

FORUM25

Operator and Stakeholder Engagement at Westchester County Airport

Christopher Quail

Air Service Specialist

Airports Westchester County Airport

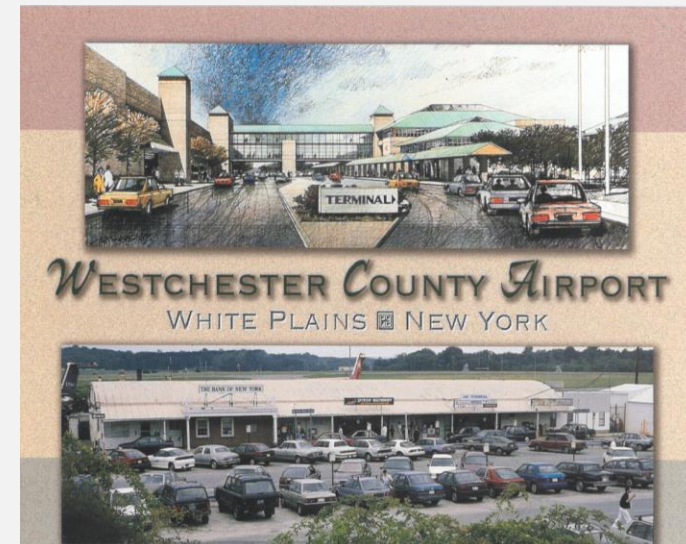
HPN Overview



- Opened in 1942 as an Army Air Field
- Ranked in the top three in U.S. for Private Jet Traffic
- 5th busiest airport in New York State in 2024 by aircraft movements
- 25 miles North of New York City
- Over 250 based aircraft including 97 jets
- Home base for IBM, PepsiCo, JPMorgan Chase, Blackrock, Citibank, Charter Communications
- 23 Nonstop Destinations on 5 Commercial Airlines
- 90% of traffic uses Runway 16/34

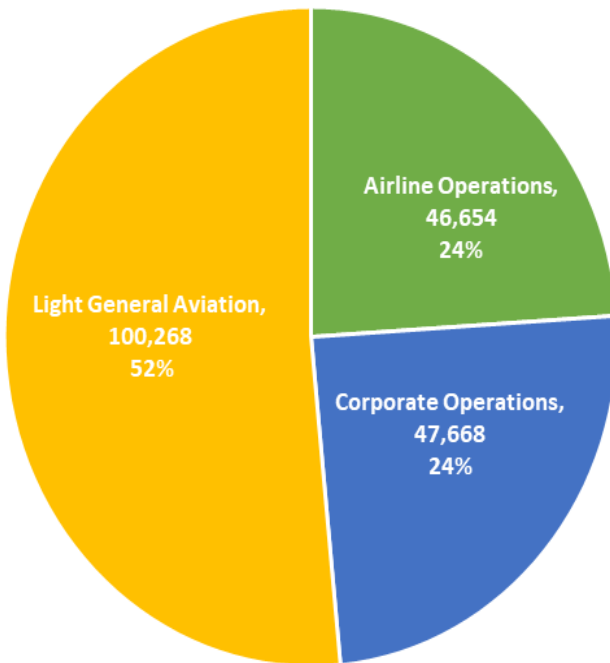
Noise Abatement at Westchester

- Noise office opened in 1984
 - Result of a lawsuit *United States v. County Of Westchester*
 - Court ruled that the County could not enforce a curfew as it had not shown that noise was a problem at the airport
 - County is under a permanent injunction prohibiting it from implementing or enforcing any restrictions on operations at the airport
 - Noise Abatement Program was intended to gather information to show that there was a noise problem at HPN
- The one exception to prohibition on restrictions is the Terminal Use Regulation
 - Result of another lawsuit *Midway Airlines Inc. v. County Of Westchester*
 - Court ruled the county had provide access to the terminal on a equal basis
 - Negotiations resulted in a limit of 4 flights and 240 passengers per half hour
 - Slots and allocations are awarded in a quarterly lottery

