

# East Hampton Airport (KHTO) Noise Abatement Plan 2016



Prepared by the Eastern Region Helicopter Council



**The following presentation has been prepared by the Eastern Region Helicopter Council for its members that use the East Hampton airport. These routes are strongly recommended in order to mitigate the noise associated with helicopter operations at HTO.**

**It encompasses the airports 2016 Noise abatement procedures which are contained within the 4.8 nautical miles of the airport and transition routes to and from those noise abatement routes which have been analyzed and designed solely by the ERHC.**

**This plan has been selected to best relieve communities surrounding East Hampton Airport from the noise produced from Arriving and Departing helicopter traffic. While noise mitigation is extremely important, these procedures should in no way supersede the safe operation of aircraft. These procedures will be monitored for compliance at all checkpoints for accuracy of the route and recommended altitudes. The ERHC will receive weekly compliance reports.**



**Three additional “transition” routes have been developed to enhance the East Hampton Airport’s Noise Abatement procedures to help mitigate noise events on the North Fork of Long Island.**

**These routes were developed by the ERHC and are outside the jurisdiction of the East Hampton Air Traffic Control and Operations. They are not reflected in the published East Hampton Noise Abatement Procedures.**

**These routes will hopefully lessen the concentration of aircraft over the same communities. After the 2016 season the ERHC will study the impacts of these transitions.**



