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FRED W. THIELE, JR.
Assemblyman 2nd District

VIA FACSIMILE AND REGULAR MAIL (202) 493-2251

June 25, 2010

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

JUL 2010
Received
East Hampton
Supervisor's Office

RE: NPRM Docket FAA 2010-0302

To Whom It May Concern:

I am writing to offer comment on the proposed aforementioned regulations relating to a New York North Shore Route for helicopters.

As the representative for New York's 2nd Assembly District, I support comments and recommendations that have been made by the Town of Southampton and the Town of East Hampton. These comments have been developed after numerous meetings among eastern Long Island officials seeking to reach a consensus on the proposed rules. I have been informed by both Towns that they support recommendations issued in the enclosed document; as such, I support these comments as well and I respectfully request that your agency take them under consideration during the rule-making process.

Helicopter noise has become, over the years, a nuisance to homeowners and visitors to the East End of Long Island. Through compromise, I feel interests of all parties involved can be addressed and the quality of life that is enjoyed on Long Island can be preserved. The document enclosed, and support by the Towns of Southampton and East Hampton, I feel is a suitable agreement.

I thank you in advance for your attention to this matter and please do not hesitate to contact me should the need arise.

Sincerely yours,

Fred W. Thiele, Jr.
Member of Assembly

cc: Hon. Charles Schumer
Hon. Kirsten Gillibrand
Hon. Tim Bishop
Hon. Anna Throne-Holst
Hon. William Wilkinson
Hon. Jay Schneiderman

FWT:ram
Enclosures



JUL 2010
Shelter Island
Supervisor's Office

OFFICE OF THE SUPERVISOR

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Shelter Island, NY 11964-0970

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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**

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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