Appendix A

Planning Advisory Committee Meetings

Hudson Valley Regional Airport Master Plan
Planning Advisory Committee

Mr. Robert H. Balkind, P.E.
Commissioner
Dutchess County Dept. of Public Works
626 Dutchess Turnpike
Poughkeepsie, NY 12603

Mr. Jeff Durand
Airport Director
Hudson Valley Regional Airport
263 New Hackensack Rd.
Wappingers Falls, NY 12590

Mr. David Whalen
Deputy Commissioner
Dutchess County Dept. of Public Works
626 Dutchess Turnpike
Poughkeepsie, NY 12603

Mr. David Carlin
Community Planner
FAA, NYADO
1 Aviation Plaza
Jamaica, NY 11434

Mr. Gerardo Mendoza
NYSDOT, Office of Integrated Services,
Aviation Bureau
50 Wolf Road, POD 54
Albany, NY 12232

Mr. Eoin Wrafter, Commissioner
Dutchess County
Dept. of Planning & Development
27 High Street,
Poughkeepsie, NY 12601

Mr. Al Casella
Council Member – Ward 4
Town of Wappinger
20 Middlebush Road
Wappingers Falls, NY 12590

Mr. Bill Carlos
Town of Poughkeepsie - Second Ward
26 Victor Lane
Poughkeepsie, NY 12601

Mr. Ron Hicks
Assistant County Executive
22 Market Street, Sixth Floor
Poughkeepsie, NY 12601

Mr. John Trosie
Aviation Program Chair
Dutchess Community College
Aviation Program
53 Pendell Road
Poughkeepsie, NY 12601

Mr. Peter Eichleay
FlightLevel Aviation
Hudson Valley Regional Airport
263 New Hackensack Road
Wappingers Falls, NY 12590

Ms. Donna Bolner, Legislator
Dutchess County Legislature
Dutchess County Office Bldg.
22 Market Street, Sixth Floor
Poughkeepsie, NY 12601

Mr. Derek Strothmann
Air Traffic Control Tower
Hudson Valley Regional Airport
263 New Hackensack Road
Wappingers Falls, NY 12590

Mr. John Gow
Associated Aircraft Group, Inc.
32 Griffith Way
Wappingers Falls, NY 12590

Mr. James Todd
Aero Mechanical, LTD
64 Citation Drive
Wappingers Falls, NY 12590

Mr. John Ditton
President
Twinco Flying Club
18 Brook Place
Wappingers Falls, NY 12590

Mr. William Greenage
President
Grasshoppers Flying Club
12 Gale Drive
Poughkeepsie, NY 12603

Appendix B

TFMSC Data

TFMSC Data May 26, 2020 to May 26, 2021

Airplane Design Group I	***1735***
A	**1443**
AA1 - American AA-1 Trainer	1
AA5 - American AA-5 Traveler	11
BE23 - Beech 23 Sundowner	2
BE24 - Beech 24 Sierra	4
BE33 - Beech Bonanza 33	11
BE35 - Beech Bonanza 35	31
BE36 - Beech Bonanza 36	44
BE55 - Beech Baron 55	6
C152 - Cessna 152	2
C172 - Cessna Skyhawk 172/Cutlass	302
C177 - Cessna 177 Cardinal	3
C182 - Cessna Skylane 182	112
C210 - Cessna 210 Centurion	4
C240 - Cessna TTx Model T240	1
C310 - Cessna 310	4
C82R - Cessna Skylane RG	1
DA40 - Diamond Star DA40	15
E550 - Embraer Legacy 500	6
EA50 - Eclipse 500	4
M20P - Mooney M-20C Ranger	32
M20T - Turbo Mooney M20K	7
MU2 - Mitsubishi Marquise/Solitaire	6
P28A - Piper Cherokee	378
P28B - Piper Turbo Dakota	14
P28R - Cherokee Arrow/Turbo	45
P32R - Piper 32	3
PA24 - Piper PA-24	4
PA27 - Piper Aztec	5
PA28 - Piper Cherokee	3
PA30 - Piper PA-30	12
PA31 - Piper Navajo PA-31	22
PA32 - Piper Cherokee Six	34
PA34 - Piper PA-34 Seneca	14
PA44 - Piper Seminole	1
PA46 - Piper Malibu	2
S22T - Cirrus SR-22 Turbo	37
SR20 - Cirrus SR-20	60
SR22 - Cirrus SR 22	179
T210 - Cessna T210M	3
TBM7 - Socata TBM-7	4
TBM8 - Socata TBM-850	5
TBM9 - Socata TBM	9

B	**241**
AC90 - Gulfstream Commander	1
AEST - Piper Aero Star	15
BE40 - Raytheon/Beech Beechjet 400/T-1	24
BE58 - Beech 58	30
BE60 - Beech 60 Duke	14
BE99 - Beech Airliner 99	76
BE9L - Beech King Air 90	13
C206 - Cessna 206 Stationair	5
C25A - Cessna Citation CJ2	8
C25M - Cessna Citation M2	2
C340 - Cessna 340	6
C414 - Cessna Chancellor 414	9
C421 - Cessna Golden Eagle 421	5
C510 - Cessna Citation Mustang	2
C525 - Cessna CitationJet/CJ1	12
E50P - Embraer Phenom 100	10
HDJT - HONDA HA-420 HondaJet	4
PAY1 - Piper Cheyenne 1	1
PRM1 - Raytheon Premier 1/390 Premier 1	4
C	**48**
H25A - BAe HS 125-1/2/3/400/600	2
H25B - BAe HS 125/700-800/Hawker 800	25
LJ31 - Bombardier Learjet 31/A/B	4
LJ40 - Learjet 40; Gates Learjet	1
LJ45 - Bombardier Learjet 45	2
LJ60 - Bombardier Learjet 60	14
D	**3**
LJ35 - Bombardier Learjet 35/36	3

Airplane Design Group II	***715***
A	**35**
PC12 - Pilatus PC-12	35
B	**487**
B350 - Beech Super King Air 350	41
BE20 - Beech 200 Super King	20
BE30 - Raytheon 300 Super King Air	1
C208 - Cessna 208 Caravan	5
C25B - Cessna Citation CJ3	16
C25C - Cessna Citation CJ4	2
C550 - Cessna Citation II/Bravo	4
C560 - Cessna Citation V/Ultra/Encore	71
C56X - Cessna Excel/XLS	47
C650 - Cessna III/VI/VII	2
C680 - Cessna Citation Sovereign	23
C68A - Cessna Citation Latitude	100
C750 - Cessna Citation X	15
E110 - Embraer EMB110	13
E545 - Embraer EMB-545 Legacy 450	26
E55P - Embraer Phenom 300	101
C	**176**
CL30 - Bombardier (Canadair) Challenger 300	44
CL35 - Bombardier Challenger 300	44
CL60 - Bombardier Challenger 600/601/604	10
E35L - Embraer 135 LR	2
F2TH - Dassault Falcon 2000	18
F900 - Dassault Falcon 900	19
FA50 - Dassault Falcon/Mystère 50	15
G150 - Gulfstream G150	12
G280 - Gulfstream G280	2
GLF3 - Gulfstream III/G300	2
LJ75 - Learjet 75	8
D	**17**
GLF4 - Gulfstream IV/G400	17

Airplane Design Group III	***47***
B	**2**
DH8B - Bombardier DHC8-200	2
C	**22**
GL5T - Bombardier BD-700 Global 5000	4
GLEX - Bombardier BD-700 Global Express	18
D	**23**
GLF5 - Gulfstream V/G500	15
GLF6 - Gulfstream	8

Note: Aircraft Design Groups Based on TFMSC Database and Flight Standardization Board (FSB) Reports

Appendix C

Grant Summary

Hudson Valley Regional Airport
Grant Allocation

(POU) Dutchess County

PROJECT TITLE	TOTAL COST	FAA SHARE	NYS SHARE	SPONSOR SHARE
Perimeter Fencing				
FAA AIP No. 3-36-0100-03-85	$310,200	$279,180	$23,265	$7,755
NYS PIN No. 8902.53				
CFR Maintenance Building., Taxiway F Lighting & Obstruction Removal				
FAA AIP No. 3-36-0100-04-86	$710,996	$639,896	$53,325	$17,775
NYS PIN No. 8902.55				
Purchase Snowblower/Material Spreader				
FAA AIP No. 3-36-0100-05-87	$220,000	$198,000	$16,500	$5,500
NYS PIN No. 8902.56				
Runway 6-24 Threshold Displacements; Land Acquisition; Obstruction Removal; Environmental Assessment				
FAA AIP No. 3-36-0100-06-88	$333,333	$300,000	$25,000	$8,333
NYS PIN No. 8902.57				
T/W Guidance Signs; GA Taxiway Extension & Taxiway "G" Extension & Lighting; On-Airport Obstruction Removal				
FAA AIP No. 3-36-0100-07-89	$1,556,000	$1,400,400	$116,700	$38,900
NYS PIN No. 8902.58				
Inadvertent Entry Fence				
FAA AIP No. 3-36-0100-08-91	$136,000	$122,400	$10,200	$3,400
NYS PIN No. 8902.59				
Hangar Demolition & Ramp				
FAA AIP No. 3-36-0100-09-91	$466,000	$419,400	$34,950	$11,650
NYS PIN No. 8902.60				

Hudson Valley Regional Airport
Grant Allocation

(POU) Dutchess County

PROJECT TITLE	TOTAL COST	FAA SHARE	NYS SHARE	SPONSOR SHARE
Land Acquisition & Church Demo.; MOA Implementation; Singage Plan				
FAA AIP No. 3-36-0100-10-92	$954,000	$858,600	$47,700	$47,700
NYS PIN No. 8902.61				
Airfield Signage Improvements (Design & Construction)				
FAA AIP No. 3-36-0100-11-93	$366,000	$329,400	$18,300	$18,300
NYS PIN No. 8902.62				
Chapel Relocation, Obstruction Removal Church Demolition				
FAA AIP No. 3-36-0100-12-94	$531,000	$477,900	$26,550	$26,550
NYS PIN No. 8902.63				
Obstruction Removal (Construction), Church Demolition (Construction)				
FAA AIP No. 3-36-0100-13-95	$255,000	$229,500	$12,750	$12,750
NYS PIN No. 8902.64				
Airport Master Plan Update				
FAA AIP No. 3-36-0100-14-98	$120,000	$108,000	$6,000	$6,000
NYS PIN No. 8902.65				
Rehabilitate T/W A & H - Phase I				
FAA AIP No. 3-36-0100-15-99	$670,000	$603,000	$33,500	$33,500
NYS PIN No. 8902.66				
Rehabilitate T/W A & H - Phase II				
FAA AIP No. 3-36-0100-16-00	$127,778	$115,000	$6,389	$6,389
NYS PIN No. 8902.67				

Hudson Valley Regional Airport
Grant Allocation

(POU) Dutchess County

PROJECT TITLE	TOTAL COST	FAA SHARE	NYS SHARE	SPONSOR SHARE
Runway 24 Obstruction Removal & Lighting; Purchase SRE - Ph II				
FAA AIP No. 3-36-0100-17-00	$300,000	$270,000	$15,000	$15,000
NYS PIN No. 8902.68				
Construct T-Hangar Taxiways				
FAA AIP 3-36-0100-18-01	$300,000	$270,000	$15,000	$15,000
NYS PIN 8902.69				
(Amendment requested for $40,501)	$45,001	$40,501	$2,250	$2,500
Security Improvements - 9/11	$308,041	$308,041	$0	$0
FAA AIP 3-36-0100-19-02				
Replace Snow Removal Equipment - Phase I	$166,667	$150,000	$8,333	$8,333
FAA AIP 3-36-0100-20-02				
NYS PIN 8902.71				
R/W 6-24 Rehabiltiation & R/W 24 EMAS (Design); Inadvertent Entry Fence (Design)				
FAA AIP 3-36-0100-21-02	$423,329	$380,996	$21,166	$21,166
NYS PIN 8902.72				
Rehabilitate Runway 6-24 & Runway 15-33				
FAA AIP 3-36-0100-22-03	$6,691,407	$6,022,266	$334,570	$334,570
NYS PIN 8902.73				
Construct T/W "C" (Design)				
FAA AIP 3-36-0100-23-03	$242,993	$218,694	$12,150	$12,150
NYS PIN 8902.74				
Amendment Request	$36,449	$32,804	$1,822	$1,822

09/27/2019

Hudson Valley Regional Airport
Grant Allocation

(POU) Dutchess County

PROJECT TITLE	TOTAL COST	FAA SHARE	NYS SHARE	SPONSOR SHARE
Rehabilitate T/W A, E, F, G & H Lighting System (Design); NE GA Apron (Design); SRE Building Holding Tank (Design)				
FAA AIP 3-36-0100-25-04	$196,000	$186,200	$4,900	$4,900
NYS PIN 8902.76				
Rehabilitate T/W A, E, F, G & H Lighting System (Construction)				
FAA AIP 3-36-0100-24-06	$787,000	$747,650	$19,675	$19,675
NYS PIN 8902.75				
Amendment Request	$73,232	$69,570	$1,831	$1,831
SRE Building Holding Tank; Inadvertent Entry Fence				
FAA AIP 3-36-0100-26-05	$80,000	$76,000	$2,000	$2,000
NYS PIN 8902.77				
SRE Building Holding Tank - Phase II				
FAA AIP 3-36-0100-27-07	$32,000	$30,400	$800	$800
NYS PIN 8902.78				
Supplemental EA for R/W End 24 On-Airport Obstruction Removal				
FAA AIP 3-36-0100-28-07	$284,000	$269,800	$7,100	$7,100
NYS PIN 8902.79				
Rehab NE GA Apron (Construction)				
FAA AIP 3-36-0100-29-08	$921,053	$875,000	$23,026	$23,026
NYS PIN 8902.80				

Hudson Valley Regional Airport
Grant Allocation

(POU) Dutchess County

PROJECT TITLE	TOTAL COST	FAA SHARE	NYS SHARE	SPONSOR SHARE
Seal Terminal Ramp (Design)				
FAA AIP 3-36-0100-30-08	$28,000	$26,600	$700	$700
NYS PIN 8902.81				
Seal Terminal Ramp (Construction)				
FAA AIP 3-36-0100-31-09	$219,000	$208,050	$5,475	$5,475
NYS PIN 8902.82				
Runway End 24 On-Airport Obstruction Removal (Design & Construction)				
FAA AIP 3-36-0100-32-09	$1,265,000	$1,201,750	$31,625	$31,625
NYS PIN 8902.83				
Install Taxiway B, C, & D Edge Lighting (Design); Rehabilitate Taxiway D (Design)				
FAA AIP 3-36-0100-33-10	$155,000	$147,250	$3,875	$3,875
NYS PIN 8902.84				
Obstruction Study				
FAA AIP 3-36-0100-34-10	$130,000	$123,500	$3,250	$3,250
NYS PIN 8902.85				
Replace ARFF Vehicle				
FAA AIP 3-36-0100-35-10	$657,000	$624,150	$16,425	$16,425
NYS PIN 8902.86				
Rehabilitate And Light Taxiway "D" & Install Emergency Generator (Construction)				
FAA AIP 3-36-0100-36-11	$1,831,000	$1,739,450	$45,775	$45,775
NYS PIN 8902.87				

Hudson Valley Regional Airport
Grant Allocation

(POU) Dutchess County

PROJECT TITLE	TOTAL COST	FAA SHARE	NYS SHARE	SPONSOR SHARE
Realign Taxiway "D" (Design); Rebid Install Lighting on TW B & Stub TW C & D; Obstruction Study - Ph II (GIS Survey); SWPPP				
FAA AIP 3-36-0100-37-11	$129,000	$122,550	$3,225	$3,225
NYS PIN 8902.88				
Partial Parallel Taxiway K (Design); Realign T/W D and Install Lighting on T/W B, Stub T/W's C&D (Construction)				
FAA AIP 3-36-0100-38-12	$1,075,000	$967,500	$53,750	$53,750
NYS PIN 8902.89				
Partial Parallel Taxiway K (Construction)				
FAA AIP 3-36-0100-39-13	$1,346,000	$1,211,400	$67,300	$67,300
NYS PIN 8902.90				
Rehabilitate Taxiway B & Stub Taxiways A&C (Design)				
FAA AIP 3-36-0100-40-13	$91,000	$81,900	$4,550	$4,550
NYS PIN 8902.91				
Rehabilitate Taxiway B and Stub Taxiways A&C (Construction)				
FAA AIP 3-36-0100-41-14	$1,430,000	$1,287,000	$71,500	$71,500
NYS PIN 8902.92				
Replace Electrical Building (Design)				
FAA AIP 3-36-0100-42-14	$80,000	$72,000	$4,000	$4,000
NYS PIN 8902.93				
Realign Taxiway A (Design)				
FAA AIP 3-36-0100-43-14	$62,000	$55,800	$3,100	$3,100
NYS PIN 8902.94				

Hudson Valley Regional Airport
Grant Allocation

(POU) Dutchess County

PROJECT TITLE	TOTAL COST	FAA SHARE	NYS SHARE	SPONSOR SHARE
Replace Electrical Building (Construction)				
FAA AIP 3-36-0100-44-15	$676,728	$609,055	$33,837	$33,836
NYS PIN 8902.95				
Realign Taxiway A (Construction)				
FAA AIP 3-36-0100-45-15	$896,486	$806,837	$44,825.30	$44,824
NYS PIN 8902.96				
Conduct Environmental Study for On and Off Airport Obstruction Removal				
FAA AIP 3-36-0100-46-15	$290,000	$261,000	$14,500	$14,500
NYS PIN 8902.97				
Replace ARFF/SRE Building (Design)	$348,000	$313,200	$17,400	$17,400
FAA AIP 3-36-0100-47-16				
NYS PIN 8902.98				
Replace Runway 24 EMAS (Design)	$145,000	$130,500	$7,250	$7,250
FAA AIP 3-36-0100-48-17				
NYS PIN 8902.12				
ARFF-SRE Building (Construction)	$8,402,878	$7,562,590	$420,144	$420,144
FAA AIP 3-36-0100-50-18				
NYS PIN 8902.13				
Environmental Assessment & Prelininary Design for Runway Safety Area Improvements				
FAA AIP 3-36-0100-51-18	$499,000	$449,100	$24,950	$24,950
NYS PIN 8902.14				
Master Plan Update (MPU, Ex. A, ALP, AGIS, APMS)				

Hudson Valley Regional Airport
Grant Allocation

(POU) Dutchess County

PROJECT TITLE	TOTAL COST	FAA SHARE	NYS SHARE	SPONSOR SHARE
FAA AIP 3-36-0100-52-19 NYS PIN 8902.15	$496,389	$446,750	$24,819.45	$24,819
Airport Guidance Sign Replacements (Design) FAA AIP 3-36-0100-53-19 NYS PIN 8902.16	$64,000	$57,600	$3,200	$3,200
Security Improvements NYS PIN 8902.98	$750,000	$0	$750,000	$0
Terminal Renovation NYS PIN 8902.41	$988,500	$0	$889,650	$98,850
Total	**$39,698,459**	**$34,534,132**	**$3,445,879**	**$1,718,701**

Appendix D

Airspace Protection Overview

Airspace Protection Overview

Protecting the navigable airspace around airports is required by the Federal Aviation Administration (FAA) in grant assurances (obligations) that the airport sponsor signs when obtaining grants to fund airport development projects. The grant assurances require the airport sponsor to take appropriate action to ensure that airspace is adequately cleared to protect instrument and visual flight operations by removing, lowering, relocating, marking or lighting, or otherwise mitigating existing airport hazards and preventing the establishment or creation of future airport hazards. There are standard airspace obstacle surfaces around airports that need to be evaluated including the following:

- Federal Aviation Regulations (FAR) Part 77 surfaces contained in Code of Federal Regulations (CFR), Title 14, *Safe, Efficient Use, and Preservation of the Navigable Airspace*,
- Runway End Siting Surfaces (RESS) contained in Advisory Circular (AC) 150/5300-13A, Change 1, *Airport Design*
- Terminal Instrument Procedures (TERPS) surfaces contained in contained in FAA Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS),*
- Obstacle clearance surfaces for visual navigational aids (NAVAIDS) contained in AC 150/5340-30G, *Design and Installation Details for Airport Visual Aids*

Each airspace surface will be discussed in further detail below.

