# Flying AirShares Elite at HPN

## FBO Information

### Million Air (Formerly WestAir)

ARINC 123.3

136 Tower Rd, Hangar M

White Plains, NY 10604

(914) 946-0100

Hours: Daily, 5am – 11pm

www.millionair.com

### Panorama Flight Service (N1490C only)

ARINC 132.0

67 Tower Road, Hanger T

Westchester County Airport

White Plains, NY 10604

(914) 328-9800

(888) 359-7266

Hours: Daily, 6am – 11pm

www.flypfs.com

## PLEASE:

1. Clean up after yourself and replace cowl plugs, pitot tube covers, and heat shields.
2. Be sure the aircraft is chocked and/or securely tied down after your flight. You may ask line service to assist you, but they may not be immediately available.
3. Obey noise abatement procedures and voluntary curfew (No flying between 12:00am and 6:30am).
4. Have the customer service reps fax completed flight detail sheets as soon as possible.
5. Telephone AirShares Elite to report any serious or airworthiness related squawks.

## Dispatch Procedures

### Out

Aircraft keys and flight detail sheet binder are kept behind the front desk and must be dispatched by Million Air or Panorama staff. The staff receives a daily fax from which they'll verify your name and scheduled tail number association. They may be unaware of last minute changes to the schedule, so please be patient while they call us to confirm your booking if a discrepancy is found.

At Million Air, the aircraft are usually tied down along the chain link fence, ahead and to the left as you exit the lobby to the ramp. At Panorama, the aircraft is hangared and you should call ahead to have it pulled from the hangar prior to your scheduled departure time.

Westchester County Airport is very serious about security. If you do not have an ID badge, you may be required to have someone escort you to the aircraft.

Fuel orders may be called in several hours in advance of your flight, though we recommend not calling the night before in case unexpected circumstances force your cancellation. (The aircraft would then be left topped off for another Owner who may have weight and balance issues to contend with.)

Charts and supplies may be purchased upstairs at the Cirrus Training Center, Performance Flight, during regular business hours.

### In

After taxiing onto the ramp, contact the FBO via the ARINC frequency and ask for guidance on parking. Usually, you can simply taxi back to the area where you picked up the airplane on departure.

Return the aircraft key and flight binder to the front desk. Please ensure that the Flight Detail Sheet has been properly filled out and then promptly faxed by the customer service rep whenever possible. *Grounding squawks must be reported immediately by calling AirShares Elite at 800-482-5411*.

# Local ATC Procedures

### VFR

The Westchester County airport operates more like a Class C airport than a Class D, where VFR traffic is required to contact New York Approach, usually on **126.4**, prior to entering the terminal environment. This can be a very busy frequency, so be patient, listen up, and be prepared to issue all of the required information on the first call, 10 – 15 miles from the airport: "*New York Approach, Cirrus 123CD, 10 miles west of White Plains, descending through 2,500 feet, landing with information __.*" The controller will issue a discrete transponder code and you will be sequenced into the airport, usually with the instruction to descend to pattern altitude (1,500' MSL) and enter the mid-field downwind for the runway in use.

### IFR

When being vectored onto the ILS, you may be asked to "maintain best forward speed" or something of that ilk. This is likely due to the sequencing of your airplane in front of faster moving jet traffic. Please do not allow yourself to get bullied into a situation where you're flying the aircraft at speeds that you are not comfortable with. Use of "Unable" or "I can give you 119 knots max" should be considered. Also, do not promise what you can not deliver; in other words, don't tell the controller you'll fly 140 KIAS and then slow to 100 KIAS upon intercepting the localizer.

### LAHSO

Land and Hold Short Operations (LAHSO) are used when mild, southerly wind conditions favor use of runway 16 and runway 11. When LAHSO is in effect, the available landing distance on rwy 11 is 2,500 feet.

# Noise Abatement

Westchester County Airport is located in a very noise sensitive, affluent area and noise abatement procedures must be followed, safety permitting, to avoid complaints and citations. Guidelines for light general aviation aircraft have been attached to this document. In addition, a Voluntary Restraint from Flying (VRFF) Program is in effect here, where operators are asked to refrain from flying between Midnight and 6:30 am, whenever possible.

