



Diagram #1: Noise Abatement Procedures
All Runways

Noise Abatement Procedures

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

RUNWAY 16: 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 descent 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.

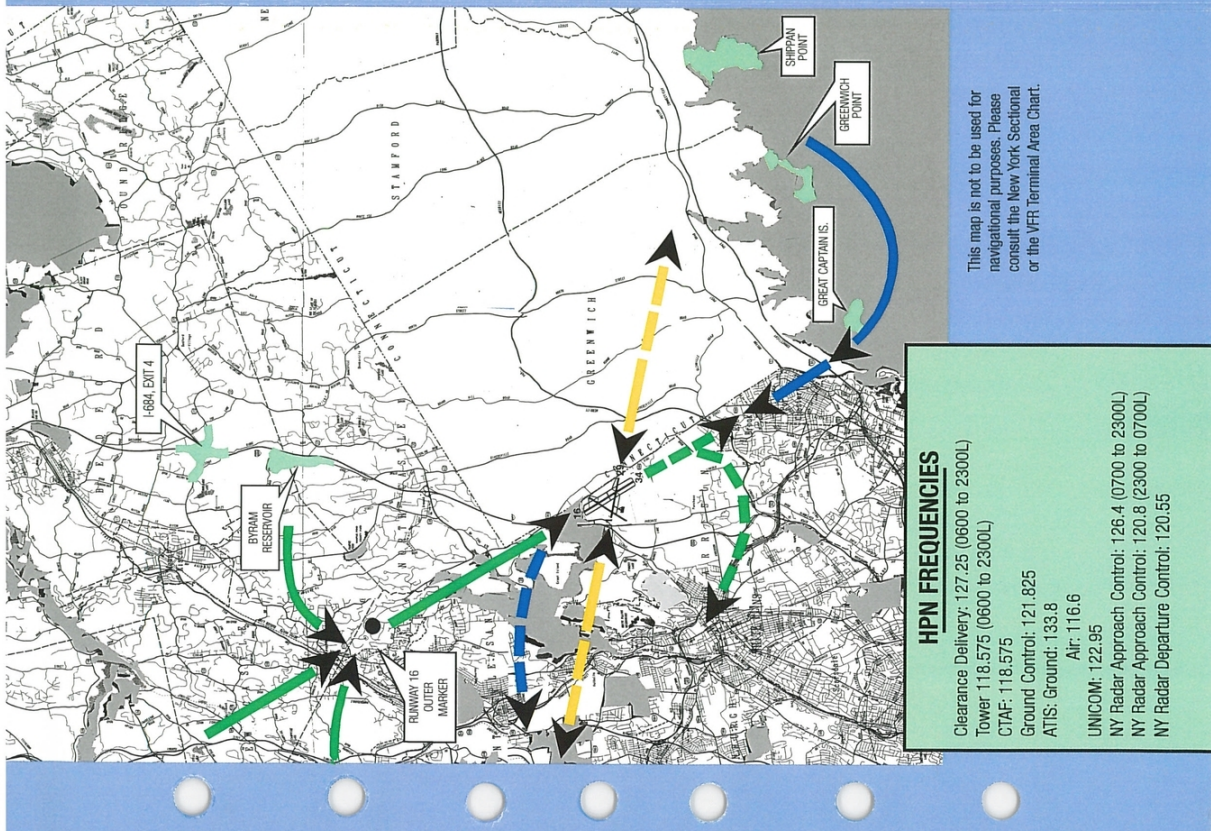
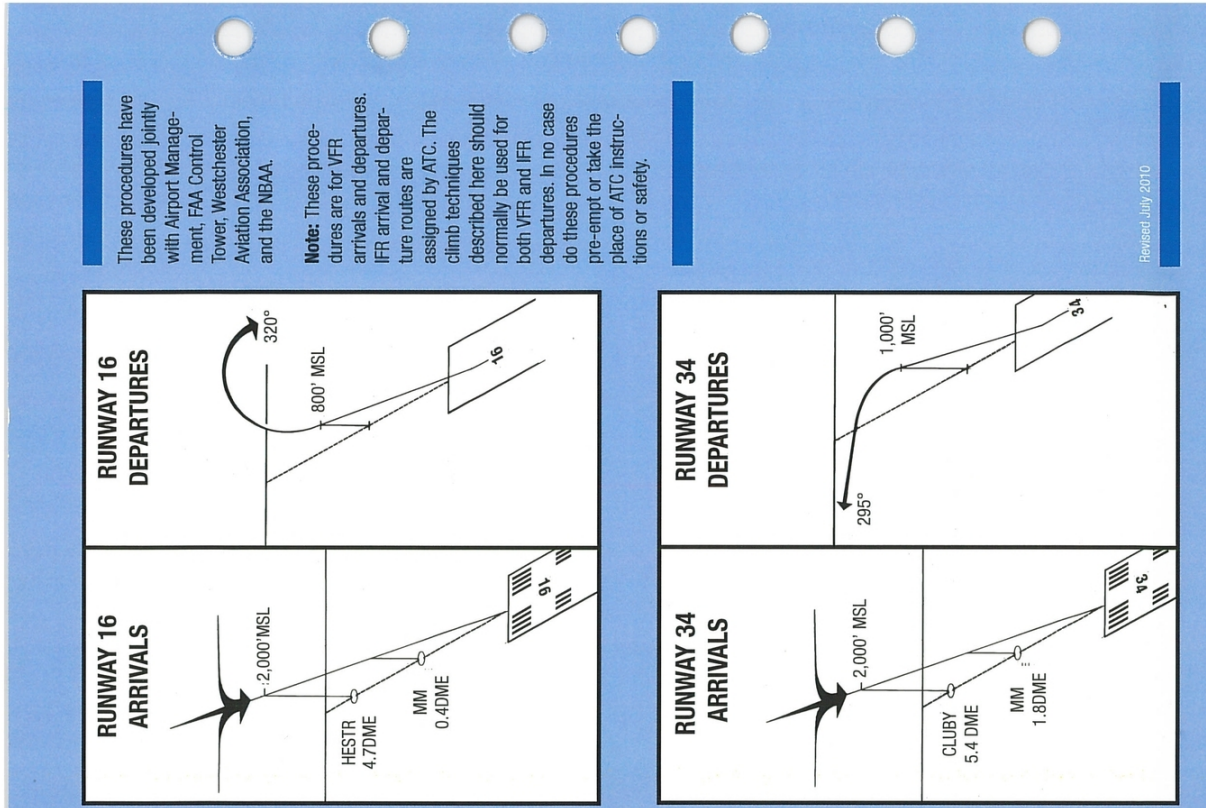