FAR Part 77

The FAA, in the Code of Federal Regulations (CFR), Title 14, Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, has established standards for determining obstructions to navigable airspace, and their effect on the safe and efficient use of airspace. This regulation defines a system of imaginary surfaces (primary, approach, transitional, horizontal, and conical) designed to protect the critical airspaces around an airport and allow for the safe operation of aircraft to and from the airport. These imaginary surfaces are fixed surfaces that do not move. The applicable Part 77 surface dimensions are based on the type of approaches to each runway end at the airport.

The **primary surface** is longitudinally centered about the runway for a width dependent on the type of runway and extends to a distance of 200 feet beyond each end of a paved runway. The primary surface ends at the end of the runway when the runway has no specially prepared hard surface. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

The **approach surface** is longitudinally centered on the extended runway centerline and extends outward and upward from each end of the primary surface. The slope and configuration of each runway approach surface varies as a function of runway type and the type of approach available or planned for that runway end.

The **transitional surface** extends outward and upward from the primary and approach surfaces at right angles to each of the runway centerlines at a slope of 7 feet horizontally for each foot vertically. The transitional surface ends where it meets the horizontal surface.

The **horizontal surface** is a horizontal plane 150 feet above the established airport elevation. .The perimeter of the horizontal surface is delineated by constructing tangent lines to a series of arcs with a radius of 10,000 feet from the center point of each end of the primary surface of each of the runway ends.

The **conical surface** extends outward and upward from the periphery of the horizontal surface at a slope of 20 feet horizontally to 1 foot vertically (20:1) for a horizontal distance of 4,000 feet.

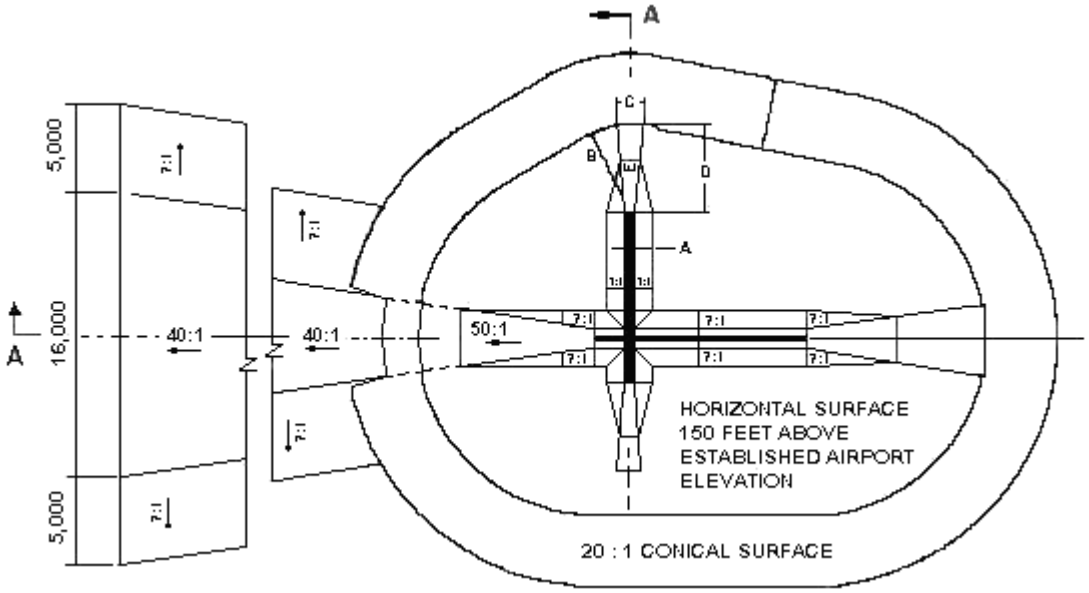
Table 1 shows the dimensional standards associated with each Part 77 surface, and **Figure 1** shows the plan view of the surfaces. A 3D diagram and 3D flythrough of FAR Part 77 surfaces can be viewed at http://www.ngs.noaa.gov/AERO/oisspec.html

Table 1 FAR Part 77 Obstruction Identification Surfaces

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON - PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY PIR
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON - PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

Source: National Geodetic Survey (NGS) National Oceanic & Atmospheric Administration (NOAA)

Figure 1 Plan View of FAR Part 77 Surfaces



Source: National Geodetic Survey (NGS) National Oceanic & Atmospheric Administration (NOAA)

The applicable FAR Part 77 surface dimensions used for the Hudson Valley Regional Airport are based on a precision instrument approach procedure for Runway 6, non-precision instrument approach procedures for Runway 24, and visual approaches to Runways 15 and 33 (see **Table 2**).

Table 2—FAR Part 77 Surface Dimensions for Hudson Valley Regional Airport

Item	Runway 6	Runway 24	Runway 15/33
Primary Surface Width	1,000’	1,000’	500’
Horizontal Surface Radius	10,000’	10,000’	5,000’
Approach Surface Width at End	16,000’	4,000’	1,500’
Approach Surface Length	10,000’/40,000’	10,000	5,000’
Approach Procedure	Precision	Non-precision	Visual
Approach Slope	50:1/40:1*	34:1	20:1

* Horizontal distance = 10,000' at 50:1, Additional 40,000' at 40:1

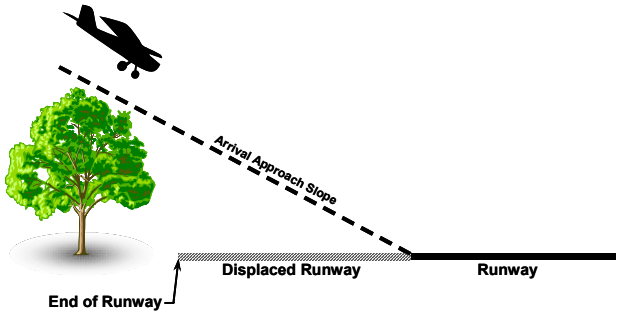
Source: FAR Part 77 Safe, Efficient Use and Preservation of the Navigable Airspace

The Runway Protection Zone Analysis & Obstruction Evaluation (hereinafter referred to as *Obstruction Evaluation*) completed by C&S Engineers, Inc. in March 2013 identified obstructions to the primary, approach, and transitional surfaces that include tree canopies, individual trees, airport fencing, roadway vertical clearance, utility/light poles, terrain, and a flag pole (see **Appendix C**, pages C-56 to C-67).

Runway End Siting Surfaces

Advisory Circular (AC) 150/5300-13A, *Airport Design* contains design standards for runway end siting. According to the AC, the runway threshold is ideally located at the beginning of the runway. The threshold is located to provide proper clearance for landing aircraft over existing obstacles while on approach to landing. When an object beyond the airport owner's power to remove, relocate, or lower obstructs the airspace required for aircraft to land at the beginning of the runway, the threshold may be located farther down the runway. Such a threshold is called a "displaced threshold."

Displacement of a threshold reduces the length of runway available for landings. The portion of the runway behind a displaced threshold may be available for takeoffs and, depending on the reason for displacement, may be available for takeoffs and landings from the opposite direction. Threshold displacement should be undertaken only after a full evaluation reveals that displacement is the best alternative. These standards minimize the loss of operational use of the established runway and reflect the FAA policy of maximum utilization and retention of existing paved areas on airports



In order to protect the runway ends and approach/departure surfaces

- All TERPS approach surfaces and approach surfaces associated with the threshold should be clear of obstacles
- 40:1 instrument departure surface should be clear
- Consider other surfaces associated with electronic and visual NAVAIDs such as precision approach path indicator (PAPI) system, approach lighting system (ALS), and instrument landing system (ILS)

Approach Surfaces

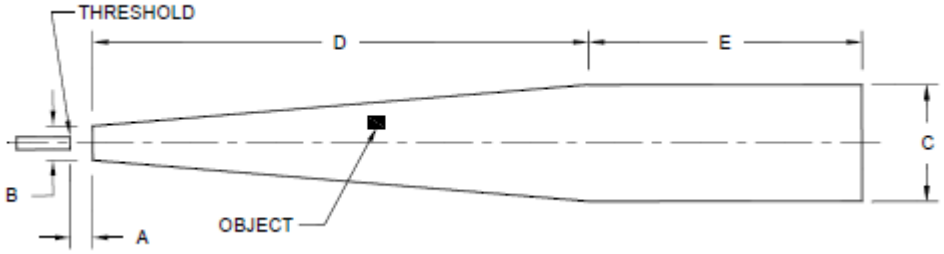
The approach surfaces defined in this section are not the same as the approach surfaces defined in Part 77. The approach surfaces are designed to protect the use of the runway in both visual and instrument meteorological conditions near the airport. The specific size, slope and starting point depends on the visibility minimums and type of procedure (i.e., visual, non-precision, or precision) associated with the runway end. **Table 3** shows the dimensional standards associated with the approach surfaces, and **Figure 2** shows the plan view of the approach surfaces. Obstacles that penetrate the approach surfaces are considered critical obstructions since they can affect the location of the runway threshold, runway length available for landing, and operational use of the runway (i.e., may prohibit current aircraft operating at the airport from being able to land due to the reduced runway length).

Table 3—Approach / Departure Standards

Runway Type		DIMENSIONAL STANDARDS* Feet (Meters)					Slope/ OCS
		A	B	C	D	E	
1	Approach end of runways expected to serve small airplanes with approach speeds less than 50 knots. (Visual runways only, day/night)	0 (0)	120 (37)	300 (91)	500 (152)	2,500 (762)	15:1
2	Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual runways only, day/night)	0 (0)	250 (76)	700 (213)	2,250 (686)	2,750 (838)	20:1
3	Approach end of runways expected to serve large airplanes (Visual day/night); or instrument minimums ≥ 1 statute mile (1.6 km) (day only).	0 (0)	400 (122)	1000 (305)	1,500 (457)	8,500 (2591)	20:1
4	Approach end of runways expected to support instrument night operations, serving approach Category A and B aircraft only. [1]	200 (61)	400 (122)	3,800 (1158)	10,000 [2] (3048)	0 (0)	20:1
5	Approach end of runways expected to support instrument night operations serving greater than approach Category B aircraft. [1]	200 (61)	800 (244)	3,800 (1158)	10,000 [2] (3048)	0 (0)	20:1
6	Approach end of runways expected to accommodate instrument approaches having visibility minimums ≥ 3/4 but <1 statute mile (≥ 1.2 km but < 1.6 km), day or night.	200 (61)	800 (244)	3,800 (1158)	10,000 [2] (3048)	0 (0)	20:1
7	Approach end of runways expected to accommodate instrument approaches having visibility minimums < 3/4 statute mile (1.2 km).	200 (61)	800 (244)	3,800 (1158)	10,000 [2] (3048)	0 (0)	34:1
8[3,5,6,7]	Approach end of runways expected to accommodate approaches with vertical guidance (Glide Path Qualification Surface [GQS]).	0 (0)	Runway width + 200 (61)	1520 (463)	10,000 [2] (3048)	0 (0)	30:1
9	Departure runway ends for all instrument operations.	0 [4] (0)	See Figure 3-4.				40:1

Source: AC 150/5300-13A, Change 1, *Airport Design*

Figure 2—RESS Approach Surface



Source: AC 150/5300-13A, Change 1, *Airport Design*

The applicable approach surface dimensions used for the Hudson Valley Regional Airport are Runway Type 7 Siting Surface for Runway 6, Type 6 Siting Surface for Runway 24, Type 2 Siting Surfaced for Runway 15, and Type 4 Siting Surface for Runway 34.

The *Obstruction Evaluation* identified RESS approach surface obstructions that include tree canopies for Runway 6, 15 and 33 ends (see **Appendix C**, pages C-50, C-52, C-53, C-55, C-58, and C-59). For the Runway 6, 15 and 33 ends, if the tree canopy obstructions are not removed or lowered the thresholds would need to be displaced. The Runway 6 threshold would need to be displaced 1,535 feet, reducing the landing length from 5,001 feet to 3,466 feet. The Runway 15 threshold would need

to be displaced 240 feet, reducing the landing length from 2,744 feet to 2,504 feet. The Runway 33 threshold would need to be displaced 726 feet, reducing the landing length from 2,744 feet to 2,018 feet.

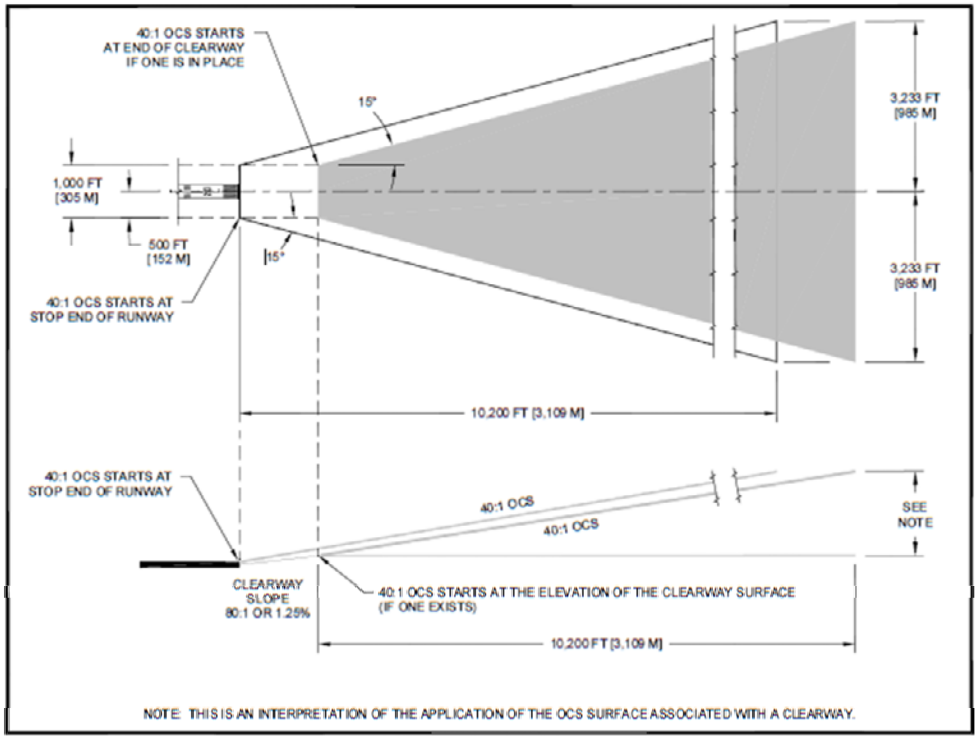
Departure Surfaces

The departure surfaces, when clear, allow pilots to follow standard departure procedures. The departure surface is a trapezoidal shape that begins at the end of the Takeoff Distance Available (TODA) and extends along the extended runway centerline outward and upward at a 40:1 slope (see **Figure 3**). Obstacles that penetrate the departure surface may require the obstacle be published, or may require:

- Non-standard climb rates
- Non-standard (higher) departure minimums. Therefore, it is important for airports to identify and remove these obstacles whenever possible when takeoff procedures can be enhanced, and also to prevent new obstacles.
- Reduction in the length of runway available for takeoff

The *Obstruction Evaluation* did not include departure surfaces in its evaluation of the Hudson Valley Regional Airport.

Figure 3 Departure Surface for Instrument Runways



Source: AC 150/5300-13A, Change 1, *Airport Design*

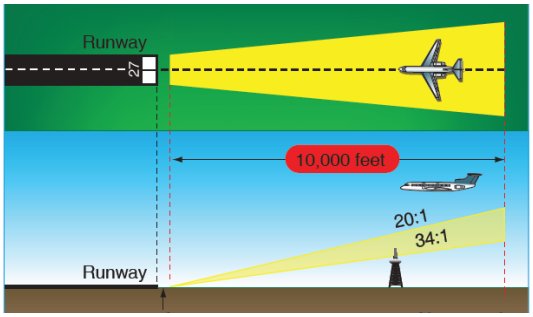
Terminal Instrument Procedures (TERPS)

The standards related to TERPS are contained in FAA Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS).* This order is used by the FAA Flight Procedures Branch in the development of new instrument flight procedures to an airport. FAA Flight Procedures also review existing terminal instrument procedures every two years against current criteria to determine if there are any obstacles that penetrate TERPS surfaces. If obstacles penetrate the TERPS surfaces Flight Procedures will modify the instrument flight procedures to clear all obstacles. Some critical obstruction clearance standards are integrated into the RESS approach/departure surfaces identified in **Table 3** including many final approach segments, the 40:1 departure surface, and the 30:1 glidepath qualification surface.

Visual Portion of Final Approach

The visual portion of the Final Approach segment is centered on the extended runway centerline, begins 200 feet from the runway threshold, has an inner width of 200 feet for Category A and B aircraft or 400 feet for Category C and D aircraft, and extends out for a length of 10,000 feet. Two surfaces are included in this portion of the Final Approach segment one extends upward and outward at a 20:1 slope, the second extends upward and outward at a 34:1 slope (see **Figure 4**).

Figure 4 TERPS Final Approach Segment



Source: FAA Instrument Procedures Handbook

Obstacles that penetrate the 20:1 visual portion (VIS) of the Final Approach segment are considered critical obstructions since they can affect airport operations by restricting night time instrument flight procedures and result in increased visibility minimums (i.e., visibility can be no lower than 1 statute mile). In addition, obstacles that penetrate the 34:1 portion of the Final Approach segment will result in increased visibility minimums (i.e. visibility can be no lower than three-fourths statute mile).

