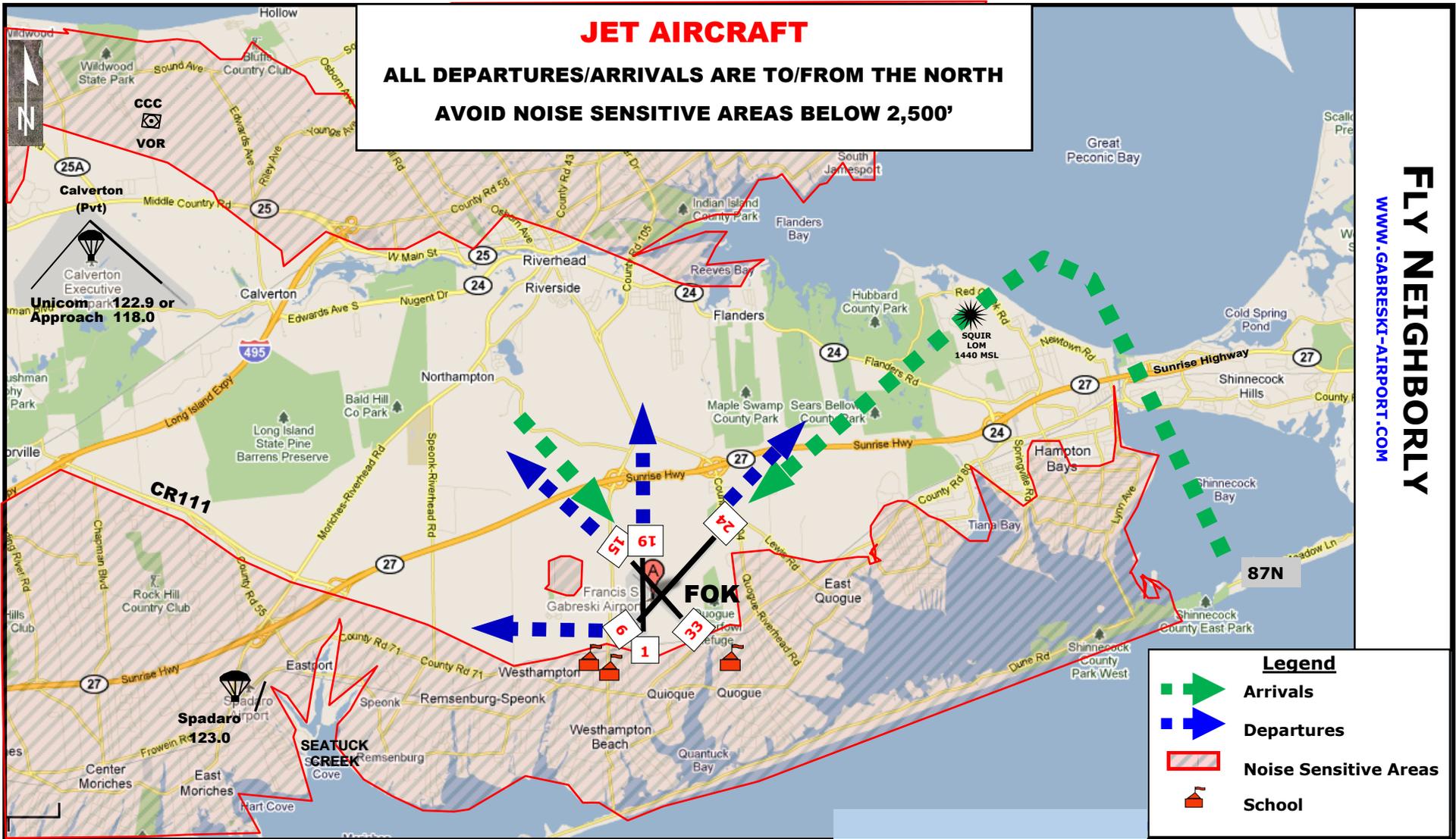


# JET AIRCRAFT

**ALL DEPARTURES/ARRIVALS ARE TO/FROM THE NORTH**  
**AVOID NOISE SENSITIVE AREAS BELOW 2,500'**

**FLY NEIGHBORLY**  
[WWW.GABRESKI-AIRPORT.COM](http://WWW.GABRESKI-AIRPORT.COM)



**Legend**

- Arrivals
- Departures
- Noise Sensitive Areas
- School

**RECOMMENDED PROCEDURES**  
**JET AIRCRAFT**

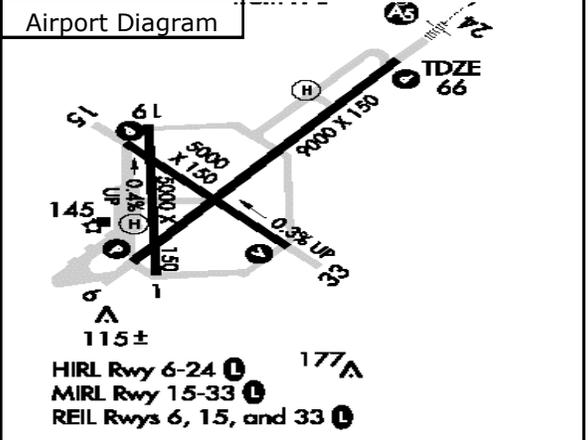
**ARRIVALS: RWY 15, 24**  
**DEPARTURES: RWY 1, 6, OR 33**  
 JET DEPARTURES NOT PERMITTED ON RWY 19

**USE NBAA NOISE ABATEMENT PROCEDURES**

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 East
	130.20 LI Jet/SheltAir



**NBAA  
NOISE-ABATEMENT  
DEPARTURE PROCEDURES**

1. Climb at maximum practicable rate at V2 + 20 KIAS to 500 ft. MSL with takeoff flap setting. (Use best angle of climb (Vx) for smaller aircraft.)
2. At 500 ft. MSL, reduce to a quiet climb power setting while maintaining 1000 FPM maximum climb rate and V2 + 20 KIAS until reaching 1000 ft. MSL.
3. At 1000 ft. MSL, accelerate to final segment speed (Vfs) and retract flaps. Maintain quiet climb power, 1000 FPM climb rate and airspeed not to exceed 190 KIAS until reaching 3000 ft. MSL. If Tower requires level-off prior to reaching 3000 ft. MSL, power must be reduced so as not to exceed 190 KIAS.
4. At 3000 ft. MSL and above, resume normal climb schedule with gradual application of climb power.
5. Observe all airspeed limitations and Tower instructions.

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

**FLY NEIGHBORLY  
Avoid noise-sensitive areas.**

**RECOMMENDED  
VFR ARRIVAL PROCEDURES  
-JET AIRCRAFT-**

- RWY 24 - WEST & SOUTH:** Remain 1 mile off shoreline, turn left base over Shinnecock Inlet to intercept the final approach to RWY 24.
