Taken from the world wide web at :
www.raysyms.com/heliport-safety-educational-and-regulatory-information/heliports-25-frequently-asked-questions-answers

17. Are Heliports/Vertiports quiet?

The sound levels of helicopters and tilt rotors are far below that of many accepted noise-producers in our environment. Trains, lawnmowers, vacuum cleaners, hairdryers, motorcycles, jet planes, buses, trucks, boats and cars all regularly produce noise levels higher than that which the average person would perceive from a helicopter or tilt rotor. The relative distance, nature and intensity of the noise generated, height above the ground, model of the aircraft and sound attenuation factors of the terrain between the source and the receptor are all factors in the way sound is perceived. Older, heavier military helicopters are very different from the modern, light, efficient and much quieter civil helicopters utilized in the vast majority of corporate and executive helicopter aviation.

It must be kept in mind that typical Heliport/Vertiport activity produces an extremely transitory sound. The entire sound event lasts for only approximately 45 seconds on landing or takeoff. At any one point along the flight route, providing the observer is close enough to hear or notice it, the helicopter will typically be heard for only 20 seconds or less. This compares very favorably to sounds already found in most neighborhoods. This is quite unlike other transportation uses such as streets, highways, interstate road systems, commuter and freight railroads and certain waterways, where the sound production is almost constant in many circumstances.

Special attention should be given to citing Heliports/Vertiports in areas or corridors where the sound inherently produced by other sources provides for a shielding or muffling effect upon the sounds of the helicopters. Heavily industrialized areas, especially large industrial/commercial campuses, make good sites for potential landing areas, owing to the ambient sounds generated by the land uses and the lack of sensitive receptors generally found in residential areas.

In essentially all metropolitan transportation systems there are clearly defined corridors of motor vehicle, train and waterborne traffic that allow for excellent ingress and egress routes. These freeways, highways, railroads and waterways, in addition to providing enough ambient sound to shield aircraft sounds, also offer an area of relatively unobstructed airspace that is likely to be long-lived.

The operators of the helicopters can also reduce the sounds of the helicopter significantly by the use of engineered sound-reduction techniques developed by essentially all the helicopter/tiltrotor manufacturers. This material has been widely distributed and promoted as part of the Helicopter

Association International (HAI) “Fly Neighborly” program. Additional details on this program can be obtained from HAI.

Large research and development programs are continuing to design and manufacture even quieter helicopters. Some of the results of these programs to date are the NOTAR (no tail rotor) system, improved main and tail rotor designs, blade-tip speed reductions and quieter engines.

18. What are the exhaust emissions from helicopters/tilt rotors?
Helicopters and tilt rotor aircraft are predominately powered by gas turbine engines which produce very few pollutants. Much of this is due to the engine’s high-combustion temperatures and its ability to burn fuel very efficiently. The type of fuel utilized by these engines is high-quality jet fuel. Properly stored, dispensed and used, it meets the high Environmental Protection Agency (EPA) standards for use of such fuels. Those helicopters that are gasoline powered produce emissions that are very comparable to other similarly powered vehicles (i.e., cars, trucks and boats).

19. How safe are Heliports/Vertiports?
Nothing is more important to the residents of any community than the safety of themselves, their families and property. The FAA, using its own data and that of the National Transportation Safety Board, looked at the relative risk a community has in relationship to a helicopter landing area. The results of that study calculated that an accident has the frequency of occurring once every 432 years. That information and historical data reveal that typical helistop/heliports have a perfect safety record relative to any deaths or injuries to the general public.

The FAA and many of the state and local governments are very proactive when it comes to heliport/vertiport safety and the aircraft that land there. FAA regulations are very strict when it comes to unsafe actions by pilots and improper facilities.

20. Do Heliports/Vertiports affect property values for adjacent or nearby properties?
Historical studies as well as real estate appraisal guidelines indicate that property values are not affected due to the proximity of a heliport/helistop.

Q: Will the heliport impact real estate values?

A: While proximity to *airports* has been shown in a number of studies to cause depreciation in real estate values, the minimum noise value considered for depreciation is 65 dB Ldn.(landing) The Atlanta Metro Heliport is expected to produce less than 50 dB Ldn (many times quieter), which means that it will have no impact on neighborhood home values.

Ldn: The Day-night Average Sound Level (Ldn) is the level of noise expressed (in decibels) as a 24-hour average. Nighttime noise, between the hours of 10:00 p.m. and 7:00 a.m. is weighted; that is, given an additional 10 decibels to compensate for sleep interference and other disruptions caused by nighttime noise found in urban residential areas. An annual average of DNLs is used by the Federal Aviation Administration to describe airport noise exposure. Areas with noise impacts less than 65 dB DNL are considered "compatible" with residential use; areas at or above 65 dB DNL are designated "incompatible" with residential use.

In BSV'S decibel study, we had peak levels of 64.5 dB, and if we were to average the noise in a 24 hour period in this area given the decibels maintaining the 65 threshold for 2 hours in a 24 hours periode, the level might be close to 50 dB DNL.

And from:

http://www.rduaircraftnoise.com/noiseinfo/noise-terms.html

Sound Measurement Terms

A Quick Reference To Sound Measurement Terminology:

dB - The decibel (dB) is the unit used to measure the magnitude or intensity of sound. It uses a mathematical scale to cover the large range of sound pressures that can be heard by the human ear. A 10-dB increase will be perceived by most people to be a doubling of loudness. For example, 80 dB typically seems twice as loud as 70 dB.
DNL - The day-night level (DNL) is the average annual daily sound level, in decibels, computed on the basis of a 24-hour period with a 10-dB penalty for sound occurring between 10 p.m. and 7 a.m. to account for the greater intrusiveness of noise during late night or early morning hours.

DNL was developed as a single-number measurement of community noise exposure by EPA. DNL was adopted by the FAA for use by airports.

Noise contour - A continuous line on a map that represents equal levels of noise exposure.

Noise lessens from the innermost area within a contour line outward. The composite noise contours combine past and projected noise exposure including use of a planned third parallel runway.

The least severe exposure occurs outside the DNL 55 contour, the level at which the Federal Aviation Administration describes noise exposure as minimal. The FAA considers residential development and other noise-sensitive land uses as acceptable in these areas and recommends no special noise-control measures.

Noise exposure is regarded as moderate between the DNL 55 and DNL 65 contours, and the FAA recommends that land-use controls be considered. Noise exposure is regarded as significant between the DNL 65 and DNL 75 contours, and the FAA recommends that land-use controls be implemented. The Airport Authority has worked with local governments to develop airport-compatible zoning measures for this area.

One of the highest per capita income areas in the country, Somerset County, New Jersey, has a large number of private and corporate heliports within some of the finest and costliest estates in the county.