Based on TERPS data received from the FAA FPO in March 2016 obstructions penetrate the 20:1 and/or 34:1 visual portion of the Final Approach segment on all four runway ends (see **Appendix D**, pages D-6 to D-13). Nineteen trees penetrate the VIS 34:1 to Runway 6, two fence points penetrate the VIS 20:1 to Runway 24, 33 trees penetrate the VIS 20:1 to Runway 15, and 39 trees penetrate the VIS 20:1 to Runway 33.

Localizer Performance with Vertical Guidance (LPV) Final Approach

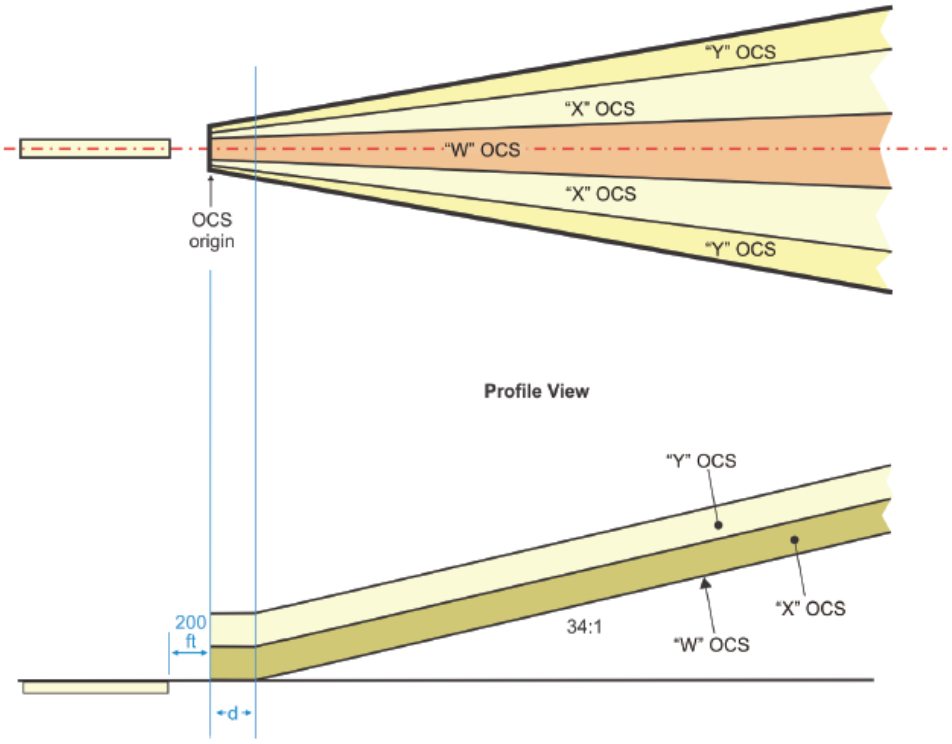
Under the umbrella of the FAA Wide Area Augmentation System (WAAS), an LPV approach offers precision approach capability without the need for any ground based equipment. WAAS is a navigation service using a combination of Global Positioning System (GPS) satellites and the WAAS geostationary satellites to improve the navigational service provided by GPS. The LPV approach is similar to a Category I instrument landing system (ILS) precision instrument approach procedure. Landing minima are usually similar to those of a Type I ILS with a decision height of 200 feet and

visibility of 1/2 mile. The final approach segment of the LPV approach consists of W, X, and Y obstacle clearance surfaces (OCS) that begin 200 feet from the runway landing threshold and ends at the precision approach final approach fix (PFAF). When there are penetrations to the OCS, if the obstacle is not removed or the obstruction location and/or height is not adjusted, the instrument approach procedure would need to be modified to eliminate or reduce the amount of penetration. As a result, LPV Final Approach obstacles are considered critical obstructions. To eliminate or avoid a penetration, one or more of the following actions needs to take place:

- realignment of the final approach course
- displacing the runway landing threshold
- raising the glidepath angle
- adjusting the decision altitude
- increasing the threshold crossing height

Based on TERPS data received from the FAA FPO in March 2016, 38 trees penetrate the Runway 6 LPV Final Approach Segment (see **Appendix D**, pages D-1 to D-3).

Figure 5 LPV Final Approach Segment



Source: FAA Order 8260.58, United States Standard Performance Based Navigation (PBN) Instrument Procedure Design

Glidepath Qualification Surface (GQS)

The GQS extends from the runway threshold along the runway centerline extended to the decision altitude (DA) point. It limits the height of obstructions between the DA and runway threshold. When obstructions exceed the height of the GQS, an approach procedure with positive vertical guidance (ILS, LPV, LNAV/VNAV, etc.) is not authorized. As a result, penetrations to the GQS are considered critical obstructions that need to be addressed as this could affect the airports ability to accommodate existing commercial and business jet aircraft operations.

Based on TERPS data received from the FAA FPO in March 2016 no obstructions penetrate the Glidepath Qualification Surface.

Visual Navigation Aids

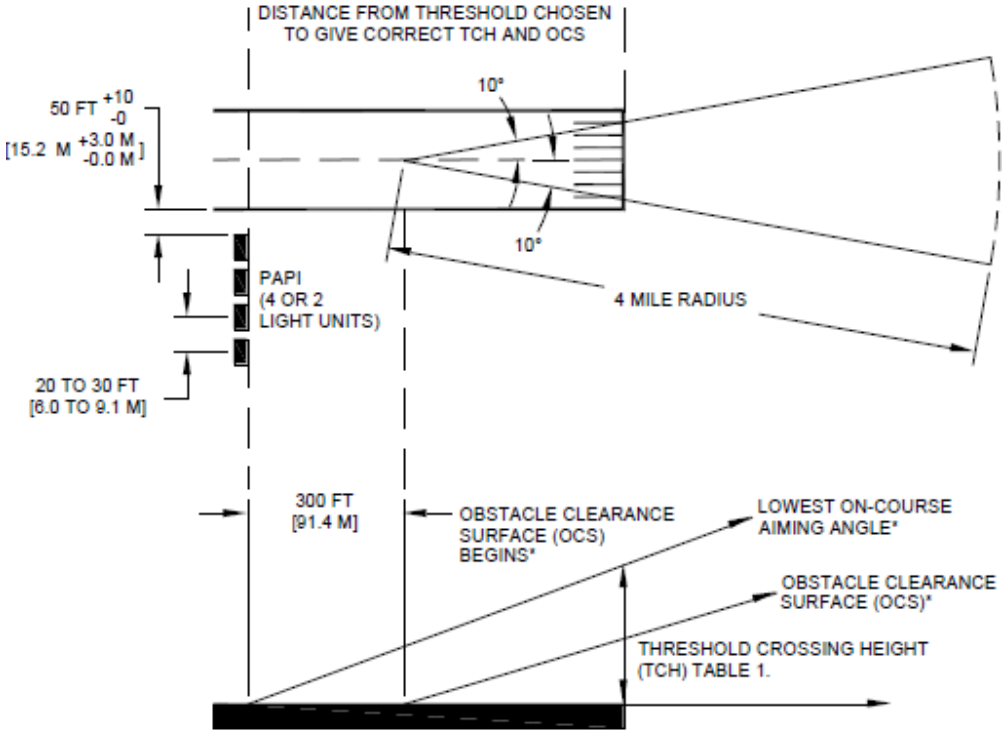
Visual navigational aids (NAVAIDS) at an airport can include approach lighting systems (ALS), runway end identifier lights (REILS) or precision approach path indicator (PAPI) system. These lighting systems are designed and provided to improve the operational safety of aircraft during approach and landing operations. In accordance with AC 150/5300-13A, Change 1, the visual NAVAIDS and associated obstacle clearance surfaces should be considered in order to protect the runway ends and approach/departures. In the case of Trenton-Mercer Airport, the PAPI OCS and approach light plane surfaces were evaluated.

Precision Approach Path Indicators (PAPI)

A PAPI is a visual aid that provides the pilot with a safe and accurate descent on final approach to the runway, primarily during visual flight rule weather. The PAPI obstacle clearance surface (OCS) is established to provide the pilot with a minimum clearance over obstacles during approach. The PAPI must be positioned and aimed so that no obstacles penetrate this surface. The surface begins 300 feet in front of the PAPI system (closer to the threshold) and proceeds outward into the approach zone (see **Figure 5**). The visual glide path angle for the PAPI is three degrees and can be raised to four degrees for non-jet runways. When a penetration to the PAPI OCS cannot be removed, the PAPI glideslope angle needs to be increased or the PAPI unit needs to be moved further down the runway. If these options to address PAPI OCS penetrations are not feasible the PAPI would be deactivated and night-time approaches to the runway would be prohibited. As a result, PAPI OCS obstructions are considered critical obstructions.

The *Obstruction Evaluation* did not identify any penetrations to the PAPI OCS (see **Appendix C**, page C-19).

Figure 5 PAPI OCS Surface



Source: AC 150/5340-30G, Change 1, *Design and Installation Details for Airport Visual Aids*

Appendix E

Stakeholder and User Surveys

HUDSON VALLEY REGIONAL AIRPORT

Help us shape the future of Hudson Valley Regional Airport

Dutchess County has initiated the development of an Airport Master Plan for **Hudson Valley Regional Airport**. An important goal of the County is to be able to serve airport users and the business community more effectively. Your valuable input will help to:

- Identify the airport's strengths, weaknesses, and opportunities.
- Address future capital improvement needs.
- Develop a customized plan to benefit the airport's users and surrounding community.

Please complete the confidential online survey by January 31, 2020:

Pilot Survey:
https:/www.surveymonkey.com/r/POU-Pilot

Business Survey:
https:/www.surveymonkey.com/r/POU-Business

If you have any questions, please contact Joni Steigerwald by email at jsteigerwald@cscos.com or call (877) CS-SOLVE. Thank you for participating.

C&S COMPANIES®

Hudson Valley Regional Airport Local Business Survey

Business Information

On behalf of Dutchess County, we are asking for your input to gather information relative to the master plan currently being developed for Hudson Valley Regional Airport (POU). An important goal of the County is to assess the airport facilities and requirements of businesses in the community so we can serve your needs effectively. Surveys must be completed by January 31, 2020. Answers to this survey are completely confidential. If you have any questions, please contact Joni Steigerwald by email at jsteigerwald@cscos.com or call (877) CS-SOLVE. Thank you for participating.

Question Title

1. Business Respondent Information:

Business Name

Address

Zip Code

Question Title

2. Number of employees:

Full time

Part time

Question Title

3. Is your business involved in aviation?

- [ ] Directly involved
- [ ] Not involved

Please describe your business and how it uses aviation, if applicable:

Business Air Travel

Question Title

4. Does your company use air travel (commercial or general aviation)?

- Yes (company)
- Yes (clientele)
- No

If yes, what type?
-Commercial Airline
-Air Charter
-Company Aircraft

Question Title
5. Do you use Hudson Valley Regional Airport for business purposes?

- Yes
- No

Question Title
6. If your company does not use PCW, why not?

- No air travel needs
- Other (please specify)

Question Title
7. Does your clientele use Hudson Valley Regional Airport for business purposes?

- Yes
- No

Question Title
8. If you answered yes to question 8, how many times per year do your clients fly into Hudson Valley Regional Airport ?

Question Title
9. If your clientele do not use Hudson Valley Regional Airport, why not?

- No air travel needs
- Other (please specify)

Question Title
10. How does your company have access to a general aviation airplane? (Check all that apply)

- Own
- Rent

☐ Lease

☐ Fractional/Shared ownership

Other (please specify)

Question Title

11. What type of aircraft does your company operate?

Make

Model

N-Number (optional)

Question Title

12. At what airport is this airplane based?

Question Title

13. Please describe the typical flights to Hudson Valley Regional Airport based on the questions below:

Average business-related flights to Hudson Valley Regional Airport per month

Average number of passengers per flight

Average flight distance

Most frequent destinations to and from Hudson Valley Regional Airport #1

Most frequent destinations to and from Hudson Valley Regional Airport #2

Most frequent destinations to and from Hudson Valley Regional Airport #3

Question Title

14. What is the projected future business-related use of Hudson Valley Regional Airport?

☐ Increase

☐ Decrease

☐ Remain the same

Question Title

15. Are you aware of the services available to you at Hudson Valley Regional Airport?

☐ Yes

☐ No

Question Title

16. Is the location of Hudson Valley Regional Airport convenient for your business?

☐ Yes

☐ No

☐ N/A

If no, please state why the location is not convenient for your business

Question Title

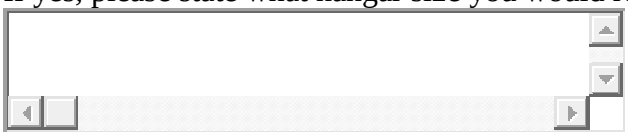
17. Would you base your corporate aircraft at Hudson Valley Regional Airport if hangars and/or sites for hangar development were available?

☐ Yes

☐ No

☐ N/A

If yes, please state what hangar size you would require (example: 80 ft by 80 ft)



Question Title

18. If hangar sites with direct airfield access were available, would your company be interested in locating or expanding its corporate use of Hudson Valley Regional Airport?

☐ Yes

☐ No

☐ N/A

Question Title

19. Would a longer runway increase your ability to use Hudson Valley Regional Airport?

☐ Yes

☐ No

☐ N/A

Question Title

20. Would improved approaches to the runways increase your ability to use Hudson Valley Regional Airport?

☐ Yes

☐ No

☐ N/A

Question Title

21. When you are unable to use Hudson Valley Regional Airport, what airport is used as an alternative?

Question Title

22. Please rate airport facilities and equipment with regard to your operations at Hudson Valley Regional Airport:

	Inadequate	Marginal	Adequate
Runway Length	Runway Length Inadequate	Runway Length Marginal	Runway Length Adequate
Aircraft Storage - Transient/Overnight	Aircraft Storage - Transient/Overnight Inadequate	Aircraft Storage - Transient/Overnight Marginal	Aircraft Storage - Transient/Overnight Adequate
Aircraft Repair/Maintenance	Aircraft Repair/Maintenance Inadequate	Aircraft Repair/Maintenance Marginal	Aircraft Repair/Maintenance Adequate
Self Servicing Fueling	Self Servicing Fueling Inadequate	Self Servicing Fueling Marginal	Self Servicing Fueling Adequate
Full Service Fueling/Line Services/Fueling Truck	Full Service Fueling/Line Services/Fueling Truck Inadequate	Full Service Fueling/Line Services/Fueling Truck Marginal	Full Service Fueling/Line Services/Fueling Truck Adequate
Ground Transportation (Shuttle, Taxi Service, Rental Cars, Courtesy Car)	Ground Transportation (Shuttle, Taxi Service, Rental Cars, Courtesy Car) Inadequate	Ground Transportation (Shuttle, Taxi Service, Rental Cars, Courtesy Car) Marginal	Ground Transportation (Shuttle, Taxi Service, Rental Cars, Courtesy Car) Adequate
Pilot Shop/Lounge	Pilot Shop/Lounge Inadequate	Pilot Shop/Lounge Marginal	Pilot Shop/Lounge Adequate
Crew Rest Area	Crew Rest Area Inadequate	Crew Rest Area Marginal	Crew Rest Area Adequate
Flight Training/Instruction	Flight Training/Instruction Inadequate	Flight Training/Instruction Marginal	Flight Training/Instruction Adequate
Aircraft Charter	Aircraft Charter Inadequate	Aircraft Charter Marginal	Aircraft Charter Adequate
Business Center/Meeting Facilities	Business Center/Meeting Facilities Inadequate	Business Center/Meeting Facilities Marginal	Business Center/Meeting Facilities Adequate
Airport Security - Lighting/Fencing	Airport Security - Lighting/Fencing Inadequate	Airport Security - Lighting/Fencing Marginal	Airport Security - Lighting/Fencing Adequate

	Inadequate	Marginal	Adequate
Snow Removal Services	Snow Removal Services Inadequate	Snow Removal Services Marginal	Snow Removal Services Adequate

Question Title

23. Please list other facilities you need to operate at Hudson Valley Regional Airport or need to improve your experience there:

24. Please use this space for any additional comments for issues and/or needs that you may have regarding Hudson Valley Regional Airport (e.g., existing facilities, conditions, problem areas, changes or improvements you would like to see, etc.):

THANK YOU IN ADVANCE FOR YOUR INPUT!

Q1 Business Respondent Information:

Answered: 4 Skipped: 0

ANSWER CHOICES	RESPONSES	
Business Name	100.00%	4
Address	100.00%	4
Zip Code	100.00%	4

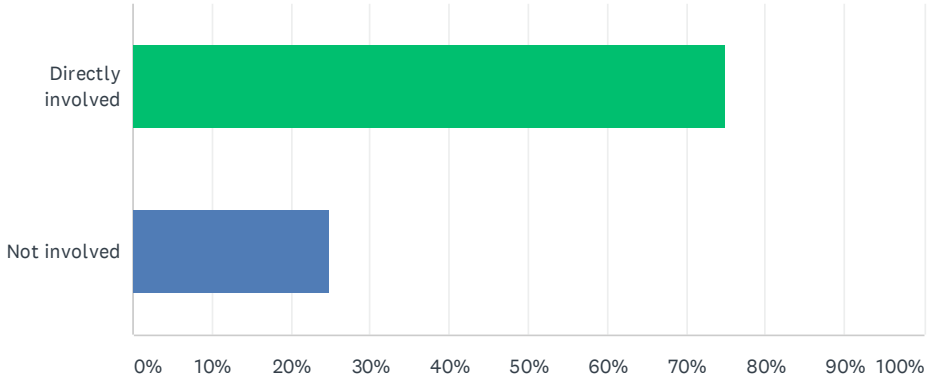
Q2 Number of employees:

Answered: 4 Skipped: 0

ANSWER CHOICES	RESPONSES	
Full time	100.00%	4
Part time	100.00%	4

Q3 Is your business involved in aviation?

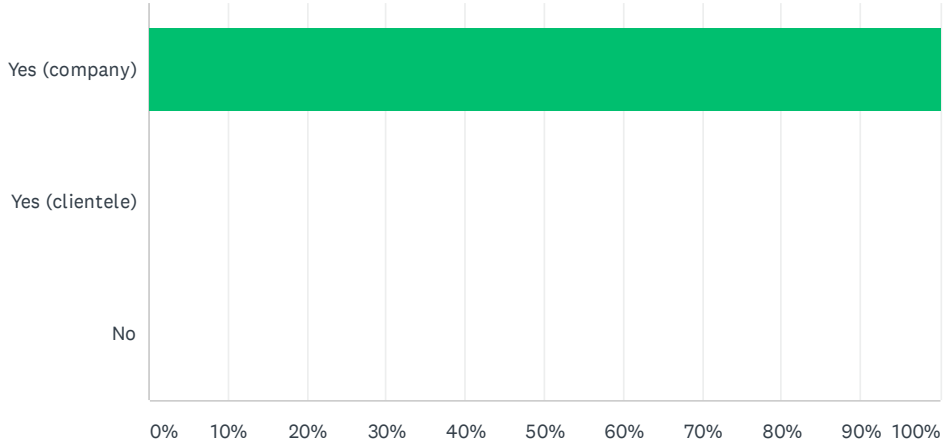
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Directly involved	75.00%	3
Not involved	25.00%	1
Total Respondents: 4		

Q4 Does your company use air travel (commercial or general aviation)? If no, please skip to question 7 next.