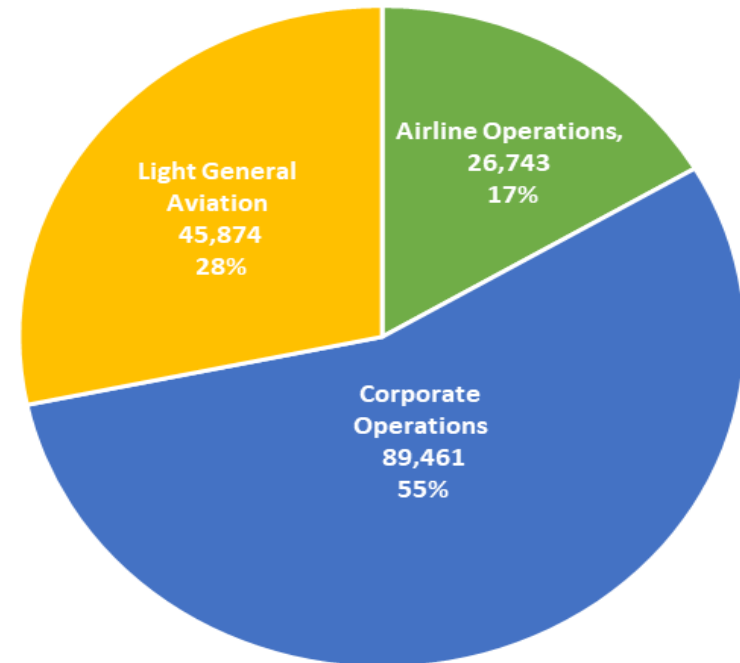


Aircraft operation types and their mixture over time

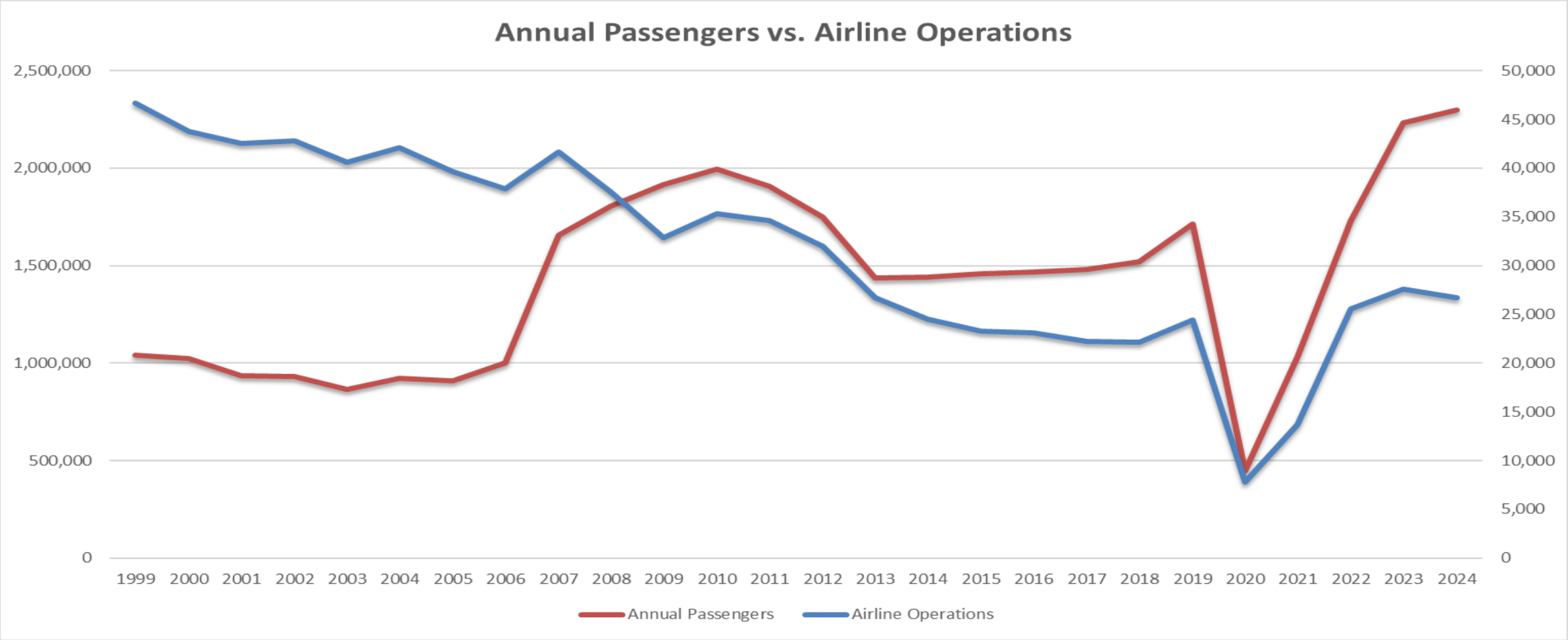
HPN Operations 1999
196,589



HPN Operations 2024
162,078

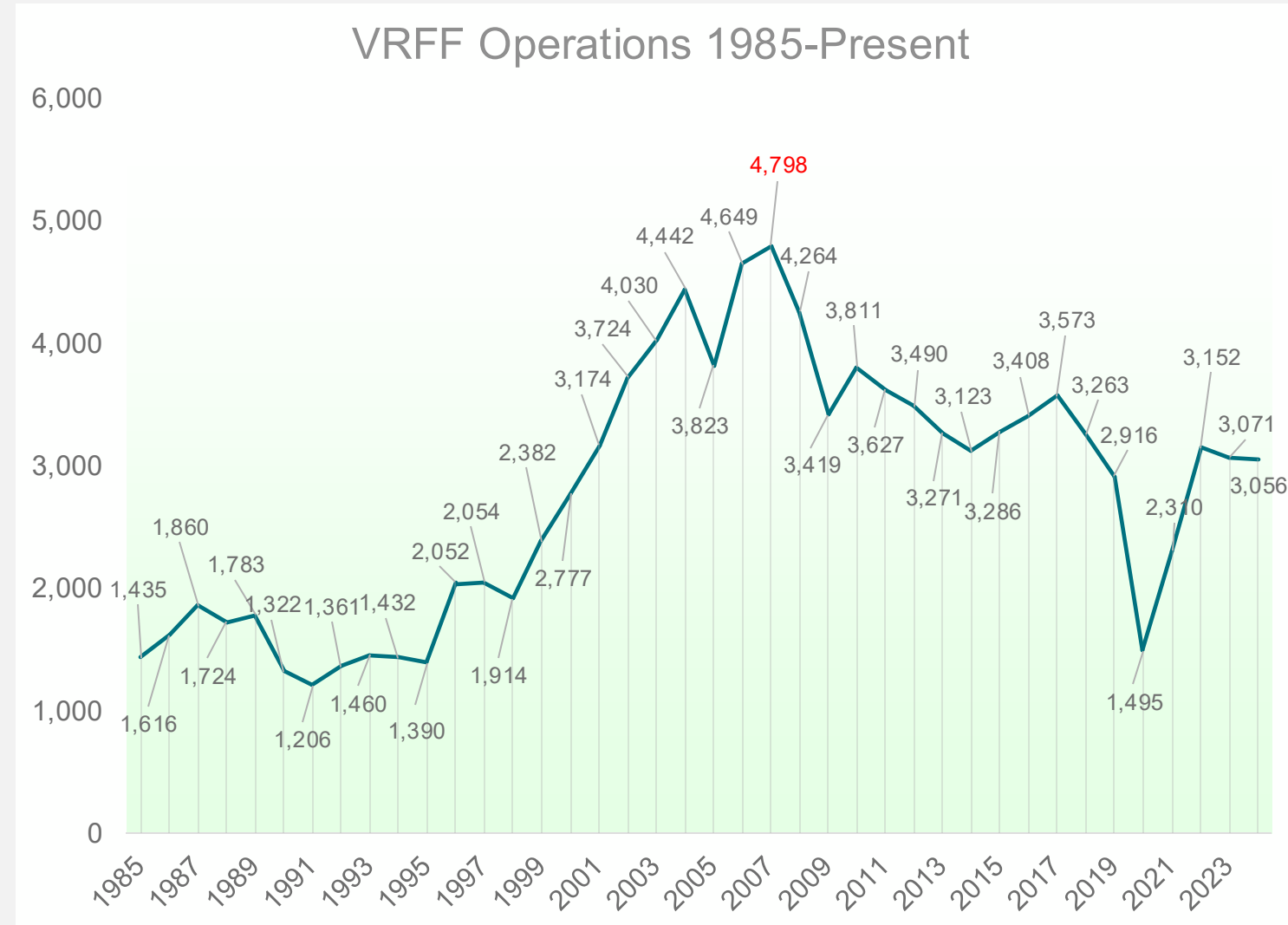


Fewer Flights, More Passengers between 1999 to current



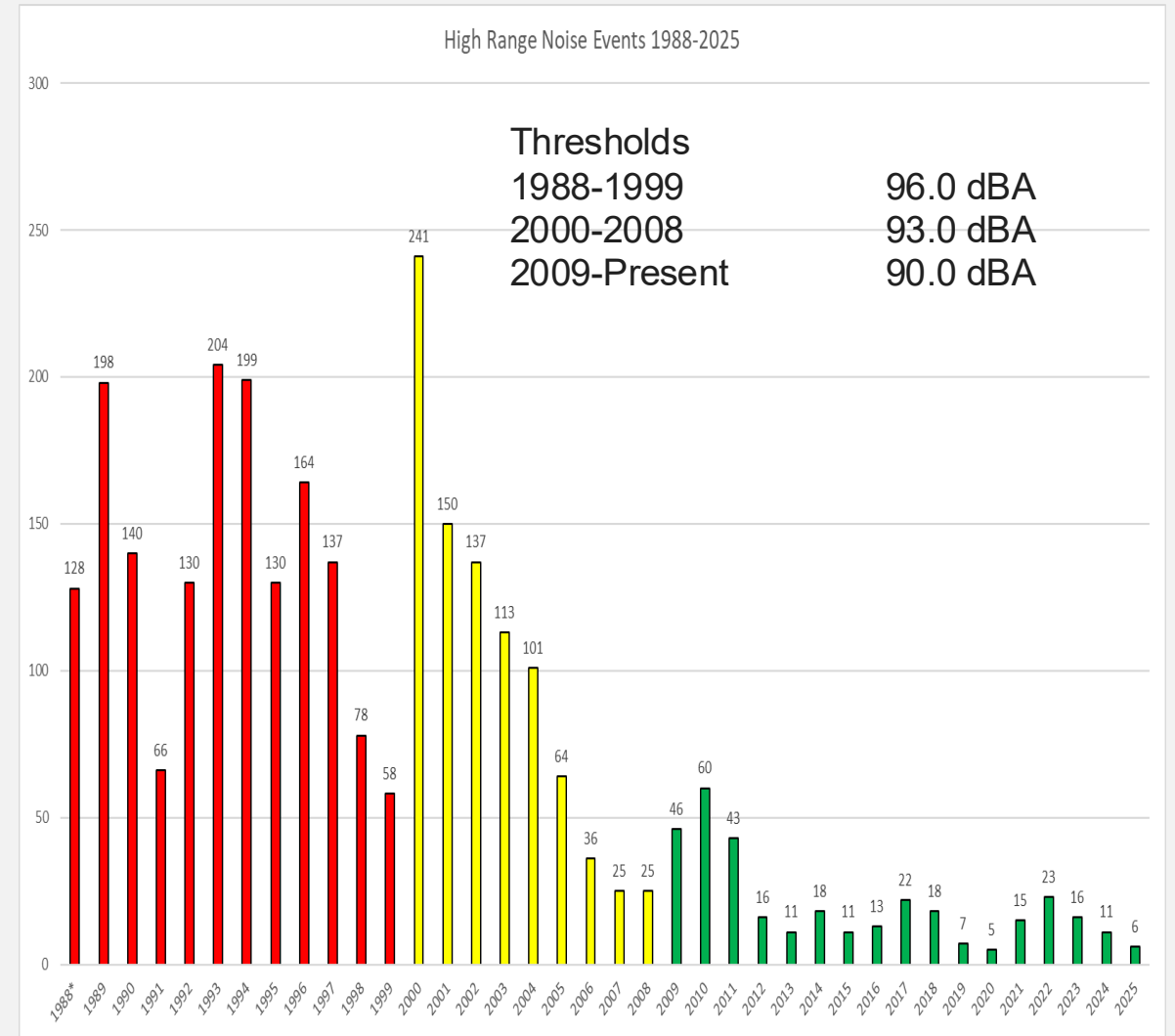
Voluntary Restraint From Flying (VRFF)

- Since 1984 the airport has had a Voluntary Restraint From Flying Period from Midnight to 06:30 AM
- The noise office on a monthly basis will contact any operator that flies during the VRFF
- We have had success working with both based and transient operators at reducing VRFF Operations
- NetJets had been one of the most responsive operators reducing their operations during the VRFF Period from almost 300 in 2018 to just 27 in 2024
- Based operators who avoid flying during the VRFF Period are presented with the Spirit of Noise Abatement Award



