

Current (04-2025) Recommended Federal Aviation Administration (FAA) Guidance for Reporting Low Flying Aircraft

I'm following the current recommended Federal Aviation Administration (FAA) guidance for reporting low flying aircraft for both safety concerns & harassment that involves both targeted extreme noise pollution coupled with unsafe aircraft operations. See three attachments at the end of this document.

Per the FAA guidance I'm notifying the excellent local law enforcement first responder authorities via an official police report-complaint at the following address:

Police | Canton Township, MI - Official Website
<https://www.cantonmi.gov/1390/Police>
1150 S. Canton Center Road
Canton, MI 48188
(734) 394-5400

Evidence is provided to first responders in pdf file format using a combination of images:

- Canton-Plymouth Mettetal (1d2) Airport - **ADS-B Exchange** - track aircraft live
 - <https://globe.adsbexchange.com/?lat=42.348&lon=-83.457&zoom=15>
- Canton-Plymouth-Mettetal Airport (1D2) - **FlightAware**
 - <https://www.flightaware.com/live/airport/1D2>

As well as written plus extensive video history available from:

- Close 1D2 – Canton-Plymouth Mettetal Airport | Families for a Better Community
 - <https://close1d2.org/>
- @close1d2 close 1D2 - YouTube
 - <https://www.youtube.com/@close1d2>
- Michigan Department of Transportation (MDOT) Clown Patrol | Largest Waste of Taxpayer Money in Michigan History
 - <https://mdotclownpatrol.org/>
- MDOTClownPatrol - YouTube
 - <https://www.youtube.com/@MDOTClownPatrol>

Additionally, the Federal Aviation Administration (FAA) invited public comments from interested individuals, entities, and other parties to review four key considerations of its civil aviation noise policy, in the context of noise metrics and noise thresholds. Notice. Meetings: Civil Aviation Noise Policy. Posted by the Federal Aviation Administration on May 1, 2023. FAA requested feedback:

- Public Submission. Comment from matthew grisius. Posted by the Federal Aviation Administration on Sep 27, 2023. Regulations.gov.
 - <https://www.regulations.gov/comment/FAA-2023-0855-3422>
- Attachment 1 - Official Comment - Docket ID FAA-2023-0855 : Request for Comments on the Federal Aviation Administration's (FAA) Civil Aviation Noise Policy as it Relates to Michigan Department of Transportation (MDOT) Owned Canton-Plymouth Mettetal Airport (1D2) Airport AKA "MDOT Frat House Airstrip" in Canton Township, Michigan – A Tiny Non-Strategic, Non-

Mission-Critical, Non-Essential Insignificant Personal Hobby, Sport, Recreational Social Entertainment Venue in Densely Populated Neighborhoods Surrounded by Schools, Nursing Homes, Assisted Living & Rehabilitation Facilities – My Community “Lived Experience” with Aviation Noise

- https://downloads.regulations.gov/FAA-2023-0855-3422/attachment_1.pdf
- https://downloads.regulations.gov/FAA-2023-0855-3422/attachment_2.pdf

Official Police Report-Complaint Statement

The reported aircraft involved in continuing operation present a danger to me and or other persons and or property, are being used to commit one or more crimes. I feel threatened and discriminated against by these unwanted demeaning humiliating offensive Disingenuous Low Flying Harassment (DLFH) actions, sometimes as a "Coordinated Group Harassment Effort" using weaponization of "extreme noise" & "dangerous unnecessary aircraft maneuvers" to bully, intimidate, harass & retaliate.

It is very well-known common knowledge in the aviation, aerospace & defense industry using Aircraft Physical Noise, Vibration & Harshness (NVH) & Visual Aerial Stalking harassment causes mental, emotional, psychological & physical duress to surrounding communities.

I believe these persistent pervasive actions violate basic community morals, ethics & clear common-sense societal norms as well as several rules, regulations, statutes & laws including:

14 CFR §91.119 of the General Operating and Flight Rules Regarding Minimum Safe Altitudes

Unsafe aircraft operations per 14 CFR §91.119 of the General Operating and Flight Rules regarding minimum safe altitudes. if a power unit fails, there is NO area to conduct an emergency landing without undue hazard to persons or property on the surface.