# 2016 Routes



# New Routes w/ NY Helicopter Route Chart Overlay





# November Route Inbound

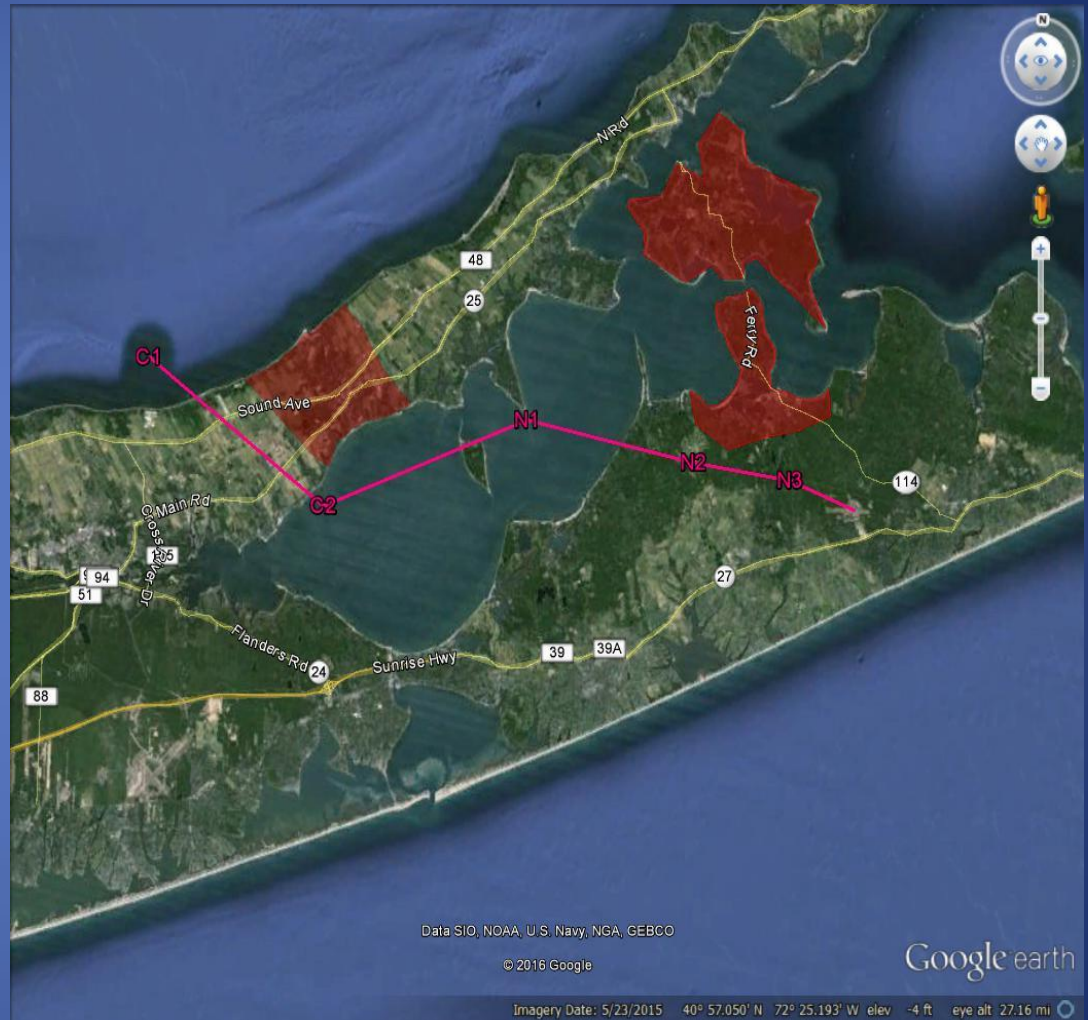
## ERHC Transition

To be flown at 3,500 ft or above until November 1.

C1 41° 00.02N  
72° 38.80W  
C2 40° 56.90N  
72° 32.72W

## HTO Inbound

November: Arrivals from the west proceed to “November 1” (N40°59.14/W72°26.04) at or above 3500 feet, continue to “November 2” (N40°58.41/W72°20.43) at or above 3000 feet, to “November 3” (N40°58.14/W72°17.60) at or above 2500 feet, then to the airfield.



