft – 1000ft. The helicopter traffic using 15/33 flew at altitudes above 725 ft but not higher than 850 ft. The lower altitude, later in the day, suggests the ceiling was lowered.

The helicopter traffic was not turning wide in the morning hours; Runway 33/15 (traffic taking off to the northwest) was being used which places helicopter traffic to the east, this pattern would not be over your neighborhood.

This information and comments of others will be shared with the helicopter operator. We will continue to request that all flight be accomplished as close to the ceiling as possible, over all neighborhoods.

Thank you for your comments.

---

**From:** Ron Haines [mailto:ronaldhaines@bellsouth.net]  
**Sent:** Friday, February 14, 2014 6:01 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Hello all,

A mixed day today. In the morning and into the early afternoon the patterns were pretty wide of my neighborhood. In fact, I noticed they at times followed a path wide of my neighborhood that I was assured nearly a decade ago by Palm Beach Helicopters would be their normal path. Fancy that!

Traditions die hard, of course, so by mid-afternoon FOUR of them (N479AT, N471AT, N771MM, N44XL) were over my head over and over and over again. Photos are attached, taken today, by me, from my yard. Please remember that there is no way that I can take a photo of the belly of a helicopter unless it is right overhead.

There is no excuse at all for this. If they can go wide of my neighborhood SOME of the time, they can go wide of my neighborhood ALL of the time. It is just that simple.

Casandra: Please send along the tracks from 2 pm to 7 pm today, and the altitudes.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Thursday, February 13, 2014 3:34 PM  
**To:** 'Casandra Davis'; 'Bruce V. Pelly'  
**Cc:** 'BCC-All Commissioners'  
**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

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There is no wind or fixed wing justification for helicopters to consistently take such a hard right turn and go over my neighborhood. They could at the very least go out as far from the airport and get higher in the air, as the fixed wingers do, before executing a turn.

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Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]  
**Sent:** Thursday, February 13, 2014 2:22 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

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I will be sharing this with the helicopter operator, I will of course remove your name and property information.

Thank you for your comments

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Wednesday, February 12, 2014 6:24 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners

**Subject:** Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Hi Everyone,

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Regards,

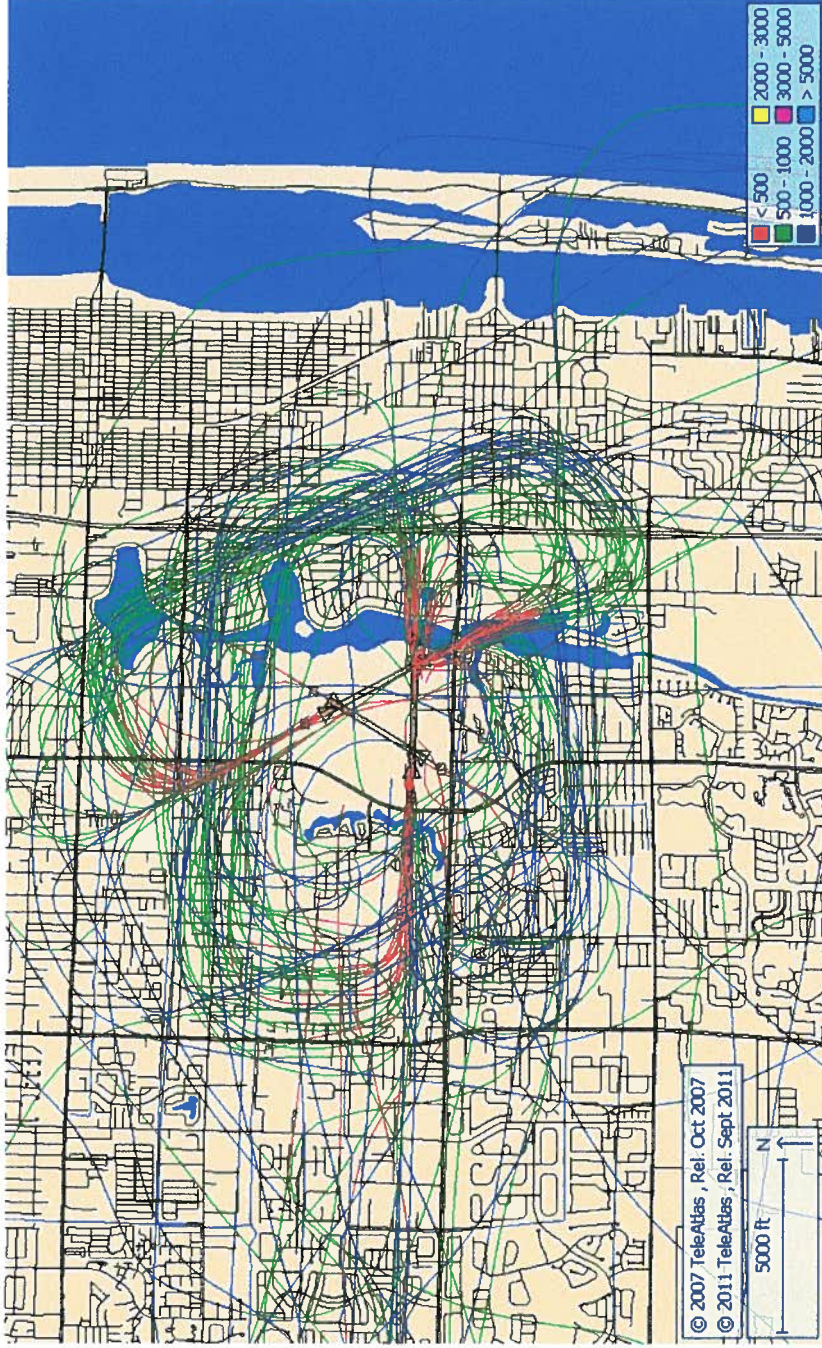
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

LNA  
Feb 14, 2014  
2:00PM - 7:00PM





LNA  
Feb 14, 2014  
2:00PM - 7:00PM



## Casandra Davis

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**From:** Casandra Davis  
**Sent:** Wednesday, February 19, 2014 5:18 PM  
**To:** 'Ron Haines'  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

I am receipt of your e-mail. I will review the flight tracks tomorrow (information is downloaded during the night) and contact PB Helicopters to request any maps they may have depicting the pattern you have described.

I will respond to you no later than Friday.

Thank You

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**From:** Ron Haines [mailto:ronaldhaines@bellsouth.net]  
**Sent:** Wednesday, February 19, 2014 1:46 PM  
**To:** Casandra Davis  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Casandra,

Embedded in all this is the assumption by you and by the Department of Airports that it is OK for the pattern to be over my neighborhood sometimes. That is just plain false, and I wish you would stop making the assumption that it is OK for the pattern to be over my neighborhood when the winds dictate a south easterly takeoff for the fixed wingers.

Years ago, those in charge of Palm Beach Helicopters showed me on a map at their office a southeasterly pattern for their aircraft that was acceptable for their purposes and DID NOT go over my neighborhood.

Why that pattern can't be used today I don't know. Perhaps you can find out?

In the meantime, how do you justify the behavior of N771MM today around noon? Taking off going south from the airport in a looping right turn that brings it RIGHT OVER MY HEAD. A sequence of photos (A,B,C) is attached to illustrate. All photos were taken today, by me, from my yard.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [mailto:srdavis@pbia.org]  
**Sent:** Tuesday, February 18, 2014 6:27 PM  
**To:** 'Ron Haines'  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

The flight tracks you requested are attached. The active runways during this period were both 9/27 and 15/33. To prevent the mixing of traffic; aircraft execute a left turn and helicopter traffic turns right, this is done as a safety measure. The assumption is made that the pattern shown on the right of each runway is that of helicopters.

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Thank you for your comments.

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Friday, February 14, 2014 6:01 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

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Casandra: Please send along the tracks from 2 pm to 7 pm today, and the altitudes.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Thursday, February 13, 2014 3:34 PM  
**To:** 'Casandra Davis'; 'Bruce V. Pelly'  
**Cc:** 'BCC-All Commissioners'  
**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

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Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Thursday, February 13, 2014 2:22 PM

**To:** 'Ron Haines'; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

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I will be sharing this with the helicopter operator, I will of course remove your name and property information.

Thank you for your comments

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Wednesday, February 12, 2014 6:24 PM

**To:** Casandra Davis; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Hi Everyone,

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Ron Haines

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<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

## Casandra Davis

---

**From:** Casandra Davis  
**Sent:** Friday, February 21, 2014 4:47 PM  
**To:** 'Ron Haines'  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

I am in receipt of both of your e-mails and I will be speaking to PB Helicopters owner in the upcoming week. I will be responding to you as soon as we have spoken.  
Thank you.

---

**From:** Ron Haines [mailto:ronaldhaines@bellsouth.net]  
**Sent:** Thursday, February 20, 2014 12:12 PM  
**To:** Casandra Davis  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Thanks Casandra,

They are over my head again today as I write this. I will not bother with the photos. We all know who they are. I will meanwhile root around my files as I think at one time I had saved that pattern electronically. Roughly it was southeast from the airport, skirting my neighborhood to the east and still doing the right turn to stay away from the fixed wingers, down Lake Osborne to roughly Hypoluxo, then west to roughly Congress and then back south, coming into the airport at its southwest corner. My neighborhood, and others, are still impacted by the sound with this pattern, of course, but it would eliminate the low and very noisy passes over our heads.

Perhaps the Department of Airports could also find out just what the purpose is of the pattern they are now doing over my neighborhood. I know it's 'training,' but just what kind? If it is flying, they can do that anywhere. If it's right hand turns they can do that anywhere. If it's take offs and landings, that can be done within the boundaries of the airport. Just what is it that forces them to do pattern after pattern over the noise sensitive neighborhoods?

