

4-19-07

~~4/17/07~~

Adopted

04-19-07

TOWN OF RIVERHEAD

Tabled

Resolution # 374

ADOPTS A LOCAL LAW PROVIDING FOR RULES AND REGULATIONS FOR USE OF THE RUNWAY AT CALVERTON EXECUTIVE AIRPARK

COUNCILMAN DENSIESKI offered the following resolution, was seconded by

COUNCILWOMAN BLASS :

WHEREAS, the Town Clerk was authorized to publish and post a public notice to hear all interested persons to consider a local law providing for rules and regulations for use of the runway at Calverton Executive Airpark; and

WHEREAS, a public hearing was held on the 6th day of March, 2007 at 7:10 o'clock p.m. at Town Hall, 200 Howell Avenue, Riverhead, New York, the date, time and place specified in said public notice, and all persons wishing to be heard were heard.

NOW THEREFORE BE IT RESOLVED, that a local law providing for rules and regulations for use of the runway at Calverton Executive Airpark is hereby adopted as specified in the attached notice of adoption; and be it further

RESOLVED, that the Town Clerk is hereby authorized to publish the attached notice of adoption once in the News Review, the official newspaper, and to post same on the signboard at Town Hall; and be it further

RESOLVED, that the Town Clerk be and is hereby authorized to forward a certified copy of this resolution to the Office of the Supervisor; the Office of Community Development Agency; Police Chief David Hegermiller and the Office of the Town Attorney.

THE VOTE

Dunleavy	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no	Bartunek	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
Blass	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no	Densieski	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no
	Cardinale	<input checked="" type="checkbox"/> yes	<input type="checkbox"/> no		

THE RESOLUTION WAS WAS NOT
THEREFORE DULY ADOPTED

Adopted

04-19-07

Tabled

**TOWN OF RIVERHEAD
PUBLIC NOTICE**

PLEASE TAKE NOTICE, that the Town Board of the Town of Riverhead adopted a local law providing for rules and regulations for use of the runway at Calverton Executive Airpark at its regular meeting held on April 17, 2007. **Be it enacted by the** Town Board of the Town of Riverhead as follows:

Rules and Regulations
Calverton Executive Airpark
FAA Airport Identifier - K3C8

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.

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 dusk. (Runway lights are not operational.)

RUNWAY DESIGNATION – Runway 14/32 is the operational runway at Calverton and is the only runway/landing zone approved for fixed wing operations at EPCAL. Helicopters may also use taxiways as required. (See attached diagram.)

RUNWAY 14 – is a LEFT traffic pattern heading SOUTH
RUNWAY 32 – is a LEFT traffic pattern heading NORTH

TRAFFIC PATTERN ALTITUDE – 1000 ft. AGL for piston/turbo prop and jet aircraft; 600 ft. for helicopters.

GROUND MAINTENANCE ENGINE RUNS – Permitted between 8:00 a.m. and 7:00 p.m. weekdays, 9:00 a.m. and 3:00 p.m. weekends, and prohibited on Sundays.

GROSS WEIGHT LIMITS – 100,000 lbs. maximum; (any deviation requires prior approval, additional fee may be required.)

USE OF REVERSE THRUST SHOULD BE KEPT TO A MINIMUM

PROHIBITED ACTIVITIES on the runway, taxiways, aircraft parking ramps, pads, fields, parking lots, or landing areas of any kind within EPCAL are as follows:

PRACTICE EMERGENCY PROCEDURES
TOUCH & GO'S,
MULTIPLE PRACTICE APPROACHES WITH A "GO-AROUND"

PROCEDURE/NON-TOUCHDOWN
STOP AND GO'S OR ANY VARIATION THEREOF
RUNWAY INTERSECTION DEPARTURES
BACK TAXIING ON THE RUNWAY

ARRIVAL PROCEDURES

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

1. Avoid noise sensitive areas. (See attached diagram.)
2. Fly as tight a pattern as practical to keep noise as close to the airpark as possible. Descend to the runway at low power settings and with as few power changes as possible.
3. 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.
4. Avoid low-level high-power approaches which not only create high noise impacts but also limit options in the event of an engine failure.

JET AIRCRAFT

DEPARTURE PROCEDURES

Operators are to avoid noise sensitive areas and to use best rate of climb practices to 2500 ft AGL before turning on course. (See attached diagram). Use aircraft specific or current_NBAA departure procedures which suggest:

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 –SE'erly Fly runway heading, climb straight out, do not turn on course until 1.5 miles past the end of the runway, south of the Long Island Expressway.

RW 32 – NW'erly Fly runway heading, north of the Airpark boundary (Route 25), remain east of the Calverton VOR on departure to avoid the Calverton National Cemetery and continue climb o 2500 ft MSL before turning on course.

***SINGLE AND MULTI ENGINE FIXED WING AIRCRAFT – VFR
DEPARTURE PROCEDURES***

1. Avoid noise sensitive areas. (See attached diagram).
2. On takeoff, use best angle of climb procedures.
3. If consistent with safety, make appropriate power reductions at 500 ft.

RW 14 – SE'erly Fly runway heading, climb straight out, do not turn on course until 1.5 miles past the end of the runway, (South of the Long Island Expressway).

RW 32 – NW'erly Fly runway heading North of the airpark boundary (Route 25), remain East of the Calverton VOR on departure to avoid the Calverton National Cemetery and continue climb to 1500 ft MSL before turning on course.

HELICOPTER DEPARTURE PROCEDURES – VFR

(See attached diagram)

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 –Turns on course east or west should be made south of the Long Island Expressway.

Departing in a Northerly direction – Avoid flying over and near noise sensitive areas. After attaining 1000 ft. turn on course.

Pilots approaching the Airpark from the South to Runway 32 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, (See attached diagram.)

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. (See attached diagram.)

AGL – Above Ground Level

AIM - Airman’s Informational Manual

ATC – Air Traffic Control

FAA - Federal Aviation Administration

FAR - Federal Aviation Regulations

Dated: Riverhead, New York
April 19, 2007

**BY ORDER OF THE TOWN BOARD
OF THE TOWN OF RIVERHEAD**

BARBARA GRATTAN, Town Clerk