Diagram #2:
All Runways



HPN AIRCRAFT GREATER THAN 12,500 LBS:



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

Diagram #3:
All Aircraft Categories / All Runways

Recommended Noise Reduction Techniques

The following measures are recommended practices to reduce sound levels in the vicinity of Westchester County Airport (HPN). These procedures should be used when practical, possible, and feasible. In all cases, safety and air traffic control instructions take precedence.

For all operators...

Consult the following documents:

- HPN Noise Abatement Procedures.
- Manufacturers suggested Noise Abatement Techniques.
- HAI Fly Neighborly Guide.
- NBAA Noise Abatement Program Guide.
- Airport Facility Directory.
- Noise Abatement Signs at runway ends.

General:

- Avoid high RPM settings.
- Consider Runway 16 or 34. (Aircraft greater than 12,500 lbs.)
- Make power setting changes slowly.
- Maintain synchronized propellers and engines.
- Minimize use of reverse thrust.
- Use best rate of climb. (Aircraft 12,500 lbs. or less.)
- Use thrust reduction techniques.

AIRPORT INFORMATION

Noise Abatement Office: 914-995-4861
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Runways:

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

Special Noise Abatement Programs

Special noise abatement programs have been specifically developed to further reduce noise levels in the vicinity of the airport. We ask that all operators participate to their fullest. As always, safety is paramount. Your cooperation is greatly appreciated.

1. Voluntary Restraint From Flying (VRF)
Program: All operators should refrain from flying between Midnight and 6:30 a.m., when possible.
Notice: The Automated Terminal Information System will contain information reminding pilots of the hours of the VRF.

2. High Range Noise Events (HRNE) Program
 Due to the affect on community, all operators who produce a noise event of 90.0 dBA or higher at a noise monitoring location may be contacted.

3. Intersection Takeoffs: Intersection takeoffs are prohibited for large and turbo-jet airplanes.

4. Maintenance Runups: Engine maintenance runups for airplanes greater than 12,500 lbs. are restricted to the following hours: DAILY 0900 – 2100 local time. Further, advance notification of maintenance runups, approval for and a location to conduct the runups must be obtained from Airport Operations.

5. Use of Reverse Thrust: Limit the use of reverse thrust at other than idle power and limit the use of reverse thrust to perform early runway turnoff. Full length taxiways are available.

6. Advanced Authorization Program: Aircraft over 120,000 lbs. must contact the Airport Operations department (914-995-4850) prior to landing or departing at HPN.

Operators may be contacted by the Environmental Department for any occurrences regarding the categories above.



Westchester County Airport

White Plains, New York, United States

Noise Sensitivity Level: **HIGH**

Diagram #4:
Aircraft Category HELI / All Runways

Westchester Terminal Area Route Coordinates

- Pilots please request to fly these routes at 2,000 ft. when practical and possible.
- On departure use expeditious climb to altitude.
- On Descent fly profile as per HAI Fly Neighborhood Guide.

ROUTE	START COORDINATES	END COORDINATES	DESCRIPTION
NOVEMBER ROUTE			
N6	41-04.52N	073-42.02W	Office Building
N5	41-04.87N	073-41.86W	Woolley Pond
N4	41-05.12N	073-41.94W	Point in RH gulley S of corner on Richmond Hill Rd.
N3	41-05.67N	073-42.39W	E side of Tamarack Golf Course
N2	41-06.46N	073-42.74W	L-884 @ State Line
N1	41-09.34N	073-41.42W	S end of Byram Reservoir
WHISKEY ROUTE			
W5	41-03.74N	073-43.04W	End of old runway (Tawny Charlie)
W4	41-03.69N	073-43.99W	Forest Lake
W3	41-04.44N	073-45.97W	Kensico Dam
W2	41-04.74N	073-48.27W	Tower (Strobe Light)
W1	41-05.01N	073-49.97W	Tarrytown Reservoir
SIERRA ROUTE			
S6	41-03.74N	073-43.04W	End of Old Runway (Tawny Charlie)
S5	41-03.21N	073-43.62W	Barnes Lane Overpass
S4	41-02.09N	073-43.21W	Point E of L-884 @ Anderson Hill Road
S3	41-01.16N	073-42.92W	Intersection of Hutchinson River Parkway & L-884
S2	41-00.01N	073-43.56W	Hutchinson River Parkway & S end of Maplewood Golf Course
S1	40-58.99N	073-44.66W	Hutchinson River Parkway & Mamaroneck Avenue
ECHO ROUTE			
E6	41-04.52N	073-42.02W	Office Building
Suggested Heading:			
Inbound:	265 degrees		
Outbound:	085 degrees		
E5	41-05.11N	073-39.91W	N side of Interchange #28 on Merritt Parkway
E4	41-05.74N	073-39.11W	N side of Interchange #29 on Merritt Parkway
E3	41-05.87N	073-38.24W	N Tip of Putnam Lake across Merritt Parkway
E2	41-05.72N	073-37.97W	Interchange #31 on the Merritt Parkway
E1	41-05.41N	073-37.47W	Point 1/2 mi. SE of Interchange #31 on the Merritt Parkway

PILOTS ARE REQUESTED WHEN PRACTICAL OR POSSIBLE TO MAINTAIN AN ALTITUDE OF 2000 FEET TO 2500 FEET TO MINIMIZE THE CONNECTED TOWN OF WESTCHESTER FOR NEIGHBORLY PURPOSES.