SEE eCFR :: 14 CFR 91.119 -- Minimum safe altitudes: General. (FAR 91.119)

<https://www.ecfr.gov/current/title-14/chapter-I/subchapter-F/part-91/subpart-B/subject-group-ECFR4c59b5f5506932/section-91.119>

FAA Compliance and Enforcement. Program Order 2150.3C with Changes 1-11

FAA Order 2150.3C with Changes 1-11 (C&E Bulletin 2023-1) (FAA Compliance and Enforcement Program effective 08-08-2023)

https://www.faa.gov/documentLibrary/media/Order/FAA_Order_2150.3C_with_Changes_1-11.pdf

This FAA Order refers to these crimes as punishable egregious behavior with offenses including fines and or termination or removal of flying certificates. Specifically see:

- **2150.3C** page 9-14 **(3) Egregious Conduct.** In some cases, an airman's deliberate conduct during one event (e.g., a single act, multiple acts during a single flight, or multiple flights in succession) may be so egregious that it demonstrates that the respondent lacks the care, judgment, or responsibility required of a certificate holder. In such a case, revocation of airman and ground instructor certificates is appropriate. For example, revocation would be warranted when:
 - **(ii)** a pilot conducts **low high-speed passes and aerobatics in a congested area;**
- **2150.3C** page 9-14 **Figure 9-5: Single Acts Generally Warranting Revocation**
 - (9) Transmitting inaccurate ADS-B information **with the intent to deceive**
- **2150.3C** page 9-15 **Figure 9-5: Single Acts Generally Warranting Revocation contd**
 - **Other** (29) Operating an aircraft without activated transponder or ADS-B Out transmission (except as provided in 14 C.F.R. § 91.225(f)) for **purposes of evading detection**

Nobody can be sure whom is operating the aircraft so included in the Police Report-Complaint is the aircraft "beneficial owner" name and address if possible using information only from Official Public FAA Aircraft Registration data, ADS-B Exchange or Flight Aware and or other "publicly" available sources, e.g. Michigan SoS Department of Licensing and Regulatory Affairs (LARA) per FAA "Reporting Low Flying" guidance:

- FAA Registry N-Number Aircraft Inquiry
 - <https://registry.faa.gov/aircraftinquiry/Search/NNumberInquiry>
- Corporations Division - Search for a business entity
 - <https://cofs.lara.state.mi.us/SearchApi/Search/Search>

The MDOT Owned Canton Plymouth Mettetal (1d2) airstrip aircraft operations have been and are still being used to regularly commit one or more crimes and present unnecessary dangers to Public, Health, Safety & Welfare while violating basic community morals, ethics & clear common-sense societal norms including Negative Aviation Impacts (NAIs) including, but not limited to:

- Stalking, Harassment, Intimidation, Bullying, Retaliation
- Disturbing the Peace, Public Nuisance AKA Noise Trespass
- Continuous On-going Low Flying Safety & Operational Safety Issues, Direct Violations of Federal Aviation Administration (FAA) Recommended Guidelines, Procedures, Rules, Regulations and Federal Laws etc. including:
- Endangering persons and or property, creating an undue danger & threat to Health, Safety & Welfare of persons and or property on the surface
- Disabling, tampering with or intentionally NOT using Avionics, e.g. ADS-B and or Transceiver, to avoid detection, identification, tracking & recording
- No Radio announcement to avoid detection, identification, tracking & recording
- Conduct Prohibited Touch-n-Go maneuvers
- Ignore "Recommended Noise Abatement Procedure" (in place for decades appears to be recently removed by MDOT Aeronautics for nefarious vindictive reasons?)
- Involuntary Toxic Noise, Vibration & Harshness (NVH) Pollution poisoning and Toxic Tetraethyl Lead (TEL) & Ethylene Dibromide (EDB) chemical poisoning violating "Individual Bodily Integrity" protected by the US Constitution
- Duplication of multiple nearby more appropriate aviation facilities
- Special Interest & Industry Lobbyist Favoritism, Special Treatment & "MDOT/FAA Protection"

Directly causing multiple Negative Community Outcomes (NCOs):

- Adverse Health, Safety and Welfare impacts
 - Extreme Noise, Vibration & Harshness (NVH) Pollution & Disingenuous Low Flying Harassment (DLFH) mental, emotional, psychological & physical duress
 - Crashes & Life-Threatening Events-Incidents
 - Toxic Chemicals Including Tetraethyl Lead (TEL) & Ethylene Dibromide (EDB)
 - Environmental Impacts
- Diminished Quality of Life
- Reduced Community Desirability & Property Valuation
- Wasted Taxpayer Money
- Unrealized Tax Revenues: improper and or non-compatible land usage(s)

1-Help FAA Identify Unauthorised Low-Flying Aircraft (04-21-2025)

https://www.faa.gov/about/office_org/field_offices/fsdo/media/Help_FAA_Identify_Low-Flying_Aircraft.pdf

Who did it? List the name of the pilot or aircraft owner if known.