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

---

**From:** Casandra Davis [mailto:srdavis@pbia.org]  
**Sent:** Wednesday, February 19, 2014 5:18 PM  
**To:** 'Ron Haines'  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

I am receipt of your e-mail. I will review the flight tracks tomorrow (information is downloaded during the night) and contact PB Helicopters to request any maps they may have depicting the pattern you have described. I will respond to you no later than Friday.  
Thank You

---

**From:** Ron Haines [mailto:ronaldhaines@bellsouth.net]  
**Sent:** Wednesday, February 19, 2014 1:46 PM  
**To:** Casandra Davis

**Cc:** Bruce V. Pelly; BCC-All Commissioners

**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Casandra,

Embedded in all this is the assumption by you and by the Department of Airports that it is OK for the pattern to be over my neighborhood sometimes. That is just plain false, and I wish you would stop making the assumption that it is OK for the pattern to be over my neighborhood when the winds dictate a south easterly takeoff for the fixed wingers.

Years ago, those in charge of Palm Beach Helicopters showed me on a map at their office a southeasterly pattern for their aircraft that was acceptable for their purposes and DID NOT go over my neighborhood.

Why that pattern can't be used today I don't know. Perhaps you can find out?

In the meantime, how do you justify the behavior of N771MM today around noon? Taking off going south from the airport in a looping right turn that brings it RIGHT OVER MY HEAD. A sequence of photos (A,B,C) is attached to illustrate. All photos were taken today, by me, from my yard.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Tuesday, February 18, 2014 6:27 PM

**To:** 'Ron Haines'

**Cc:** Bruce V. Pelly; BCC-All Commissioners

**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

The flight tracks you requested are attached. The active runways during this period were both 9/27 and 15/33. To prevent the mixing of traffic; aircraft execute a left turn and helicopter traffic turns right, this is done as a safety measure. The assumption is made that the pattern shown on the right of each runway is that of helicopters.

The altitude of the traffic (15/33) as it crossed Lantana Road measures between 300 – 450 feet (ft) this includes aircraft and helicopters. The helicopter pattern of those using 9/27 maintained altitudes of 980ft – 1000ft. The helicopter traffic using 15/33 flew at altitudes above 725 ft but not higher than 850 ft. The lower altitude, later in the day, suggests the ceiling was lowered.

The helicopter traffic was not turning wide in the morning hours; Runway 33/15 (traffic taking off to the northwest) was being used which places helicopter traffic to the east, this pattern would not be over your neighborhood.

This information and comments of others will be shared with the helicopter operator. We will continue to request that all flight be accomplished as close to the ceiling as possible, over all neighborhoods.

Thank you for your comments.

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Friday, February 14, 2014 6:01 PM

**To:** Casandra Davis; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Hello all,

A mixed day today. In the morning and into the early afternoon the patterns were pretty wide of my neighborhood. In fact, I noticed they at times followed a path wide of my neighborhood that I was assured nearly a decade ago by Palm Beach Helicopters would be their normal path. Fancy that!

Traditions die hard, of course, so by mid-afternoon FOUR of them (N479AT, N471AT, N771MM, N44XL) were over my head over and over and over again. Photos are attached, taken today, by me, from my yard. Please remember that there is no way that I can take a photo of the belly of a helicopter unless it is right overhead.

There is no excuse at all for this. If they can go wide of my neighborhood SOME of the time, they can go wide of my neighborhood ALL of the time. It is just that simple.

Casandra: Please send along the tracks from 2 pm to 7 pm today, and the altitudes.

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Thursday, February 13, 2014 3:34 PM

**To:** 'Casandra Davis'; 'Bruce V. Pelly'

**Cc:** 'BCC-All Commissioners'

**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Thanks Casandra, for sending me this information.

This makes it clear to me and should make it clear to everyone else that there was NO attempt, however feeble, by helicopter operators yesterday, February 12, from the hours of 2 to 7 pm, to follow the county's Noise Abatement Guidelines or even to use the maximum ceiling available to them.

It is also obvious to me, and should be to everyone, that the helicopters appear to be aiming at the neighborhood instead of getting clear of the neighborhood to do their training.

There is no wind or fixed wing justification for helicopters to consistently take such a hard right turn and go over my neighborhood. They could at the very least go out as far from the airport and get higher in the air, as the fixed wingers do, before executing a turn.

I know that a tighter turn and back quickly to the airport for another rotation means less fuel, less time in the air, and thus more profit, for the helicopter training school. I am weary of supporting that school and tired of it getting an economic benefit by being able to use noise sensitive neighborhoods as its classroom.

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Thursday, February 13, 2014 2:22 PM

**To:** 'Ron Haines'; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Mr. Haines,

Per your request, the attachment provided is an illustration of the flight tracks over LNA for 2/12/2014 from 2:00PM – 7:00PM.

The active runway was 15/33 (the direction of the prevailing wind dictates runway use) . The traffic leaves the runway taking off in a south easterly direction. To prevent the mixing of traffic; aircraft execute a left turn and helicopters traffic turn west, this is done as a safety measure. The assumption is made that the pattern shown on the left of this map is that of helicopters. The average altitude of the traffic turning right as it crosses Lantana Road measures between 475 – 485 feet, however nearest to your property the averages were closer to between 880 – 925 ft.

I will be sharing this with the helicopter operator, I will of course remove your name and property information.

Thank you for your comments

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Wednesday, February 12, 2014 6:24 PM

**To:** Casandra Davis; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Hi Everyone,

What a festive day in my neighborhood: FIVE helicopters overhead, just like Tuesday and AFTER the Department of Airports called Florida Airmotive and had someone there radio the aircraft and tell pilots to ‘tighten the pattern,’ and use the allocated 1,000-foot ceiling.

The pattern got tightened all right, centered right over my neighborhood. Ladies and gentlemen, this should just NOT be happening. Helicopter training over neighbors of Lantana Airport is something Palm Beach County NEVER wanted to happen, yet Palm Beach County allows it to continue.

Today, helicopters N701RH, N76KG, N771MM, N471AT, and N44XL upheld the proud Lantana Helicopter tradition of repetitive helicopter rotations over the noise sensitive neighborhoods around Lantana Airport. Photos attached, taken today, by me, from my yard.

They also upheld the tradition of doing the most obnoxious rotations possible, going south from the airport and taking a long looping left turn over my neighborhood and back to the airport. Sometimes I got treated to a tight turn and a repeat trip over my neighborhood on the way back to the airport.

This all started about 2 pm today and as dark fell was continuing.

Casandra: Please send a complete set of the radar tracks for today from 2 pm to 7 pm and please include the altitude of each departure as it crosses Lantana Road.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

## Casandra Davis

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**From:** Casandra Davis  
**Sent:** Tuesday, February 25, 2014 4:30 PM  
**To:** 'william'  
**Cc:** 'Ron Haines'; silverus@comcast.net; samsmith1@att.net; rmatulis@aol.com  
**Subject:** RE: n7687h concentrating low altitude training

Mr. Coakley,

I have received your request and will respond as soon as I have researched the information.

Thank you.

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**From:** william [<mailto:wdco@comcast.net>]  
**Sent:** Tuesday, February 25, 2014 1:17 PM  
**To:** Casandra Davis  
**Cc:** 'Ron Haines'; [silverus@comcast.net](mailto:silverus@comcast.net); [samsmith1@att.net](mailto:samsmith1@att.net); [rmatulis@aol.com](mailto:rmatulis@aol.com)  
**Subject:** n7687h concentrating low altitude training

This R22 registered in Broward has been around awhile and may be a PB HELICOPTER training craft. This helicopter and n471at which is a BP training helicopter; were pelting our neighborhood with noisy and sometimes inappropriately low approaches flying right over my home. At 12:58, n7687h made a very low and dangerous pass directly over my house. There was no other traffic or conditions that would have imposed such risk on the public. I would like to know what explanation they might offer.

It is clear that the County Tenant responsible for this non compliant behavior has no intention of conducting his pattern training elsewhere as he agreed to do by accepting (and helping construct) the non-mandatory flight standards which were specifically established to protect the public from this harmful activity. What isn't clear is why the County allows this to continue without asking the FAA to make those rules mandatory.

### INFORMATION REQUEST:

1. I would like to see the follow up report made on this incident per your direct statements made to the public in January 2011 that logs are kept of each and every report.
2. I would like a YES or NO as to whether or not there exists any correspondence between the Department of Airports and the Tenant
3. I would like to know IF any formal request has ever been made of the FAA to make the Guidelines that carry the County's seal... mandatory.

Thank you in advance for you time

William Coakley  
President, Lake Osborne Estates Civic Association, Inc  
Coalition of Communities



## Casandra Davis

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**From:** Casandra Davis  
**Sent:** Tuesday, February 25, 2014 6:58 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,  
Thank you for your patience.  
I will be speaking to the manager of PB Helicopters on tomorrow and will provide you with a response after we have spoken. He informed me that he is unaware of the illustration of the pattern you described, but that he would check his files.

Thank you

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**From:** Ron Haines [mailto:[ronaldhaines@bellsouth.net](mailto:ronaldhaines@bellsouth.net)]  
**Sent:** Sunday, February 23, 2014 2:56 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Thanks, Casandra,  
I look forward to answers to all my questions.  
And here are some more: Today, February 23, 2014, between 1:30 pm and at least until at least 3 pm (as I write this) N771MM chose to make my neighborhood a helicopter flight training classroom, in conditions where wind was negligible and fixed wing traffic very sparse.  
Please send me the relevant tracks. Please tell me why the pilot of this helicopter chose to ignore the Noise Abatement Guidelines. Please tell me just what training was going on, flight training, turning training, taking off and landing training? Or maybe it was simply let's just go annoy the neighbors training?  
These are questions I am asking, but in reality these are questions the Department of Airports should be asking of the helicopter training school over there all the time. The school is a business operating from county-owned property that routinely ignores county-issued voluntary guidelines meant to protect noise sensitive neighborhoods around the airport, yet no questions get asked until and unless someone like me lodges a complaint and requests that his questions be answered.  
That is simply not a healthy situation.  
Photos attached were taken by me, today, from my yard, during the time period specified above.  
Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*  
<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>  
Sent from my iGarage

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**From:** Casandra Davis [mailto:[srdavis@pbia.org](mailto:srdavis@pbia.org)]  
**Sent:** Friday, February 21, 2014 4:47 PM  
**To:** 'Ron Haines'  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,  
I am in receipt of both of your e-mails and I will be speaking to

PB Helicopters owner in the upcoming week. I will be responding to you as soon as we have spoken.  
Thank you.