- RWY 15** - Final approach over wooded areas.
- RWY 6 & RWY 33:** Remain 1 mile offshore until intercepting final for the runway.

**RECOMMENDED  
DEPARTURE PROCEDURES  
JET AIRCRAFT**

*Use NBAA Noise-Abatement Departure Procedures.*

- Preferred - RWY 6, 1, & 33** - Climb straight-out & use NBAA Quiet climb Procedures.
- RWY 19** - Jet Departures not permitted.
- RWY 24 - VFR**  
Climbing right turn to a 270° heading prior to the airport boundary or when safety permits, then on course - or as directed by Tower.
- RWY 24 - IFR**  
Follow clearance straight out to 2000 ft. Delay turn on course to BEADS until reaching 2000 ft. unless required by Tower due to traffic conflict. Use NBAA Quite Climb Procedures

*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.*

**GABRESKI AIRPORT - KFOK  
VOLUNTARY  
NOISE-ABATEMENT PROCEDURES**

**JET AIRCRAFT  
GENERAL OPERATIONS**

- Voluntary **night curfew** between 11PM & 7AM.
- RWY 6 is the preferred runway for departures.
- RWY 24 is the preferred runway for approach winds permitting
- Avoid using RWY 19 or RWY 15 for departure.
- Traffic Pattern Alt: 1500 MSL.
- USE REDUCED THRUST and/or quiet climb procedures when operationally practicable.
- **Avoid flying low over noise-sensitive areas. FLY NEIGHBORLY** - Maintain 2500 ft. MSL or higher over residential areas and schools.
- Avoid using thrust reversers on landing.
- Avoid APU use between 10PM & 7AM and more than 1 hour before flight.

**TRAINING OPERATIONS**

- **Avoid low approaches.** Follow published missed-approach procedures for RWY 24 to avoid noise-sensitive areas to the south - or as directed by Tower.