

AIRPORT GENERAL INFORMATION

Airport Name: Kingston-Ulster Airport

Airport Address: 1161 Flatbush Road
Kingston, NY 12401

Airport Manager: Todd Coggeshall
Work: (845) 481-1559

FBO: Richmor Aviation Inc.
1161 Flatbush Road
Kingston, NY 12401
(845) 336-5638

IATA: 20N

Runway: 60' X 3,100'

RWY 15: PAPI (P2L) – 235' displaced threshold
RWY 33: PAPI (P2L) – 310' displaced threshold

Field Elevation: 147.4 ft

Maximum Ramp Weight: 12,500 lbs

Traffic Patterns

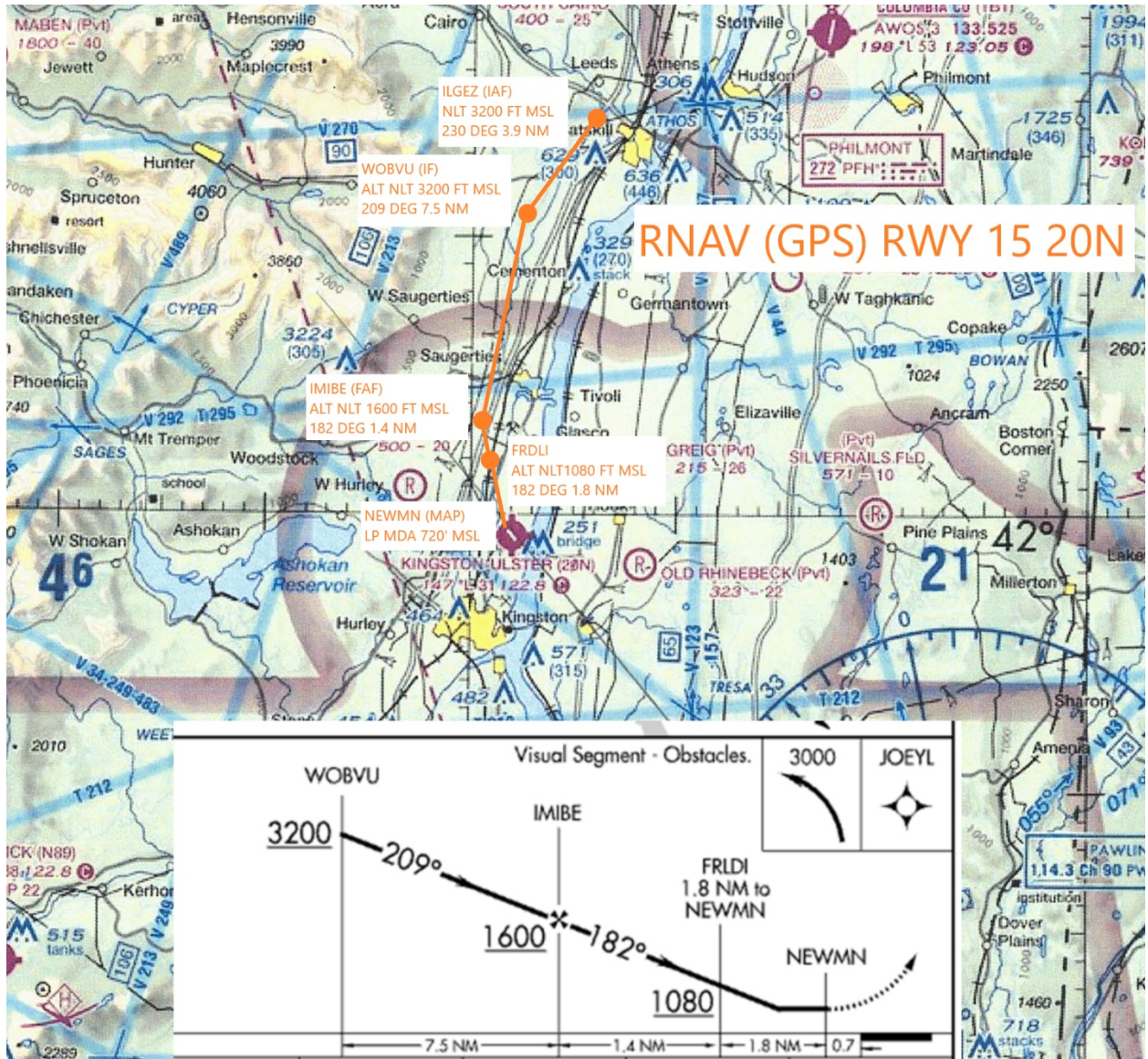
Recommended closed circuit traffic patterns. Actual patterns flown are dependant on pilot and aircraft performance limitations.