# Echo Route Outbound West

Helicopters less than 6,000lbs

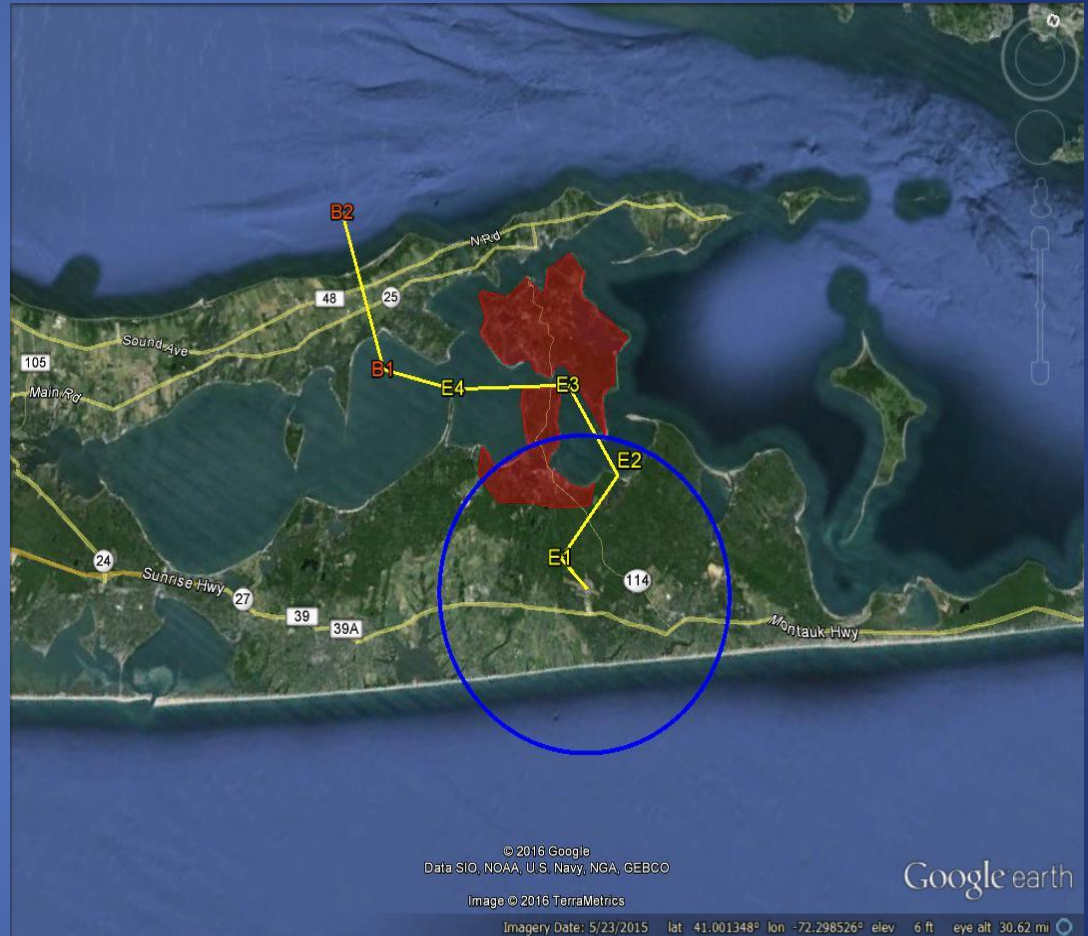
## HTO Echo Outbound

Depart heading northwest over the power lines to "Echo 1" (40°58.03N/72°16.28W). Turn right, remaining well east of Town Line Road and proceed to the East side of Barcelona Neck "Echo 2" (41°00.76N/72°15.29W). "Echo 2" is a mandatory flyover point. Please keep your tracks away from the village of Sag Harbor. Use max performance climb so as to cross Barcelona Neck at or above 3000 ft. MSL. Proceed then to "Echo 3" (41°02.63N/72°18.31W) and then to "Echo 4" (41°01.26N/72°22.58W). Please avoid any over flight of Shelter Island and North Haven. Proceed to B1.

## ERHC Transition

To be flown at 3,000ft or above until B2.