Were the local police notified?

Did you feel threatened?

Was more than one aircraft involved? If so, please provide data on each aircraft.

The Federal Aviation Administration (FAA) is responsible for aviation safety in the United States and its territories. To help ensure the safety of persons and property on the ground and those onboard an unauthorized low-flying aircraft, FAA asks that anyone seeing an unauthorized low-flying aircraft to report that sighting to the nearest FAA Flight Standards District Office (FSDO), the preferred notification point, or the nearest FAA Air Traffic Control (ATC) facility. That ATC facility will then notify the appropriate FSDO. The telephone number for each type office may be found in your local telephone directory under U.S. Government. The number may be listed under Transportation, Department of or under Federal Aviation Administration. Telephone numbers and addresses of many FAA facilities are listed on the Internet at www.faa.gov. Check under the listing for "FAA Organizations." You can also check in "Public Inquiry" under "Low Flying Aircraft" to access FSDO locations.

FAA takes any complaint of an alleged violation of a Federal Aviation Regulation seriously. To aid in any investigation, the FAA FSDO aviation safety inspector assigned to the case will require as much information as possible to help identify the aircraft involved in the alleged incident.

The following information will aid in the investigation. Please keep a record of any information you provide FAA. You may want to write out a brief statement describing what you saw before you contact FAA to ensure you can provide as much information as possible and to help you organize the information. If your complaint results in an enforcement action, you may be required to testify or provide a written statement in the case.

DESIRED INFORMATION

You need to provide FAA as much of the following information as possible. A brief summary of what happened, where did it happen, when did it happen, how did it happen, and who did it, if known, is important. The FSDO will use the information to determine if a regulatory violation occurred and to help identify and locate the aircraft involved.

Please remember that not all low-flying aircraft are in violation of a regulation.

LOW-FLYING AIRCRAFT REPORTING CHECKLIST

- What happened? Describe in detail.
- What was your estimate of the aircraft's altitude or height? How did you determine this estimate?
- Where did it happen? Describe location in detail.
- When did it happen? Date and time.
- What were the weather conditions at the time?
- How many times did the aircraft appear to be low? Did it continue to fly low in the area?
- What was the direction of flight?
- Who did it? List the name of the pilot or aircraft owner if known.
- What was the aircraft's registration number?
- Other witnesses. List all who witnessed the event. List names, telephone numbers, and addresses if known.
- Were the local police notified? Did a police officer witness the alleged incident? If so, list the name of the police department and telephone number of any officer involved if known.
- Did you feel threatened?
- Was more than one aircraft involved? If so, provide data on each aircraft involved.

AIRCRAFT IDENTIFICATION AIDS

- Type aircraft? Fixed-wing airplane, helicopter, glider, balloon, airship, ultralight vehicle, seaplane
- Was it military or civilian?
- Did you see a registration number?, If so, what was it?
- List any partial numbers if complete number is not known.
- Was it a high-wing type aircraft or low-wing aircraft?
- What color was it? Did it have one or more other colors?
- Did it have any distinct markings, designs, or logos?
- Was it a jet-powered aircraft or piston-powered aircraft?
- Did it have propellers?
- How many engines or propellers did it have?
- How large was the aircraft?
- If it was a helicopter, how many main rotors did it have?
- If it was a helicopter, how many main rotor blades did it have?
- Was there anything unusual about the aircraft?

SUPPORT DOCUMENTATION

Did you take any photographs or video of the event? If so, what type and focal length of lens was used? If a zoom type lens was used, was the lens zoomed in or out?

Were you able to zoom in on the aircraft's registration number, if it had one, to help identify the aircraft?

Did you try to photograph or video the aircraft against a background that would show height such as against a tall building, tower, hill, mountain, or other such object to aid in determining the aircraft's altitude? Please note, it is preferable to photograph the aircraft using a "normal" lens setting to avoid any misleading sized images caused by the compressive effects of a zoom or telephoto lens setting beyond the "normal" lens setting for the type of camera used.

If an object is included in the photograph or video to help show the aircraft's height, do you know the object's height?

If you photographed or videotaped the aircraft in flight from another aircraft, what was your aircraft's altitude when the photograph was taken or the video was made?

If film was used to photograph the aircraft, it is better if the negatives are not cut into smaller sections. You can ask your processor not to cut the film.

