



# TOWN OF EAST HAMPTON

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U.S. Department of Transportation  
Docket Operations, West Building Ground Floor  
Room W12-140  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

**Re: Comments – NPRM Docket FAA-2012-0217**

Dear Docket:

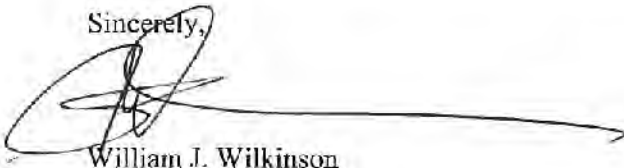
We are pleased to submit these comments in strong support of the FAA's proposed rule establishing Class D and E airspace and to amend existing Class E airspace at East Hampton, NY. East Hampton Airport is owned and operated by the Town of East Hampton, NY, and historically experiences an average of 30,000 operations per year. East Hampton is a summer resort community so half of those operations occur during June, July and August, or about 15,000 operations for three months. Establishing Class D and E airspace at East Hampton Airport (HTO) is critical to support the operation of the new seasonal air traffic control tower at the airport.

The seasonal air traffic control tower, coupled with the proposed Class D and E designation, will greatly enhance safety by providing a much more orderly flow of traffic for both fixed wing and rotary wing aircraft in all weather conditions, reducing the risk of conflicts that could lead to collisions in the pattern or on the runways. In addition to the safety benefits, having controlled airspace at the airport will reduce environmental impacts at the airport.

Currently, without an air traffic control tower and without any radar coverage, there are a number of aircraft, particularly helicopters, which do not file instrument flight plans and duck under the clouds at very low altitudes to approach HTO. Some floatplanes that originate from the East River in Manhattan also use this approach to locate the airport instead of filing instrument flight plans. That sets up a safety hazard with fixed wing aircraft that are filing instrument flight plans and approaching HTO on published instrument approaches. With a Class D airspace established at HTO, all aircraft will be required to file instrument flight plans during inclement weather or low visibilities, thus enhancing safety at the airport.

Accordingly, we strongly support the FAA's proposal to establish Class D and E airspace around HTO, which will allow for the orderly flow of traffic in and out of HTO, especially in the busy summer season.

Sincerely,



William J. Wilkinson