

RECOMMENDED VFR
DEPARTURE PROCEDURES

Note: All departures should be flown Northbound whenever possible.

- **North - Use the Whiskey Route -** Climb to 2500 ft. Turn on course after crossing Sunrise Highway or as directed by Tower.
- **South (if traffic or wind conditions require) - Use Sierra Route -** Helicopter departures to the south should expect RWY 24. Fly RWY heading to airport boundary or railroad tracks. Turn right to 270 degrees and climb to 2500 ft. Turn south over Seatuck Creek (see map).
- **To Southampton Heliport (87N): Use Shinnecock Route** (see map) - Fly northeast bound. Climb to 1500 ft.
- **Police Helicopter Operations:** During non-emergencies, Police helicopters should plan to follow all helicopter noise abatement procedures whenever possible.

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

TRANSITION PROCEDURES

- **DO NOT ENTER GABRESKI AIRSPACE FROM THE SOUTHWEST OR WEST.** *These locations contain noise sensitive areas.*
- Helicopter transitions through the Class D airspace will be granted via north of Sunrise Highway at 1600 ft. (see transition route on map). Do not request to over-fly the airport.
- Flight crews departing the New York Metropolitan area should brief the route into the wooded areas north of Sunrise Highway prior to departing the city to avoid over-flying noise sensitive areas. This will be especially important during MVFR conditions when the requested cruise altitude of 2500 ft. AGL cannot be flown.
- **Follow Eastern Region Helicopter Council's recommended flight paths into the wooded areas north of Sunrise Highway.** <http://www.erhc.org>
- **SOUTH SHORE ROUTE - If landing at FOK** Helicopters using the South Shore Route should transition into the wooded areas north of Sunrise Highway west of Gabreski Airport. Enter Class D Airspace north of Sunrise Highway. Use one of the many sparsely populated areas along the south shore for access. If continuing on to Southampton Heliport (87N) or East Hampton Airport, continue along FAA published South Shore Route.
- **NORTH SHORE ROUTE -** Helicopters using the North Shore Route should transition to the airport northwest of Gabreski using the Calverton or Whiskey Route. There are a number of open space and sparsely populated areas to cross into the wooded areas north of Sunrise Highway.
- **FROM THE WEST - Use Whiskey Route -** Follow the LIE East into the wooded areas north of Sunrise Highway. Stay north of Sunrise Highway until directed by Tower.
- **FROM THE EAST, - Use Hamptons or Shinnecock Route.** Fly north of Sunrise Highway to the airport - enter as directed by Tower. Plan on flying south of the RWY 24 final approach path or as directed by Tower.

GABRESKI AIRPORT - KFOK
VOLUNTARY
NOISE-ABATEMENT PROCEDURES
HELICOPTERS

THIS BROCHURE HAS BEEN PREPARED TO HELP HELICOPTERS OPERATE IN THE QUIETEST MANNER POSSIBLE CONSISTANT WITH SAFETY, AND HELP THE AIRPORT BE A GOOD NEIGHBOR TO ITS SURROUNDING COMMUNITIES.

- Voluntary **night curfew** - 11PM to 7AM.

RECOMMENDED VFR
ARRIVAL PROCEDURES

Runway 6/24 in use:

- **From northwest - Use Whiskey or Calverton Route.** Expect to make an initial approach from north of Sunrise Highway to the numbers of RWY 15.
- **From northeast - Use Hampton/ Shinnecock Route.** Remain east of the extended centerline of RWY 6/24 until directed by Tower.
- **From Southampton Heliport (87N): Use Shinnecock Route.** Fly North to Shinnecock Canal - climb to 1500 ft. Turn west and remain north of Sunrise Highway. Follow Tower instructions. Descend to 1000 ft. by Sunrise Highway as you approach the airport from the northeast. Remain south of the RWY 24 final approach path unless directed by Tower (see map).

Runway 15/33 in use:

- **From northwest -** Remain north of Sunrise Highway and follow Tower instructions.
- **From northeast -** Make an initial approach to the numbers of RWY 24.

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.