It is important to keep positive control of any type of recording media used to record the incident.



THE REGULATION

Please note there are instances when an aircraft may be operated in flight below these regulations with proper FAA approval. In addition, there are designated low-level military training routes where military aircraft may operate from the surface up to a specified altitude in visual and instrument meteorological conditions.

THE RULE

Title 14 Code of Federal Regulations, Section 91.119, Minimum safe altitudes, prohibits low flying except under the following conditions:

“Sec. 91.119 Minimum safe altitudes: General. Except **when necessary** for takeoff or landing, no person may operate an aircraft below the following altitudes: (a) Anywhere. An altitude allowing **if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.** (b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. (c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure. (d) Helicopters. Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator.”

DO YOUR PART: REPORT LOW-FLYING AIRCRAFT

Your help is needed in preventing unauthorized low-flying aircraft. Do your part, report such flying to the FAA.

For more information, you can write to the Federal Aviation Administration, General Aviation and Commercial Division, Operations Branch, AFS-820, 800 Independence Ave., SW, Washington DC 20591. The telephone number is 202-267-8212.

Cover aircraft photo by Thomas C. Shapiro

Official Business
Penalty for Private Use \$300

800 Independence Ave., S.W.
Washington, DC 20591

Federal Aviation
Administration

U.S. Department of
Transportation

Help FAA Identify Unauthorized LOW-FLYING AIRCRAFT



U.S. Department of Transportation
Federal Aviation Administration

2-IND FSDO Low Flying Aircraft (04-21-2025)

<https://www.faa.gov/media/29591>

Low Flying Aircraft Complaints

Low Flying Aircraft Complaints:

If you witness a drone or aircraft operation that you believe is currently presenting a danger to you or other persons, or is being used to commit a crime, please report it immediately to your local law enforcement first responders. They can protect public safety and can help discourage dangerous or illegal activities.

The Federal Aviation Administration (FAA) is the government agency responsible for aviation safety. We welcome information from citizens that will enable us to take corrective measures against individuals violating Title 14 of the Code of Federal Regulations (14 CFR) also known as the Federal Aviation Regulations. It is FAA policy to investigate citizen complaints of low-flying aircraft operated in violation of the regulations that might endanger persons or property.

We will need facts before we conduct an investigation. There are public accessible smart phone software applications (<https://flightaware.com/>, <https://www.flightradar24.com/>, and others) that may be able to identify aircraft that are overflying you currently. Below are examples of the information we will need to complete an investigation.

- **Photographs** – Photographs or video is some of the best evidence we can obtain to start our investigation. Even cell phone recordings will assist greatly.
- **Identification** – Can you identify the aircraft? Did you record the registration number which appears on the side of the aircraft or tail? On U.S. registered civilian aircraft, that number will be preceded with capital 'N'. Was it a helicopter or a fixed-wing aircraft? What was the color? Did it have propellers or was it a jet aircraft? Was it a high or low-wing aircraft? Did it appear military or civilian?
- **Time and Place** – Exactly when did the incident occur? Where did this happen? What direction was the aircraft flying?
- **Altitude** – How high (elevation above the surrounding terrain) was the aircraft flying? On what do you base your estimate? Was the aircraft level with or below the elevation of a prominent object such as a tower or building? Did you obtain photographs? Are there witnesses who can confirm your estimate – do you have their names, addresses and telephone numbers?
- **Supporting Evidence** – Do you know any other witnesses? The more the better. Do you have their names and addresses? Where may they be contacted? Are local police aware of the problem? While they have limited authority in aviation matters, police officers are considered 'trained observers' by the courts and their written statements or reports make excellent evidence should our enforcement go to trial.

Altitude Regulations:

Below is an excerpt from 14 CFR §91.119 of the General Operating and Flight Rules regarding minimum safe altitudes. Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- a. **Anywhere** – An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- b. **Over congested areas** – Over any congested area of a city, town or settlement, or over any open-air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- c. **Over other than congested areas** – An altitude of 500 feet above the surface except over open water or sparsely populated areas. In that case, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.*

- d. **Helicopters** – Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with routes or altitudes specifically prescribed for helicopters by the Administrator.

Helicopter operations may be conducted below the minimum altitudes set for fixed-wing aircraft. The reason: they have unique operating characteristics, the most important of which is their ability to execute pinpoint emergency landings during power-out emergencies. Furthermore, the helicopter's increased use by law enforcement and emergency medical service agencies requires added flexibility.