High Range Noise Event Program

- Since 1988 the airport has monitored noise events at 22 noise monitors throughout Westchester and Fairfield Counties
- If an aircraft registers at 90 dBA or higher on one of the monitors the operator will be contacted by the airport and be reminded of the airport's Noise Abatement Procedures
- If the current threshold of 90 dBA was in place in 2001 there would have been over 400 High Range Noise Events



Outreach to Corporate Operators

New tools to reach the decision makers

CITATION EXCEL S/N 560-5086

https://www.jetnetevolution.com/DisplayAircraftDetail.aspx?acid=11306&source=JETNET#

JETNET Aerodex
Advancing aviation intelligence worldwide

Home Aircraft Company History Values Events More

CITATION EXCEL S/N 560-5086

SERNO

560-5086

Year Mfr/Div: 2000 / 2000

Reg# (Hex): **N957BJ** (AD4ECA), Expires: 12/31/29, Previous Reg #N394WJ (A493A2)

Purchase Date: 5/17/18

Location: EYE/KEYE/Eagle Creek Airpark, Indianapolis, IN - U.S

STATUS

Ownership: Wholly Owned / Previously Owned

Lifecycle/Use: In Operation / Business

AIRFRAME	CURRENT VALUES	FLIGHT ACTIVITY	EST. VALUES
Data Valid As of	1/23/18	1/23/18 - 8/15/25	8/15/25
AFTI (hrs):	6,288	2,297	8,585
Landings/Cycles:	3,308	1,689	4,997
Nautical Miles:		743,954	

COMPANY/CONTACTS

OWNER

Excel 957 Holdings, LLC
4101 Dandy Trail
Indianapolis, IN 46254 US
Office: 317-293-6935

Mr. Matthew Hagans
Manager
mdhagans@eagle-creek.com

AIRCRAFT MANAGEMENT COMPANY, OPERATOR

Eagle Creek Aviation
DBA Jet Access
4101 Dandy Trail
Indianapolis, IN 46254 US
info@flyjetaccess.com
www.flyjetaccess.com
Office: 317-293-4548
Fax: 317-297-9341
Call: 317-297-487-3331

Aircraft Management Company, Operator

Aircraft Sales
acsales@flyja.com

INTERIOR

VIEW ALL PICTURES

NOTES

+ADD NOTE VIEW ALL

No current notes available for display.

