

Westchester County Airport

IATA/ICAO CODE: HPN/KHPN  
CITY: White Plains  
STATE: NY  
COUNTRY: USA

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

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Airport Web Site: <http://airport.westchestergov.com/>

ELEVATION: 439 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
11/29	4451	29/3155	3	150
16/34	6548	-	3	150
<a href="#">Check FAA Airport Diagrams for current information.</a>				

[Link to FAA Airport Diagram Website](#)

NOISE ABATEMENT PROCEDURES

Runway 34 - Departure:  
Maintain 342 degree heading 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 2,500 ft. MSL. Use reduced climb power until reaching 3,500 ft. MSL.

Runway 16 - Eastbound:  
Maintain 162 degree heading and climb at (V2+20) not to exceed 190 KIAS. Upon reaching 1,000 ft. MSL set thrust to achieve 1,000 fpm rate. Use reduced climb power until reaching 3,500 ft. MSL.

Runway 16 - Departure:  
Maintain 162 degree heading 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 rate to 2,500 ft MSL. Use reduced climb power until reaching 3,500 ft. MSL.

Runway 11 and 29 - Departure:

Maintain 114 and 294 degree 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 to 2,500 ft. MSL. Use reduced climb power until reaching 3,500 ft. MSL.

#### Runway 16 - 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 reverse thrust reduction techniques and minimize rapid RPM change.

#### Runway 34 - 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 reverse thrust reduction techniques and minimize rapid RPM change.

Note: Inbound; avoid overflying shoreline communities.

#### Runway 11 and 29 - Arrival:

Maintain 2,500 ft MSL or higher as long as practical. Use minimum flap setting and delay extending landing gear until established on the final approach. Use reverse thrust reduction techniques and minimize rapid RPM change.

#### 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.

#### Intersection Takeoffs:

Intersection takeoffs are prohibited for large and turbojet airplanes.

#### Helicopter Routes:

Westchester County Airport has four designated helicopter routes for noise abatement.

Please consult New York Helicopter Route Chart or airport website.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

#### AIRPORT CURFEWS

Voluntary Restraint from Flying Program (VRFF) midnight to 6:30 am, in effect daily.

#### PREFERENTIAL RUNWAYS

No preferential runway system however, there is a weight bearing capacity restraint on the main jet runway (16/34) of 120,000 pounds maximum certified gross takeoff weight.

Aircraft over 120,000 lbs must contact Airport Operations at (914) 995-4850 to receive advance authorization to operate at the airport.

#### OPERATING QUOTA

Scheduled Aircraft Operations and Commercial Passenger Quota and Gate Availability:

A maximum of four scheduled commercial aircraft can enplane or deplane per half hour and during any half-hour period, 240 commercial passengers are allowed through the terminal to enplane and deplane through four available gates.

ENGINE RUN-UP RESTRICTIONS

Engine maintenance run-ups are allowed between 9am and 9pm. Operators wishing to conduct maintenance runs must contact Airport Operations to be assigned a run-up pad/position.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	none	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	none	-
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	Per August 2002 Aircraft Noise Study	1999 Figures (Estimated) 1431 < 65 DNL 804 65-69 DNL 786 70 DNL and above
Airport Noise Contour Overlay Maps	August 2002 Study	See the following website for links to most current noise contours. <a href="http://airport.westchestergov.com/">http://airport.westchestergov.com/</a>
Total Cost of Noise Mitigation Programs to Date	none	No Part 150 Program
Source of Noise Mitigation Program Funding for Aircraft Noise	1993 - 2000	A.I.P. funding for noise monitoring system, equipment and upgrades of (\$ 1.2 million)

NOISE MONITORING SYSTEM

[Map with Remote Noise Monitoring Terminals](#)

Note: The location of the monitors are shown in both decimal and degrees/minutes/seconds format (converted using the FCC converter at

<http://www.fcc.gov/mb/audio/bickel/DDDMSS-decimal.html>)

RMT Location Number	Latitude Decimal Format	Latitude Degrees, Minutes, Seconds.	Longitude Decimal Format	Longitude Degrees, Minutes, Seconds.
1	41.093360	41° 5' 36.0960"	-73.729072	73° 43' 44.6593"
2	41.058724	41° 3' 31.4064"	-73.695472	73° 41' 43.6992"
3	41.056352	41° 3' 22.8672"	-73.681656	73° 40' 53.9615"
4	41.068588	41° 4' 6.9168"	-73.752672	73° 45' 9.6192"
5	41.133312	41° 7' 59.9232"	-73.754416	73° 45' 15.8976"
6	41.024080	41° 1' 26.6880"	-73.674904	73° 40' 29.6543"
7	41.040968	41° 2' 27.4848"	-73.667344	73° 40' 2.4383"
8	41.077740	41° 4' 39.8640"	-73.774008	73° 46' 26.4289"
9	41.041296	41° 2' 28.6656"	-73.742800	73° 44' 34.0799"
10	41.092456	41° 5' 32.8416"	-73.769184	73° 46' 9.0625"
11	41.153276	41° 9' 11.7936"	-73.737960	73° 44' 16.6559"
12	41.090380	41° 5' 25.3680"	-73.689304	73° 41' 21.4944"
13	41.008484	41° 0' 30.5424"	-73.631400	73° 37' 53.0400"
14	41.041008	41° 2' 27.6288"	-73.687136	73° 41' 13.6896"
15	41.153828	41° 9' 13.7808"	-73.677216	73° 40' 37.9775"
16	41.066096	41° 3' 57.9456"	-73.744768	73° 44' 41.1647"
17	41.065044	41° 3' 54.1584"	-73.718024	73° 43' 4.8865"
18	41.033272	41° 1' 59.7792"	-73.709600	73° 42' 34.5600"
19	41.011840	41° 0' 42.6240"	-73.665544	73° 39' 55.9585"
20	40.990521	40° 59' 25.8755"	-73.740024	73° 44' 24.0863"
21	41.215361	41° 12' 55.2996"	-73.556500	73° 33' 23.4000"
22	41.156750	41° 9' 24.3000"	-73.848972	73° 58' 56.2992"

The noise monitoring system is programmed to flag any aircraft event at or above a maximum noise level (MNL) of 90 dB(A), effective February 1, 2009. These events are reported as High Range Noise Events (HRNE's). Each aircraft operator that causes a HRNE is contacted by the Environmental Department.

FLIGHT TRACK MONITORING SYSTEM  
Airport Noise and Operations Monitoring System (ANOMS)

NOISE LEVEL LIMITS  
Special Notice:  
Westchester County Airport has a High Range Noise Event Program. Aircraft operators who meet or exceed 90.0 dBA at any noise monitoring location will receive notification from the Environmental Department.

STAGE 2 RESTRICTIONS  
Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

## STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)