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Thursday, February 20, 2014 12:12 PM  
**To:** Casandra Davis  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Thanks Casandra,

They are over my head again today as I write this. I will not bother with the photos. We all know who they are. I will meanwhile root around my files as I think at one time I had saved that pattern electronically. Roughly it was southeast from the airport, skirting my neighborhood to the east and still doing the right turn to stay away from the fixed wingers, down Lake Osborne to roughly Hypoluxo, then west to roughly Congress and then back south, coming into the airport at its southwest corner. My neighborhood, and others, are still impacted by the sound with this pattern, of course, but it would eliminate the low and very noisy passes over our heads.

Perhaps the Department of Airports could also find out just what the purpose is of the pattern they are now doing over my neighborhood. I know it's 'training,' but just what kind? If it is flying, they can do that anywhere. If it's right hand turns they can do that anywhere. If it's take offs and landings, that can be done within the boundaries of the airport. Just what is it that forces them to do pattern after pattern over the noise sensitive neighborhoods?

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]  
**Sent:** Wednesday, February 19, 2014 5:18 PM  
**To:** 'Ron Haines'  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

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Thank You

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Wednesday, February 19, 2014 1:46 PM  
**To:** Casandra Davis  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Casandra,

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*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Tuesday, February 18, 2014 6:27 PM

**To:** 'Ron Haines'

**Cc:** Bruce V. Pelly; BCC-All Commissioners

**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

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The helicopter traffic was not turning wide in the morning hours; Runway 33/15 (traffic taking off to the northwest) was being used which places helicopter traffic to the east, this pattern would not be over your neighborhood.

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---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Friday, February 14, 2014 6:01 PM

**To:** Casandra Davis; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Hello all,

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Traditions die hard, of course, so by mid-afternoon FOUR of them (N479AT, N471AT, N771MM, N44XL) were over my head over and over and over again. Photos are attached, taken today, by me, from my yard. Please remember that there is no way that I can take a photo of the belly of a helicopter unless it is right overhead.

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Ron Haines cell 561 315-0528

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Thursday, February 13, 2014 3:34 PM

**To:** 'Casandra Davis'; 'Bruce V. Pelly'

**Cc:** 'BCC-All Commissioners'

**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

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Regards,

Ron Haines

Ron Haines cell 561 315-0528

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**Sent:** Thursday, February 13, 2014 2:22 PM

**To:** 'Ron Haines'; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Mr. Haines,

Per your request, the attachment provided is an illustration of the flight tracks over LNA for 2/12/2014 from 2:00PM – 7:00PM.

The active runway was 15/33 (the direction of the prevailing wind dictates runway use) . The traffic leaves the runway taking off in a south easterly direction. To prevent the mixing of traffic; aircraft execute a left turn and helicopters traffic turn west, this is done as a safety measure. The assumption is made that the pattern shown on the left of this map is that of helicopters. The average altitude of the traffic turning right as it crosses Lantana Road measures between 475 – 485 feet, however nearest to your property the averages were closer to between 880 – 925 ft.

I will be sharing this with the helicopter operator, I will of course remove your name and property information.

Thank you for your comments

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Wednesday, February 12, 2014 6:24 PM

**To:** Casandra Davis; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Hi Everyone,

What a festive day in my neighborhood: FIVE helicopters overhead, just like Tuesday and AFTER the Department of Airports called Florida Airmotive and had someone there radio the aircraft and tell pilots to 'tighten the pattern,' and use the allocated 1,000-foot ceiling.

The pattern got tightened all right, centered right over my neighborhood. Ladies and gentlemen, this should just NOT be happening. Helicopter training over neighbors of Lantana Airport is something Palm Beach County NEVER wanted to happen, yet Palm Beach County allows it to continue.

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They also upheld the tradition of doing the most obnoxious rotations possible, going south from the airport and taking a long looping left turn over my neighborhood and back to the airport. Sometimes I got treated to a tight turn and a repeat trip over my neighborhood on the way back to the airport.

This all started about 2 pm today and as dark fell was continuing.

Casandra: Please send a complete set of the radar tracks for today from 2 pm to 7 pm and please include the altitude of each departure as it crosses Lantana Road.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

## Casandra Davis

---

**From:** Casandra Davis  
**Sent:** Wednesday, February 26, 2014 7:45 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL  
**Attachments:** REP Feb 26.pdf; LNA map.pdf

Mr. Haines,

Thank you for your patience. This is in response to your e-mails dated Feb 19, 20 & 23, 2014  
The first attachment contains the flight tracks you have requested. The second is a runway map of LNA.

I have spoken with the PB Helicopters owner, he has not located a tracking illustration of traffic utilizing runway 9/27 meeting the description you have provided.

We discussed flight patterns in general with an emphasis on the current use of RWY 15/33 (the direction of the wind dictates the active runway). We also discussed specific comments from the neighbors. The helicopters patterns were all training, departing the airport and retuning, to familiarize students with the equipment.

He stated it is not his intent to impact the neighborhoods. He will continue to advise the pilots to fly as close to the ceiling as possible.

I have read your comments and understand your opinion on the voluntary noise abatement guidelines. Although, we cannot site or issue violations, without this voluntary agreement we could not approach or have discussions with any of the operators on flight. The FAA remains the only agency which regulates flight. The County cannot make voluntary flight procedures used for noise abatement purposes at any Airport mandatory. Creating a mandatory restriction of flight for the purpose of noise abatement is prohibited by the FAA.

We are concerned with the impact on the neighborhoods; please continue to assist us in our efforts.

Again, thank you.

---

**From:** Ron Haines [mailto:[ronaldhaines@bellsouth.net](mailto:ronaldhaines@bellsouth.net)]  
**Sent:** Tuesday, February 25, 2014 8:05 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Thanks for the update Casandra,

I went through all my email files and I can say with certainty that the map in question was presented at a CCAN meeting in late 2005 by Debbie Sparks. Lisa D was doing CCAN meetings at the time and she made copies for the CCAN members subsequent to the meeting, so it must be in the CCAN files.

I will search my physical files for it tomorrow, in case she also sent me a hard copy.

I found the following email exchange between me and Ms. Sparks that refers to it and to the fact that I went over to the office there to look at it and have it explained to me.

**From:** Ron Haines [mailto:[ronaldhaines@bellsouth.net](mailto:ronaldhaines@bellsouth.net)]

**Sent:** Tuesday, November 08, 2005 8:05 PM

**To:** Debbie Sparks

**Subject:** RE: From Ron Haines

Hi Debbie,

Thanks for the note. No problems with the delay. Even my brain seems to have been delayed by this storm. I walked into the kitchen the morning after the electricity came back on and couldn't figure out how to heat water for instant coffee without my camp stove. Water out of the tap isn't hot enough... heating a pan of water on the electric stove takes way too long...I know there is a quick way to do this, but what is it? Took me a couple minutes of befuddlement before I remembered, DUH, the microwave!

Anyway, I am not sure I understand why using 9/27 as primary would mean a training helicopter coming over my house. Perhaps you can ask the Instructor and the Student again. According to the diagram you gave to CCAN and what Kevin said about that diagram in our meeting, using 9/27 means training rotations follow the yellow line and go east from the airport, then southerly along the lake then west along the canal south of me to somewhere west of Congress, north along a road I can't remember the name of and then back into the airport along Lantana Road, crossing over the commercial conglomeration at Lantana Road and Congress. And that is indeed the pattern I have observed N83127 following lots of times, as I said.

What I was asking about is why it sometimes comes directly over my house. When I can take a photo of the bottom of a helicopter from my front yard, it is clear it is coming over my house and there is nothing in the patterns you and Kevin explained to me that explain why one of your helicopters would have a reason to come over my house.

Sorry if I am confused about all of this. I don't even understand why runways are given the numbers they have, so I am not the most astute aviation person obviously. If you think we need another meeting to explain it to me I am available Thursday or Friday of next week. I guess I need to understand just what runway would be in use that would bring one of your training helicopters right over my house on several occasions.

Thanks,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]  
**Sent:** Tuesday, February 25, 2014 6:58 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,  
Thank you for your patience.  
I will be speaking to the manager of PB Helicopters on tomorrow and will provide you with a response after we have spoken. He informed me that he is unaware of the illustration of the pattern you described, but that he would check his files.

Thank you

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Sunday, February 23, 2014 2:56 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Thanks, Casandra,  
I look forward to answers to all my questions.

And here are some more: Today, February 23, 2014, between 1:30 pm and at least until at least 3 pm (as I write this) N771MM chose to make my neighborhood a helicopter flight training classroom, in conditions where wind was negligible and fixed wing traffic very sparse.

Please send me the relevant tracks. Please tell me why the pilot of this helicopter chose to ignore the Noise Abatement Guidelines. Please tell me just what training was going on, flight training, turning training, taking off and landing training? Or maybe it was simply let's just go annoy the neighbors training?