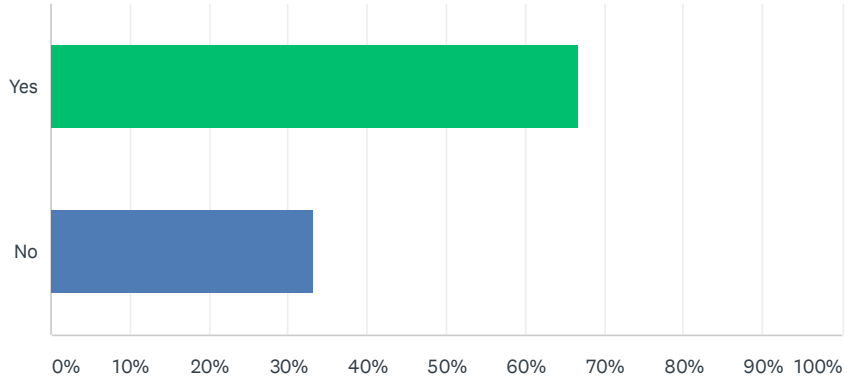
Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes (company)	100.00%	3
Yes (clientele)	0.00%	0
No	0.00%	0
TOTAL		3

Q5 Do you use Hudson Valley Regional Airport for business purposes?

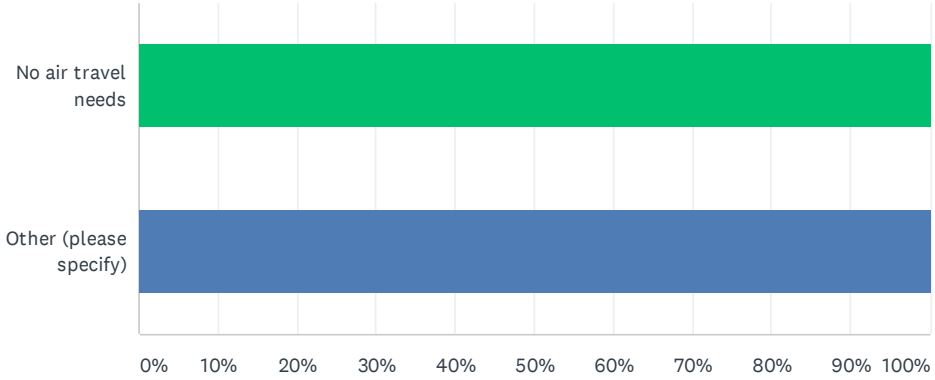
Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	66.67%	2
No	33.33%	1
Total Respondents: 3		

Q6 If your company does not use Hudson Valley Regional Airport, why not?

Answered: 1 Skipped: 3



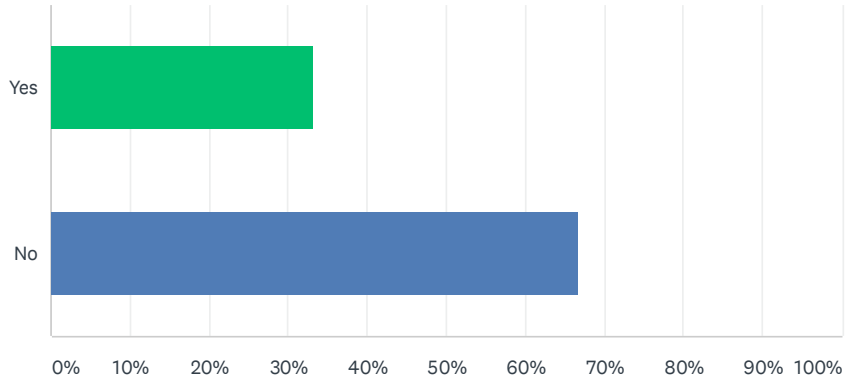
ANSWER CHOICES	RESPONSES	
No air travel needs	100.00%	1
Other (please specify)	100.00%	1
Total Respondents: 1		

Q7 If you do not use Hudson Valley Regional Airport, which airport(s) do you use primarily?

Answered: 3 Skipped: 1

Q8 Does your clientele use Hudson Valley Regional Airport for business purposes?

Answered: 3 Skipped: 1



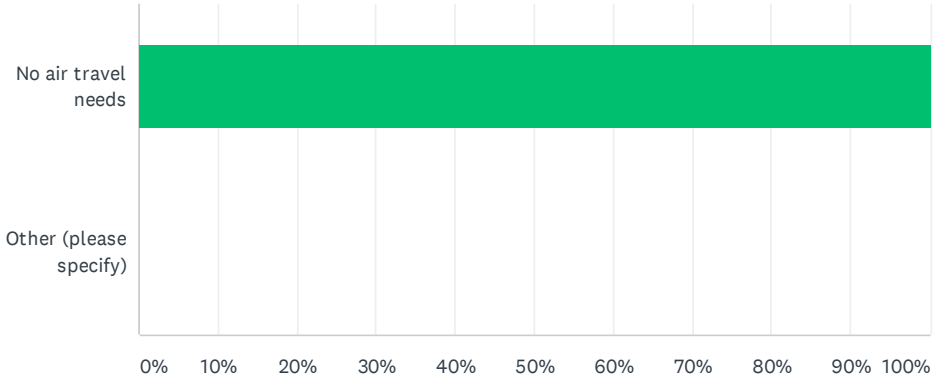
ANSWER CHOICES	RESPONSES	
Yes	33.33%	1
No	66.67%	2
Total Respondents: 3		

Q9 If you answered yes to question 8, how many times per year do your clients fly into Hudson Valley Regional Airport ?

Answered: 1 Skipped: 3

Q10 If your clientele do not use Hudson Valley Regional Airport, why not?

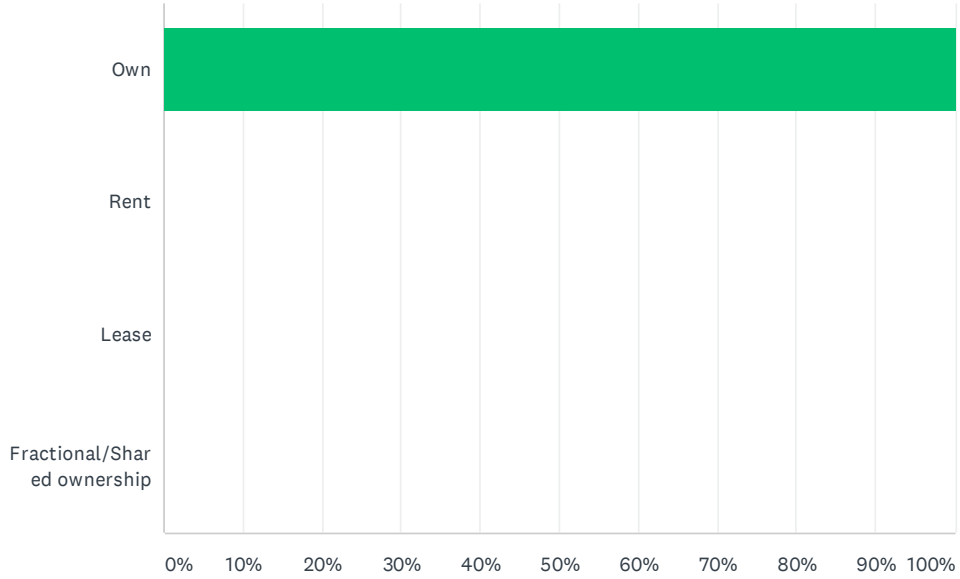
Answered: 2 Skipped: 2



ANSWER CHOICES	RESPONSES	
No air travel needs	100.00%	2
Other (please specify)	0.00%	0
Total Respondents: 2		

Q11 If your company has access to a general aviation airplane, what form of access do you have? If you do not have access to a plane, please skip to question 16.

Answered: 2 Skipped: 2



ANSWER CHOICES	RESPONSES	
Own	100.00%	2
Rent	0.00%	0
Lease	0.00%	0
Fractional/Shared ownership	0.00%	0
Total Respondents: 2		

Q12 What type of aircraft does your company operate?

Answered: 2 Skipped: 2

ANSWER CHOICES	RESPONSES	
Make	100.00%	2
Model	100.00%	2
N-Number (optional)	50.00%	1

Q13 At what airport is this airplane based?

Answered: 2 Skipped: 2

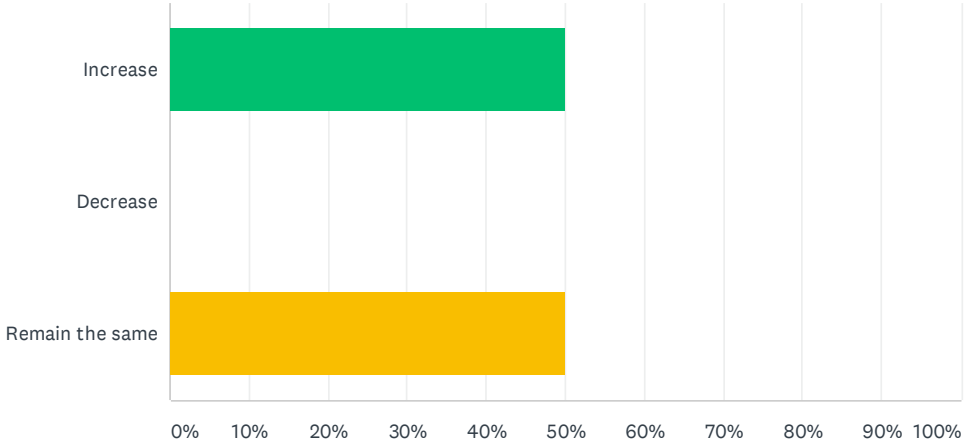
Q14 Please describe the typical flights to Hudson Valley Regional Airport (POU) based on the questions below:

Answered: 2 Skipped: 2

ANSWER CHOICES	RESPONSES	
Average business-related flights to Hudson Valley Regional Airport per month	100.00%	2
Average number of passengers per flight	100.00%	2
Average flight distance	100.00%	2
Most frequent destinations to and from POU #1	100.00%	2
Most frequent destinations to and from POU #2	50.00%	1
Most frequent destinations to and from POU #3	50.00%	1

Q15 Do you expect your future business-related use of Hudson Valley Regional Airport to:

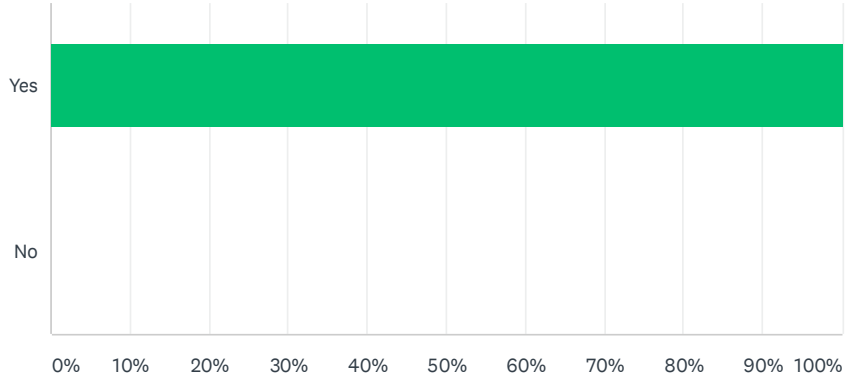
Answered: 2 Skipped: 2



ANSWER CHOICES	RESPONSES	
Increase	50.00%	1
Decrease	0.00%	0
Remain the same	50.00%	1
Total Respondents: 2		

Q16 Are you aware of the services available to you at Hudson Valley Regional Airport?

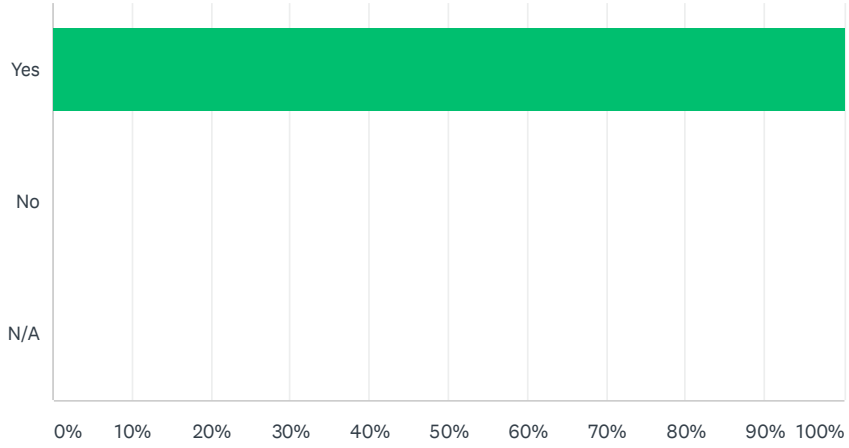
Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	100.00%	3
No	0.00%	0
Total Respondents: 3		

Q17 Is the location of Hudson Valley Regional Airport convenient for your business?

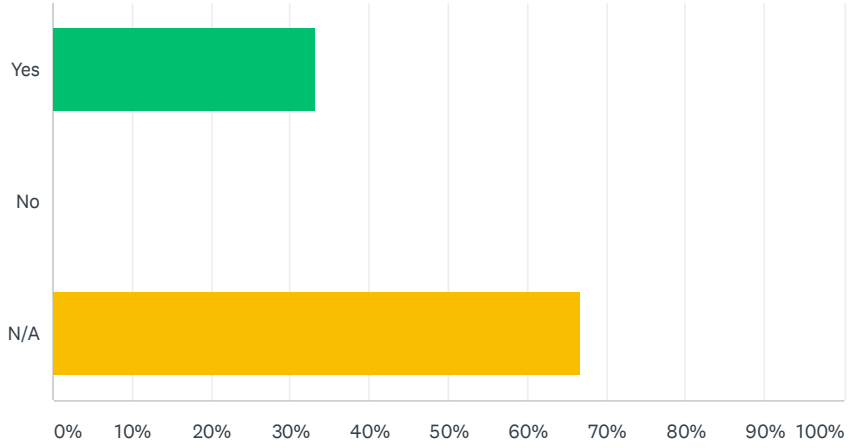
Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	100.00%	3
No	0.00%	0
N/A	0.00%	0
Total Respondents: 3		

Q18 Would you base your corporate aircraft at Hudson Valley Regional Airport if hangars and/or sites for hangar development were available?

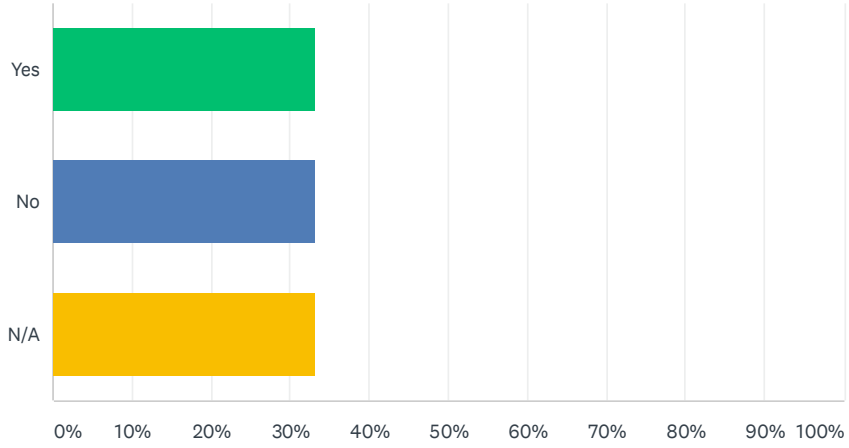
Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	33.33%	1
No	0.00%	0
N/A	66.67%	2
Total Respondents: 3		

Q19 If hangar sites with direct airfield access were available, would your company be interested in locating or expanding its corporate use of Hudson Valley Regional Airport?

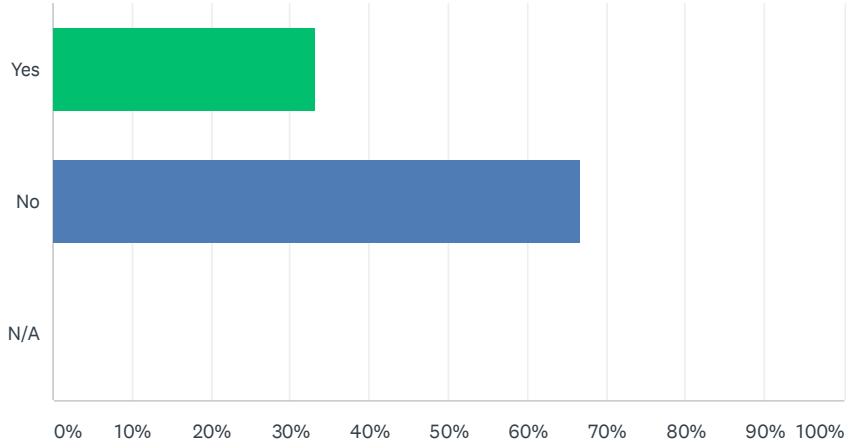
Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	33.33%	1
No	33.33%	1
N/A	33.33%	1
Total Respondents: 3		

Q20 Would a longer runway increase your ability to use Hudson Valley Regional Airport?

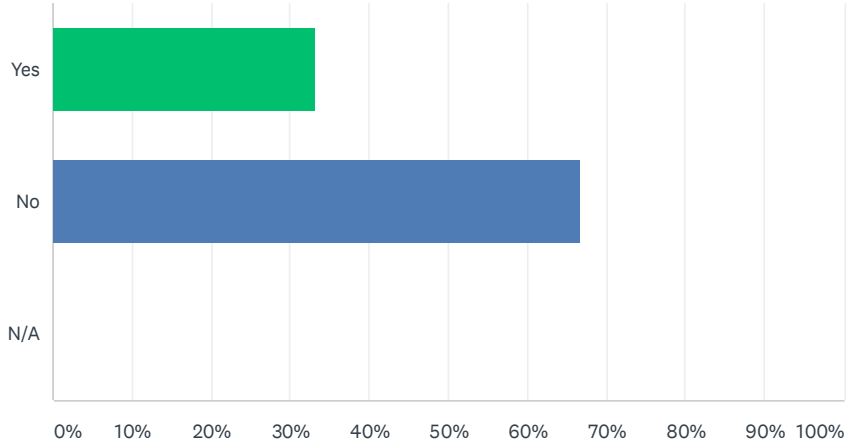
Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	33.33%	1
No	66.67%	2
N/A	0.00%	0
Total Respondents: 3		

Q21 Would improved approaches to the runways increase your ability to use Hudson Valley Regional Airport?