ACTION ITEMS

+ADD ACTION

No current action items available for display.

Close Notes/Actions

AVIONICS

ADF: Honeywell DF-850

AFIS: Global AFIS provisions

Autopilot: Dual Honeywell Primus 1000 IFCS

Avionics Package: Honeywell Primus 1000 IFCS/Primus II

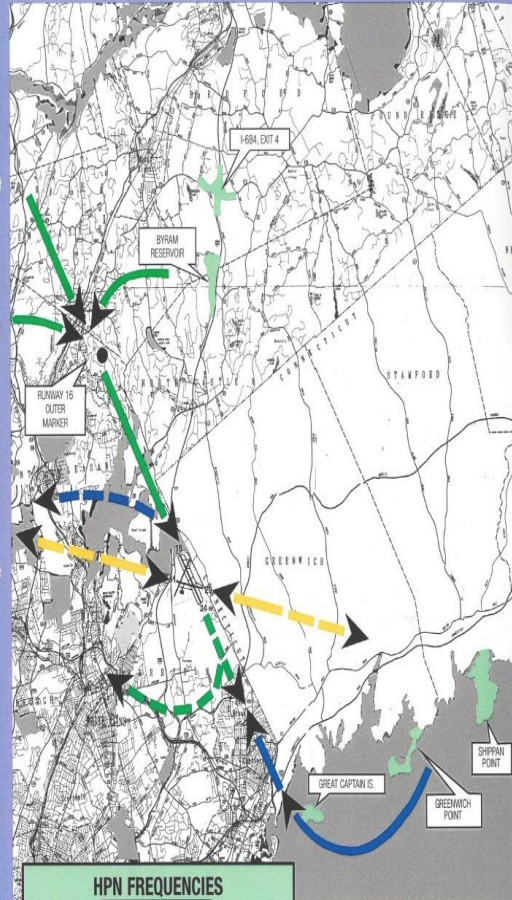
TELL US MORE

Outreach to Corporate Operators



- Over the past several years we have increased our outreach to corporate operators
- The airport attends the National Business Aircraft Association's (NBAA) Scheduler and Dispatcher's Conference
- We host the annual NBAA Northeast Regional Forum in June
 - Winners of the Spirit of Noise Abatement Awards for based operators are announced at the regional forum
- These events give us the opportunity to raise awareness of our Noise Abatement programs and to promote the airport

Outreach to Corporate Operators



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: 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: Climb heading 162° 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 climb rate to 3,000 ft. MSL.

Eastbound: Maintain runway 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.

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 thrust reduction techniques and minimize rapid RPM changes.

RUNWAY 34:

Departure: Climb heading 342° 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 3,000 ft. MSL.

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 thrust reduction techniques and minimize rapid RPM changes.

Note: Inbound; avoid overflying shoreline communities.

RUNWAY 11 AND 29:

Departure: Climb heading 114° for Runway 11 and climb heading 294° for Runway 29 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 3,000 ft. MSL.

Arrival: Maintain 2,500 ft. MSL or higher as long as practical. Use minimum flap setting and delay extending landing gear until beginning final descent to landing. Use thrust reduction techniques and minimize rapid RPM changes.

Note: Avoid making turns to a short final when possible.

Safety and ATC Instructions override Noise Abatement Procedures.