# Hazards

### Wake Turbulence

The aircraft operating out of HPN on any given day range from Tri-Pacers to A320s and everything in between. The Cirrus pilot must be vigilant about wake turbulence hazards from commercial airline traffic, business jets, and helicopters.

### Weather

HPN is situated between two large bodies of water, Long Island Sound and the Hudson River, with Kensico Reservoir just north of the main runway. Whenever the potential for low weather exists, you can be sure this airport gets as low as any in the area. Ceilings are often measured in vertical visibility (VV) and ¼ mile forward visibility is not uncommon. Be prepared to fly to an alternate and check the weather before departure and while enroute.

### Birds and Wildlife

Bird activity is always present here and I have seen coyotes, deer, foxes, and rabbits on the airport grounds.

### Limited Off-airport Landing Sites

Aside from some nearby golf courses, the densely populated or forested areas surrounding the airport do not offer much in the way of off-airport forced landing sites. CAPS deployment may be the only option, altitude permitting.

# Local AirShares Elite Office

AirShares Elite Mid-Atlantic
27 Wright Way

Fairfield, NJ 07004

Phone: (973) 575 0123

Fax: (973) 575 0485

Kevin Price, Regional Director

Richard Bertoli, Regional Chief Pilot

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

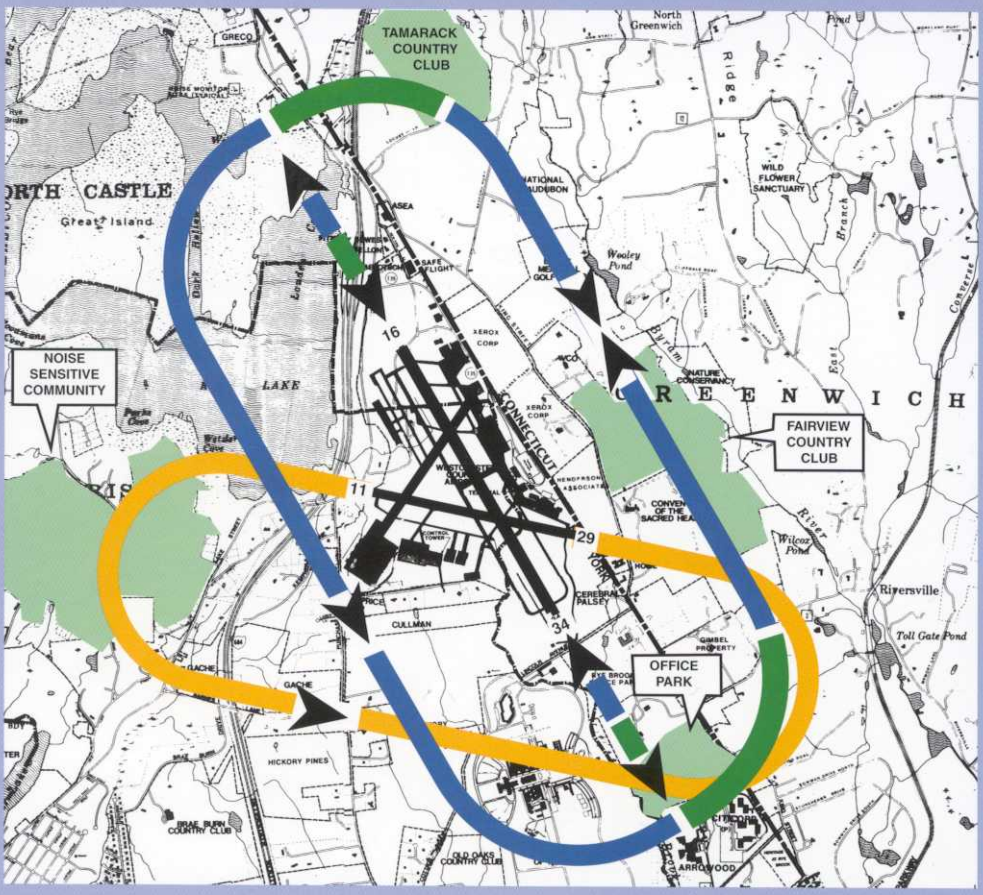
## AIRPORT INFORMATION

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

Photo by:
*Air View Aerial Photography, Ossining, N.Y.*




**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.

# Touch and Go Operations

# Special Notes

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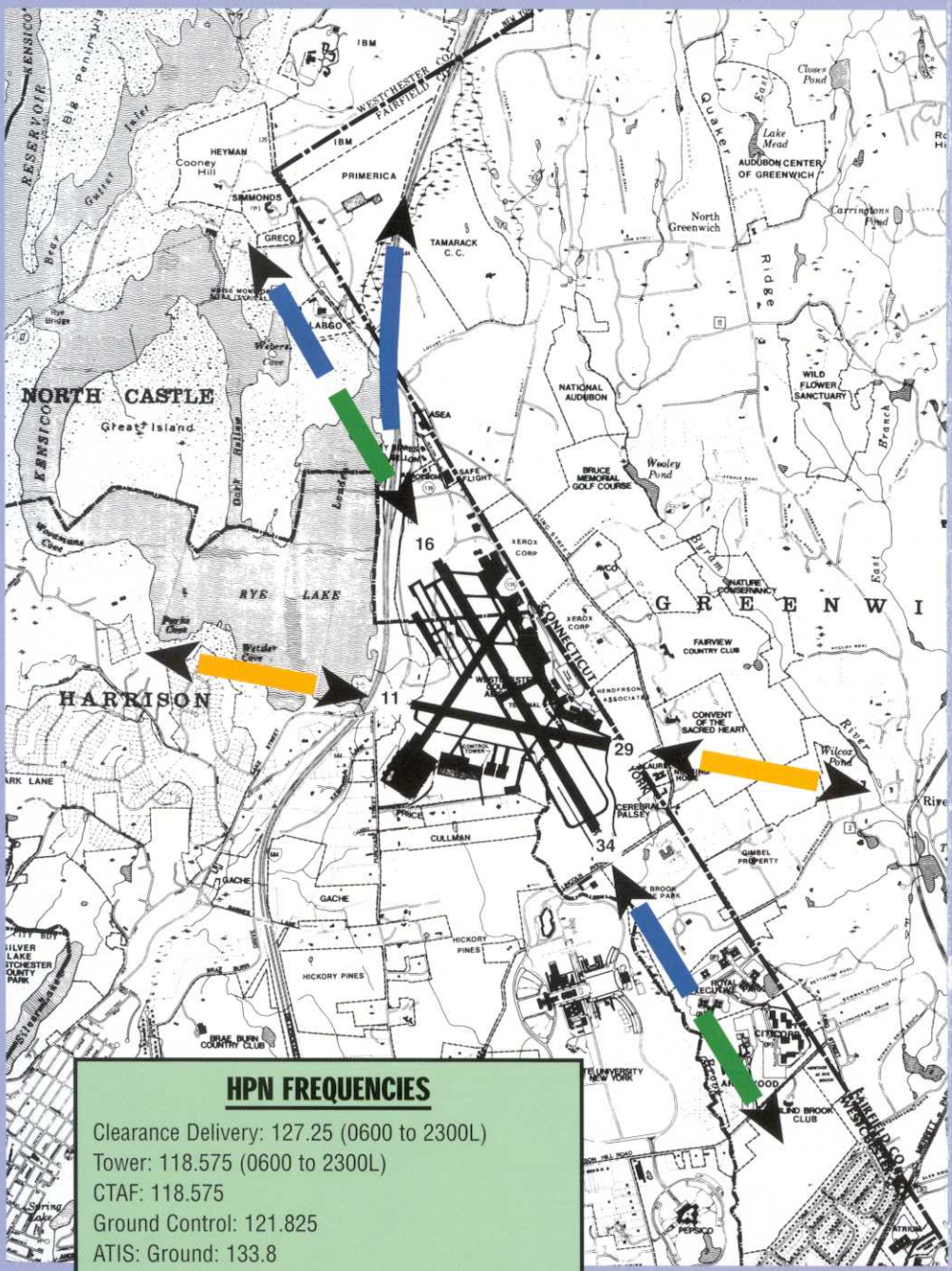


## HPN FREQUENCIES

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 / Airport Operations: 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:** 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.

# 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.