



NEW YORK STATE LEGISLATURE

October 12, 2012

Michael P. Huerta
Acting Administrator
Department of Transportation
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Re: Request for Approval of the Atlantic Route for Long Island Helicopter Traffic

Dear Acting Administrator Huerta:

We write you as elected officials from all levels of government representing the East End of Long Island. The undersigned are the elected officials at the Federal, State and County levels, all the Town Supervisors, and all the Village Mayors representing all municipalities in the five East End Towns of Suffolk County.

We are united in our position that, despite significant efforts to mitigate helicopter noise, helicopter noise on the East End remains a major, unresolved "quality of life" issue for our region, which also adversely impacts a regional economy dependent on tourism and the second-home industry.

The current situation remains unsatisfactory. For some local communities, the situation has actually gotten worse during the summer of 2012. The focus of community complaints has centered on helicopter traffic utilizing East Hampton Town Airport. Federal intervention must be a part of the solution.

We note the FAA formally designated a North Shore Route by rule adopted in July 2012, which was implemented in August 2012. However, no action has been taken by the FAA with regard to an Atlantic Route for the South Shore as was requested by East End local governments and officials by a letter to the FAA dated, June 24, 2010 (attached). We do not need to wait for the end of the two-year test period for the North Shore Route to know that we also need a South Shore Route to mitigate East End noise. By this letter, we renew our request for the establishment of the Atlantic route.

The source of the overwhelming majority of helicopter noise complaints centers on north-south cross island transits over residential communities. Most notable are the transits from the North Shore Route to and from East Hampton Airport. No matter how the deck is re-shuffled with regard to these transit routes, there is no acceptable transit route solution to mitigate helicopter noise on the East End.

Rather, helicopter noise can only be substantially mitigated by reducing the number of north-south helicopter transits. The establishment of the mandatory North Shore Route mitigated the impacts of helicopter noise in Nassau County and Western Suffolk by keeping helicopters one mile offshore in the Long Island Sound, but did nothing to alleviate the problem on the East End. This goal can only be accomplished by the establishment of both an Atlantic Route and a North Shore Route.

In conclusion, we urge the FAA to act immediately to approve the Atlantic Route proposed in our June 24, 2010 letter. Your consideration is greatly appreciated.

Respectfully,

Timothy Bishop
Congressman
U.S. House of Representatives

Kenneth P. LaValle
Senator
New York State Senate

Fred W. Thiele, Jr.
Assemblyman
New York State Assembly

Dan Losquadro
Assemblyman
New York State Assembly

Jay Schneiderman
Legislator
Suffolk County Legislature

Edward P. Romaine
Legislator
Suffolk County Legislature

James D. Dougherty
Supervisor
Town of Shelter Island

Scott A. Russell
Supervisor
Town of Southold

Dominick J. Stanzione
East Hampton Town Councilman
Airport Liaison

Sean M. Walter
Supervisor
Town of Riverhead

Anna Throne-Holst
Supervisor
Town of Southampton

Christine P. Scalera
Councilwoman
Town of Southampton

Laura M. Nolan
Mayor
Village of North Haven

Timothy Hogue
Mayor
Village of Dering Harbor

Paul F. Rickenbach, Jr.
Mayor
Village of East Hampton

Brian Gilbride
Mayor
Village of Sag Harbor

Donald Louchheim
Mayor
Village of Sagaponack

Mark Epley
Mayor
Village of Southampton

David Nyce
Mayor
Village of Greenport

cc: U.S. Senators Charles Schumer and Kirsten Gillibrand

enclosure



OFFICE OF THE SUPERVISOR

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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