CAUTION HIGH DENSITY OF HELICOPTER AND FIXED WING TRAFFIC.

CAUTION HIGH DENSITY OF HELICOPTER AND FIXED WING TRAFFIC.

These procedures have been developed jointly with Airport Management, FAA, HPA Control Tower, and the Eastern Region Helicopter Council.

NOTE: These procedures are for VFR arrivals and departures. In no case do these procedures pre-empt or take the place of ATIS instructions or safety.

This chart is not to be used for navigational purposes. Please consult the New York Helicopter Route Chart for further information.

VISUAL CHECKPOINT GEOGRAPHICAL COORDINATES

CHECKPOINT	LATITUDE	LONGITUDE
Alpine tower	40-57.46N	073-55.36W
Tappan Zee Bridge	41-04.21N	073-53.65W

Diagram #5:

Aircraft Category HELI / All Runways

Route Descriptions

Westchester Terminal Area

NOVEMBER ROUTE
Arrival: Enter at Byram Reservoir, proceed south along the right (west) side of I-684 (outbound traffic will be over I-684) until abeam the IBM building. Make a left turn and proceed along the northeast side of Iamarrack Golf Course to overfly Woolley Pond, direct to and overfly the Office building, then direct to the airport.
Departure: Fly direct to and overfly Office building, direct to overfly Woolley Pond. Proceed along the northeast side of Iamarrack Golf Course (I-684) then over- fly I-684 (inbound traffic will be slightly west of I-684) to Byram Reservoir, on course.

SIERRA ROUTE
Arrival: Enter at intersection of Hutchinson River Parkway (Hutch) and Mamaroneck Avenue, then overfly Hutch to intersection of I-684. Proceed north along the right (east) side of I-684 to Barnes Lane (at no time does the route go west of I-684). Track inbound to the airport via the extended centerline of Taxiway Charlie (old Runway 5/23).
Departure: Track outbound on the extended centerline of Taxiway Charlie (old Runway 5/23) to Barnes Lane, then south along the left (east) side of I-684 to the intersection of the Hutchinson River Parkway (Hutch) (at no time does the route go west of I-684). Overfly Hutch to intersection of Mamaroneck Avenue, on course.

WHISKEY ROUTE
Arrival: Enter via Tarrytown Reservoir direct Kensico Dam, passing south of radio tower (870 MSL) and overflying Kensico Cemetery, direct Forest Lake (slaying south of the extended centerline of Runway 11/29), direct to southwestern end of Taxiway Charlie (old Runway 5/23), then direct destination on airport.
Departure: Fly outbound to southwestern end of Taxiway Charlie (old Runway 5/23), direct Forest Lake, direct Kensico Dam, direct Tarrytown Reservoir, passing over Kensico Cemetery and north of radio tower (870 MSL), on course.

ECHO ROUTE
Arrival: Intersect Merritt Parkway east of Putnam Lake. Follow parkway to interchange 28, then direct Office building, direct destination on airport.
Departure: Fly direct to and overfly Office building, direct Interchange 28, then overfly Merritt Parkway to a point east of Putnam Lake, on course.

Revised July, 2010

NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

HPN HELICOPTER ROUTES

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 FREQUENCIES

Clearance Delivery: 127.25
 Tower: 0900 to 2300L
 (0900 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

Decent and Landing Procedures
 If ATIS advises to maintain altitude overhead the field, pilots should maintain at least 1,400 ft. MSL until crossing the active runway(s).