Answered: 3 Skipped: 1



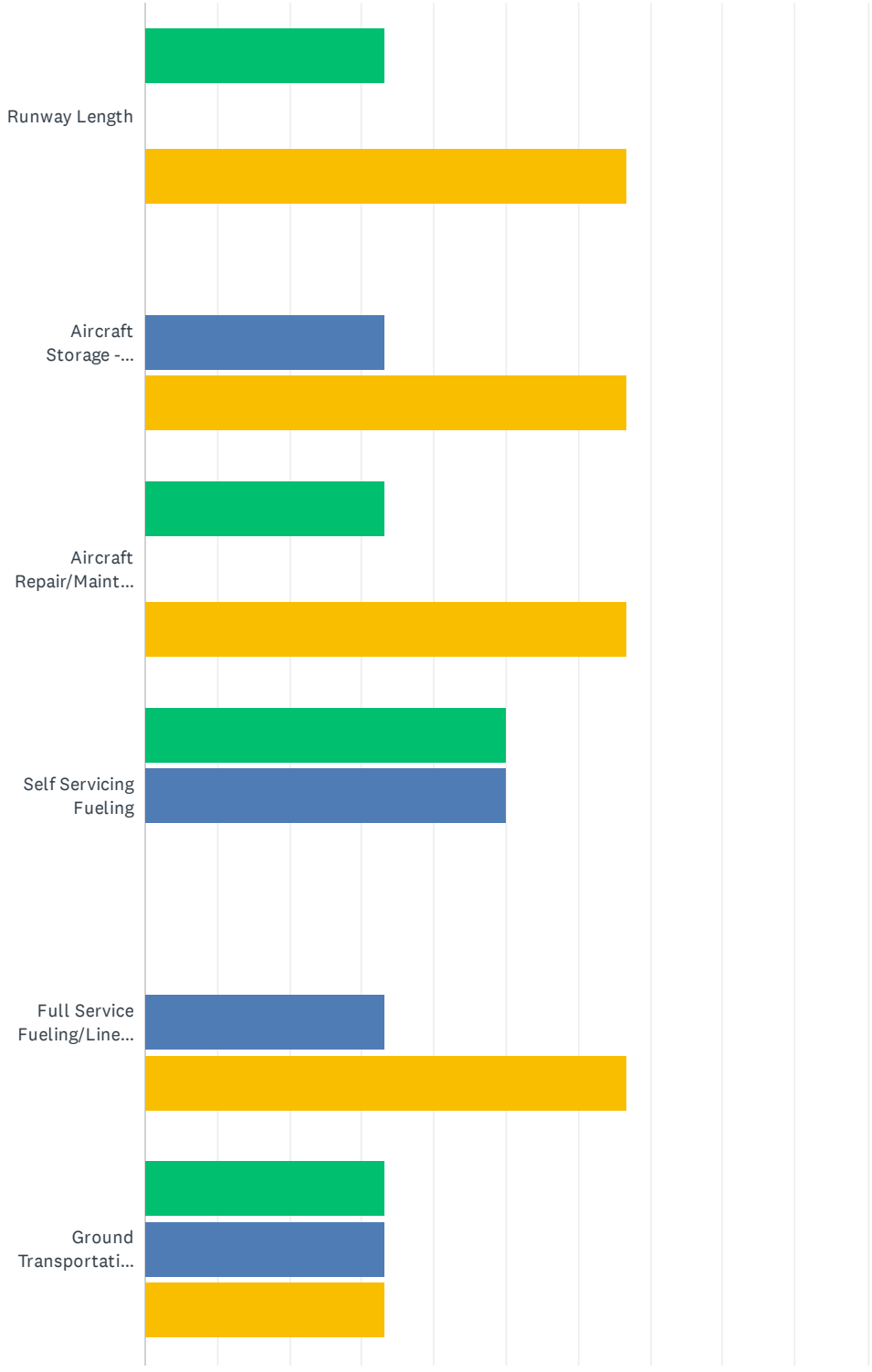
ANSWER CHOICES	RESPONSES	
Yes	33.33%	1
No	66.67%	2
N/A	0.00%	0
Total Respondents: 3		

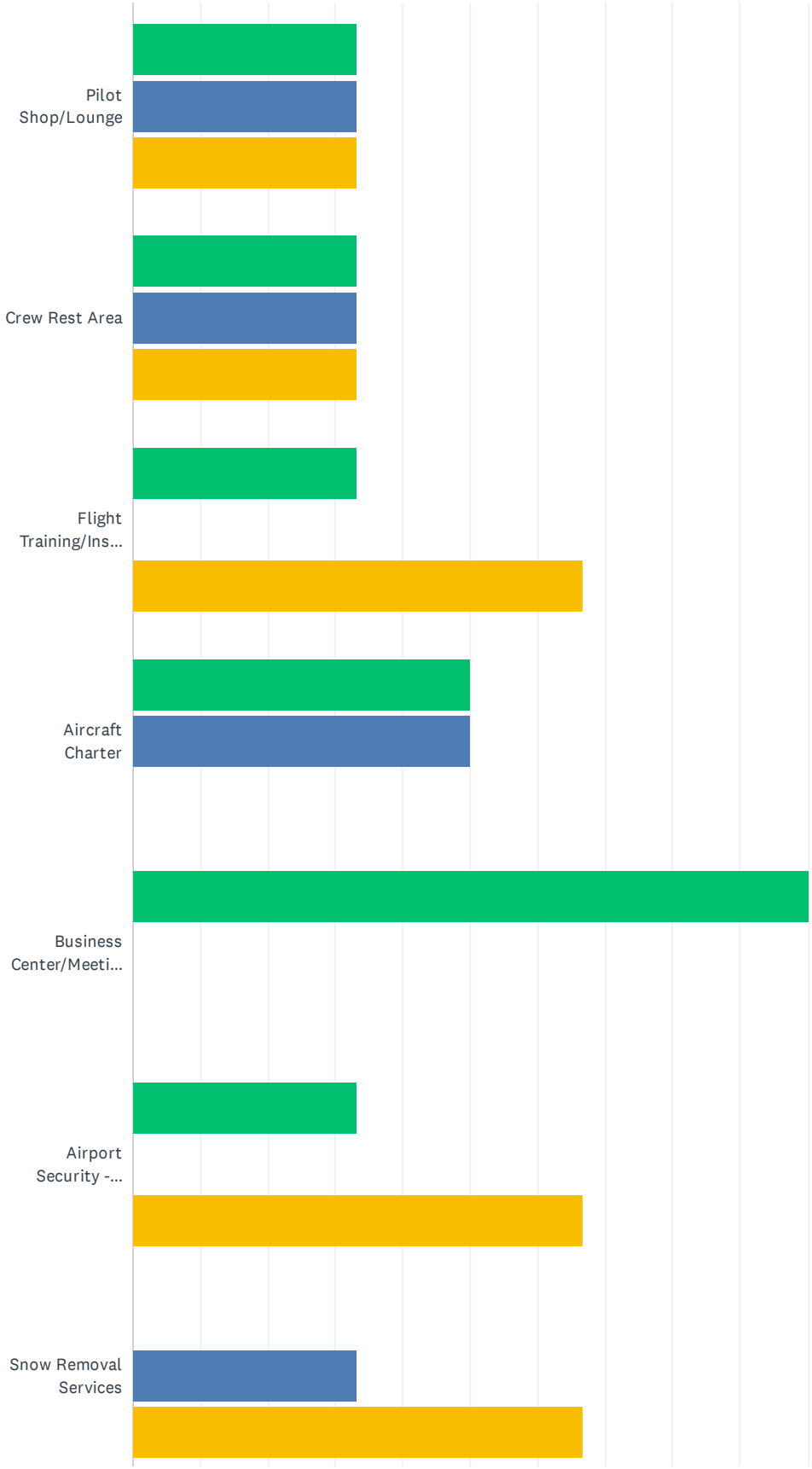
Q22 When you are unable to use Hudson Valley Regional Airport, what airport is used as an alternative?

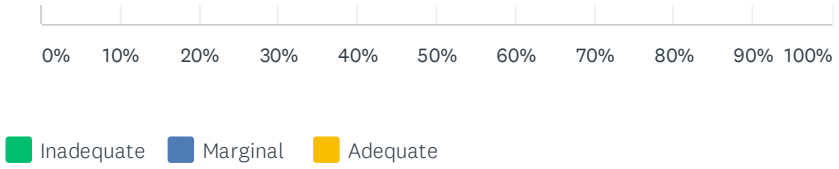
Answered: 2 Skipped: 2

Q23 Please rate airport facilities and services with regard to your operations at Hudson Valley Regional Airport:

Answered: 3 Skipped: 1




Pilot Shop/Lounge
Crew Rest Area
Flight Training/Ins...
Aircraft Charter
Business Center/Meeti...
Airport Security -...
Snow Removal Services



	INADEQUATE	MARGINAL	ADEQUATE	TOTAL
Runway Length	33.33% 1	0.00% 0	66.67% 2	3
Aircraft Storage - Transient/Overnight	0.00% 0	33.33% 1	66.67% 2	3
Aircraft Repair/Maintenance	33.33% 1	0.00% 0	66.67% 2	3
Self Servicing Fueling	50.00% 1	50.00% 1	0.00% 0	2
Full Service Fueling/Line Services/Fueling Truck	0.00% 0	33.33% 1	66.67% 2	3
Ground Transportation (Shuttle, Taxi Service, Rental Cars, Courtesy Car)	33.33% 1	33.33% 1	33.33% 1	3
Pilot Shop/Lounge	33.33% 1	33.33% 1	33.33% 1	3
Crew Rest Area	33.33% 1	33.33% 1	33.33% 1	3
Flight Training/Instruction	33.33% 1	0.00% 0	66.67% 2	3
Aircraft Charter	50.00% 1	50.00% 1	0.00% 0	2
Business Center/Meeting Facilities	100.00% 2	0.00% 0	0.00% 0	2
Airport Security - Lighting/Fencing	33.33% 1	0.00% 0	66.67% 2	3
Snow Removal Services	0.00% 0	33.33% 1	66.67% 2	3

Q24 Please list other facilities you need in order to operate at Hudson Valley Regional Airport or would like to see added to improve your experience there:

Answered: 0 Skipped: 4

Q25 Please use this space for any additional comments for issues and/or needs that you may have regarding Hudson Valley Regional Airport (e.g., existing facilities, conditions, problem areas, changes or improvements you would like to see, etc.):

Answered: 1 Skipped: 3

Hudson Valley Regional Airport Pilot Survey

Background Information

On behalf of Dutchess County, we are asking for your input to gather information relative to the master plan currently being developed for Hudson Valley Regional Airport (POU). An important goal of the County is to assess the airport facilities and requirements of tenants and users so we can serve your needs effectively. Surveys must be completed by January 31, 2019. Answers to this survey are completely confidential. If you have any questions, please contact Joni Steigerwald by email at jsteigerwald@cscos.com or call (877) CS-SOLVE. Thank you for participating.

Question Title

1. How do you utilize general aviation aircraft?

- ☐ Own
- ☐ Rent
- ☐ Lease
- ☐ Fractional/Shared Ownership
- ☐ Corporate Owned Aircraft
- ☐ Flying Club

Other (please specify) _____

Question Title

2. Do you lease your aircraft at Hudson Valley Regional Airport?

- ☐ Yes
- ☐ No

If no, and you own an aircraft, where is it based? What additional facilities would you need to base your plane at Hudson Valley Regional Airport?

Question Title

3. What type of aircraft do you use when flying? If more than one, please include:

Aircraft 1: Make/Model _____

Aircraft 2: Make/Model _____

Aircraft 3: Make/Model _____

Question Title

4. Please estimate your annual operations at Hudson Valley Regional Airport for each aircraft you listed above:

(An aircraft operation is a measure of activity that is defined as either a takeoff or a landing. A takeoff and a landing are two operations. Local operations are performed by aircraft based at POU. Itinerant operations are performed by aircraft that are not based at POU.)

Aircraft 1: Local Operations

Aircraft 1: Itinerant Operations

Aircraft 2: Local Operations

Aircraft 2: Itinerant Operations

Aircraft 3: Local Operations

Aircraft 3: Itinerant Operations

Question Title

5. Are you considering an upgrade to your aircraft fleet in the next five years?

- ☐ Yes
- ☐ No

If yes, please provide:
-Aircraft Make
-Annual Operations at POU

-Reason for Upgrade

Question Title

6. Is Runway 6/24 (5,001 feet) adequate for your most demanding aircraft at desired weight?

- ☐ **YES - adequate** when wet/icy
- ☐ **NO - not adequate** when wet/icy
- ☐ **YES - adequate** when hot
- ☐ **NO - not adequate** when hot

Question Title

7. Is Runway 15/33 (2,744 feet) adequate for your most demanding aircraft at desired weight?

- ☐ **YES - adequate** when wet/icy
- ☐ **NO - not adequate** when wet/icy
- ☐ **YES - adequate** when hot
- ☐ **NO - not adequate** when hot

Question Title

8. Is Runway 7/25 (1,358 feet) adequate for your most demanding aircraft at desired weight?

- ☐ **YES - adequate** when wet/icy
- ☐ **NO - not adequate** when wet/icy
- ☐ **YES - adequate** when hot
- ☐ **NO - not adequate** when hot

Question Title
9. If the current runway lengths are not adequate, what runway length would you require to land at POU?

Question Title
10. Do you currently make aircraft load concessions to operate at POU?

- ☐ Yes
- ☐ No

If yes, what concessions do you make?

Question Title
11. Please indicate the basis of your runway length requirements:

- ☐ Pilot Operating Handbook
- ☐ Company Policy
- ☐ Insurance Requirement
- ☐ Other (please specify)

12. Do you use the existing instrument approaches?

- ☐ Yes
- ☐ No

If the approaches do not meet your needs, please explain:

Question Title
13. Are you in need of additional hangar space at POU?

- ☐ Yes
- ☐ No

Question Title
14. If you answered yes to Question 13, what type of hangar do you prefer?

- [ ] T-Hangar
- [ ] Box Hangar
- [ ] Private Hangar Site

Question Title

15. Please rate the airport facilities with regard to your operations at POU:

	Inadequate	Marginal	Adequate	Not Applicable
Runway Length	Runway Length Inadequate	Runway Length Marginal	Runway Length Adequate	Runway Length Not Applicable
Aircraft Storage - T-Hangar/Conventional Hangar	Aircraft Storage - T-Hangar/Conventional Hangar Inadequate	Aircraft Storage - T-Hangar/Conventional Hangar Marginal	Aircraft Storage - T-Hangar/Conventional Hangar Adequate	Aircraft Storage - T-Hangar/Conventional Hangar Not Applicable
Aircraft Storage - Transient/Overnight	Aircraft Storage - Transient/Overnight Inadequate	Aircraft Storage - Transient/Overnight Marginal	Aircraft Storage - Transient/Overnight Adequate	Aircraft Storage - Transient/Overnight Not Applicable
Aircraft Parking Apron	Aircraft Parking Apron Inadequate	Aircraft Parking Apron Marginal	Aircraft Parking Apron Adequate	Aircraft Parking Apron Not Applicable
Aircraft Repair/Maintenance	Aircraft Repair/Maintenance Inadequate	Aircraft Repair/Maintenance Marginal	Aircraft Repair/Maintenance Adequate	Aircraft Repair/Maintenance Not Applicable
Self Service Fueling	Self Service Fueling Inadequate	Self Service Fueling Marginal	Self Service Fueling Adequate	Self Service Fueling Not Applicable
Full Service Fueling/Line Services/Fueling Truck	Full Service Fueling/Line Services/Fueling Truck Inadequate	Full Service Fueling/Line Services/Fueling Truck Marginal	Full Service Fueling/Line Services/Fueling Truck Adequate	Full Service Fueling/Line Services/Fueling Truck Not Applicable
Ground Transportation (Shuttle, Taxi Service, Rental Cars, Courtesy Car)	Ground Transportation (Shuttle, Taxi Service, Rental Cars, Courtesy Car) Inadequate	Ground Transportation (Shuttle, Taxi Service, Rental Cars, Courtesy Car) Marginal	Ground Transportation (Shuttle, Taxi Service, Rental Cars, Courtesy Car) Adequate	Ground Transportation (Shuttle, Taxi Service, Rental Cars, Courtesy Car) Not Applicable

	Inadequate	Marginal	Adequate	Not Applicable
Pilot Shop	Pilot Shop Inadequate	Pilot Shop Marginal	Pilot Shop Adequate	Pilot Shop Not Applicable
Crew Rest Area	Crew Rest Area Inadequate	Crew Rest Area Marginal	Crew Rest Area Adequate	Crew Rest Area Not Applicable
Flight Training/Instruction	Flight Training/Instruction Inadequate	Flight Training/Instruction Marginal	Flight Training/Instruction Adequate	Flight Training/Instruction Not Applicable
Aircraft Charter	Aircraft Charter Inadequate	Aircraft Charter Marginal	Aircraft Charter Adequate	Aircraft Charter Not Applicable
Business Center/Meeting Facilities	Business Center/Meeting Facilities Inadequate	Business Center/Meeting Facilities Marginal	Business Center/Meeting Facilities Adequate	Business Center/Meeting Facilities Not Applicable
Security - Lighting/Fencing	Security - Lighting/Fencing Inadequate	Security - Lighting/Fencing Marginal	Security - Lighting/Fencing Adequate	Security - Lighting/Fencing Not Applicable
Snow removal services	Snow removal services Inadequate	Snow removal services Marginal	Snow removal services Adequate	Snow removal services Not Applicable

Question Title

16. Please list other facilities you need to operate at POU or need to improve your experience at the airport:

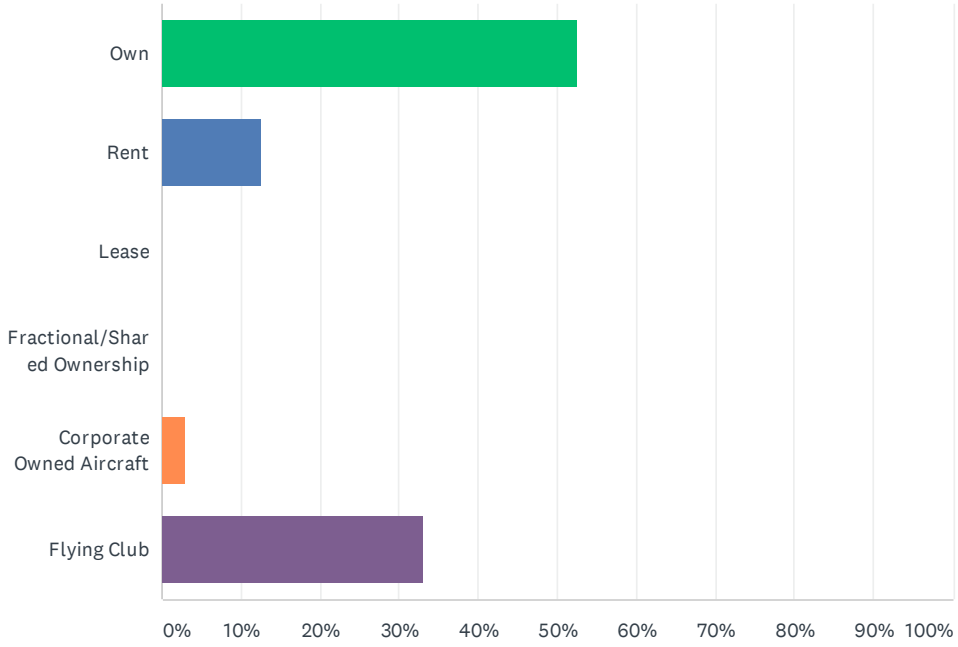
Question Title

17. Please provide any additional comments for issues and/or needs that you may have regarding Hudson Valley Regional Airport (e.g., existing facilities, conditions, problem areas, changes or improvements you would like to see, etc.):

Thank you in advance for your input!