These are questions I am asking, but in reality these are questions the Department of Airports should be asking of the helicopter training school over there all the time. The school is a business operating from county-owned property that routinely ignores county-issued voluntary guidelines meant to protect noise sensitive neighborhoods around the airport, yet no questions get asked until and unless someone like me lodges a complaint and requests that his questions be answered.

That is simply not a healthy situation.

Photos attached were taken by me, today, from my yard, during the time period specified above.

Regards,

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**Sent:** Friday, February 21, 2014 4:47 PM

**To:** 'Ron Haines'

**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

I am in receipt of both of your e-mails and I will be speaking to

PB Helicopters owner in the upcoming week. I will be responding to you as soon as we have spoken.

Thank you.

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Thursday, February 20, 2014 12:12 PM

**To:** Casandra Davis

**Cc:** Bruce V. Pelly; BCC-All Commissioners

**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Thanks Casandra,

They are over my head again today as I write this. I will not bother with the photos. We all know who they are.

I will meanwhile root around my files as I think at one time I had saved that pattern electronically. Roughly it was southeast from the airport, skirting my neighborhood to the east and still doing the right turn to stay away from the fixed wingers, down Lake Osborne to roughly Hypoluxo, then west to roughly Congress and then back south, coming into the airport at its southwest corner. My neighborhood, and others, are still impacted by the sound with this pattern, of course, but it would eliminate the low and very noisy passes over our heads.

Perhaps the Department of Airports could also find out just what the purpose is of the pattern they are now doing over my neighborhood. I know it's 'training,' but just what kind? If it is flying, they can do that anywhere. If it's right hand turns they can do that anywhere. If it's take offs and landings, that can be done within the boundaries of the airport. Just what is it that forces them to do pattern after pattern over the noise sensitive neighborhoods?

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Mr. Haines,

I am receipt of your e-mail. I will review the flight tracks tomorrow (information is downloaded during the night) and contact PB Helicopters to request any maps they may have depicting the pattern you have described.

I will respond to you no later than Friday.

Thank You

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**From:** Ron Haines [<mailto:ronalhaines@bellsouth.net>]  
**Sent:** Wednesday, February 19, 2014 1:46 PM  
**To:** Casandra Davis  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Casandra,

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Years ago, those in charge of Palm Beach Helicopters showed me on a map at their office a southeasterly pattern for their aircraft that was acceptable for their purposes and DID NOT go over my neighborhood.

Why that pattern can't be used today I don't know. Perhaps you can find out?

In the meantime, how do you justify the behavior of N771MM today around noon? Taking off going south from the airport in a looping right turn that brings it RIGHT OVER MY HEAD. A sequence of photos (A,B,C) is attached to illustrate. All photos were taken today, by me, from my yard.

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Ron Haines

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**To:** 'Ron Haines'  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

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The altitude of the traffic (15/33) as it crossed Lantana Road measures between 300 – 450 feet (ft) this includes aircraft and helicopters. The helicopter pattern of those using 9/27 maintained altitudes of 980ft – 1000ft. The helicopter traffic using 15/33 flew at altitudes above 725 ft but not higher than 850 ft. The lower altitude, later in the day, suggests the ceiling was lowered.

The helicopter traffic was not turning wide in the morning hours; Runway 33/15 (traffic taking off to the northwest) was being used which places helicopter traffic to the east, this pattern would not be over your neighborhood.

This information and comments of others will be shared with the helicopter operator. We will continue to request that all flight be accomplished as close to the ceiling as possible, over all neighborhoods.

Thank you for your comments.

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Friday, February 14, 2014 6:01 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Hello all,

A mixed day today. In the morning and into the early afternoon the patterns were pretty wide of my neighborhood. In fact, I noticed they at times followed a path wide of my neighborhood that I was assured nearly a decade ago by Palm Beach Helicopters would be their normal path. Fancy that!

Traditions die hard, of course, so by mid-afternoon FOUR of them (N479AT, N471AT, N771MM, N44XL) were over my head over and over and over again. Photos are attached, taken today, by me, from my yard. Please remember that there is no way that I can take a photo of the belly of a helicopter unless it is right overhead.

There is no excuse at all for this. If they can go wide of my neighborhood SOME of the time, they can go wide of my neighborhood ALL of the time. It is just that simple.

Casandra: Please send along the tracks from 2 pm to 7 pm today, and the altitudes.

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*  
<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>  
Sent from my iGarage

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Thursday, February 13, 2014 3:34 PM  
**To:** 'Casandra Davis'; 'Bruce V. Pelly'  
**Cc:** 'BCC-All Commissioners'  
**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Thanks Casandra, for sending me this information.

This makes it clear to me and should make it clear to everyone else that there was NO attempt, however feeble, by helicopter operators yesterday, February 12, from the hours of 2 to 7 pm, to follow the county's Noise Abatement Guidelines or even to use the maximum ceiling available to them.

It is also obvious to me, and should be to everyone, that the helicopters appear to be aiming at the neighborhood instead of getting clear of the neighborhood to do their training.

There is no wind or fixed wing justification for helicopters to consistently take such a hard right turn and go over my neighborhood. They could at the very least go out as far from the airport and get higher in the air, as the fixed wingers do, before executing a turn.

I know that a tighter turn and back quickly to the airport for another rotation means less fuel, less time in the air, and thus more profit, for the helicopter training school. I am weary of supporting that school and tired of it getting an economic benefit by being able to use noise sensitive neighborhoods as its classroom.

Regards,  
Ron Haines

Ron Haines cell 561 315-0528

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

---

**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Thursday, February 13, 2014 2:22 PM

**To:** 'Ron Haines'; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Mr. Haines,

Per your request, the attachment provided is an illustration of the flight tracks over LNA for 2/12/2014 from 2:00PM – 7:00PM.

The active runway was 15/33 (the direction of the prevailing wind dictates runway use) . The traffic leaves the runway taking off in a south easterly direction. To prevent the mixing of traffic; aircraft execute a left turn and helicopters traffic turn west, this is done as a safety measure. The assumption is made that the pattern shown on the left of this map is that of helicopters. The average altitude of the traffic turning right as it crosses Lantana Road measures between 475 – 485 feet, however nearest to your property the averages were closer to between 880 – 925 ft.

I will be sharing this with the helicopter operator, I will of course remove your name and property information.

Thank you for your comments

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Wednesday, February 12, 2014 6:24 PM

**To:** Casandra Davis; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Hi Everyone,

What a festive day in my neighborhood: FIVE helicopters overhead, just like Tuesday and AFTER the Department of Airports called Florida Airmotive and had someone there radio the aircraft and tell pilots to 'tighten the pattern,' and use the allocated 1,000-foot ceiling.

The pattern got tightened all right, centered right over my neighborhood. Ladies and gentlemen, this should just NOT be happening. Helicopter training over neighbors of Lantana Airport is something Palm Beach County NEVER wanted to happen, yet Palm Beach County allows it to continue.

Today, helicopters N701RH, N76KG, N771MM, N471AT, and N44XL upheld the proud Lantana Helicopter tradition of repetitive helicopter rotations over the noise sensitive neighborhoods around Lantana Airport. Photos attached, taken today, by me, from my yard.

They also upheld the tradition of doing the most obnoxious rotations possible, going south from the airport and taking a long looping left turn over my neighborhood and back to the airport. Sometimes I got treated to a tight turn and a repeat trip over my neighborhood on the way back to the airport.

This all started about 2 pm today and as dark fell was continuing.

Casandra: Please send a complete set of the radar tracks for today from 2 pm to 7 pm and please include the altitude of each departure as it crosses Lantana Road.