B1 41° 01.00N  
72° 25.48W  
B2 41° 04.97N  
72° 29.79W





# Echo Route Outbound

## East

Helicopters more than 6,000lbs

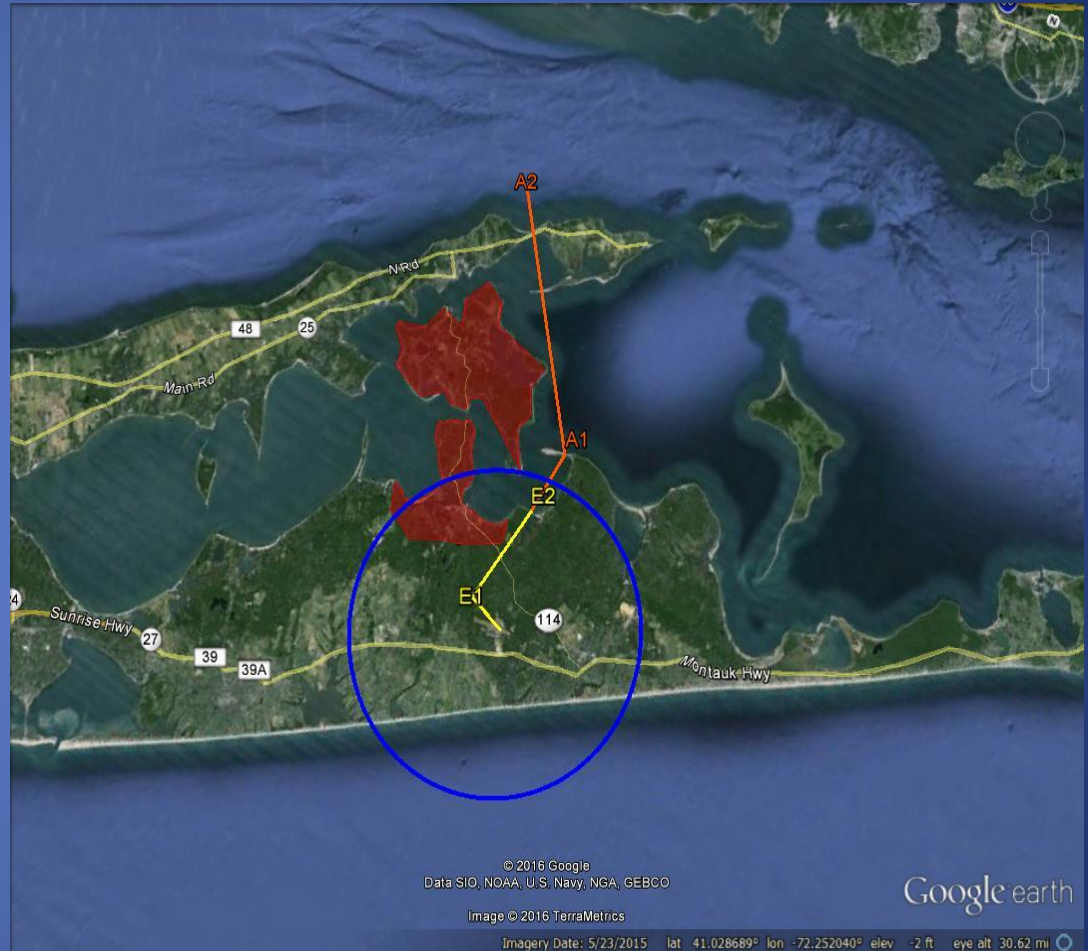
### HTO Echo Outbound

Depart heading northwest over the power lines to "Echo 1" (40°58.03N/72°16.28W). Turn right, remaining well east of Town Line Road and proceed to the East side of Barcelona Neck "Echo 2" (41°00.76N/72°15.29W). "Echo 2" is a mandatory flyover point. Please keep your tracks away from the village of Sag Harbor. Use max performance climb so as to cross Barcelona Neck at or above 3000 ft. MSL. Please avoid any over flight of Shelter Island. Proceed to A1.

### ERHC Transition

To be flown at 3,000ft or above until B2.

