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.

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

Revised April 2001
RUNWAY 16:
Departure: Climb heading $162^\circ$ and climb at $(V_2 + 20)$ 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 $(V_2 + 20)$ 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 $342^\circ$ and climb at $(V_2 + 20)$ 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 $114^\circ$ for Runway 11 and climb heading $294^\circ$ for Runway 29 and climb at $(V_2 + 20)$ 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.