Regards,

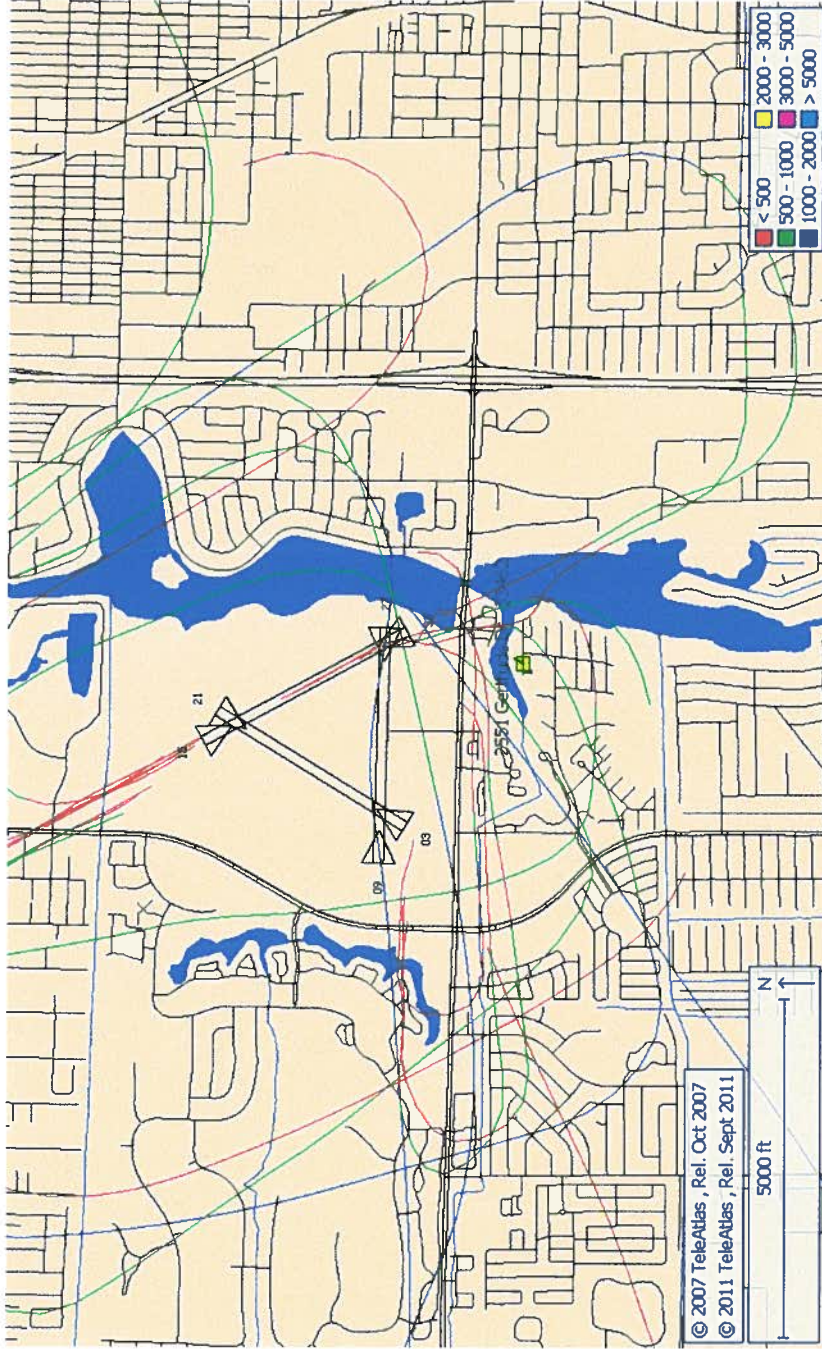
Ron Haines

*Ron Haines cell 561 315-0528*

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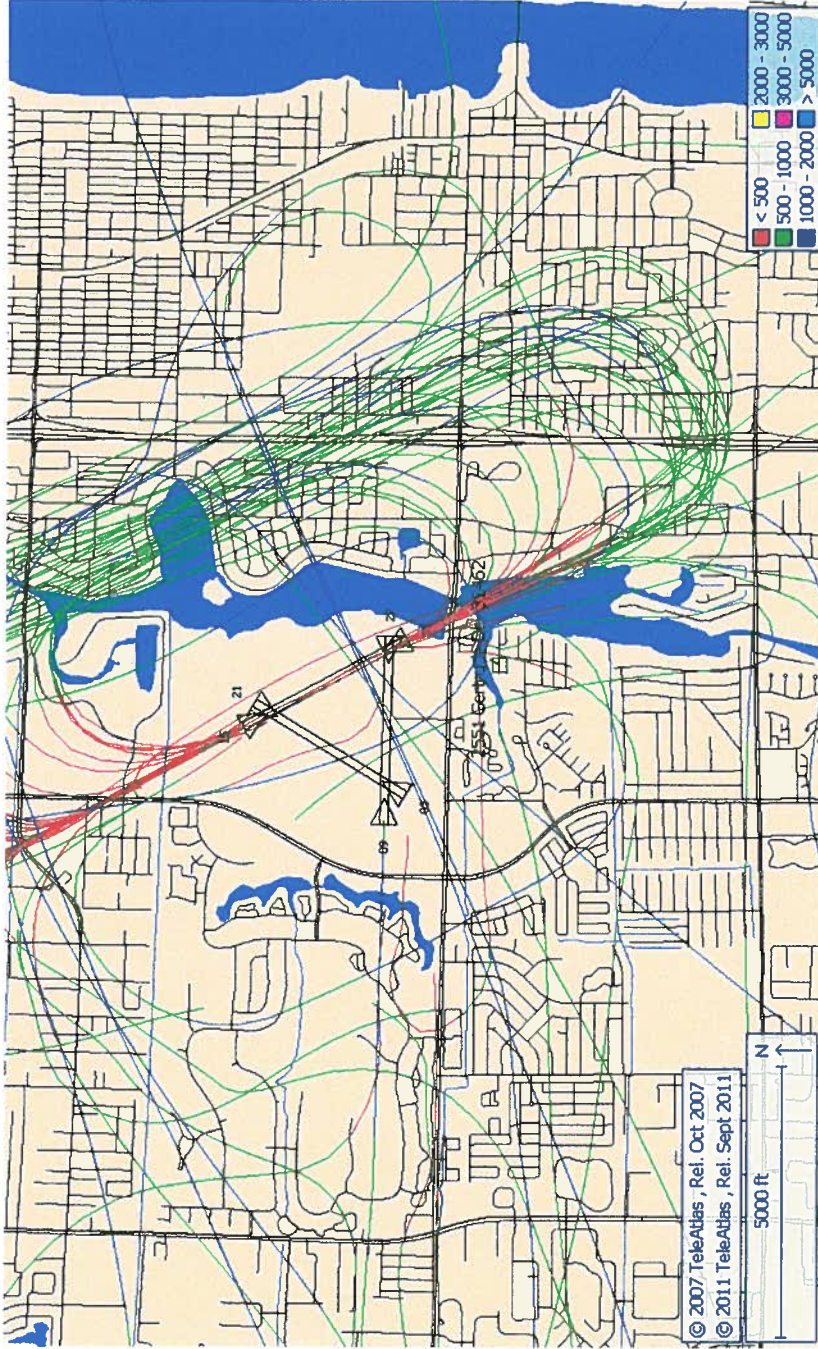
Sent from my iGarage