A1 41° 02.58N  
72° 14.78W  
A2 41° 09.77N  
72° 20.25W





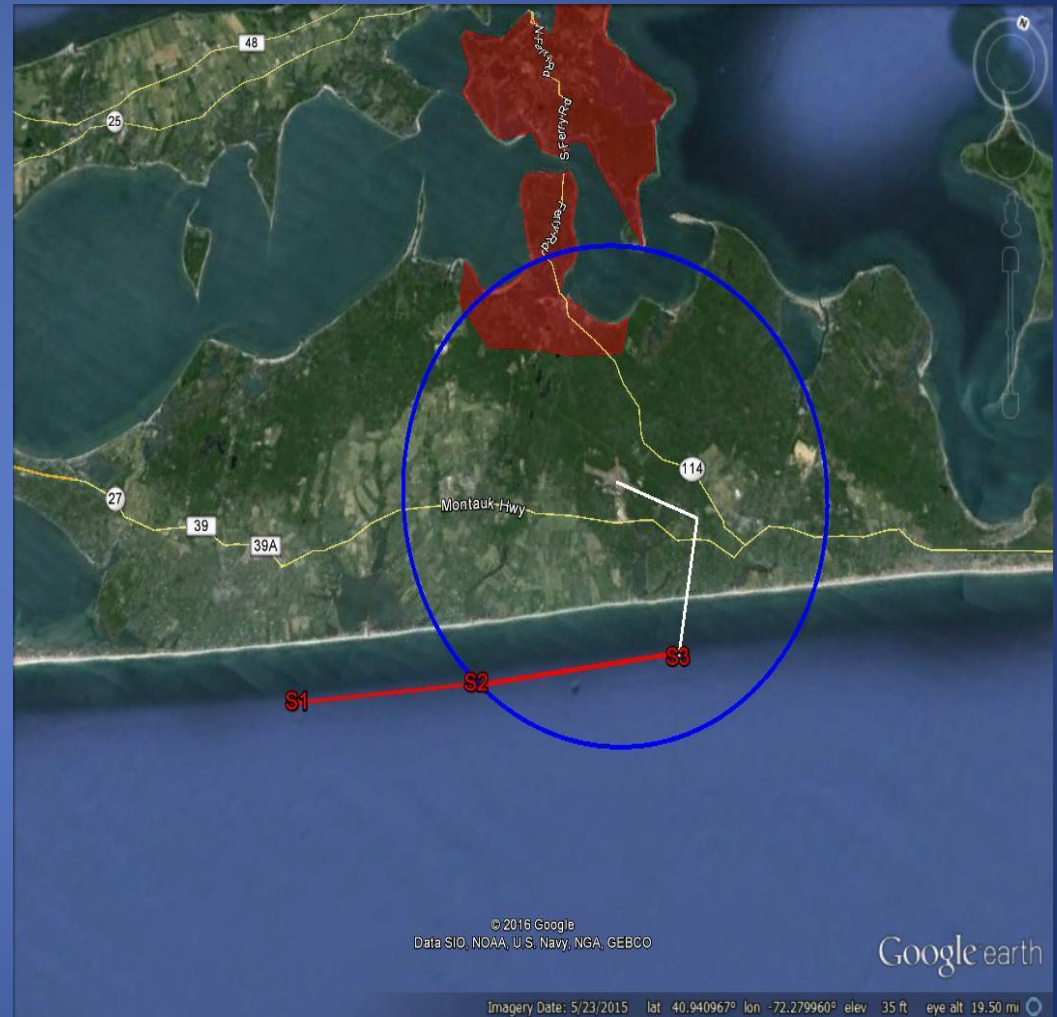
# Sierra Route Inbound

## HTO Inbound

Arrivals from the south fly along the south shore approximately half a mile offshore, via S1 (40°52.36N/72°20.89W) at or above 3000 feet until passing S2 (40°53.58N/72°16.82W) which is a point of converging traffic departing East Hampton Airport (HTO) on the Sierra Route.

Proceed past the mouth Georgica Pond to S3 (40°55.32N/72°12.33W) which is a flyover fix and enter a left base for Runway 28 or the parallel taxiway depending on the traffic at the airport and the direction of the air traffic controller.

Please hold your altitude as high as possible. Please look for fixed wing traffic in the traffic pattern or on approach to the airport. Overhead Georgica arrivals with spiraling descents on the north side of the airport are no longer expected and impede the safe flow of traffic on the north side of the airport.