Agricultural Aircraft Operations (crop dusting):

Below is an excerpt from 14 CFR §137.49 regarding Agricultural Aircraft Operations.

During the actual dispensing operation, including approaches, departures, and turnarounds reasonably necessary for the operation, an aircraft may be operated over other than congested areas *below* 500 feet above the surface and closer than 500 feet to persons, vessels, vehicles, and structures, if the operations are conducted without creating a hazard to persons or property on the surface.

For further guidance or to file a complaint with the Indianapolis Flight Standards Office, please call (317) 837-4400, or email 7-AGL-IND-FSDO@faa.gov. For aircraft that are operated outside of the listed regulations, please see the Low Flying Aircraft Information Form on the following page. For complaints which are able to identify a specific aircraft by registration (N-number), flight number, drone owner/operator, or drone registration, you may also file an FAA Safety Hotline by visiting: <https://www.faa.gov/contact>

Other Complaints:

- Noise Complaints – <https://noise.faa.gov/noise/pages/noise.html>
- Drone Information – https://www.faa.gov/uas/contact_us/report_uas_sighting/
- Consumer/Airline service-related issues – <https://www.transportation.gov/airconsumer/file-consumer-complaint>
- Pets/Service animals on passenger flights – www.faa.gov/travelers/fly_pets/cabin_pets
- Security/Screening of passengers, aircraft, cargo, ramp operations, etc. – www.tsa.gov/contact/customer-service
- Laser incidents – www.faa.gov/aircraft/safety/report/laserinfo
- Bird/Wildlife Strikes – <https://wildlife.faa.gov/home>
- Condensation trails – https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/contrails/

3-Albany FSDO Low Flying Aircraft.pdf (04-21-2025)

https://www.faa.gov/about/office_org/field_offices/fsdo/alb/Albany_Low_Flying_Aircraft_UAS.pdf

Low Flying Aircraft / Drone Complaints

If you witness a drone or aircraft operation that you believe is currently presenting a danger to you or other persons or is being used to commit a crime please report it immediately to your local law enforcement first responders. They can protect public safety and can help discourage dangerous or illegal activities.

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We will need facts before we conduct an investigation. There are public accessible smart phone software applications (<https://flightaware.com/>, <https://www.flightradar24.com/>, and others) that may be able to identify aircraft that are overflying you currently. Below is examples of the information we will need to complete an investigation.

- **Photographs** – Photographs, or video is some of the best evidence we can obtain to start our investigation. Even cell phone recordings will assist greatly.
- **Identification** - Can you identify the aircraft? Did you record the registration number which appears on the side of the aircraft or tail? (On U.S. registered civilian aircraft, that number will be preceded with a capital N). Was it a helicopter, or a fixed- wing aircraft? What was the color? Did it have propellers or was it a jet aircraft? Was it a high or low- wing aircraft? Did it appear military or civilian?
- **Time and Place** - Exactly when did the incident(s) occur? Where did this happen? What direction was the aircraft flying?
- **Altitude** – How high (elevation above the surrounding terrain) was the aircraft flying? On what do you base your estimate? Was the aircraft level with or below the elevation of a prominent object such as a tower or building? Did you obtain photographs? Are there witnesses who can confirm your estimate - do you have their names, addresses, and telephone numbers?
- **Supporting Evidence** - Do you know of any other witnesses? The more the better. Do you have their names, addresses? Where may they be contacted? Are local police aware of the problem? While they have limited authority in aviation matters, police officers are considered "trained observers" by the courts and their written statements or reports make excellent evidence should our enforcement action go to trial.

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Agricultural Aircraft Operations (crop dusting)

Below is an excerpt from 14 CFR §137.49 regarding Agricultural Aircraft Operations.

During the actual dispensing operation, including approaches, departures, and turnarounds reasonably necessary for the operation, an aircraft may be operated over other than congested areas below 500 feet above the surface and closer than 500 feet to persons, vessels, vehicles, and structures, if the operations are conducted without creating a hazard to persons or property on the surface.

Drone Operation:For information regarding drone Operation go to: https://www.faa.gov/uas/recreational_fliers

For further guidance or to file a complaint with the Albany, NY FSDO, please call (518) 785-2020, or email: 7-AEA-ALB-FSDO@faa.gov. For aircraft that are operated outside of the listed regulations, please see the Low Flying Aircraft Information Form on the following page. For complaints which are able to identify a specific aircraft by registration (N-Number), flight number, drone owner/operator, or drone registration, you may also file a FAA Safety Hotline by visiting: <https://hotline.faa.gov/>.