LNA  
FEB 19, 2014  
12:00NOON -  
12:30PM  
RWY 15/33

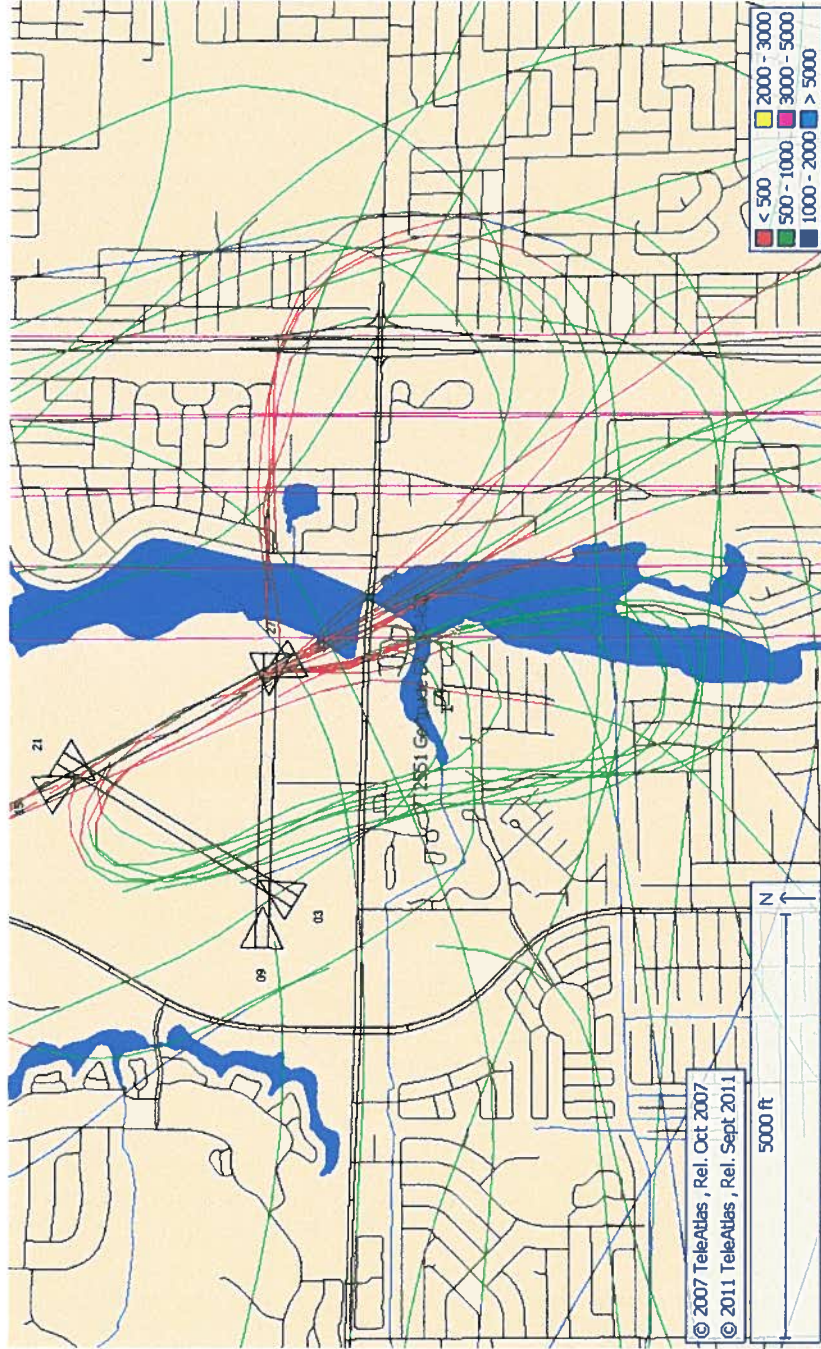




LNA  
FEB 20, 2014  
12:00NOON - 2:00PM  
RWY 15/33

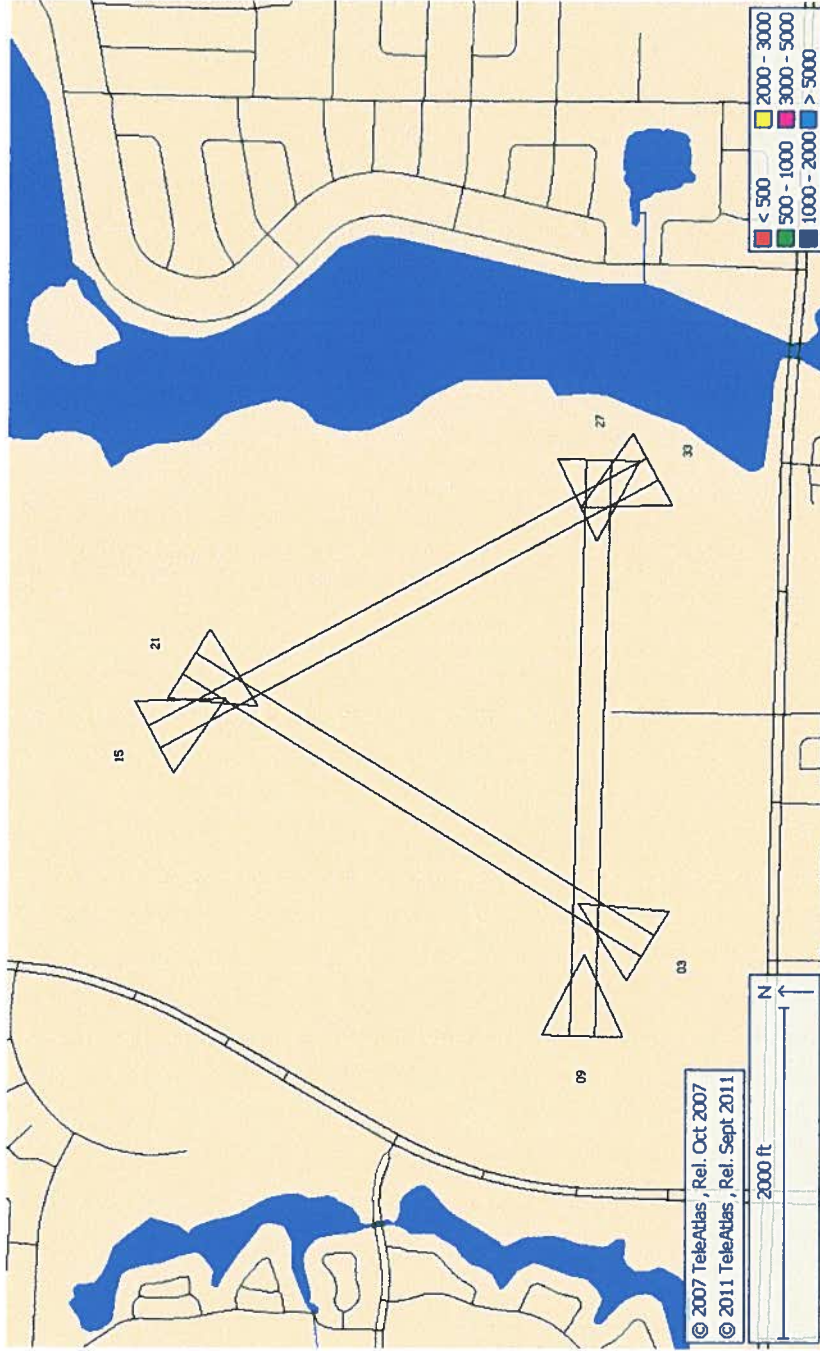


LNA  
FEB 23, 2014  
1:30PM - 3:00PM  
RWY 15/33





# LNA



## Casandra Davis

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**From:** Casandra Davis  
**Sent:** Friday, February 28, 2014 12:09 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

The students are being trained to fly and become familiar with the use of the instruments and gages.

I will locate and research the CCAN 2005 files, I will respond to this request by Wednesday of next week.

Thank you

---

**From:** Ron Haines [mailto:ronaldhaines@bellsouth.net]  
**Sent:** Thursday, February 27, 2014 3:23 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Casandra,

I found the illustration in my files, or at least a third-rate copy of it that Lisa D made and sent to me back in 2005. I will take it to kinko's or whatever and attempt to make a copy of it and get it to you. You can barely make out the 'yellow line' I referred to in my note to Debbie Sparks in 2005 (see below).

In the meantime, a good copy of it should be in the CCAN/DOA files. It was submitted to the CCAN as an exhibit in a report given at a CCAN meeting in late 2005 by Debbie Sparks of Palm Beach Helicopter. Her entire report was submitted to CCAN for the record. It should be there. I think CCAN only met quarterly, so it shouldn't be too hard to use the minutes to figure out which meeting it was.

Meanwhile, I asked below: *"Perhaps the Department of Airports could also find out just what the purpose is of the pattern they are now doing over my neighborhood. I know it's 'training,' but just what kind? If it is flying, they can do that anywhere. If it's right hand turns they can do that anywhere. If it's take offs and landings, that can be done within the boundaries of the airport. Just what is it that forces them to do pattern after pattern over the noise sensitive neighborhoods?"*

You have responded: *"The helicopters patterns were all training, departing the airport and retuning, to familiarize students with the equipment."*

All you've done is describe what I am seeing. They take off, they go over my neighborhood and they return to the airport, again and again. And in the process they are presumably familiarizing themselves with the equipment. Why can they not do that somewhere besides over the heads of the neighbors of Lantana Airport?????? I want to know, and I would think the Department of Airports would want to know, just what kind of training occurs that requires continued rotations over the heads of the neighbors of Lantana Airport. Can that question be asked please?

Thanks once again for pulling the trackings that clearly show helicopters using the neighborhoods around Lantana Airport to do training rotations over, in clear defiance of Palm Beach County's voluntary Noise Abatement Guidelines, designed to protect Noise Sensitive neighborhoods around the airport from just such abuse. And in very contrary to, I might add, the statement by whoever told you it was not his intent to impact the neighbors. These training rotations over the neighbors do not happen by accident. There is someone steering those helicopters.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

---

**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Wednesday, February 26, 2014 7:45 PM

**To:** 'Ron Haines'; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

Thank you for your patience. This is in response to your e-mails dated Feb 19, 20 & 23, 2014

The first attachment contains the flight tracks you have requested. The second is a runway map of LNA.

I have spoken with the PB Helicopters owner, he has not located a tracking illustration of traffic utilizing runway 9/27 meeting the description you have provided.

We discussed flight patterns in general with an emphasis on the current use of RWY 15/33 (the direction of the wind dictates the active runway). We also discussed specific comments from the neighbors. The helicopters patterns were all training, departing the airport and retuning, to familiarize students with the equipment.

He stated it is not his intent to impact the neighborhoods. He will continue to advise the pilots to fly as close to the ceiling as possible.

I have read your comments and understand your opinion on the voluntary noise abatement guidelines.

Although, we cannot site or issue violations, without this voluntary agreement we could not approach or have discussions with any of the operators on flight. The FAA remains the only agency which regulates flight. The County cannot make voluntary flight procedures used for noise abatement purposes at any Airport mandatory. Creating a mandatory restriction of flight for the purpose of noise abatement is prohibited by the FAA.

We are concerned with the impact on the neighborhoods; please continue to assist us in our efforts.

Again, thank you.

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Tuesday, February 25, 2014 8:05 PM

**To:** Casandra Davis; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Thanks for the update Casandra,

I went through all my email files and I can say with certainty that the map in question was presented at a CCAN meeting in late 2005 by Debbie Sparks. Lisa D was doing CCAN meetings at the time and she made copies for the CCAN members subsequent to the meeting, so it must be in the CCAN files.

I will search my physical files for it tomorrow, in case she also sent me a hard copy.

I found the following email exchange between me and Ms. Sparks that refers to it and to the fact that I went over to the office there to look at it and have it explained to me.

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Tuesday, November 08, 2005 8:05 PM

**To:** Debbie Sparks  
**Subject:** RE: From Ron Haines

Hi Debbie,

Thanks for the note. No problems with the delay. Even my brain seems to have been delayed by this storm. I walked into the kitchen the morning after the electricity came back on and couldn't figure out how to heat water for instant coffee without my camp stove. Water out of the tap isn't hot enough... heating a pan of water on the electric stove takes way too long...I know there is a quick way to do this, but what is it? Took me a couple minutes of befuddlement before I remembered, DUH, the microwave!

Anyway, I am not sure I understand why using 9/27 as primary would mean a training helicopter coming over my house. Perhaps you can ask the Instructor and the Student again. According to the diagram you gave to CCAN and what Kevin said about that diagram in our meeting, using 9/27 means training rotations follow the yellow line and go east from the airport, then southerly along the lake then west along the canal south of me to somewhere west of Congress, north along a road I can't remember the name of and then back into the airport along Lantana Road, crossing over the commercial conglomeration at Lantana Road and Congress. And that is indeed the pattern I have observed N83127 following lots of times, as I said.

What I was asking about is why it sometimes comes directly over my house. When I can take a photo of the bottom of a helicopter from my front yard, it is clear it is coming over my house and there is nothing in the patterns you and Kevin explained to me that explain why one of your helicopters would have a reason to come over my house.

Sorry if I am confused about all of this. I don't even understand why runways are given the numbers they have, so I am not the most astute aviation person obviously. If you think we need another meeting to explain it to me I am available Thursday or Friday of next week. I guess I need to understand just what runway would be in use that would bring one of your training helicopters right over my house on several occasions.

Thanks,  
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*Ron Haines cell 561 315-0528*  
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Sent from my iGarage

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Photos attached were taken by me, today, from my yard, during the time period specified above.

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Thank you for your comments.

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Friday, February 14, 2014 6:01 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Hello all,

A mixed day today. In the morning and into the early afternoon the patterns were pretty wide of my neighborhood. In fact, I noticed they at times followed a path wide of my neighborhood that I was assured nearly a decade ago by Palm Beach Helicopters would be their normal path. Fancy that!

Traditions die hard, of course, so by mid-afternoon FOUR of them (N479AT, N471AT, N771MM, N44XL) were over my head over and over and over again. Photos are attached, taken today, by me, from my yard. Please remember that there is no way that I can take a photo of the belly of a helicopter unless it is right overhead.

There is no excuse at all for this. If they can go wide of my neighborhood SOME of the time, they can go wide of my neighborhood ALL of the time. It is just that simple.

