



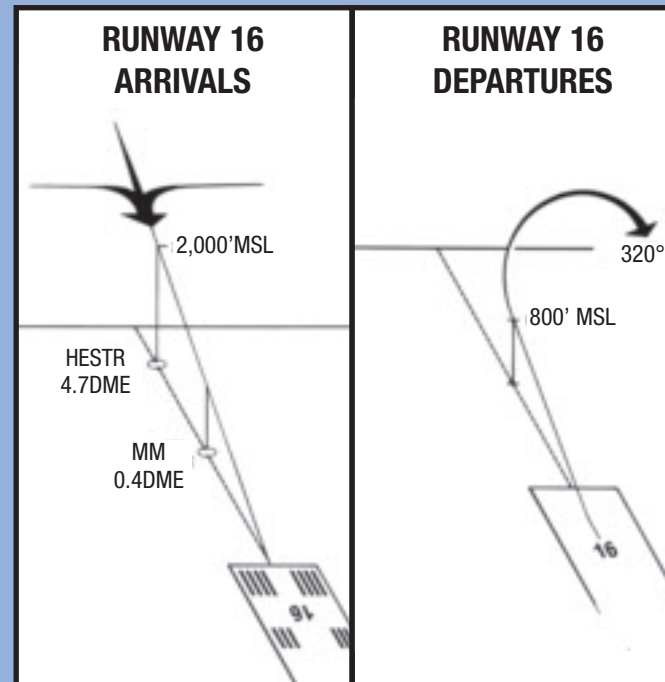
AIRPORT INFORMATION

Noise Abatement Office: 914-995-4861
 Operations Office: 914-995-4850
 Airport Manager: 914-995-4856
 Control Tower: 914-948-6520
 ATIS: 914-948-0130
 ASOS: 914-288-0216
 New York FSS: 1-800-WX-BRIEF

Runways:

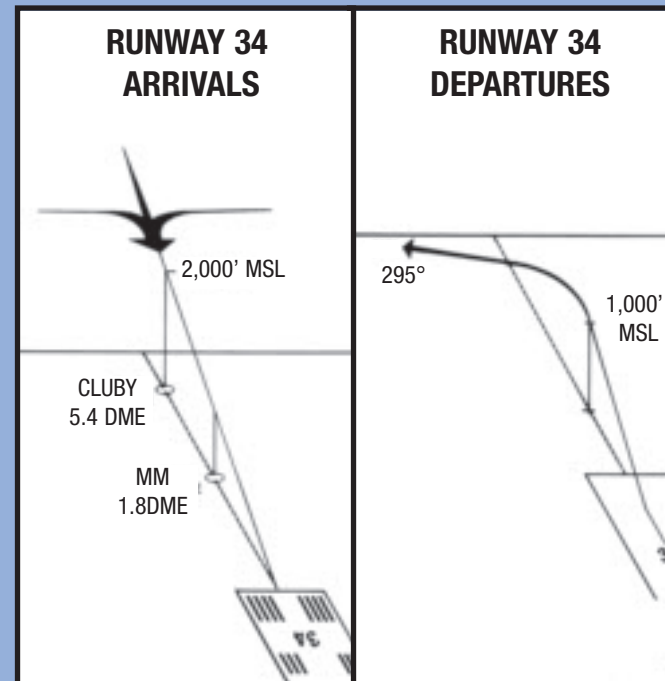
16/34 6,548' X 150' (ASPH-GRVD)
 11/29 4,451' X 150' (ASPH-GRVD)
 Rwy 29: Threshold Displaced

HPN AIRCRAFT GREATER THAN 12,500 LBS:

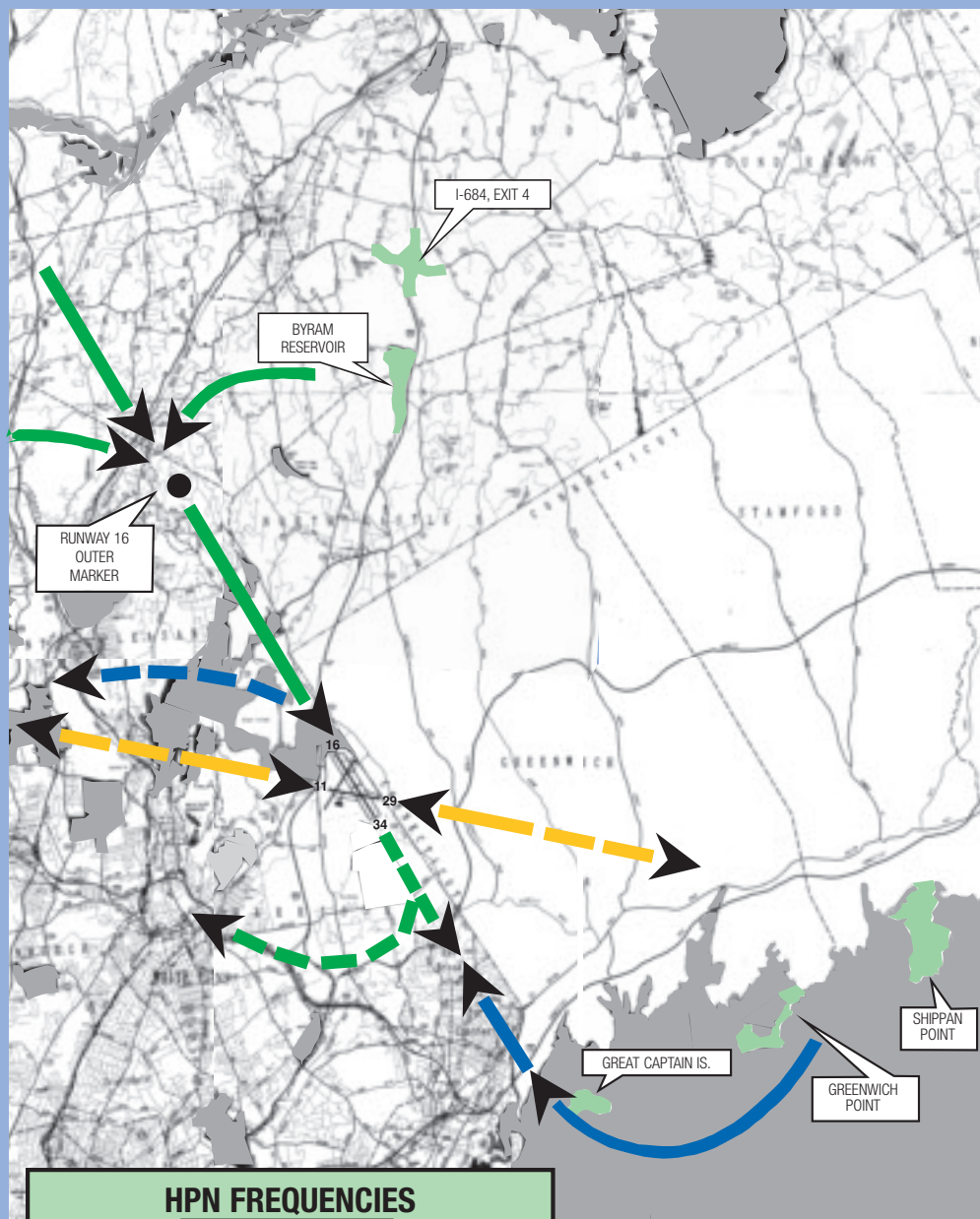


These procedures have been developed jointly with Airport Management, FAA Control Tower, Westchester Aviation Association, and the NBAA.

Note: These procedures are for VFR arrivals and departures. IFR arrival and departure routes are assigned by ATC. The climb techniques described here should normally be used for both VFR and IFR departures. In no case do these procedures pre-empt or take the place of ATC instructions or safety.



Revised April 2001



HPN FREQUENCIES

Clearance Delivery: 127.25 (0600 to 2300L)
 Tower 118.575 (0600 to 2300L)
 CTAF: 118.575
 Ground Control: 121.825
 ATIS: Ground: 133.8
 Air: 116.6
 UNICOM: 122.95
 NY Radar Approach Control: 126.4 (0700 to 2300L)
 NY Radar Approach Control: 120.8 (2300 to 0700L)
 NY Radar Departure Control: 120.55

This map is not to be used for navigational purposes. Please consult the New York Sectional or the VFR Terminal Area Chart.

RUNWAY 16:

Departure: Climb heading 162° and climb at (V2 + 20) not to exceed 190 KIAS. Upon reaching 800 ft. MSL turn to a 320 degree heading and set thrust to achieve 1,000 fpm climb rate to 3,000 ft. MSL.

Eastbound: Maintain runway heading and climb at (V2 + 20) not to exceed 190 KIAS. Upon reaching 1,000 ft. MSL set thrust to achieve 1,000 fpm climb rate.

Arrival: Maintain 2,500 ft. MSL or higher as long as practical. Intercept the final approach course **at or beyond the ILS Outer Marker (5 DME)**. Use minimum flap setting and delay extending landing gear until established on the final approach. Use thrust reduction techniques and minimize rapid RPM changes.

RUNWAY 34:

Departure: Climb heading 342° and climb at (V2 + 20) not to exceed 190 KIAS. Upon reaching 1,000 ft. MSL turn to a 295 degree heading and set thrust to achieve 1,000 fpm climb rate to 3,000 ft. MSL.

Arrival: Maintain 2,500 ft. MSL or higher as long as practical. Intercept the final approach course over Long Island Sound. Use minimum flap setting and delay extending landing gear until established on the final approach. Use thrust reduction techniques and minimize rapid RPM changes.

Note: Inbound; avoid overflying shoreline communities.

RUNWAY 11 AND 29:

Departure: Climb heading 114° for Runway 11 and climb heading 294° for Runway 29 and climb at (V2 + 20) not to exceed 190 KIAS. Upon reaching 1,000 ft. MSL set thrust to achieve 1,000 fpm climb rate to 3,000 ft. MSL.

Arrival: Maintain 2,500 ft. MSL or higher as long as practical. Use minimum flap setting and delay extending landing gear until beginning final decent to landing. Use thrust reduction techniques and minimize rapid RPM changes.

Note: Avoid making turns to a short final when possible.

Safety and ATC Instructions override Noise Abatement Procedures.

Noise Abatement Procedures

Large (Greater Than 12,500 lbs.) and All Turbine Powered