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June 24, 2010

Federal Aviation Administration
Docket Operations M-30
1200 New Jersey Avenue, SE.,
Room W12-140
West Building Ground Floor
Washington, DC 20590-0001

Dear J. Randolph Babbitt,

This letter is to express the support of the East End Supervisors listed below for the final recommendations of the East End Helicopter Noise Stakeholders Group numbered 1 through 9 attached to this letter. Docket 2010-0302.

Helicopter flight noise has been an ongoing issue for the East End towns and villages. The efforts of Senator Schumer and the Stakeholders committee have our full support.

Sincerely,

William Wilkinson
Supervisor
Town of East Hampton

James Dougherty
Supervisor
Town of Shelter Island

Anna Throne-Holst
Supervisor
Town of Southampton

Scott Russell
Supervisor
Town of Southold

**06-21-2010 Revised Final Recommendations of
East End Helicopter Noise Stakeholders Group
in response to FAA proposal FAA Docket 2010-0302**

Recommendations:

The following recommendations shall apply to helicopter traffic to and from East Hampton Airport (HTO), Gabreski Airport (FOK), Southampton Village Heliport (87N) and Montauk Airport (MTP), collectively the East End Airports.

1. There should be two FAA mandatory designated routes for helicopter traffic to and from the East End Airports: a 'South Shore Route' and a 'North Shore Route'. This is essential in order to accommodate the important southerly transition routes from HTO and the other East End Airports and to equitably distribute the volume of helicopter traffic using the North and South Shore routes.
2. The FAA should establish procedures in coordination with East End Airports to monitor and enforce compliance with the proposed routes.
3. When departing from either of the two Shore Routes transiting to/from any East End Airport or traversing the area between the two Routes, a minimum altitude of 3000 ft. for any helicopter must be achieved as quickly as possible and maintained until within the approach area of the destination airport.
4. The South Shore Route requires a 'helicopter only flight layer' at JFK between 500-800 ft and above the current VFR corridor to encourage a fair portion of traffic to take this Route. This layer would be similar to the current SFRA Hudson River Rules.
5. The North Shore Route to HTO and MTP should only permit transit to the east of Plum Gut, then over water to the maximum extent possible, directly to and from HTO and MTP.
6. Both North Shore and South Shore Routes should require helicopters to fly not less than one mile from the shore.
7. All helicopter traffic using East End Airports must follow protocols and noise abatement procedures as established for each airport to manage helicopter traffic.
8. HTO and FOK airports should be empowered either directly or via the FAA to manage flight concentrations and nighttime/early morning flights.
9. The foregoing provisions are inter-independent and inseparable and are supported only if adopted in their entirety.

June 21, 2010
KC/DMK