Westchester County Airport

White Plains, New York, United States

Noise Sensitivity Level: **HIGH**

Diagram #6: All Runways

Noise Abatement Procedures

Light Aircraft Single and Multi Engine 12,500 lbs. or Less

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.

Runway 16: **Departure:** Use Vy (best rate of climb). Maintain runway heading until reaching 1,000 ft. MSL, reduce power setting for climb to 2,500 ft. MSL. **Arrival:** Maintain 1,500 ft. MSL or higher as long as practical.

Runway 34: **Departure:** Use Vy (best rate of climb). Maintain runway heading until reaching 1,000 ft. MSL, reduce power setting for climb to 2,500 ft. MSL. **North and East Bound:** Use Vy (best rate of climb). Maintain runway heading and join I-684. Follow I-684 until reaching 1,500 ft. MSL, reduce power setting for climb to 2,500 ft. MSL. **Note:** Avoid early turns on course. **Arrival:** Maintain 1,500 ft. MSL or higher as long as practical.

Runway 11: **Departure:** Use Vy (best rate of climb). Maintain runway heading until reaching 1,000 ft. MSL, reduce power setting for climb to 2,500 ft. MSL. **Arrival:** Maintain 1,500 ft. MSL or higher as long as practical.

Runway 29: **Departure:** Use Vy (best rate of climb). Maintain runway heading until reaching 1,000 ft. MSL, reduce power setting for climb to 2,500 ft. MSL. **Arrival:** Maintain 1,500 ft. MSL or higher as long as practical.

In all cases, safety and ATC instruction take precedence.

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

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

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



Westchester County Airport
White Plains, New York, United States

Noise Sensitivity Level: **HIGH**

Diagram #7:
All Runways

Touch and Go Operations

Special Notes

Revised July 2010

All Runways:
Climb upwind at Vy use a crab angle to maintain the extended centerline of the runway. Climb to 1,100 ft. MSL and initiate turn to crosswind leg. Continue climbing to 1,500 ft. MSL and complete a standard traffic pattern.

Runway 16: (Left Traffic) - Initiate turn to crosswind over Office Park overfly Fairview Country Club and Tamarack Country Club prior to initiating a turn to the base leg.

Runway 34: (Right Traffic) - Overfly the Tamarack Country Club from the crosswind to downwind leg.

Runway 29: (Left Traffic) - Noise sensitive community located approximately 3,000 ft. from the end of Runway 29.

HPN LIGHT GENERAL AVIATION 12,500 LBS. AND LESS:



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

KHPN**Westchester County Airport**
White Plains, New York, United StatesNoise
Sensitivity
Level:**HIGH****CURFEWS****All Aircraft Categories / All Runways**

A Voluntary Restraint From Flying (VRFF) Program (commonly referred to as the "voluntary curfew") has been adopted requesting that all operators refrain from flying between the hours of midnight and 6:30 a.m. daily. This policy was adopted in order to keep the noise down during these sensitive hours and also to be a good neighbor. The noise abatement office keeps track of all operations that take place during the program hours; subsequently, we contact each operator who flies during the VRFF to remind them about the program and to notify them of any noise complaints they may have caused as a result of their operations.

Operators please note: this is not a mandatory curfew, but a voluntary program. We encourage all operators to cooperate and appreciate your best efforts to participate and comply with this program.

REVERSE THRUST

Limit the use of reverse thrust at other than idle power and limit the use of reverse thrust to perform early runway turnoff. Full length taxiways are available.

PATTERN ALTITUDES**ALL VALUES ARE MSL (FEET)****All Aircraft Categories / All Runways****All Runways:**

Climb upwind at Vy use a crab angle to maintain the extended centerline of the runway. Climb to 1,100 ft. MSL and initiate turn to crosswind leg. Continue climbing to 1,500 ft. MSL and complete a standard traffic pattern.

