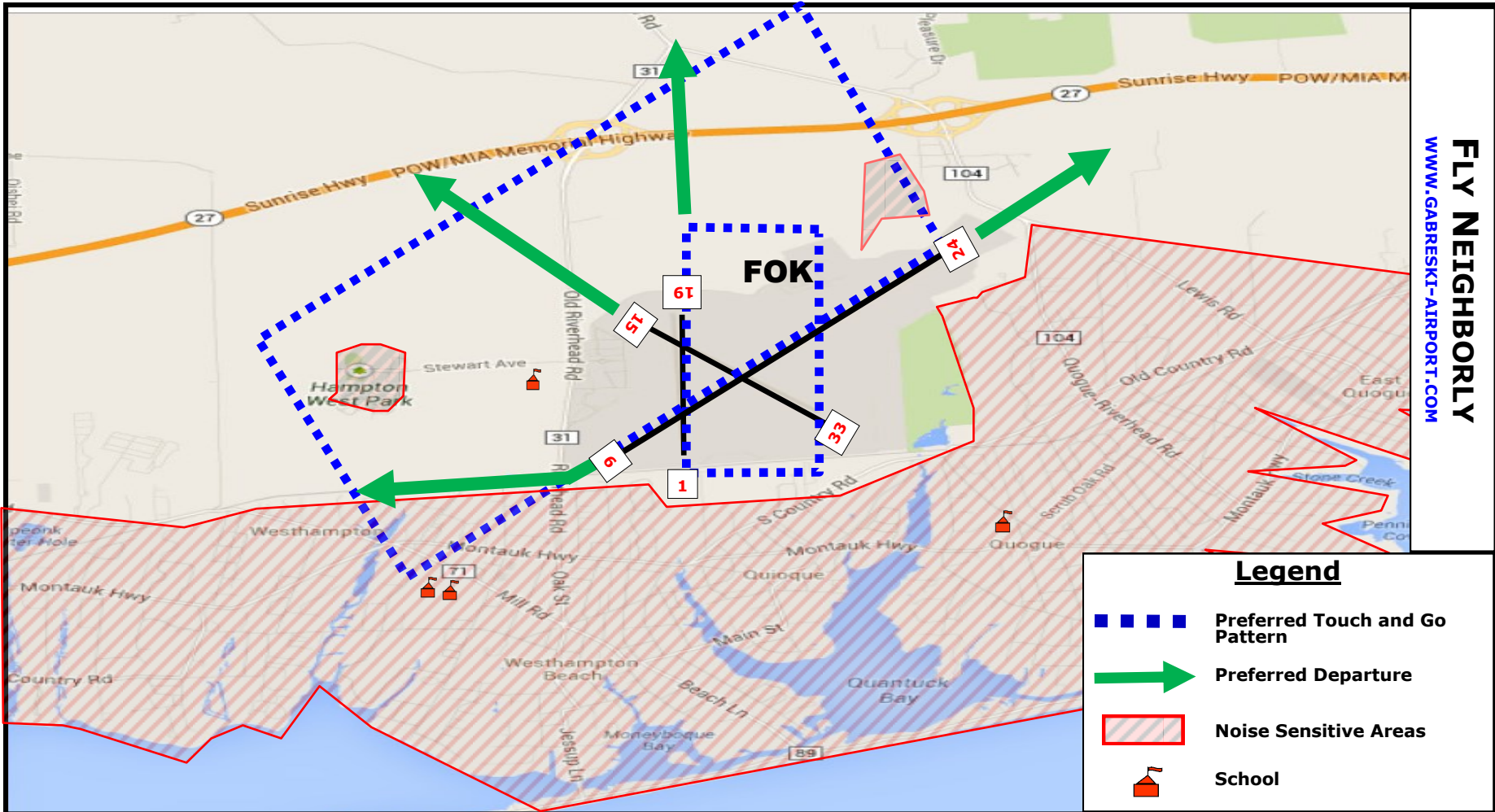


GABRESKI AIRPORT (FOK) FLY NEIGHBORLY VOLUNTARY NOISE ABATEMENT PROGRAM

SINGLE/MULTI ENGINE FIXED WING AIRCRAFT



FLY NEIGHBORLY
WWW.GABRESKI-AIRPORT.COM

Legend

- ■ ■ ■ Preferred Touch and Go Pattern
- ➔ Preferred Departure
- Noise Sensitive Areas
- School

ARRIVAL PROCEDURES

- Enter Class D airspace from the north, northeast or northwest.
- Follow TOWER instructions. Keep a tight pattern. Avoid over flying noise-sensitive areas.

DEPARTURE PROCEDURES

USE AOPA NOISE-AWARENESS STEPS DURING DEPARTURE.