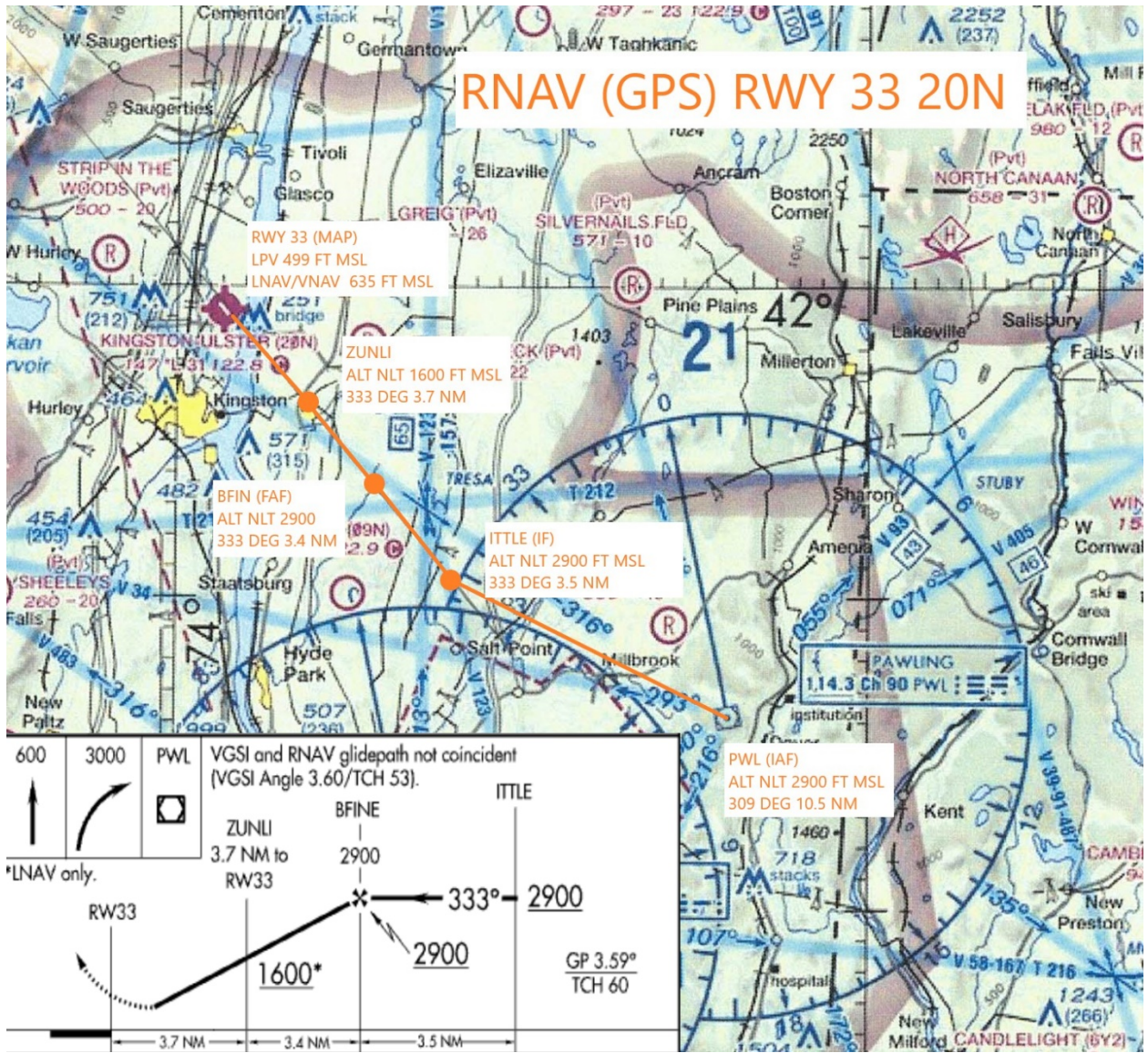


Instrument Approach Procedures

These are the procedures pilots use to descend to runway 15 and runway 33 when flying on instruments. The orange dots superimposed on the aviation chart are GPS navigational fixes and the orange line represents the course between those two fixes. Pilots descend in accordance with the inset plan view. The line underneath the altitudes indicates pilots must not descend below that altitude until they are beyond that fix.



RNAV (GPS) RWY 33 20N





Noise Abatement Procedures

Noise abatement procedures minimize the aircraft noise impact on residences surrounding the Airport. Under no circumstances do noise abatement procedures change the pilot in command's responsibility to operate safely and in compliance with all Federal Aviation Regulations.

1. Noise Sensitive Areas

- a) The residential areas surrounding the Airport should be considered noise sensitive areas.
- b) Avoid direct overflight of the Whittier housing development immediately north of runway 33 whenever possible.

2. Pattern Altitude is 1,200 feet above mean sea level (MSL) or 1,053 above ground level (AGL).

3. Preferred runways – calm winds (less than 6 knots) when there is no other traffic established in the pattern

- a) Departure RWY 15
- b) Arrival RWY 33

4. Night Operations

- a. When possible, avoid operations between 9 P.M. and 7 A.M.
- b. Avoid night closed traffic if able.

5. Runups

- a. Maintenance runups shall be completed on the RWY 33 runup pad and are prohibited between 8 P.M. and 8 A.M.
- b. Preflight runups should be completed on the RWY 33 runup and on the transient ramp prior to taxiing to the RWY 15 hold short line.

6. Noise Abatement Takeoff Procedures

- a. Avoid overflight of the Whittier housing development whenever possible.
- b. Short field takeoff practice on RWY 15 is discouraged during the day and prohibited at night.
- c. Climb at maximum angle of climb until reaching the airport boundary then climb at the maximum rate of climb.
- d. Maintain maximum rate of climb on runway centerline until within 300' of pattern altitude, then depart on course or turn crosswind for closed traffic.

7. Noise Abatement Arrival Procedures

- a. **Avoid overflight of the Whittier housing development whenever able.**
- b. **Follow the Airman Information Manual's recommended traffic pattern procedures with midfield 45-degree entries to the downwind leg.**
- c. **Maintain published pattern altitudes on downwind and as long as feasible.**
- d. **When available, maintain on or above PAPI glidepath to the runway until a lower altitude is necessary for a safe landing.**
- e. **RWY 15 VFR Pattern: Downwind not less than ½ mile from the runway and turning final no less than 1/4 of a mile from the threshold.**
- f. **RWY 33 VFR Pattern: Standard pattern turning final over the Hudson River.**