Casandra: Please send along the tracks from 2 pm to 7 pm today, and the altitudes.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Thursday, February 13, 2014 3:34 PM  
**To:** 'Casandra Davis'; 'Bruce V. Pelly'  
**Cc:** 'BCC-All Commissioners'  
**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Thanks Casandra, for sending me this information.

This makes it clear to me and should make it clear to everyone else that there was NO attempt, however feeble, by helicopter operators yesterday, February 12, from the hours of 2 to 7 pm, to follow the county's Noise Abatement Guidelines or even to use the maximum ceiling available to them.

It is also obvious to me, and should be to everyone, that the helicopters appear to be aiming at the neighborhood instead of getting clear of the neighborhood to do their training.

There is no wind or fixed wing justification for helicopters to consistently take such a hard right turn and go over my neighborhood. They could at the very least go out as far from the airport and get higher in the air, as the fixed wingers do, before executing a turn.

I know that a tighter turn and back quickly to the airport for another rotation means less fuel, less time in the air, and thus more profit, for the helicopter training school. I am weary of supporting that school and tired of it getting an economic benefit by being able to use noise sensitive neighborhoods as its classroom.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Thursday, February 13, 2014 2:22 PM

**To:** 'Ron Haines'; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Mr. Haines,

Per your request, the attachment provided is an illustration of the flight tracks over LNA for 2/12/2014 from 2:00PM – 7:00PM.

The active runway was 15/33 (the direction of the prevailing wind dictates runway use) . The traffic leaves the runway taking off in a south easterly direction. To prevent the mixing of traffic; aircraft execute a left turn and helicopters traffic turn west, this is done as a safety measure. The assumption is made that the pattern shown on the left of this map is that of helicopters. The average altitude of the traffic turning right as it crosses Lantana Road measures between 475 – 485 feet, however nearest to your property the averages were closer to between 880 – 925 ft.

I will be sharing this with the helicopter operator, I will of course remove your name and property information.

Thank you for your comments

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Wednesday, February 12, 2014 6:24 PM

**To:** Casandra Davis; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Hi Everyone,

What a festive day in my neighborhood: FIVE helicopters overhead, just like Tuesday and AFTER the Department of Airports called Florida Airmotive and had someone there radio the aircraft and tell pilots to 'tighten the pattern,' and use the allocated 1,000-foot ceiling.

The pattern got tightened all right, centered right over my neighborhood. Ladies and gentlemen, this should just NOT be happening. Helicopter training over neighbors of Lantana Airport is something Palm Beach County NEVER wanted to happen, yet Palm Beach County allows it to continue.

Today, helicopters N701RH, N76KG, N771MM, N471AT, and N44XL upheld the proud Lantana Helicopter tradition of repetitive helicopter rotations over the noise sensitive neighborhoods around Lantana Airport. Photos attached, taken today, by me, from my yard.

They also upheld the tradition of doing the most obnoxious rotations possible, going south from the airport and taking a long looping left turn over my neighborhood and back to the airport. Sometimes I got treated to a tight turn and a repeat trip over my neighborhood on the way back to the airport.

This all started about 2 pm today and as dark fell was continuing.

Casandra: Please send a complete set of the radar tracks for today from 2 pm to 7 pm and please include the altitude of each departure as it crosses Lantana Road.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

## Casandra Davis

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**From:** Casandra Davis  
**Sent:** Friday, February 28, 2014 3:59 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,  
Thank you .

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**From:** Ron Haines [mailto:ronaldhaines@bellsouth.net]  
**Sent:** Friday, February 28, 2014 1:09 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Casandra,

And my point is that *"The students are being trained to fly and become familiar with the use of the instruments and gages"* can be done anywhere, not just over the heads of neighbors of Lantana Airport.

There is simply no training reason why there should be helicopter rotations over the heads of neighbors of Lantana Airport.

It is happening because a business leasing space at a COUNTY-OWNED airport is CHOOSING to disregard guidelines put into place BY THE COUNTY to protect the NOISE SENSITIVE neighborhoods around the airport. That is the reality.

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [mailto:srdavis@pbia.org]  
**Sent:** Friday, February 28, 2014 12:09 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,  
The students are being trained to fly and become familiar with the use of the instruments and gages.

I will locate and research the CCAN 2005 files, I will respond to this request by Wednesday of next week.

Thank you

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**From:** Ron Haines [mailto:ronaldhaines@bellsouth.net]  
**Sent:** Thursday, February 27, 2014 3:23 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL



Casandra,

I found the illustration in my files, or at least a third-rate copy of it that Lisa D made and sent to me back in 2005. I will take it to kinko's or whatever and attempt to make a copy of it and get it to you. You can barely make out the 'yellow line' I referred to in my note to Debbie Sparks in 2005 (see below).

In the meantime, a good copy of it should be in the CCAN/DOA files. It was submitted to the CCAN as an exhibit in a report given at a CCAN meeting in late 2005 by Debbie Sparks of Palm Beach Helicopter. Her entire report was submitted to CCAN for the record. It should be there. I think CCAN only met quarterly, so it shouldn't be too hard to use the minutes to figure out which meeting it was.

Meanwhile, I asked below: *"Perhaps the Department of Airports could also find out just what the purpose is of the pattern they are now doing over my neighborhood. I know it's 'training,' but just what kind? If it is flying, they can do that anywhere. If it's right hand turns they can do that anywhere. If it's take offs and landings, that can be done within the boundaries of the airport. Just what is it that forces them to do pattern after pattern over the noise sensitive neighborhoods?"*

You have responded: *"The helicopters patterns were all training, departing the airport and retuning, to familiarize students with the equipment."*

All you've done is describe what I am seeing. They take off, they go over my neighborhood and they return to the airport, again and again. And in the process they are presumably familiarizing themselves with the equipment. Why can they not do that somewhere besides over the heads of the neighbors of Lantana Airport?????? I want to know, and I would think the Department of Airports would want to know, just what kind of training occurs that requires continued rotations over the heads of the neighbors of Lantana Airport. Can that question be asked please?

Thanks once again for pulling the trackings that clearly show helicopters using the neighborhoods around Lantana Airport to do training rotations over, in clear defiance of Palm Beach County's voluntary Noise Abatement Guidelines, designed to protect Noise Sensitive neighborhoods around the airport from just such abuse. And in very contrary to, I might add, the statement by whoever told you it was not his intent to impact the neighbors. These training rotations over the neighbors do not happen by accident. There is someone steering those helicopters.

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Wednesday, February 26, 2014 7:45 PM

**To:** 'Ron Haines'; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

Thank you for your patience. This is in response to your e-mails dated Feb 19, 20 & 23, 2014

The first attachment contains the flight tracks you have requested. The second is a runway map of LNA.

I have spoken with the PB Helicopters owner, he has not located a tracking illustration of traffic utilizing runway 9/27 meeting the description you have provided.

We discussed flight patterns in general with an emphasis on the current use of RWY 15/33 (the direction of the wind dictates the active runway). We also discussed specific comments from the neighbors. The helicopters patterns were all training, departing the airport and retuning, to familiarize students with the equipment.

He stated it is not his intent to impact the neighborhoods. He will continue to advise the pilots to fly as close to the ceiling as possible.

I have read your comments and understand your opinion on the voluntary noise abatement guidelines. Although, we cannot site or issue violations, without this voluntary agreement we could not approach or have discussions with any of the operators on flight. The FAA remains the only agency which regulates flight. The County cannot make voluntary flight procedures used for noise abatement purposes at any Airport mandatory. Creating a mandatory restriction of flight for the purpose of noise abatement is prohibited by the FAA.

We are concerned with the impact on the neighborhoods; please continue to assist us in our efforts.

Again, thank you.

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Tuesday, February 25, 2014 8:05 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Thanks for the update Casandra,  
I went through all my email files and I can say with certainty that the map in question was presented at a CCAN meeting in late 2005 by Debbie Sparks. Lisa D was doing CCAN meetings at the time and she made copies for the CCAN members subsequent to the meeting, so it must be in the CCAN files.  
I will search my physical files for it tomorrow, in case she also sent me a hard copy.  
I found the following email exchange between me and Ms. Sparks that refers to it and to the fact that I went over to the office there to look at it and have it explained to me.

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Tuesday, November 08, 2005 8:05 PM  
**To:** Debbie Sparks  
**Subject:** RE: From Ron Haines

Hi Debbie,

Thanks for the note. No problems with the delay. Even my brain seems to have been delayed by this storm. I walked into the kitchen the morning after the electricity came back on and couldn't figure out how to heat water for instant coffee without my camp stove. Water out of the tap isn't hot enough... heating a pan of water on the electric stove takes way too long...I know there is a quick way to do this, but what is it? Took me a couple minutes of befuddlement before I remembered, DUH, the microwave!

Anyway, I am not sure I understand why using 9/27 as primary would mean a training helicopter coming over my house. Perhaps you can ask the Instructor and the Student again. According to the diagram you gave to CCAN and what Kevin said about that diagram in our meeting, using 9/27 means training rotations follow the yellow line and go east from the airport, then southerly along the lake then west along the canal south of me to somewhere west of Congress, north along a road I can't remember the name of and then back into the airport along Lantana Road, crossing over the commercial conglomeration at Lantana Road and Congress. And that is indeed the pattern I have observed N83127 following lots of times, as I said.

What I was asking about is why it sometimes comes directly over my house. When I can take a photo of the bottom of a helicopter from my front yard, it is clear it is coming over my house and there is nothing in the patterns you and Kevin explained to me that explain why one of your helicopters would have a reason to come over my house.

Sorry if I am confused about all of this. I don't even understand why runways are given the numbers they have, so I am not the most astute aviation person obviously. If you think we need another meeting to explain it to me I am available Thursday or Friday of next week. I guess I need to understand just what runway would be in use that would bring one of your training helicopters right over my house on several occasions.