Low Flying Aircraft / Drone Information Form

Complete the following form and email to: 7-AEA-ALB-FSDO@faa.gov .This form is PDF fillable using Adobe Acrobat®. Go to <https://get.adobe.com/reader/> to download a free version.

Complainant Information - If you wish to remain anonymous please select box

Name	
Address	
Telephone #	
Email	

Identification (Aircraft)

- Do you know the make and model of aircraft? If so please list in box below. Unknown

- Was it military? or civilian or Unknown
- Was it a helicopter? Yes No Unknown
- Was it a drone? Yes No Unknown
 - Did you see a person operating the drone controls? Yes No Unknown
- Was the aircraft performing aerial application of chemicals? (Crop-dusting) Yes No Unknown
- Was it a large airliner small Jet (Corporate) or general aviation small aircraft? Unknown
- Did it have a high wing low-wing or biplane (2 wings stacked one above the other) |
- Unknown Did it have a propeller(s)? Yes No Unknown
- How many engines did it have? (If known please fill in the box below) Unknown

- What was the color? (If known please fill in box below). Unknown |

- Did you record the registration number which appears on the side of the aircraft or tail (On U.S. registered aircraft, that number will be preceded with a capital "N")? If known please fill in box below. Unknown

Time and Place

- Exactly when did the incident(s) occur (If more than once please list each instance)?

- Where did this happen (Please be specific with complete address if you have it)?

- What direction was the aircraft flying? Unknown |

Altitude

- How high (low) was the aircraft flying? unknown

- On what do you base your estimate? I.e. was the aircraft level with or below the elevation of a prominent object such as a tower or building? unknown

Supporting Evidence

- Do you know of any other witnesses? Please list each in box below with their names, addresses, and telephone numbers. unknown

- **Are local police aware of the problem?** Yes No unknown While they have limited authority in aviation matters, police officers are considered "trained observers" by the courts and their written statements or reports make excellent evidence should our enforcement action go to trial. If you checked yes please list name, address, and telephone number information so that we may contact them.

Any additional information you would like to add to this complaint? None

Aircraft Noise Complaints

For more information regarding noise concerns, please visit: <https://www.faa.gov/noise/inquiries> or contact the Eastern region noise ombudsman at: 9-aea-noise@faa.gov (718) 553- 3365 and provide the following:

- **Your name** — Your first and last name
- **Street Address or Cross Streets** — Provide the street address or cross streets where the event(s) occurred. The FAA can more accurately research and determine a cause of an event(s) with more accurate details being provided. This information is important not only in determining the initial cause of an event(s), but also to track continual occurrences that can point to a systemic issue. Please enter your home address, if this is not related to a noise complaint.
- **State** — Provide the state name in which the event(s) occurred
- **Zip code** — Provide the zip code in which the event(s) occurred
- **Approximate Start Date and Time of Event** — The times and dates you are experiencing the noise disturbance
- **Description** — Describe the event and the location of the event(s) as best you can
- **The type of aircraft causing the complaint** (i.e., jet, helicopters, propeller, unknown)
- **Aircraft Description** — Provide any additional details to help describe the aircraft to include color, number and placement of large wing(s) (top, middle, bottom of aircraft), and number and placement of engines (tail, body, wing).
- **Airport Source** — Provide the airport name that the aircraft left from or was heading to (if known). This is the airport that you may believe the inquiry is associated with.
- **Repeat Occurrence** — Indicate if this is a repeat occurrence (Yes/No)
- **Officials Contacted to Date** — Indicate whether any additional government officials have been contacted and include their name, office title, and how they were contacted (such as email, letter, or phone).

Other Complaints

- For information regarding drones go to: https://www.faa.gov/uas/contact_us/report_uas_sighting/
- Consumer or airline service-related issues (e.g., ticketing, baggage, or flight delays). These complaints are referred to the Department of Transportation <https://www.transportation.gov/airconsumer/file-consumer-complaint>
- Pets or service animals on passenger flights. Refer to www.faa.gov/travelers/fly_pets/cabin_pets
- Security or screening of passengers, aircraft, cargo, airport, tarmac, or ramp operations. These complaints are specifically referred to Transportation Security Administration (TSA) Customer Service at www.tsa.gov/contact/customer-service
- Laser incidents. Refer to www.faa.gov/aircraft/safety/report/laserinfo
- Bird or wildlife strikes. Refer to <https://wildlife.faa.gov/home>
- Condensation trails in the sky. Refer to https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/contrails/.