Q1 How do you utilize general aviation aircraft?

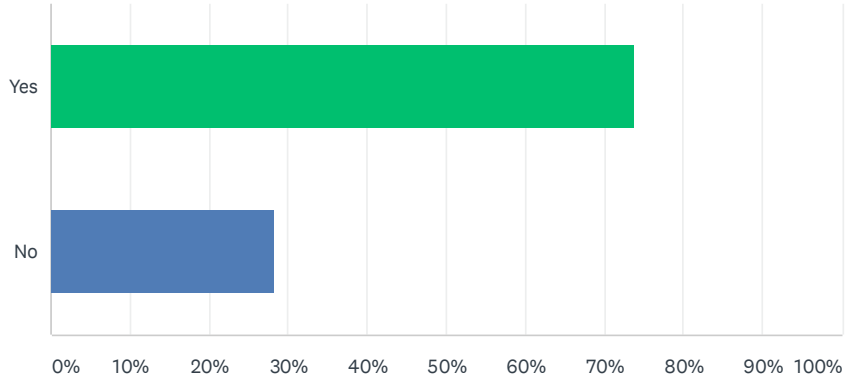
Answered: 103 Skipped: 0



ANSWER CHOICES	RESPONSES	
Own	52.43%	54
Rent	12.62%	13
Lease	0.00%	0
Fractional/Shared Ownership	0.00%	0
Corporate Owned Aircraft	2.91%	3
Flying Club	33.01%	34
Total Respondents: 103		

Q2 Is your aircraft based at Hudson Valley Regional Airport?

Answered: 103 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	73.79%	76
No	28.16%	29
Total Respondents: 103		

Q3 What type of aircraft do you use when flying? If more than one, please include:

Answered: 99 Skipped: 4

ANSWER CHOICES	RESPONSES	
Aircraft 1: Make/Model	100.00%	99
Aircraft 2: Make/Model	41.41%	41
Aircraft 3: Make/Model	23.23%	23

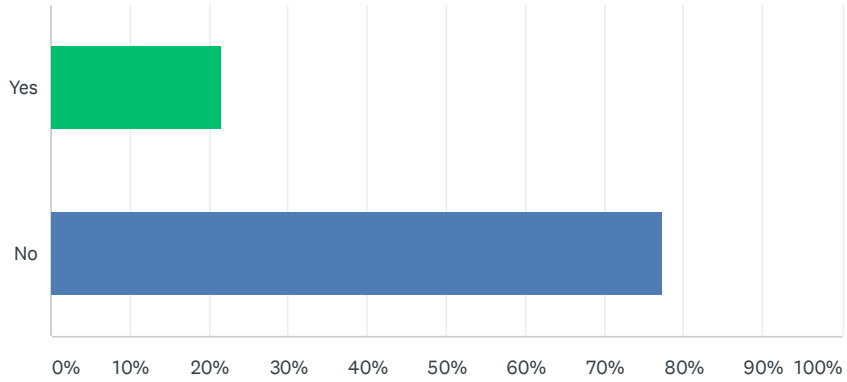
Q4 Please estimate your annual operations at Hudson Valley Regional Airport for each aircraft you listed above:(An aircraft operation is a measure of activity that is defined as either a takeoff or a landing. A takeoff and a landing are two operations. Local operations are performed by aircraft based at POU. Itinerant operations are performed by aircraft that are not based at POU.)

Answered: 89 Skipped: 14

ANSWER CHOICES	RESPONSES	
Aircraft 1: Local Operations	85.39%	76
Aircraft 1: Itinerant Operations	37.08%	33
Aircraft 2: Local Operations	29.21%	26
Aircraft 2: Itinerant Operations	16.85%	15
Aircraft 3: Local Operations	14.61%	13
Aircraft 3: Itinerant Operations	10.11%	9

Q5 Are you considering an upgrade to your aircraft fleet in the next five years?

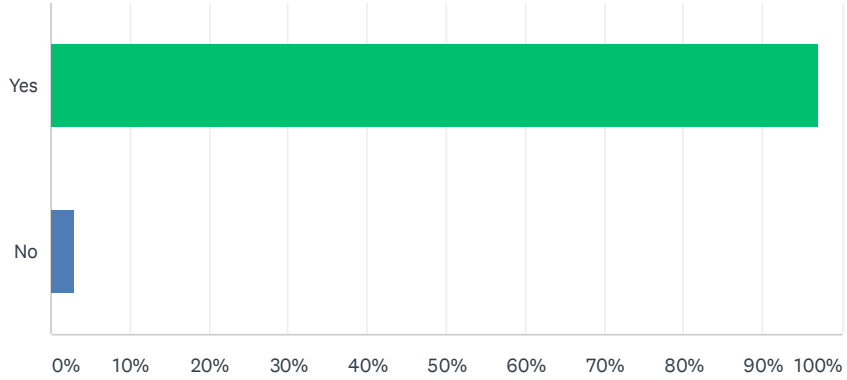
Answered: 97 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	21.65%	21
No	77.32%	75
Total Respondents: 97		

Q6 Is the current runway length of 5,001 feet on RW 6/24 adequate? If yes, please go to question 11.

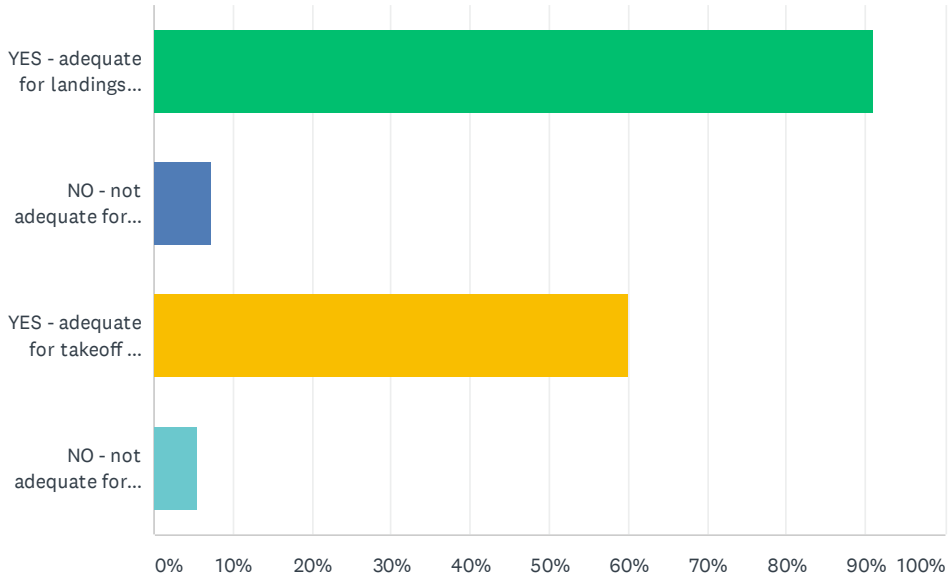
Answered: 100 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	97.00%	97
No	3.00%	3
TOTAL		100

Q7 Is Runway 6/24 (5,001 feet) adequate for your most demanding aircraft at desired weight?

Answered: 55 Skipped: 48



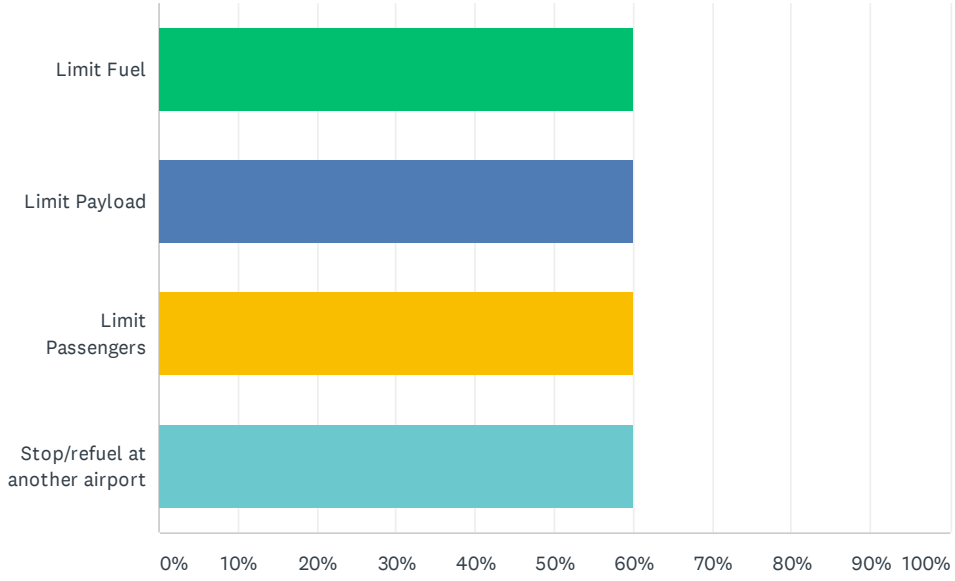
ANSWER CHOICES	RESPONSES	
YES - adequate for landings on contaminated runways (i.e., wet/icy/snow covered)	90.91%	50
NO - not adequate for landings on contaminated runways (i.e., wet/icy/snow covered)	7.27%	4
YES - adequate for takeoff on hot days	60.00%	33
NO - not adequate for takeoff on hot days	5.45%	3
Total Respondents: 55		

Q8 If the current runway lengths are not adequate, what runway length would you require to land at POU?

Answered: 8 Skipped: 95

Q9 To operate at POU do you need to operate under any of the following restrictions

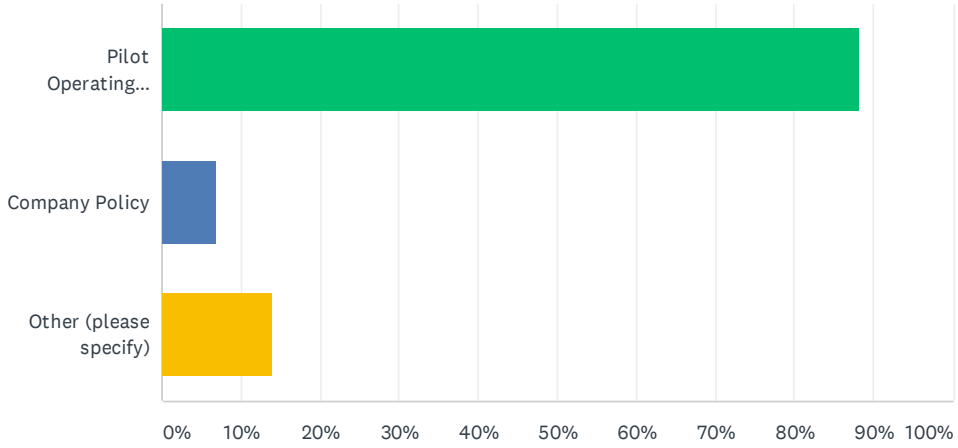
Answered: 5 Skipped: 98



ANSWER CHOICES	RESPONSES	
Limit Fuel	60.00%	3
Limit Payload	60.00%	3
Limit Passengers	60.00%	3
Stop/refuel at another airport	60.00%	3
Total Respondents: 5		

Q10 Please indicate the basis of your runway length requirements:

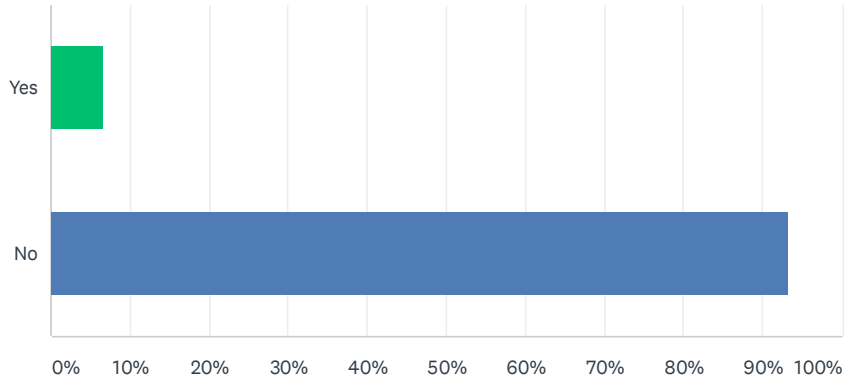
Answered: 43 Skipped: 60



ANSWER CHOICES	RESPONSES	
Pilot Operating Handbook	88.37%	38
Company Policy	6.98%	3
Other (please specify)	13.95%	6
Total Respondents: 43		

Q11 Does your insurance company require a minimum runway length to land at an airport?

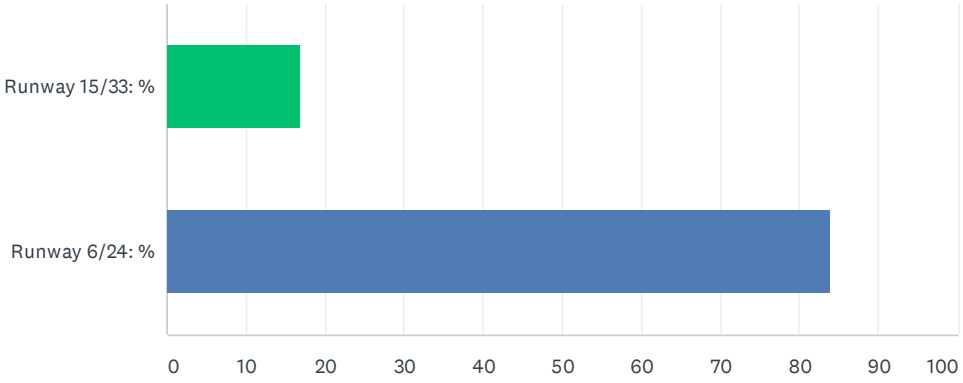
Answered: 91 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes	6.59%	6
No	93.41%	85
Total Respondents: 91		

Q12 What percentage of your operations use each runway?

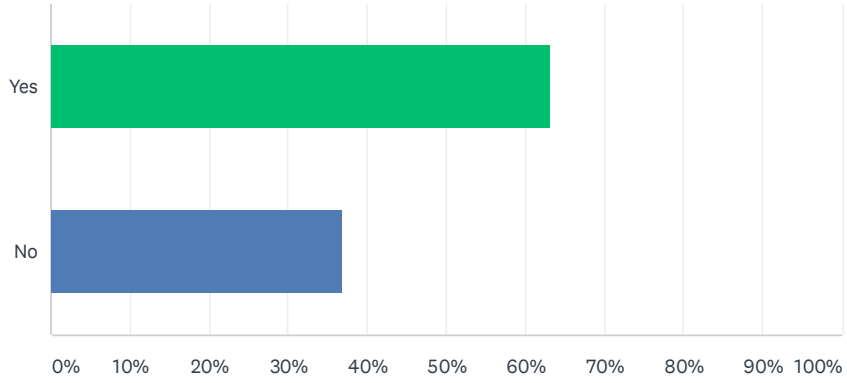
Answered: 93 Skipped: 10



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Runway 15/33: %	17	1,498	88
Runway 6/24: %	84	7,802	93
Total Respondents: 93			

Q13 Do you use the existing instrument approaches?

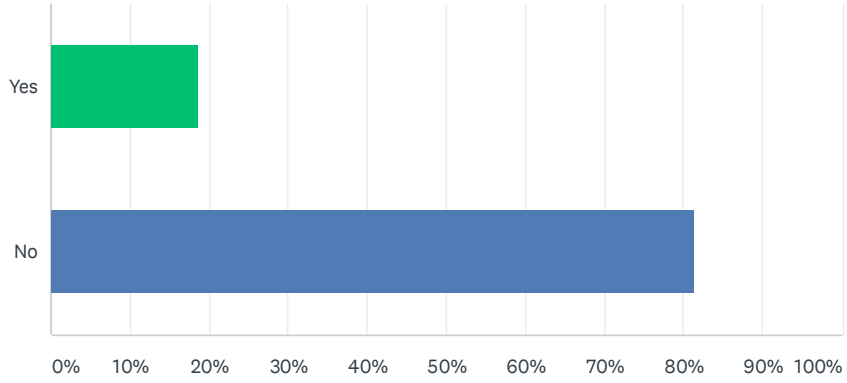
Answered: 98 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	63.27%	62
No	36.73%	36
Total Respondents: 98		

Q14 Are you in need of additional hangar space at POU?

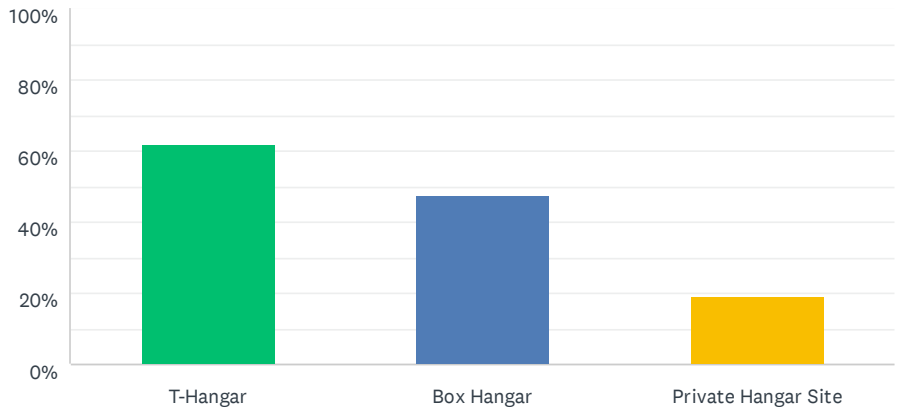
Answered: 97 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	18.56%	18
No	81.44%	79
Total Respondents: 97		

Q15 If you answered yes to Question 14, what type of hangar do you prefer?

