

Sky Manor Airport Q&A

About Sky Manor Airport

Founded originally as Brown's airport, Sky Manor Airport is a public-use airport located in Pittstown, New Jersey that has been in continuous operation since the 1940's. The airport is home to several aviation-related businesses and a restaurant open to the public. The airport is utilized for personal, business, flight training, and public safety aviation activities. Sky Manor has a single east-west 2,900-foot paved runway that is equipped for day and night visual and instrument operations. The airport does not serve commercial airline traffic.

What kind of aircraft use Sky Manor?

Sky Manor's runway and infrastructure support single and light multi-engine airplanes as well as helicopters. You may even see the occasional balloon. The vast majority of aircraft using the airport are 4-6 seat single-engine airplanes weighing under 3800 pounds which is somewhat lighter than an average minivan.

Does Sky Manor have a control tower?

No. Sky Manor is a non-towered airport. Pilots use a common traffic advisory radio frequency to coordinate their actions on the ground and in the air. Of the roughly 5000 public-use airports in the United States, only about 500 of the largest and busiest airports utilize control towers.

Can Sky Manor control aircraft flight paths?

No. The FAA has sovereign control over all airspace above the United States and its Territories. Sky Manor Airport does not control aircraft in the air or issue taxi, takeoff, approach, departure, or landing clearances. Clearances, when required, are issued by FAA Air Traffic Control. Sky Manor Airport does not have the legal authority to mandate specific flight paths. We can only request pilots to fly recommended noise abatement procedures.

What is an airport traffic pattern?

An airport traffic pattern is a flight path that aircraft fly when arriving, departing, or maneuvering at an airport.

It is rectangular in shape and overlies an airport extending out roughly between $\frac{1}{4}$ and $1\frac{1}{2}$ miles from the runway. The variation in size is a result of aircraft speed and operational capability. Aircraft typically enter the traffic pattern 45° to the downwind leg however entry can be accomplished on any leg depending on inbound direction. Departure usually occurs straight ahead or on an angle unless an aircraft is remaining in the pattern. See figure 1.

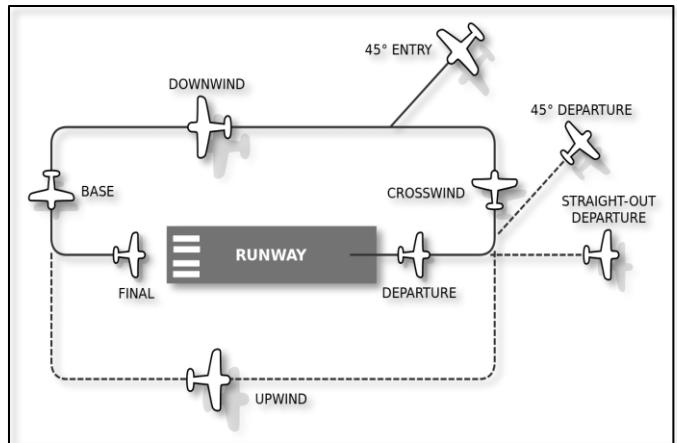


FIGURE 1 - FAA STANDARD LEFT-HAND AIRPORT TRAFFIC PATTERN

What is the traffic pattern at Sky Manor?

Sky Manor utilizes an FAA-standard left-hand traffic pattern. The published traffic pattern altitude is 1560' MSL (mean sea level) which is 1000' AGL (above ground level). Figure 2 below approximates the traffic pattern coverage at Sky Manor.

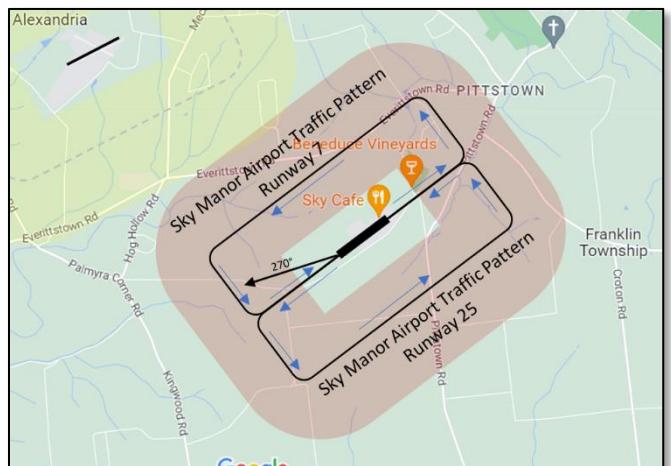


FIGURE 2 - SKY MANOR AIRPORT TRAFFIC PATTERN

What determines which runway is used at Sky Manor?

Sky Manor has one east-west runway that can be used in either direction. Wind direction is the primary determining factor in runway selection. Pilots evaluate the wind direction as well as aircraft performance capabilities and other conditions to determine their takeoff and landing direction. The airport does not make this decision for them. Runway 25, the west facing runway, is used more often due to prevailing wind. Runway 7, the east facing runway is used less often.

Does Sky Manor have a noise abatement procedure?

Yes. Its purpose is to help reduce noise for the residents and businesses underlying the runway departure paths and traffic patterns for both runway 7 and 25. The objective is to discourage pilots from making low altitude turns over the community immediately after takeoff and while climbing to pattern altitude. Sky Manor has published the following noise abatement procedures (plain language):

Runway 7 - Fly runway heading. Climb to 1300' MSL prior to turning.

Runway 25 - At end of runway turn right heading 270°. Climb to 1300' MSL prior to turning.

General - Avoid overflight of horse farm (stables)
500' north of aircraft hangars. (Primarily for
helicopters and balloons)

The above procedures align with the FAA guidance set forth in the Aeronautical Information Manual section 4.3.3.

How are pilots informed about Sky Manor's noise abatement procedures?

Sky Manor makes pilots aware of the noise abatement procedures through the FAA published Chart Supplement as well as reflective signage at the departure end of each runway (see figures 3 and 4 below).

We work continuously using these standard means to communicate with pilots to ensure they are informed about noise abatement procedures.

When possible, the airport follows up with pilots who do not follow the procedures to remind them to do so.

Sky Manor's noise abatement procedures are voluntary. Federal requirements for involuntary noise mitigation programs passed by Congress in 1990 have made it very difficult for airports to impose mandatory restrictions. Airports with mandatory restrictions imposed those programs before the law went into effect.

NOISE: Rwy 07 noise abatement procedures VFR dep fly rwy heading until reaching at least 1,300 ft MSL. Rwy 25 noise abatement procedures VFR dep safety premitting at dep end of rwy turn right fly heading 270 until reaching at least 1,300 ft MSL. Avoid overflight of horse farm (stables) 500' north of acft hangars.

FIGURE 3 - FAA CHART SUPPLEMENT EXCERPT FOR SKY MANOR AIRPORT



FIGURE 4 – SKY MANOR RUNWAY DEPARTURE ADVISORY SIGNS WITH NOISE ABATEMENT PROCEDURES