

**TOWN OF RIVERHEAD
PUBLIC NOTICE**

PLEASE TAKE NOTICE that a public meeting will be held before the Town Board of the Town of Riverhead at Riverhead Town Hall, 200 Howell Avenue, Riverhead, New York on the 3rd day of October, 2006 at 7:30 p.m. o'clock to consider a local law providing for rules and regulations for use of the runway at Calverton Executive Airpark as follows:

THESE RULES AND INSTRUCTIONS ARE NOT INTENDED TO PRE-EMPT THE RESPONSIBILITIES OF THE PILOT-IN-COMMAND FOR SAFE AIRCRAFT OPERATION NOR ARE THEY INTENDED TO CONFLICT WITH INSTRUCTIONS FROM AIR TRAFFIC CONTROL OR THOSE WHICH ARE THE EXCLUSIVE AUTHORITY OF THE FAA.

Rules and Regulations

Calverton Executive Airpark
FAA Airport Identifier – K3C8

Pilots permitted to use the runway at Calverton will make every attempt to stay as far from the depicted noise sensitive areas as possible and abide by these simple rules. Your cooperation will ultimately create a more aviation friendly community and is greatly appreciated by your neighbors on the ground.

HOURS OF OPERATION – 7:00am to 11:00pm

RUNWAY DESIGNATION – Runway 14/32 is the operational runway at Calverton.

RUNWAY 14 – is a RIGHT traffic pattern heading SOUTH with right hand rectangular pattern.

RUNWAY 32 – is a LEFT traffic pattern heading NORTH with left hand rectangular pattern.

FULL RUNWAY LENGTH DEPARTURES REQUIRED

TRAFFIC PATTERN ALTITUDE – 1000 ft. AGL for small piston aircraft and 1500'ft. AGL for larger piston/turbo prop and jet aircraft.

GROUND MAINTENANCE ENGINE RUNS – Permitted between 8:00am and 7:00pm weekdays, 9:00am and 3:00pm weekends, and prohibited on Sundays

GROSS WEIGHT LIMITS – 100,000 lbs. maximum.

AVOID USE OF THRUST REVERSERS ON LANDING

Prohibited Activities:

“BACK TAXIING”

PRACTICE EMERGENCY PROCEDURES

TOUCH & GO'S, PRACTICE APPROACHES

MULTIPLE/REPETITIVE TAKEOFFS AND FULL STOP

LANDINGS

STOP AND GO'S OR ANY VARIATION THEREOF – prohibited on the runway, taxiways, pads, fields, parking lots, or landing areas of any kind anywhere within EPCAL.

ARRIVAL PROCEDURES

Aircraft arriving to runway 32 and 14 will use standard FAA recommended procedures for Uncontrolled airports including communication and flying procedures as outlined in current FAA regulations including but not limited to the FAR's (Federal Aviation Regulations) and the AIM (Airmen's Information Manual).

DEPARTURE PROCEDURES

JET AIRCRAFT VFR

Avoid noise sensitive areas and use the following NBAA – noise abatement departure procedures:

1. Climb at maximum practicable rate at $V_2 + 20$ KIAS to 500 ft MSL with takeoff flap setting. (Use best angle of climb (V_x) for smaller aircraft.)
2. At 500 ft MSL, reduce to a quiet climb power setting while maintaining 1000 FPM maximum climb rate and $V_2 + 20$ KIAS until reaching 1000 ft MSL.
3. At 1000 ft MSL, accelerate to final segment speed (V_{fs}) and retract flaps. Maintain quiet climb power 1000 FPM climb rate and airspeed not to exceed 190 KIAS until reaching 3000 ft MSL.
4. At 3000 ft MSL and above, resume normal climb schedule with gradual application of climb power.
5. Observe all airspeed limitations and ATC instructions.

RW 14 – (southerly departure) Fly runway heading, climb straight out, do not turn on course until 1.5 miles passed the end of the runway.

RW 32 – (northerly departure) Fly runway heading. North of the Airpark boundary (Route 25), turn right to 030 Degrees. Continue climb to 2500 ft MSL before turning on course.

SINGLE AND MULTI ENGINE FIXED WING AIRCRAFT – VFR

Avoid noise sensitive areas and take the following noise awareness steps:

1. Make every effort to fly above 2000 ft over noise sensitive areas when overflight cannot be avoided.
2. Use a reduced power setting if flight must be low approaching Calverton Executive Airpark. Propellers generate more noise than engines, flying with the lowest RPM setting reduces aircraft noise substantially.
3. On takeoff, gain altitude as quickly as possible without compromising safety (Vx).
4. If consistent with safety, make the first power reduction at 500 ft. Reduce the RPM to below supersonic, which can be 200-300 RPM.
5. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice decent to the runway at low power settings and with as few power changes as possible.
6. If possible, do not adjust propeller control for flat pitch on the downwind leg but instead wait until short final. This practice not only provides a quieter approach but also reduces stress on the engine and the propeller governor.

7. Avoid low-level high-power approaches, which not only create high noise impacts but also limit options in the event of an engine failure.

RW – 14 Fly runway heading, climb straight out, do not turn on course until 1.5 miles passed the end of the runway.

RW – 32 Fly runway heading, North of the Airpark boundary (Route 25) turn right to 030 Degrees. Continue climb to 2000 ft MSL before turning on course.

HELICOPTER DEPARTURE PROCEDURES – VFR

Departing in a Southerly direction – Avoid flying over and near noise sensitive areas. Fly 180 Degrees if possible, climbing to 1000 ft as soon as practical. Turn on course east or west 1.5 miles south of the LIE.

Departing in a Northerly direction – Avoid flying over and near noise sensitive areas. Fly 360 Degrees if possible, climbing to 1000 ft as soon as practical. Turn on course East or West North of Route 25.

Pilots approaching the Airpark from the South to Runway 33 are to remain 1.5 miles to the south of the approach end of the runway prior to turning to final. Stay clear of noise sensitive areas.

Pilots approaching the Airpark from the North to Runway 14 are to remain 1.5 miles to the north of the approach end of the runway prior to turning to final. Stay clear of noise sensitive areas.

FAA - Federal Aviation Association
FAR - Federal Aviation Regulations
AIM - Airman's Informational Manual

AGL – Above Ground Level
ATC – Air Traffic Control