Thanks,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]  
**Sent:** Tuesday, February 25, 2014 6:58 PM  
**To:** 'Ron Haines'; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

Thank you for your patience.

I will be speaking to the manager of PB Helicopters on tomorrow and will provide you with a response after we have spoken. He informed me that he is unaware of the illustration of the pattern you described, but that he would check his files.

Thank you

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Sunday, February 23, 2014 2:56 PM  
**To:** Casandra Davis; Bruce V. Pelly  
**Cc:** BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Thanks, Casandra,

I look forward to answers to all my questions.

And here are some more: Today, February 23, 2014, between 1:30 pm and at least until at least 3 pm (as I write this) N771MM chose to make my neighborhood a helicopter flight training classroom, in conditions where wind was negligible and fixed wing traffic very sparse.

Please send me the relevant tracks. Please tell me why the pilot of this helicopter chose to ignore the Noise Abatement Guidelines. Please tell me just what training was going on, flight training, turning training, taking off and landing training? Or maybe it was simply let's just go annoy the neighbors training?

These are questions I am asking, but in reality these are questions the Department of Airports should be asking of the helicopter training school over there all the time. The school is a business operating from county-owned property that routinely ignores county-issued voluntary guidelines meant to protect noise sensitive neighborhoods around the airport, yet no questions get asked until and unless someone like me lodges a complaint and requests that his questions be answered.

That is simply not a healthy situation.

Photos attached were taken by me, today, from my yard, during the time period specified above.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]  
**Sent:** Friday, February 21, 2014 4:47 PM  
**To:** 'Ron Haines'  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,  
I am in receipt of both of your e-mails and I will be speaking to  
PB Helicopters owner in the upcoming week. I will be responding to you as soon as we have spoken.  
Thank you.

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Thursday, February 20, 2014 12:12 PM  
**To:** Casandra Davis  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Thanks Casandra,  
They are over my head again today as I write this. I will not bother with the photos. We all know who they are.  
I will meanwhile root around my files as I think at one time I had saved that pattern electronically. Roughly it was  
southeast from the airport, skirting my neighborhood to the east and still doing the right turn to stay away from the  
fixed wingers, down Lake Osborne to roughly Hypoluxo, then west to roughly Congress and then back south, coming into  
the airport at its southwest corner. My neighborhood, and others, are still impacted by the sound with this pattern, of  
course, but it would eliminate the low and very noisy passes over our heads.  
Perhaps the Department of Airports could also find out just what the purpose is of the pattern they are now doing over  
my neighborhood. I know it's 'training,' but just what kind? If it is flying, they can do that anywhere. If it's right hand  
turns they can do that anywhere. If it's take offs and landings, that can be done within the boundaries of the airport.  
Just what is it that forces them to do pattern after pattern over the noise sensitive neighborhoods?  
Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*  
<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>  
Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]  
**Sent:** Wednesday, February 19, 2014 5:18 PM  
**To:** 'Ron Haines'  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,  
I am receipt of your e-mail. I will review the flight tracks tomorrow (information is downloaded during the night)  
and contact PB Helicopters to request any maps they may have depicting the pattern you have described.  
I will respond to you no later than Friday.  
Thank You

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]  
**Sent:** Wednesday, February 19, 2014 1:46 PM  
**To:** Casandra Davis  
**Cc:** Bruce V. Pelly; BCC-All Commissioners  
**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Casandra,

Embedded in all this is the assumption by you and by the Department of Airports that it is OK for the pattern to be over my neighborhood sometimes. That is just plain false, and I wish you would stop making the assumption that it is OK for the pattern to be over my neighborhood when the winds dictate a south easterly takeoff for the fixed wingers. Years ago, those in charge of Palm Beach Helicopters showed me on a map at their office a southeasterly pattern for their aircraft that was acceptable for their purposes and DID NOT go over my neighborhood.

Why that pattern can't be used today I don't know. Perhaps you can find out?

In the meantime, how do you justify the behavior of N771MM today around noon? Taking off going south from the airport in a looping right turn that brings it RIGHT OVER MY HEAD. A sequence of photos (A,B,C) is attached to illustrate. All photos were taken today, by me, from my yard.

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Tuesday, February 18, 2014 6:27 PM

**To:** 'Ron Haines'

**Cc:** Bruce V. Pelly; BCC-All Commissioners

**Subject:** RE: Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Mr. Haines,

The flight tracks you requested are attached. The active runways during this period were both 9/27 and 15/33. To prevent the mixing of traffic; aircraft execute a left turn and helicopter traffic turns right, this is done as a safety measure. The assumption is made that the pattern shown on the right of each runway is that of helicopters.

The altitude of the traffic (15/33) as it crossed Lantana Road measures between 300 – 450 feet (ft) this includes aircraft and helicopters. The helicopter pattern of those using 9/27 maintained altitudes of 980ft – 1000ft. The helicopter traffic using 15/33 flew at altitudes above 725 ft but not higher than 850 ft. The lower altitude, later in the day, suggests the ceiling was lowered.

The helicopter traffic was not turning wide in the morning hours; Runway 33/15 (traffic taking off to the northwest) was being used which places helicopter traffic to the east, this pattern would not be over your neighborhood.

This information and comments of others will be shared with the helicopter operator. We will continue to request that all flight be accomplished as close to the ceiling as possible, over all neighborhoods.

Thank you for your comments.

---

**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Friday, February 14, 2014 6:01 PM

**To:** Casandra Davis; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** Lantana Airport Helicopters Friday Update N479AT, N471AT, N771MM, N44XL

Hello all,

A mixed day today. In the morning and into the early afternoon the patterns were pretty wide of my neighborhood. In fact, I noticed they at times followed a path wide of my neighborhood that I was assured nearly a decade ago by Palm Beach Helicopters would be their normal path. Fancy that!

Traditions die hard, of course, so by mid-afternoon FOUR of them (N479AT, N471AT, N771MM, N44XL) were over my head over and over and over again. Photos are attached, taken today, by me, from my yard. Please remember that there is no way that I can take a photo of the belly of a helicopter unless it is right overhead. There is no excuse at all for this. If they can go wide of my neighborhood SOME of the time, they can go wide of my neighborhood ALL of the time. It is just that simple.

Casandra: Please send along the tracks from 2 pm to 7 pm today, and the altitudes.

Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Thursday, February 13, 2014 3:34 PM

**To:** 'Casandra Davis'; 'Bruce V. Pelly'

**Cc:** 'BCC-All Commissioners'

**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Thanks Casandra, for sending me this information.

This makes it clear to me and should make it clear to everyone else that there was NO attempt, however feeble, by helicopter operators yesterday, February 12, from the hours of 2 to 7 pm, to follow the county's Noise Abatement Guidelines or even to use the maximum ceiling available to them.

It is also obvious to me, and should be to everyone, that the helicopters appear to be aiming at the neighborhood instead of getting clear of the neighborhood to do their training.

There is no wind or fixed wing justification for helicopters to consistently take such a hard right turn and go over my neighborhood. They could at the very least go out as far from the airport and get higher in the air, as the fixed wingers do, before executing a turn.

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Regards,  
Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage

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**From:** Casandra Davis [<mailto:srdavis@pbia.org>]

**Sent:** Thursday, February 13, 2014 2:22 PM

**To:** 'Ron Haines'; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** RE: Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

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Per your request, the attachment provided is an illustration of the flight tracks over LNA for 2/12/2014 from 2:00PM – 7:00PM.

The active runway was 15/33 (the direction of the prevailing wind dictates runway use) . The traffic leaves the runway taking off in a south easterly direction. To prevent the mixing of traffic; aircraft execute a left turn and helicopters traffic turn west, this is done as a safety measure. The assumption is made that the pattern shown on the left of this map is



that of helicopters. The average altitude of the traffic turning right as it crosses Lantana Road measures between 475 – 485 feet, however nearest to your property the averages were closer to between 880 – 925 ft.

I will be sharing this with the helicopter operator, I will of course remove your name and property information.

Thank you for your comments

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**From:** Ron Haines [<mailto:ronaldhaines@bellsouth.net>]

**Sent:** Wednesday, February 12, 2014 6:24 PM

**To:** Casandra Davis; Bruce V. Pelly

**Cc:** BCC-All Commissioners

**Subject:** Wednesday update:FIVE Lantana Helicopters over my neighborhood N701RH. N76KG. N771MM, N471AT, N44XL

Hi Everyone,

What a festive day in my neighborhood: FIVE helicopters overhead, just like Tuesday and AFTER the Department of Airports called Florida Airmotive and had someone there radio the aircraft and tell pilots to 'tighten the pattern,' and use the allocated 1,000-foot ceiling.

The pattern got tightened all right, centered right over my neighborhood. Ladies and gentlemen, this should just NOT be happening. Helicopter training over neighbors of Lantana Airport is something Palm Beach County NEVER wanted to happen, yet Palm Beach County allows it to continue.

Today, helicopters N701RH, N76KG, N771MM, N471AT, and N44XL upheld the proud Lantana Helicopter tradition of repetitive helicopter rotations over the noise sensitive neighborhoods around Lantana Airport. Photos attached, taken today, by me, from my yard.

They also upheld the tradition of doing the most obnoxious rotations possible, going south from the airport and taking a long looping left turn over my neighborhood and back to the airport. Sometimes I got treated to a tight turn and a repeat trip over my neighborhood on the way back to the airport.

This all started about 2 pm today and as dark fell was continuing.

Casandra: Please send a complete set of the radar tracks for today from 2 pm to 7 pm and please include the altitude of each departure as it crosses Lantana Road.

Regards,

Ron Haines

*Ron Haines cell 561 315-0528*

<http://ronhaines.wordpress.com/canoeing-the-mississippi-river/>

Sent from my iGarage