Runway 16:

(Left Traffic) - Initiate turn to crosswind over Office Park overfly Fairview Country Club and Tamarack Country Club prior to initiating a turn to the base leg.

Runway 34:

(Right Traffic) - Overfly the Tamarack Country Club from the crosswind to downwind leg.

Runway 29:

(Left Traffic) - Noise sensitive community located approximately 3,000 ft. from the end of Runway 29.

INTERSECTION TAKEOFFS**All Runways**

Intersection Takeoffs: Intersection takeoffs are prohibited for large and turbo-jet airplanes.

ENGINE RUNUP**Maintenance Runups: Engine maintenance**

runups for airplanes greater than 12,500 lbs. are restricted to the following hours: DAILY 0900-2100 local time. Further, advance notification of maintenance runups, approval for and a location to conduct the runups must be obtained from Airport Operations.

FLIGHT TRACK MONITORING

Real time flight tracking is available at: <https://webtrak.emsbk.com/hpn1>

NOISE MONITORING

An Airport Noise and Operations Monitoring System (ANOMS) is used to collect noise data from 22 remote noise monitoring terminals 24 hours a day, 365 days a year. The aircraft and community noise levels are reported and published in the Airport Monitor.

A High Range Noise Event (HRNE) Program is in place to reduce the noise impacts on the communities surrounding the airport. Our ANOMS allows staff to identify any operator who causes a maximum noise level (MNL) noise event of 90.0 decibels (dBA) or higher at any of our remote noise monitor terminals (RMTs). Please note: due to the proximity of RMT's 2R and 17 near the airport's perimeter, these monitors are not part of the HRNE program. All operators who cause HRNE's will be contacted by the Environmental Department and notified in an effort to reduce noise levels. Operators please note: there are no fines, penalties or aircraft restrictions associated with this program; however, we seek your cooperation and best efforts to use quiet flying techniques when operating.

<div style="border: 1px solid black; padding: 5px; font-weight: bold; font-size: 24px;">KHPN</div>	<h2 style="margin: 0;">Westchester County Airport</h2> <p style="margin: 0;">White Plains, New York, United States</p>	<p>Noise Sensitivity Level: HIGH</p>
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PRIOR PERMISSION (PPR) OPERATIONS

Advanced Authorization Program: Aircraft over 120,000 lbs. must contact the Airport Operations department (914-995-4850) prior to landing or departing at HPN.

AIRPORT CONTACT INFORMATION

Name	Christopher Quail	Westchester County Airport
Title	Noise Abatement Officer	240 Airport Road
Noise Hotline	914-939-8484	Suite 202
Phone	914-995-2647	White Plains NY 10604
Fax	914-995-3980	
Email	cqq2@westchestergov.com	
Web Address	http://airport.westchestergov.com/environmental-management-system/noise-abatement	

ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
 See http://whispertrack.com/pdf/faa_handbook.pdf
 $V_{REF} = 1.3 \times V_{SO}$

- OVERVIEW (NONE)
- TEMPORARY INFORMATION (NONE)
- MANDATORY RESTRICTIONS (NONE)
- ARRIVALS (NOT SPECIFIED)
- DEPARTURES (NOT SPECIFIED)
- PREFERENTIAL RUNWAYS (NO PREFERENCE)
- PREFERENTIAL INSTRUMENT PROCEDURES (NONE)
- APU USE (NO RESTRICTIONS)
- FLIGHT TRAINING (NO RESTRICTIONS)
- COMMUNITY GROUPS/INFO (NONE)
- STAGE II (NO RESTRICTIONS)
- STAGE III (NO RESTRICTIONS)
- NOISE ORDINANCE (NONE)
- NBAA PROCEDURES (NOT APPLICABLE)
- ADPA NOISE AWARENESS STEPS (NOT APPLICABLE)