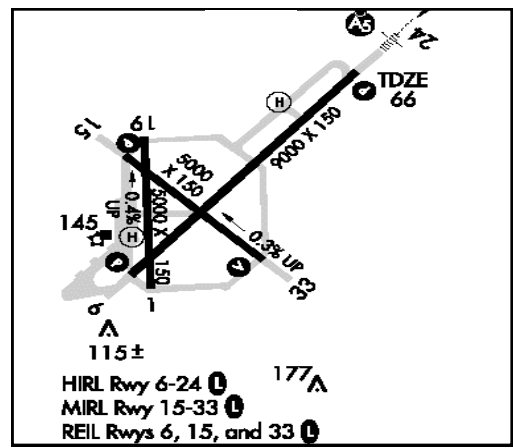
- AVOID INTERSECTION DEPARTURES
- RWY 24 - WESTBOUND & NORTHBOUND: CLIMBING RIGHT TURN TO HEADING 270° AFTER END OF RUNWAY OR WHEN SAFETY PERMITS, THEN ON COURSE. DO NOT OVER FLY RESIDENTIAL AREA 1 MILE WEST OF AIRPORT - OR AS DIRECTED BY TOWER.
- RWY 15, 19 AND 24 - ALL DEPARTURES: FLY RUNWAY HEADING, CLIMB TO 2000 FT. BEFORE TURNING ON COURSE - OR AS DIRECTED BY TOWER.

THESE PROCEDURES ARE NOT INTENDED TO PRE-EMPT THE RESPONSIBILITIES OF THE PILOT-IN-COMMAND FOR SAFE AIRCRAFT OPERATIONS. RECOMMENDED PROCEDURES ARE NOT INTENDED TO CONFLICT WITH INSTRUCTIONS FROM ATC OR THOSE WHICH ARE THE EXCLUSIVE AUTHORITY OF THE FAA.

FREQUENCIES

ASOS:	119.925
GROUND:	121.8
TOWER:	125.3
APPROACH:	EAST: 125.97
	WEST: 118.0
UNICOM:	122.95 Malloy Air
	130.20 SheltAir

MAP NOT TO BE USED FOR NAVIGATION



AOPA NOISE-AWARENESS STEPS FLY NEIGHBORLY

1. If practical, avoid noise-sensitive areas. Fly above 2000 ft. over such areas when over flight cannot be avoided.
2. Use a reduced power setting if flight must be low approaching Gabreski. 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. Use VASI/PAPI for approach. This will indicate a safe glide path and a smooth, quiet decent to the runway.
5. If consistent with safety make the first power reduction at 500 ft. Reduce the RPM to below supersonic, which can be 200–300 RPM.
6. Fly tight landing pattern to keep noise close to the airport. Use low power settings on decent with minimum power changes. Use the first third of the runway for Touch & Go.
7. 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.
8. Avoid low-level high-power approaches, which not only create high noise impacts but also limit options in the event of an engine failure.

GABRESKI AIRPORT - KFOK VOLUNTARY NOISE-ABATEMENT PROCEDURES

ARRIVAL PROCEDURES

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DEPARTURE PROCEDURES USE AOPA NOISE-AWARENESS STEPS DURING DEPARTURE.

- AVOID INTERSECTION DEPARTURES.
- RWY 24 - WESTBOUND & NORTHBOUND: CLIMBING RIGHT TURN TO HEADING 270° AFTER END OF RUNWAY OR WHEN SAFETY PERMITS, THEN ON COURSE. DO NOT OVER FLY RESIDENTIAL AREA 1 MILE WEST OF AIRPORT – OR AS DIRECTED BY TOWER.
- RWY 15, 19 AND 24 - ALL DEPARTURES: FLY RUNWAY HEADING, CLIMB TO 2000 FT. BEFORE TURNING ON COURSE – OR AS DIRECTED BY TOWER.

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Suffolk County
Francis S. Gabreski Airport
Westhampton Beach, New York
(631) 852-8095
WWW.GABRESKI-AIRPORT.COM

GABRESKI AIRPORT - KFOK VOLUNTARY NOISE-ABATEMENT PROCEDURES

Single & Multi-Engine Fixed-Wing Aircraft

GENERAL OPERATIONS

- Voluntary night curfew between 11PM & 7AM.
- **PREFERENTIAL RUNWAY USE PROGRAM**
- Use Rwy: 6, 1, & 33 for departures.
- Use Rwy: 24 for IFR approach, wind & traffic permitting.
- Traffic Pattern - 1,100 ft MSL.

TRAINING OPERATIONS

Touch and Go's

- **Limit 3** per aircraft.
- Avoid T&G's between **10PM and 9AM.**
- **Avoid flying over noise-sensitive area 1 mile west of RWY 1/19.**
- **Preferential Runway** - Rwy 6/24, winds & traffic permitting - see map.
- **Runway 1-19** - Keep pattern tight to the runway and East of Rwy- see map.
- Avoid long low approaches.
- **Avoid flying low** over noise sensitive areas. Maintain 2000 ft. MSL or higher outside Class D airspace.
- Avoid extending your pattern to the south over noise-sensitive areas for spacing. Take spacing to the north side of the pattern.
- Follow published missed-approach procedures for RWY 24 to avoid noise-sensitive areas to the south - or as directed by Tower.