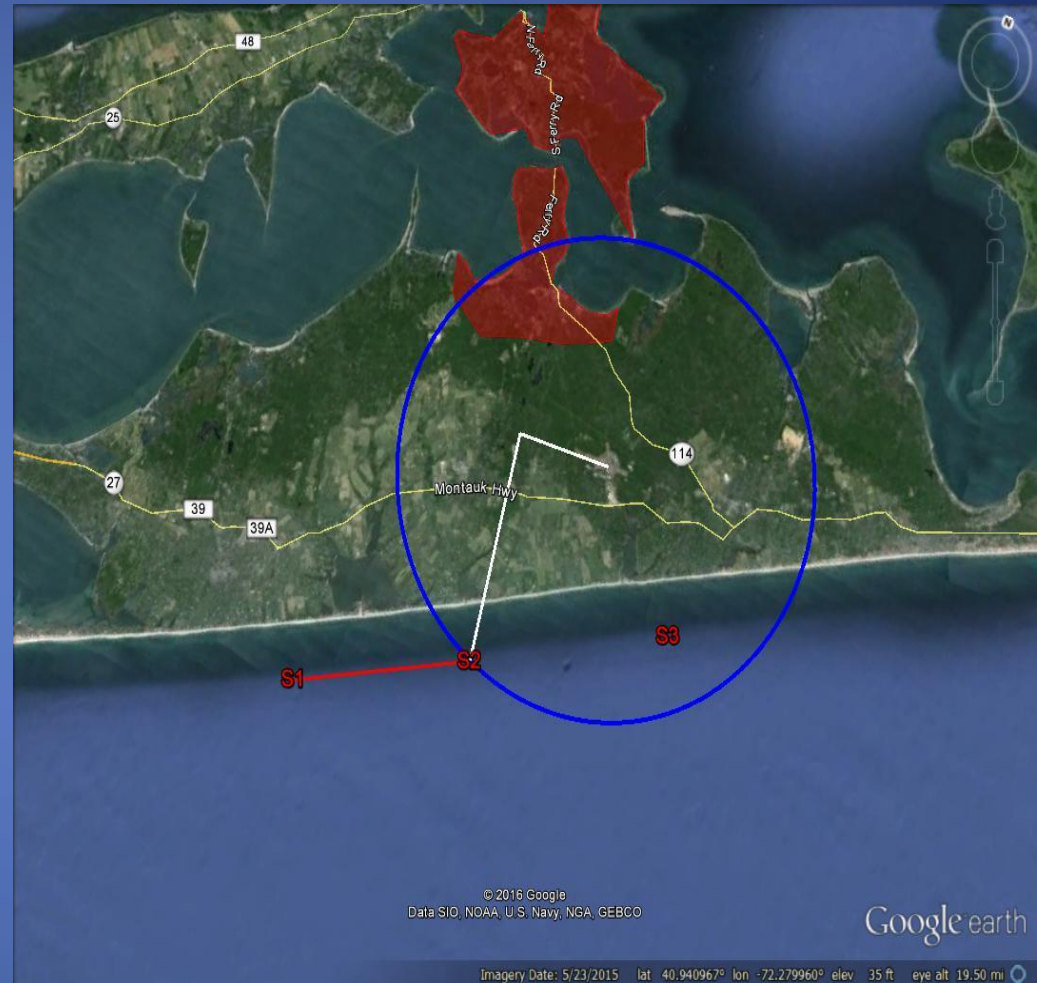


# Sierra Route Outbound

## HTO Outbound

Depart the airport via runway heading until passing 1,500 feet in the vicinity of O1 (40.57.54N/72.17.01W) then turn left to S2 (40.57.54N/72.17.01W) climbing to 3,000 feet BROCC.