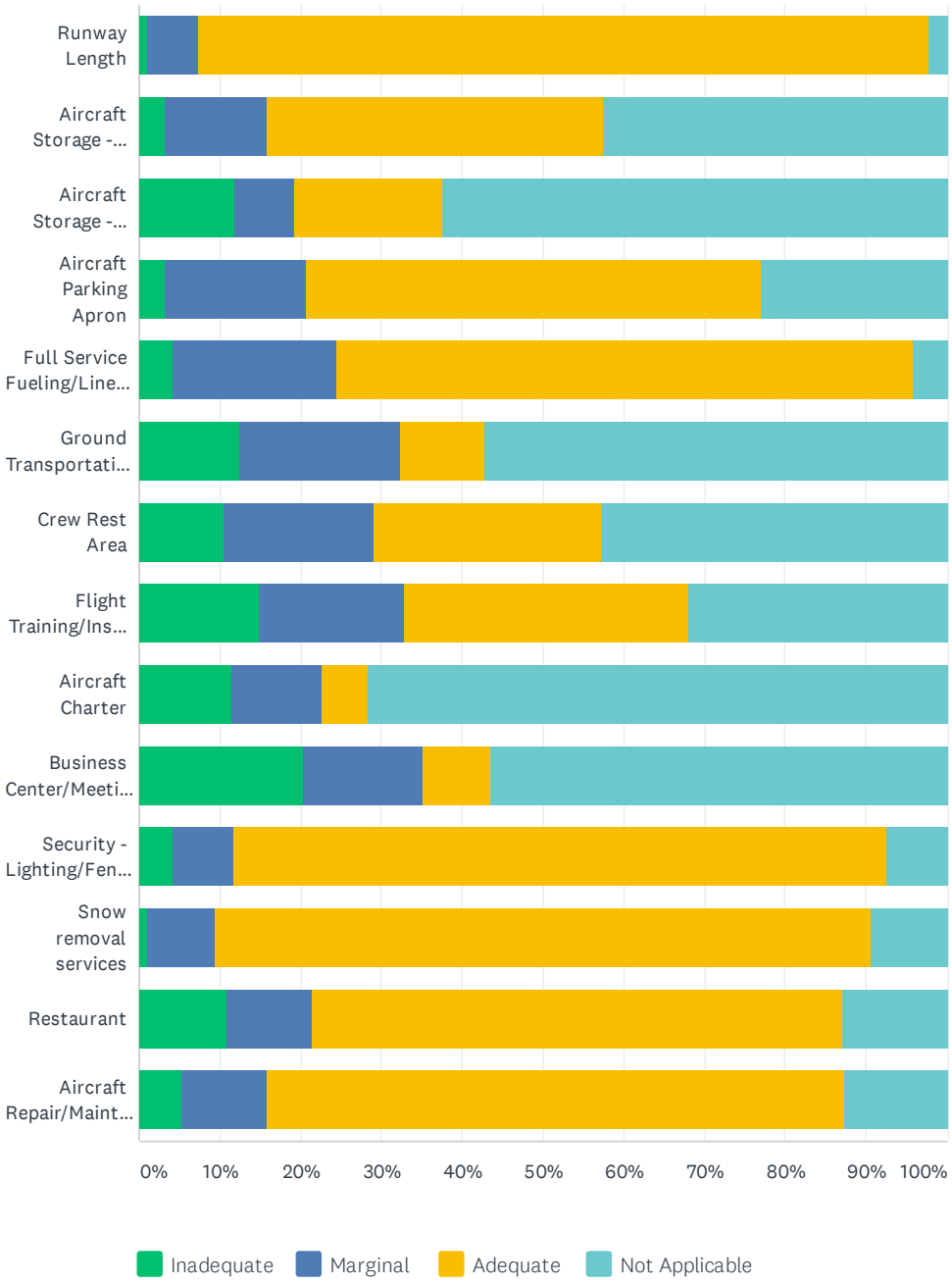
Answered: 21 Skipped: 82



ANSWER CHOICES	RESPONSES	
T-Hangar	61.90%	13
Box Hangar	47.62%	10
Private Hangar Site	19.05%	4
Total Respondents: 21		

Q16 Please rate the airport facilities and services with regard to your operations at POU:

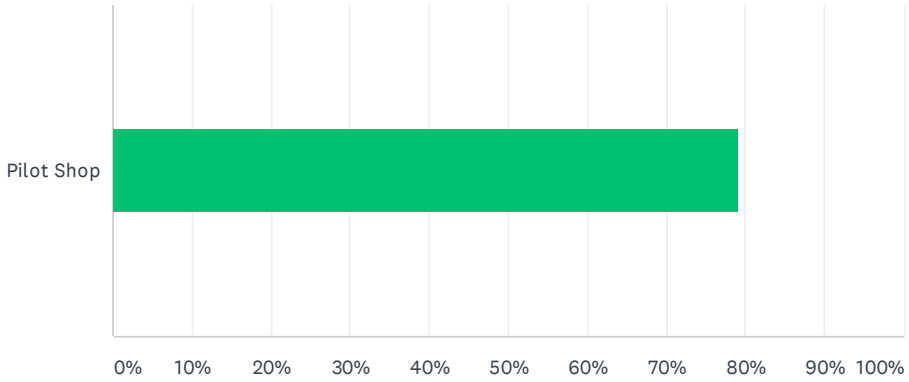
Answered: 97 Skipped: 6



	INADEQUATE	MARGINAL	ADEQUATE	NOT APPLICABLE	TOTAL
Runway Length	1.06% 1	6.38% 6	90.43% 85	2.13% 2	94
Aircraft Storage - T-Hangar/Conventional Hangar	3.19% 3	12.77% 12	41.49% 39	42.55% 40	94
Aircraft Storage - Transient/Overnight	11.83% 11	7.53% 7	18.28% 17	62.37% 58	93
Aircraft Parking Apron	3.26% 3	17.39% 16	56.52% 52	22.83% 21	92
Full Service Fueling/Line Services/Fueling Truck	4.26% 4	20.21% 19	71.28% 67	4.26% 4	94
Ground Transportation (Shuttle, Taxi Service, Rental Cars, Courtesy Car)	12.50% 12	19.79% 19	10.42% 10	57.29% 55	96
Crew Rest Area	10.42% 10	18.75% 18	28.13% 27	42.71% 41	96
Flight Training/Instruction	14.89% 14	18.09% 17	35.11% 33	31.91% 30	94
Aircraft Charter	11.36% 10	11.36% 10	5.68% 5	71.59% 63	88
Business Center/Meeting Facilities	20.21% 19	14.89% 14	8.51% 8	56.38% 53	94
Security - Lighting/Fencing	4.26% 4	7.45% 7	80.85% 76	7.45% 7	94
Snow removal services	1.05% 1	8.42% 8	81.05% 77	9.47% 9	95
Restaurant	10.75% 10	10.75% 10	65.59% 61	12.90% 12	93
Aircraft Repair/Maintenance	5.26% 5	10.53% 10	71.58% 68	12.63% 12	95

Q17 Please list other facilities you need in order to operate at POU or would like to see added to improve your experience at the airport:

Answered: 67 Skipped: 36



ANSWER CHOICES	RESPONSES	
Pilot Shop	79.10%	53
Total Respondents: 67		

Q18 Please provide any additional comments for issues and/or needs that you may have regarding Hudson Valley Regional Airport (e.g., existing facilities, conditions, problem areas, changes or improvements you would like to see, etc.):

Answered: 49 Skipped: 54

Respondent #	Q18 Please provide any additional comments for issues and/or needs that you may have regarding Hudson Valley Regional Airport (e.g., existing facilities, conditions, problem areas, changes or improvements you would like to see, etc.):
	Open-Ended Response
1	I'm a longtime flight instructor who's operated out of both HPN and DXR. I've mostly used POU as a satellite airport for short XC's and tough and go student practice. I've always felt the tower personnel to be accommodating professional and, with students, patient. And I've preferenced POU when 'soloing' my students for the first time. This is not only because of tower ops, but I generally believe the facility at Poughkeepsie (ie the runway lengths, approach systems, available instrument approaches, ground layout, surrounding airspace, and manageable congestion) all to be superior to HPN and/or DXR for flight instruction purposes. It is unfortunate that more emphasis is not put on promoting, maintaining and supporting active flight schools. I recognize the demographic of the surrounding area may not be suitable to rely purely on local support, but given the airport's vastly superior environment to alternatives in the surrounding metropolitan area, and the well known growing demand for pilots, I would argue for a broader and bolder campaign to create an operation that taps into the regional, or national, demand for flight instruction.
2	
3	Some processes have become illogical and extremely bureaucratic, such as annually signing leases. Just auto-renew, unless amended. I have to provide an original signature, but only get a copy of the counter signature emailed back. Bureaucracy. The airport has excellent flight access and potential. It seems infrastructure spending is not fully considering what does or would drive revenue. Revenue producing facilities are not kept well maintained.
4	Nice to see a restaurant move in!!!
5	
6	
7	Bathroom facilities at Juliet tie down area
8	
9	
10	
11	
12	
13	
14	
15	Overall POU is a great little airport, I’m very proud to call it my home base.
16	Improve the deck on Yellow House as it is very worn. This facility is used for club meetings.
17	
18	
19	
20	Power outlets by aircraft tie-downs for pre-heaters.
21	
22	Maybe an After Hours Pilot Lounge ? Maybe Badge access from the outside to this Lounge so only Residents are able to use it. As well as added Access from the Ramp so Transient traffic may use this Lounge from the ramp.
23	The airport needs corporate flight departments and their aircraft based at the field. Open hangar shade ports would be a welcome addition and draw for the airport. It is sad to see a beautiful terminal building being subleased to non aviation related concerns. Is there any possible way to draw a small regional carrier to serve the airport.
24	
25	
26	

Respondent #	Q18 Please provide any additional comments for issues and/or needs that you may have regarding Hudson Valley Regional Airport (e.g., existing facilities, conditions, problem areas, changes or improvements you would like to see, etc.):
	Open-Ended Response
27	A longer runway and additional large hangar space would attract operators from HPN and TEB.
28	
29	
30	
31	Don't need a fix base operator, the county did a great job running the operation. Gas is way too expesive
32	
33	KPOU is great, Runway's 24/6 are great lengthy runways for the Cherokee and 15/33 are great for something a little shorter if you are practicing short field take offs and landings.
34	
35	Original "Juliette" hangers need some minor roof work. The roof was originally sealed at the peak with foam filler strips. These have deteriorated and fallen out. With winds, snow and water blow in these openings. I have asked the airport manager to fix this, but nothing has been done.
36	Fuel price at POU is not competitive. Lower fuel price would attract more transient use, and help retain residents.
37	Personally pretty happy with the airport. Miss the commercial service (Command/Colgan/American Eagle). Learned to fly here. Critical that the airport retain its FAA control tower operation, that is what differentiates KPOU from other local small airports (Sky Acres, Orange County, Kobelt, Kingston/Ulster). Number of aircraft based at KPOU seems to be declining while Orange County (KMGJ) seems to be increasing (despite KMGJ being a zoo on the weekends). Lots of down-state residents keep their planes at Orange County, why there and not KPOU? Concerned that increased focus on corporate operations will be to the detriment of small, single-engine aircraft. Need to balance emphasis: while corporate activity produces the most revenue, it is infrequent while the small single-engine activity is frequent while not producing huge amounts of revenue. The small, single-engine operations keep the FAA control tower and the FBO fuel guys busy between the occasional corporate operation. Do not want KPOU to become a sterile corporate environment like Teterboro that is hostile to small aircraft. Do not want KPOU to become more expensive to operate out of like White Plains. Delighted with the new restaurant which will hopefully pull itinerant aircraft into KPOU (as long as KPOU isn't seen as expensive or hostile).
38	Opinion... As a former corporate/airline Captain, I suggest an increase in length and width for both runways would attract additional private/charter/corporate turbine operations, particularly when considering operations in strong northwest or southeast winds and or contaminated surface conditions when wet or snow/ice persists. This would enhance safety margins and legal limits for many turbine aircraft types. Suggested dimensions are: for runway 6/24... 7000' length and 150' wide; runway 33/15... 5000' length by 150'. All runways should be usable for both landings and takeoffs, and have GPS VNAV approaches to all directions. These changes would also serve to enhance economic growth for the Hudson Valley Region as the region continues to expand its population and business scope. Light GA could benefit by perhaps new T-Hangar development and expanded ramps including more FBO competition and potential for additional Flight Training businesses to start. Thank you for considering my opinions...
39	blacktop by Juliet hangars (outside parking area needs attention
40	
41	

Respondent #	Q18 Please provide any additional comments for issues and/or needs that you may have regarding Hudson Valley Regional Airport (e.g., existing facilities, conditions, problem areas, changes or improvements you would like to see, etc.):
	Open-Ended Response
42	This airport is wonderful. I began my flight training at Richmor Aviation but, because they were inept (except for 1 instructor), I had to move to KDXR/Danbury. The facilities are more than adequate for my needs and I enjoy using this airport when it's on my enroute flight plan. The ATC tower crew are terrific and helpful. They do a great, great job. I wish that I could have spent more time there, were it not for the dissolution of the flight school at that time. I would like to see more use of the main terminal building for aviation purposes. Perhaps, a regional flight museum? More regional commercial flights? (especially if a runway extension is planned.) That said...Hudson Valley Regional is an historically important treasure that needs to be maintained well and appreciated for its considerable intrinsic value.
43	competitive fuel price
44	
45	Bike rack at the new FBO, so I can ride a bike from my hangar to the FBO if I need to stop in. Please keep 07/25 (turf runway) open! I was based Lebanon, NH (Signal Avaition FBO) and loved it. They had a fire place that was usually going int the winter months, and comfortable couches to sit near the fire or look out and see aircraft landing/departing. It was a great place to connect with other pilots based at the airport. One of my biggest complaints about POU is the lack of community feel. The FBO can be a way to see and meet the other pilots who are based here.
46	
47	
48	The major problem that KPOU has that restricts there commerical traffic is 1. The FBO is a dump that lacks proper facilities and services, the customer service is a joke, 2. In the winter you cannot land in bad weather or overnight because of the lack of deice or hanger, 3. The instrument approaches do not get you low enough to use as a viable alternative with on demand operations.
49	
50	
51	
52	
53	Optional on line hangar rental payment system with pre-payment discounts for terms such as quarterly, semi or annual payments. This would reduce KPOU mailing & staffing costs.
54	
55	While I haven't had the airplane capable of using runway 7/25 to date, I just purchased an aircraft that will make 7/25 very desirable. Please try to keep it open--perhaps even allowing ski operations during the winter on this runway. Very excited to see what the new terminal has to offer, such as a pilot lounge and crew car perhaps. Thanks for everything you do!
56	I often find the weather that POU reports is seemingly inaccurate when you see what the other area airports are reporting....specifically winds.
57	I think one of the worse things that happened was when Richmor Aviation left the airport. They had a very busy flight training program, maintenance program and charter program which brought transient aircraft to the airport. I learned how to fly at POU back when Richmor was located at the airport. I have also flown Part 135 and have landed and used POU to pick up passengers. I think the services at the FBO including the infrastructure and setting is a much lower standard then you see when flying into other airports of the same size. I think promoting POU as a an airport for charter operations to work out of and providing the services needed could really help.

Respondent #	Q18 Please provide any additional comments for issues and/or needs that you may have regarding Hudson Valley Regional Airport (e.g., existing facilities, conditions, problem areas, changes or improvements you would like to see, etc.):
	Open-Ended Response
58	
59	Provide ground transportation to the local area, say anything within certain reasonable distance. Shopping, dining. Cooperation perhaps with Dutchess County DOT.
60	Taxiway markings can be a little confusing for pilots unfamiliar with the airport. Add a short hold line. Also, the grass strip should be open more; it is fantastic to have one nearby.
61	FBO Flight Level operations are too limited or over priced. Hours need to be improved and supplies like engine oil for instance need be made more available at a reasonable price - Not overly priced as they are now.
62	A plane wash area would be nice with materials and a power washer (heated indoors for winter)? why not it's a wish list. A meet your flying neighbor's barbecue a couple times a year, generally, everyone is either coming or going and not on the same schedule.
63	
64	
65	
66	There is a need foe rest rooms/toilet facilities on or near the Juliet ramp. Continue to provide and make available group meeting space on the airport.
67	
68	
69	1. Snow and ice removal is poor along Juliet hangars, particularly those that are north-facing. 2. Bathroom facilities for Juliet (i.e., a port-o-potty) are totally inadequate.
70	
71	THE COUNTY GIVING AWAY THE FUEL DEPT WAS A BIG MISTAKE. MOST OF THE EMPLOYEES OF FLIGHT LEVEL HAVE BEEN GOOD, BUT A BIG TURNOVER WHICH I THINK IS A SAFETY PROBLEM, ALSO, LOOK AT THERE CONTRACT, THEY STARTED THE CIRRUS REPAIR, SHUT DOWN, AND HE IS SUPPOSE TO HAVE A REPAIR SERVICE AVAILABLE NOW. ALSO, WAS TO PUT $50,000 INTO THE TERMINAL, HAS PUT $ 0. tHEY ARE COLLECTING THE BIG PLANE FEES, WHERE THE COUNTY SHOULD BY HAVING THERE OWN EMPLOYEES.
72	Thank you for your efforts. More competitive fuel pricing.
73	
74	
75	
76	
77	Overnight heated hangar space would be useful for winter operations. Electrical power at the Grasshopper Flying Club dog houses would be useful.
78	Nice airfield..Wish sufficient spares for PAPI and VASI were kept onsite plus glide slope parts and other radio related parts and spares...Great tower staff. Excellent snow removal...Juliette Tiedown area could use a resurface. Nice fols run the airfield and new restaurant is very good..Would nice to have pilot shop for gear and charts...
79	
80	You made a horrendous mistake in getting rid of Richmor Aviation. Thousands and thousands of missed "operations." How about a survey more addressed to the GA community.