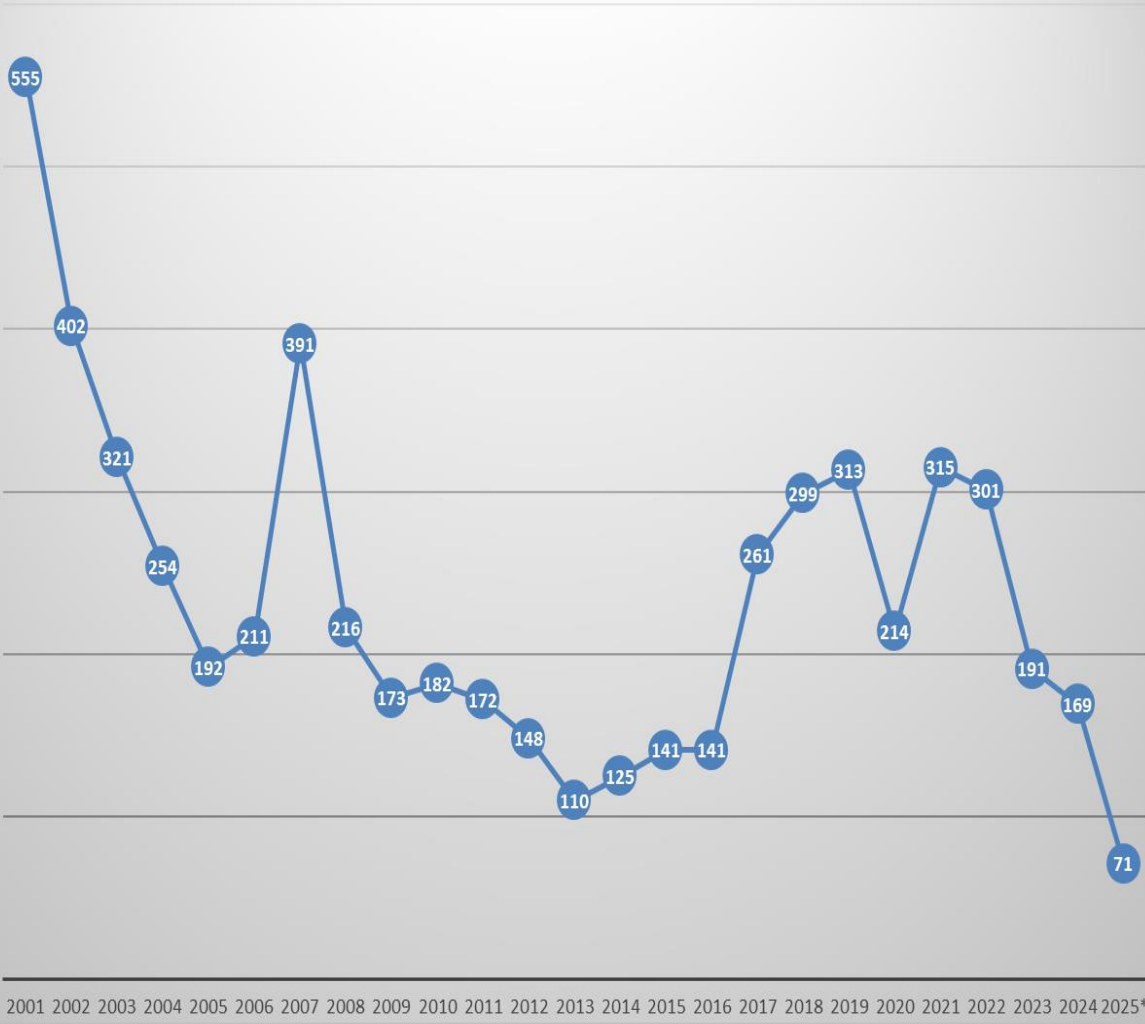
Noise Abatement Procedures

Large
(Greater Than
12,500 lbs.)
and All Turbine
Powered

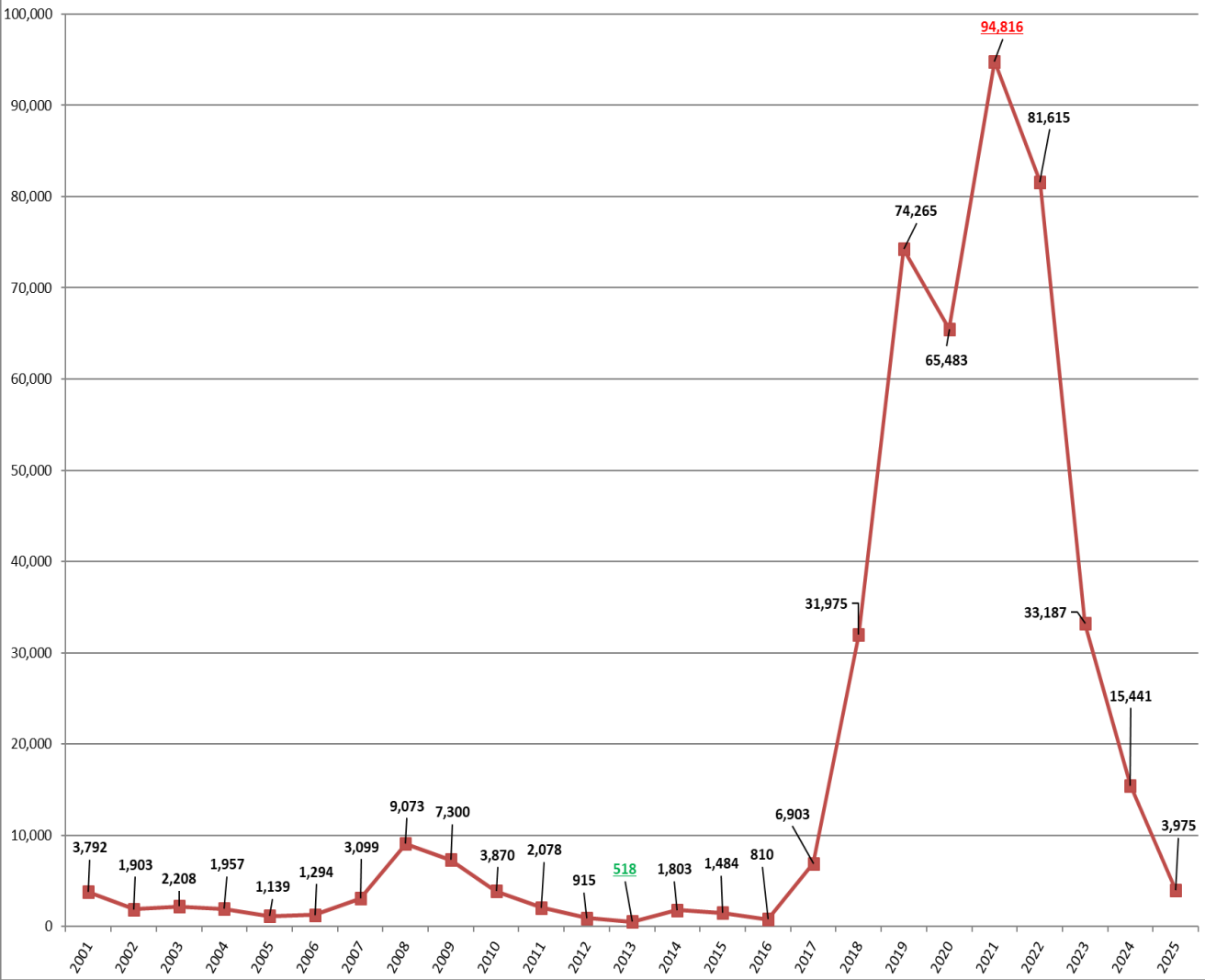
- At the Schedulers and Dispatchers Conference and NBAA Regional Forums our goal has been to raise awareness of the VRFF Period and the airport's other noise abatement procedures
- While it is hard to measure the results of this outreach attending these events allows us to reach the schedules and dispatchers from aircraft operators from around the country and beyond

