Brookhaven Town Board Resolution 2020-0399

Adopted July 16, 2020

WHEREAS, Brookhaven's Calabro Airport is a general aviation, non-towered airport that has been in existence for approximately seventy-five (75) years; and

WHEREAS, operations at Calabro Airport include recreational uses and aviation related businesses that contribute to society and the local economy; and

WHEREAS, there exists patterns for aircraft departing and arriving at this airport as part of standard procedures promulgated for safety reasons; and

WHEREAS, with standard procedures and Federal Aviation Administration oversight of certifications of all aircraft and operators, Calabro Airport is a safely operated airport; and

WHEREAS, it is the desire of the Town of Brookhaven to support the safe and neighborly operation of Calabro Airport through the promulgation of volunteer rules; and

WHEREAS, reducing noise experienced by neighbors is desirable without affecting safety, nor usurping any and all Federal Aviation Administration's rules or procedures regarding flight operations.

NOW THEREFORE, BE IT RESOLVED that all aircraft operators arriving and departing Calabro Airport are requested to abide by the following rules:

1. "Touch and Go" procedures are "not" allowed on weekends and all non-daylight hours.
2. Maintain published pattern altitudes at One thousand feet (1,000 ft) AGL (above ground level).
3. Avoid shortened downwind turns to base or "short finals" below 500' AGL.

4. On “climb outs” avoid turns below 500’ AGL and climb at the best rate of climb, V_y.
5. Runway 33 departures. In anticipation of exiting the pattern for flight to the south, maintain the runway heading and climb to 1400’ then turn left. Avoid residential areas to the west of the airport by flying over wooded areas.
6. No intersection departures. Full use of runway length improves altitudes over housing.
7. Expect the traffic pattern for Runway 24 to be changed to “right” traffic.
8. Be considerate of neighbors when choosing altitudes, engine speed and propeller pitch.
9. Pilots will review and use, where applicable, AOPA’s “Noise Awareness Steps”.
10. As a courtesy to the residents of local neighborhoods, please refrain from any repetitive flight activities also known as “pattern work” between 10 p.m. and 8 a.m.

A.O.P.A. NOISE AWARENESS STEPS

1. If practical, avoid overflying noise-sensitive areas. Make every effort to fly at or above 2,000 feet AGL over such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with a lower RPM setting will reduce aircraft noise substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Familiarize yourself and comply with each airport's noise abatement procedures.
5. Use PAPI/VASI whenever available. This will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
6. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 500' or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
7. Fly a tight landing pattern to keep noise as close in to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
8. If possible, do not adjust the propeller control for flat pitch on the downwind leg. Instead, wait until short final. This practice not only provides a quieter approach, but it also reduces stress on the engine and propeller governor.
9. Avoid low-level, high-powered approaches, which not only create high noise impacts, but also limit options in the event of engine failure.

NOTE: These are general recommendations; some may not be advisable for every aircraft in every situation. No noise reduction procedures should be allowed to compromise flight safety.