



***Town of East Hampton Airport***  
***200 Daniel's Hole Road***  
***Wainscott, NY 11975***  
***631.537.1130***

January 2011

To: Eastern Region Helicopter Council  
679 B Rose Hollow Drive  
Yardley, PA 19067

Subject: Helicopter Operating Instructions

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**Noise Abatement**

The following Noise Abatement Routes have been developed in collaboration with the Eastern Region Helicopter Council and are strongly recommended for helicopter operations at KHTO. The attached map shows the Arrival Routes in **RED** and the Departure Routes in **GREEN**.

**ARRIVALS**

Arrivals from the west proceed to PECONIC (N41.01.10.0 W072.22.28.8). Proceed over water to FERRY (N41.02.45.7 W072.18.19.5) and then to NORTHWEST CREEK (N41.00.54.0 W072.15.41.06). Cross FERRY at or above 2500ft. AGL. Descend after FERRY to cross NORTHWEST CREEK at or above 2000 ft. AGL.

Arrivals from the Southwest fly along the south shore to GEORGICA (N40.55.46.1 W072.13.25.5) at or above 1500 feet AGL. Proceed over Georgica Pond to the airport above the traffic pattern, descending north of the airport for landing. HTO fixed wing traffic pattern attitudes are 1000 ft. AGL for light single and twin aircraft, and 1500 ft. AGL for Jets.

**DEPARTURES**

Gain as much altitude as possible within the airport boundary. Depart westbound over the power lines to LONG POND (N40.58.14 W072.17.54). Continue to the Bridge Golf Course, (N40.58.25 W072.20.25). Continue to base of JESSUP'S NECK (N40.59.44 W072.22.09), climbing to above 2500 feet AGL as soon as possible. Depart South by climbing above the traffic pattern north of the airport and then proceed over Georgica Pond to the south shore.

**PLEASE NOTE:**

- Pathways depicted on the map are for illustration only and may not conform precisely to coordinates.
- Please call or come in to the Airport Office if you have any questions or suggestions for improving these procedures.

**Ramp Operations**

All arrivals and departures to HTO should be to and from active runways or parallel taxiways so as not to interfere with fixed wing traffic. Approaches and departures to and from the **Terminal Ramp** area are **prohibited**.

No part of a helicopter, **including rotor tips**, is to come closer than **100 feet** to the Terminal building. Parking spot 1 in front of the Terminal Building is reserved for fixed wing aircraft only.

Boarding and deplaning a helicopter with the rotors turning is considered unsafe and should be avoided. Use of a rotor brake, if installed is encouraged.

Operating rotors for an extended period of time on the ramp is discouraged. **More than five (5) minutes is considered excessive**. Your cooperation with this limit is for noise and environmental considerations. Passengers who demand rotors turning when they arrive should be informed of this limit. If it is necessary to operate engines and/or rotors for extended periods of time, please move to one of the transient helicopter pads or as far from the Terminal Building as possible.

### **Other Considerations**

Helicopter operations are the most serious environmental challenges we have at HTO. Anything you can do to mitigate the environmental impact of your operations will be greatly appreciated by this office and the surrounding communities.

Noise complaints increase dramatically during periods of inclement weather because of aircraft flying below a broken or overcast layer. While such operations are strongly discouraged (and may violate FAR 91.13), adherence to suggested routes is even more important.

The area surrounding HTO has substantial air traffic during the summer months some of which may have neither a radio nor transponder. Adherence to the suggested routes reduces the potential for conflicts but does not eliminate it. Frequent announcements of position, altitude and intended route are strongly encouraged. See and avoid is paramount, all available aircraft lights should be illuminated day or night. Coordination with or monitoring of New York approach frequency is recommended to help avoid IFR traffic that may otherwise appear suddenly from IMC conditions. Operators are reminded that merely because an operation may be legal does not necessarily make it safe.

Sincerely,

James L. Brundige  
Airport Manager