Community Engagement

Annual Total Households



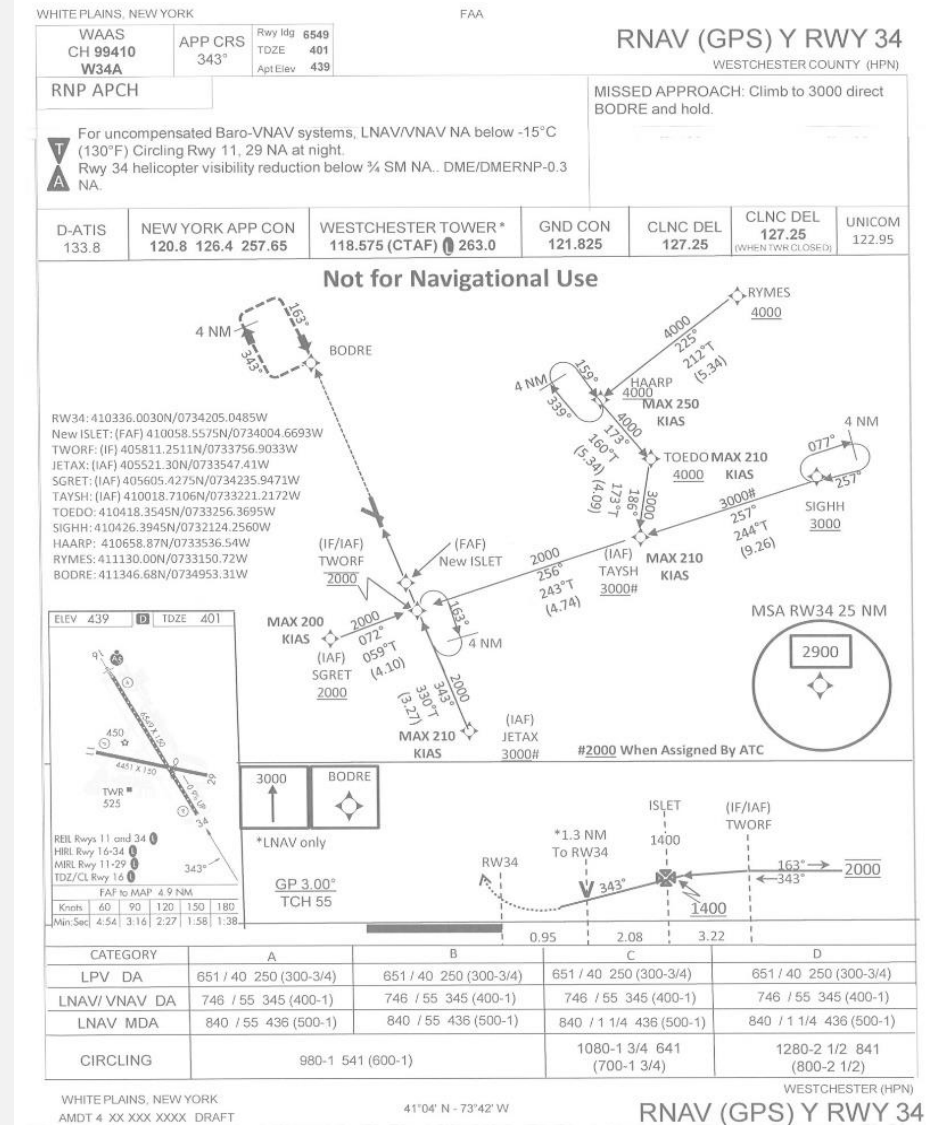
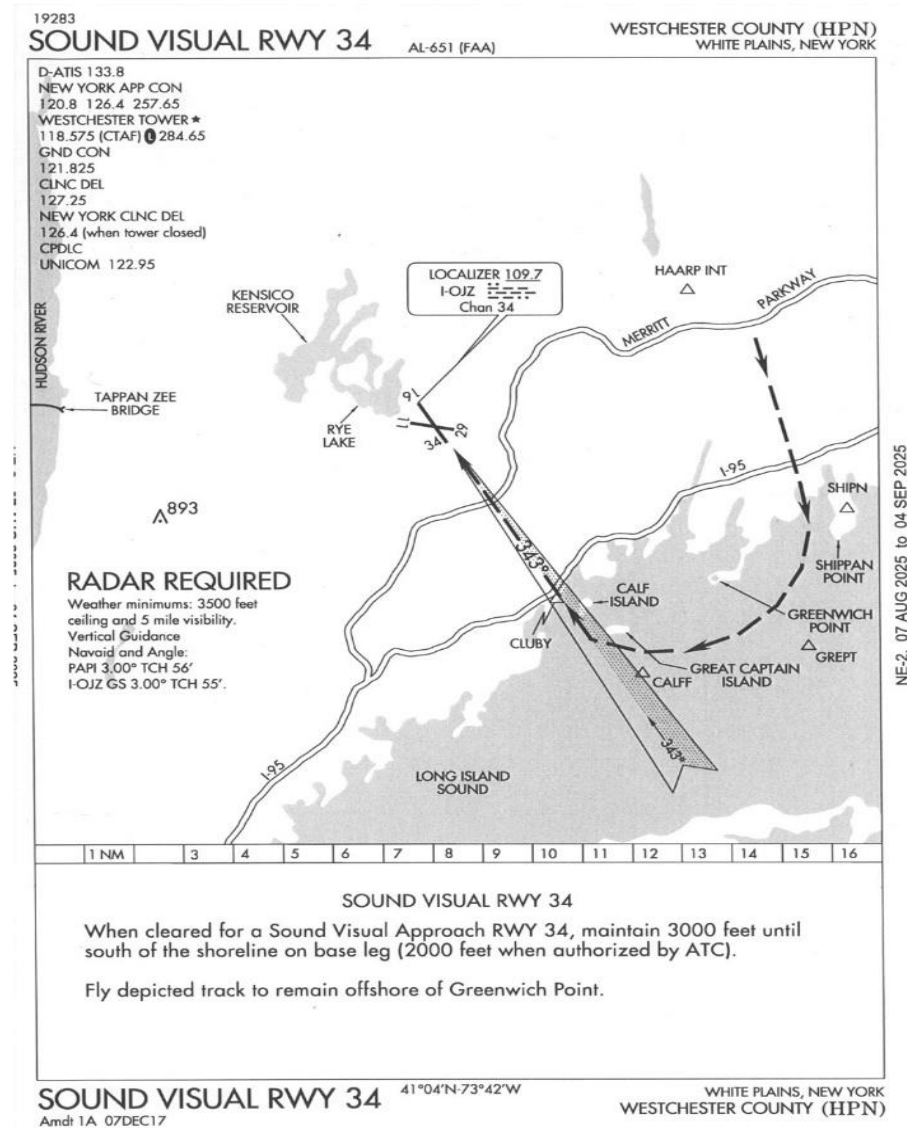
Westchester County Airport Annual Noise Complaints



Community Engagement

- We have found over time that there is a direct correlation to the airport being in the news and the number of noise complaints that our office receives
- Use of the Air Noise Button has led to more complaints to the airport but less engagement with residents
- Talking to residents directly when they make an initial complaint can sometimes avoid someone becoming a serial complainer
- Real Estate Briefings
 - We offer to prepare real estate briefings for anyone looking to purchase a home in either Westchester or Fairfield Counties
 - None of the people for whom we have prepared briefings for have become complainers

Community Engagement Led to a New Approach Procedure



Thank You

