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

2013
Noise Abatement

The following Helicopter Noise Abatement Procedures have been developed in collaboration with the FAA's East Hampton Control Tower, the Eastern Region Helicopter Council, the Multi-Town Helicopter Noise Advisory Committee, the East Hampton Town Board and local pilots and are strongly recommended for helicopter operations at KHTO.

This 2013 Noise Abatement Plan is comprised of three separate routes: November Route for arrivals from the Northwest, Sierra Route for arrivals and departures from the South and Echo Route for departures to the North. It also includes 20% higher cruise altitudes (3000 ft. minimum vs. 2500 ft. minimum) and more precise flight paths over designated waypoints.

ARRIVALS

November:

Arrivals from the west proceed to the base of JESSUP'S NECK (N40.59.44 W072.22.09), continue to NOYAC PARK (N40.58.26.2 W072.21.42.2) to CLAY PIT (N40.58.25 W072.20.25), and then to LONG POND (N40.58.14 W072.17.54), then over the power lines to the airport. Approach Jessups Neck at or above 3000 ft. MSL.

Sierra:

Arrivals from the South fly along the south shore to GEORGICA (N40.55.46.1 W072.13.25.5) at or above 2000 feet MSL. 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

Echo:

Depart heading northwest over the power lines 1 NM to Town Line Road (N40.58.02.0 W072.16.16.5). Turn right and proceed 2.8 NM to Barcelona Point (N41.00.47.5 W072.15.44.3) climbing to an altitude at or above 3000 feet MSL as soon as possible using max performance climb.

Sierra:

Depart South by climbing above the traffic pattern north of the airport and then proceed over Georgica Pond to the south shore at or above 2000 ft. MSL.

PLEASE NOTE:

Pathways depicted on the map are for illustration only and may not conform precisely to coordinates.

The Control Tower will advise pilots of traffic conflicts on each of the voluntary helicopter routes.

East Hampton Airport has a voluntary curfew in place from 2300 to 0700 daily. Operations during these hours should be for extreme circumstances and emergencies.

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 directly 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.

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. 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.

James L. Brundige
Airport Manager