After reaching S2, proceed westbound approximately a half mile off shore



## Sierra Route Arrivals and Departures for Rwy 10

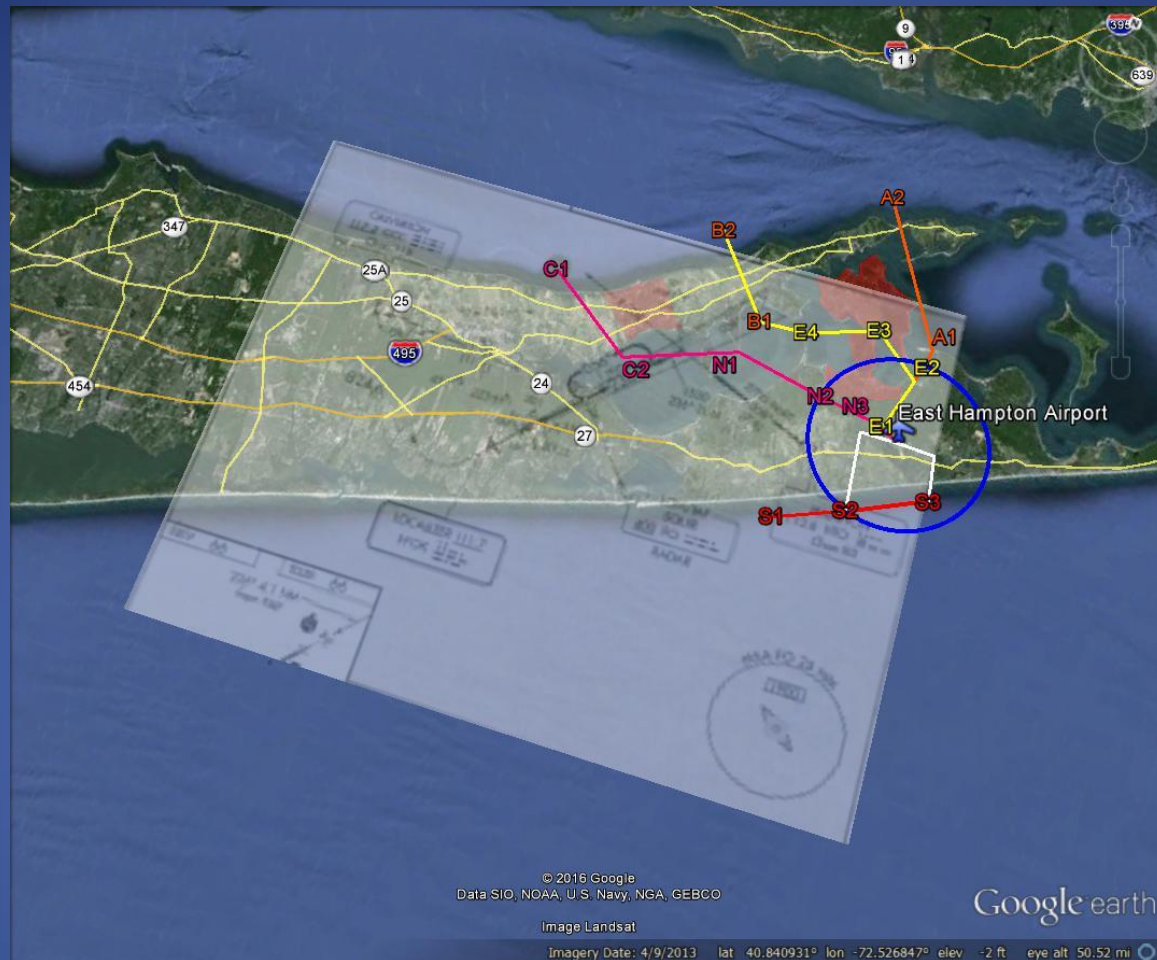
When the winds are out of the East and the airport is utilizing RWY 10, the Sierra Route will be reversed.

Inbound aircraft will fly to S2 (40°53.58N/72°16.82W) at 2,000ft then enter a right base for Runway 10. It is important to listen for specific ATC instructions before crossing the runway to the north side of the runway.

Out bound traffic will depart into the wind to the East BROC to 1,500ft and when cleared by the tower, turn a right crosswind towards S3 (40°55.32N/72°12.33W). After proceed west bound climbing to 3,000ft looking for inbound traffic to S2.







Operators should use caution when transitioning to and from both HTO and 87N because of the final approach into FOK. Both the ILS 24 and the RNAV 24 final is in the same area as the transitions. Operators are reminded to “See and Avoid” and monitoring or flight following with the ISP sector of the NY TRACON on 125.975 or 120.05 is recommended.

**The success of noise abatement depends on the requested routes and altitudes being observed with precision to the greatest extent possible.**

**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 and will retain the option of issuing arrival and departure instructions as traffic permits.**

## **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 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

Anything you can do to mitigate the environmental impact of your operations will be greatly appreciated.

Noise complaints increase dramatically during periods of inclement weather because of aircraft flying below a broken or overcast layer.

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.

# Remember!!

- **Night Curfew (all aircraft) 11pm to 7am.**
- **Extended Curfew for “noisy” aircraft 8pm to 9am.**
- **Tower frequency is 125.22 and hour of operations will be May 23-Sep 11, from 8am-8pm.**
- **Operators wishing to operate SVFR must be signatories of the HTO SVFR LOA with the air traffic control tower manager.**
- **Peak times are Thursday, Friday and Sunday afternoons, and Monday mornings. It is highly recommended that you notify the FBO of your arrival and departure times at least 24 hours in advance.**

**Fly Safe and Fly Neighborly!**

**If there are any questions contact me  
personally.**

**Jeffery Smith  
VP Operations  
ERHC**

**[jsmith@erhc.org](mailto:jsmith@erhc.org)**