Respondent #	Q18 Please provide any additional comments for issues and/or needs that you may have regarding Hudson Valley Regional Airport (e.g., existing facilities, conditions, problem areas, changes or improvements you would like to see, etc.):
	Open-Ended Response
81	
82	
83	
84	
85	A heated and air conditioned pilots lounge at Juliet would be nice. However we would settle for a real restroom at Juliet hangers. With running water and flushing toilets. One other item. It would be nice if the lighted tower left of the approach end of 24 was removed. As it now serves no purpose other than a hazard to navigation.
86	
87	More reasonable fuel prices!!!! Better controllers
88	Consider adding “covered open style” hangars/tie-downs.
89	Overall, I think the airport facilities are good. It would be nice to have an extended runway. Also, would be good to keep hangar rent down without increases. It costs a lot of money to keep these props turning, so to help us local pilots spend more money on gas and facilities, keeping the hangar rent down would be appreciated.
90	BATHROOM....A REAL BATHROOM, what you have is a joke. I have never been to an airport with a porta john. I hope not to be at one much longer....!!!! Once a year have a hazardous waste dumpster so we can get rid of paints.....and misc.
91	Seems to be adequate for Part 91, G.A. flying.
92	
93	I would like to see the airplanes the are falling apart on the field and sinking into the pavement removed. I love POU.
94	
95	LED lights inside all hangars
96	
97	The current FBO is not geared to serve general aviation, other than fueling. When Richmor was a tenant you could buy sectionals, low altitude charts, headsets, and other general aviation aircraft items.
98	I also use the grass runway 7/25. During the summer months, I anticipate 40-50% of my use to be of that runway. It is important to me that POU maintains 15/33 as a cross-wind runway.
99	It would be great to get weatherproof electrical outlets for preheaters at Juliet tiedown.
100	Heated restroom facilities over by the juliet hangers. The FBO is inadequate, overpriced which forces me to often get fuel at other airports. Also the FBO personnel are often not trained and have left gas caps off allowing water into gas tanks.
101	
102	
103	Hanger rent excessive

Appendix F

Airport Pavement Management Study

AIRPORT PAVEMENT MANAGEMENT STUDY REPORT

HUDSON VALLEY REGIONAL AIRPORT
WAPPINGERS FALLS, NEW YORK

C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
Phone: (315) 455-2000
www.cscos.com

May 2021

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APPENDIX F – LIST OF RECORD DRAWINGS

APPENDIX G – 10-YEAR PAVEMENT CONDITION FORECAST AND RECOMMENDATIONS (2021-2030)

APPENDIX H – PAVEMENT MAINTENANCE AND REHABILITATION RECORD FORMS

1. EXECUTIVE SUMMARY

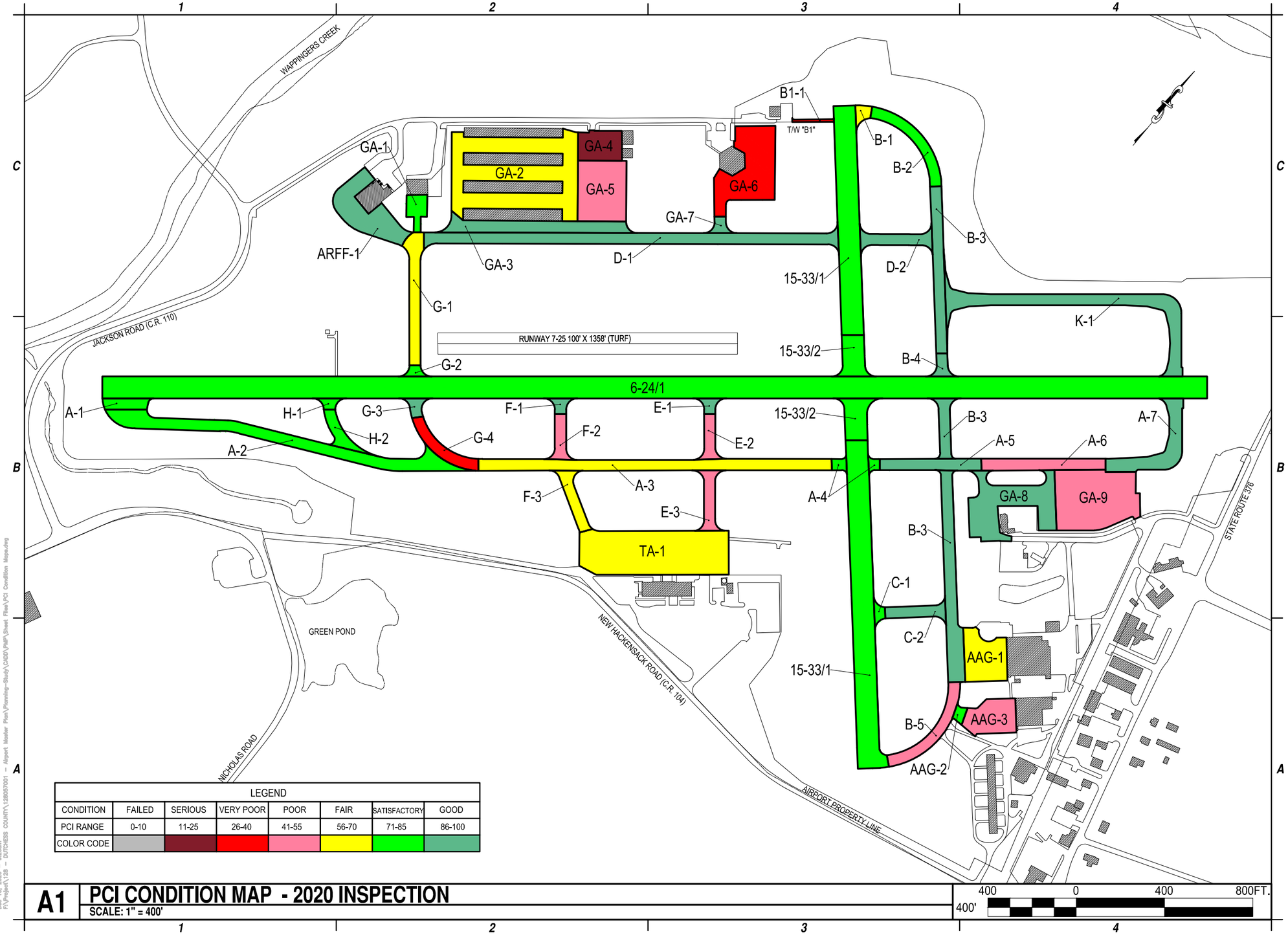
Dutchess County contracted C&S Engineers Inc. to perform an Airport Pavement Management System (APMS) for the Hudson Valley Regional Airport. Development of the plan required record drawing research to divide the pavement areas into sample units based on construction history and in accordance with FAA Advisory Circular 150/5380-7B. After this was complete, a site visit was performed to assess the existing condition of the pavement sections. The construction dates and existing conditions were then entered into the PAVER™ software program for analysis of the pavement. From this information, future conditions were calculated for the pavements at the Hudson Valley Regional Airport. The findings were shared with Dutchess County and the airport's ACIP was modified in accordance with the APMS results.

Condition

The area-weighted pavement condition index (PCI) for the airfield pavements that were inspected in 2020 is 72. The PCI is calculated based on the results of a visual condition survey in which distress types, severity, and quantities are identified. Table 1 (below) and Figure 1 - PCI Condition Map (page 2) provide a visual and tabular overview of the area-weighted PCIs. For the analysis performed in this report, a PCI value between 51 & 65 for a runway and between 60 & 46 for a taxiway or apron would necessitate rehabilitation. A total of 47 pavement sections were inspected in 2020. Table 1 shows a condensed version of the area-weighted PCI for the airfield pavements. A more detailed version is located in Appendix G.

Table 1
Area-Weighted PCI by Pavement Use

Pavement Use (Branch Name)	Area-Wt. PCI	Pavement Area, Sq.Ft.	% of Total Pavement Area
Runway	76	797,244	33.2
Taxiways	79	806,998	33.7
Aprons	61	793,819	33.1
Overall	*72*	*2,398,061*	*100*



A1 **PCI CONDITION MAP - 2020 INSPECTION**
SCALE: 1" = 400'

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C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

HUDSON VALLEY REGIONAL AIRPORT
AIRPORT MASTER PLAN
APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO:	128.057.001
DATE:	DECEMBER 2020
DRAWN BY:	M.M. KEHOE
DESIGNED BY:	
CHECKED BY:	

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2020 PCI MAP

FIGURE 1

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Capital Improvements

The PAVER™ software was used to generate PCIs and to evaluate pavement rehabilitation and reconstruction needs at the Hudson Valley Regional Airport. The program is also able to forecast future pavement conditions. A five and ten year forecast map of PCI conditions are shown in Figure 2 (page 5) and Figure 3 (page 6), respectively and is shown in tabular form in Appendix G. Based upon the forecasted conditions, an analysis was performed to identify a prioritized plan for major rehabilitation and reconstruction projects. The results of the PAVER™ software were used as a basis for determining a logical pavement rehabilitation program that would be incorporated into the Airport Capital Improvement Program (ACIP) for the Hudson Valley Regional Airport. The recommended plan was discussed with Dutchess County and it was agreed that the ACIP should be modified to align with the Airport Pavement Management System (APMS) Results. Figure 4 (page 7) illustrates the results of the recommended prioritized plan for airfield pavement rehabilitation. Details of the pavement rehabilitation program are presented in Appendix G.

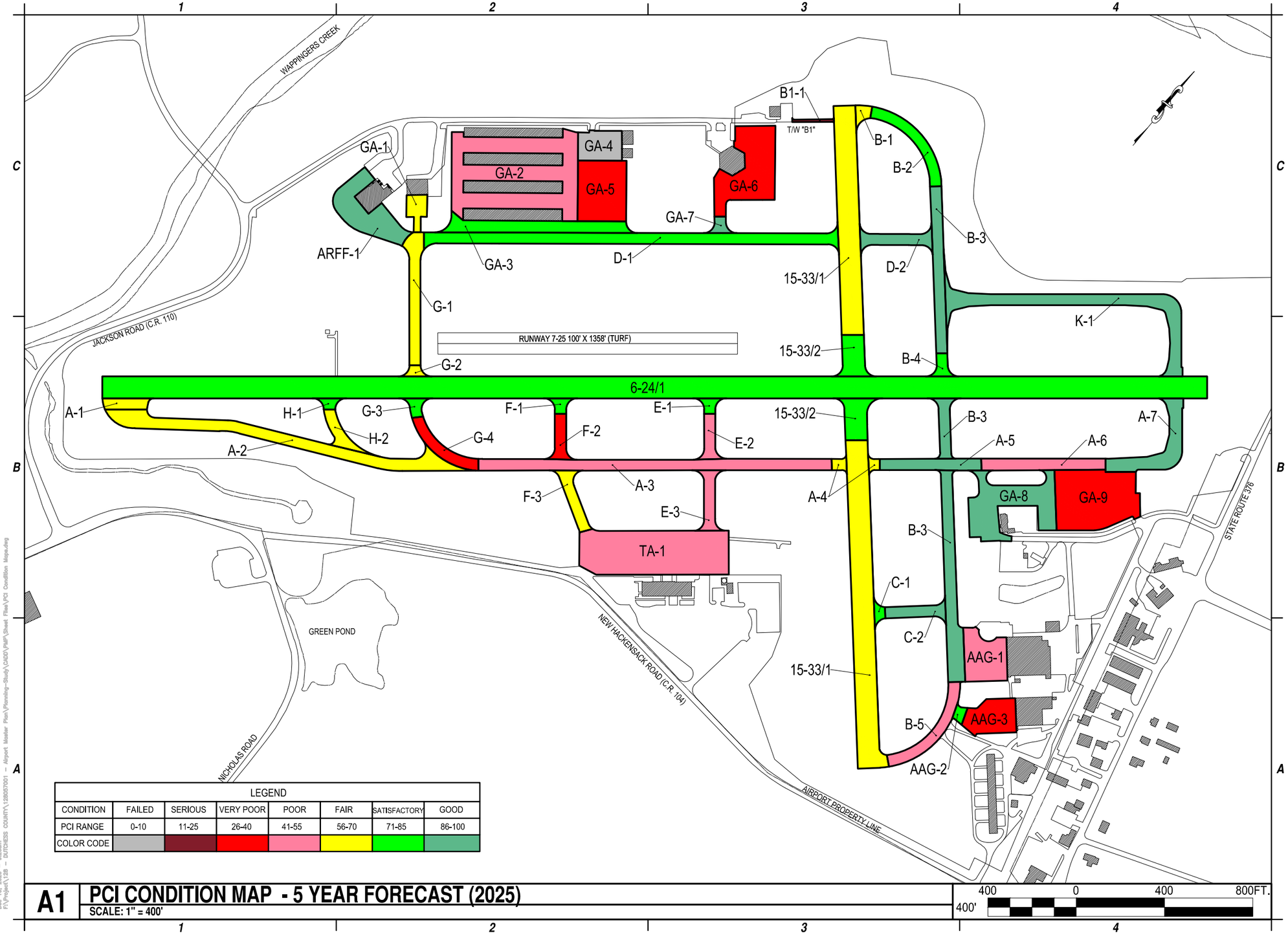
The estimated total cost to complete the 10-year pavement rehabilitation program as shown in Figure 4 (page 7), is approximately 16.4 million dollars. See Section 8 and Appendix E for a detailed breakdown of the 10-year project costs. These project costs should be used for future capital programming purposes and referenced when updating the Airport Capital Improvement Program (ACIP) for the Hudson Valley Regional Airport.

TABLE 8-1 – ACIP PROJECTS

PRIORITY	DESIGN GRANT YEAR	PROJECT	CONSTRUCTION GRANT YEAR	COST*
1	2020	Rehabilitation of Terminal Apron & TW connectors “E” and “F”	2022	$1,464,000
2	2022	TW “A” Rehabilitation	2024	$1,440,000
3	2023	Stub TWs “E”, “F” & “G” Reconstruction	2025	$807,000
4	2024	TW “G” Rehabilitation	2026	$707,000
5	2025	TW “B” Reconstruction	2027	$672,000
6	2026	Northwest GA Apron Rehabilitation	2028	$1,244,000
7	2027	Runway 6-24 Rehabilitation	2029	$4,805,000
8	2028	Southeast GA Apron Rehabilitation	2030	$1,367,000
9	2029	Northeast GA Apron Rehabilitation	2031	$1,177,000

PRIORITY	DESIGN GRANT YEAR	PROJECT	CONSTRUCTION GRANT YEAR	COST*
10	2030	Runway 15-33 Rehabilitation	2032	$2,701,000
				TOTAL: $16,384,000

*Costs are based on total construction and construction observation and administration costs with contingencies. Costs include pavement related items and do not include rehabilitation or replacement of edge lighting, Navaids or electrical infrastructure supporting these systems. An inflation rate of 2%/year was considered in this analysis. Detailed cost estimates are located in Appendix E.



LEGEND							
CONDITION	FAILED	SERIOUS	VERY POOR	POOR	FAIR	SATISFACTORY	GOOD
PCI RANGE	0-10	11-25	26-40	41-55	56-70	71-85	86-100
COLOR CODE							

A1 **PCI CONDITION MAP - 5 YEAR FORECAST (2025)**
SCALE: 1" = 400'

400 0 400 800FT.
400'

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2025 PCI MAP

FIGURE 2

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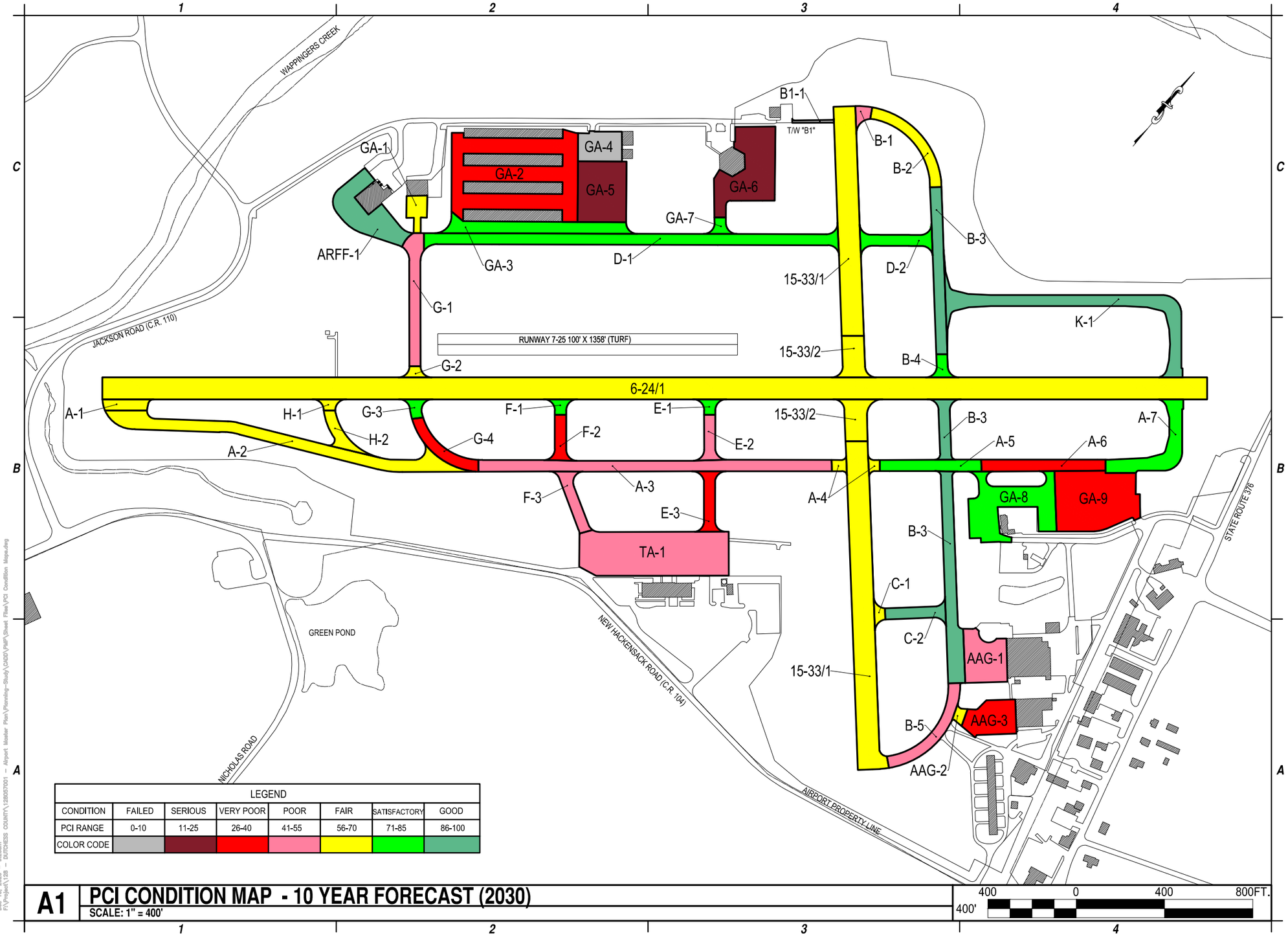

LEGEND							
CONDITION	FAILED	SERIOUS	VERY POOR	POOR	FAIR	SATISFACTORY	GOOD
PCI RANGE	0-10	11-25	26-40	41-55	56-70	71-85	86-100
COLOR CODE							

A1 **PCI CONDITION MAP - 10 YEAR FORECAST (2030)**
SCALE: 1" = 400'

400 0 400 800FT.
400'

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2030 PCI MAP

FIGURE 3

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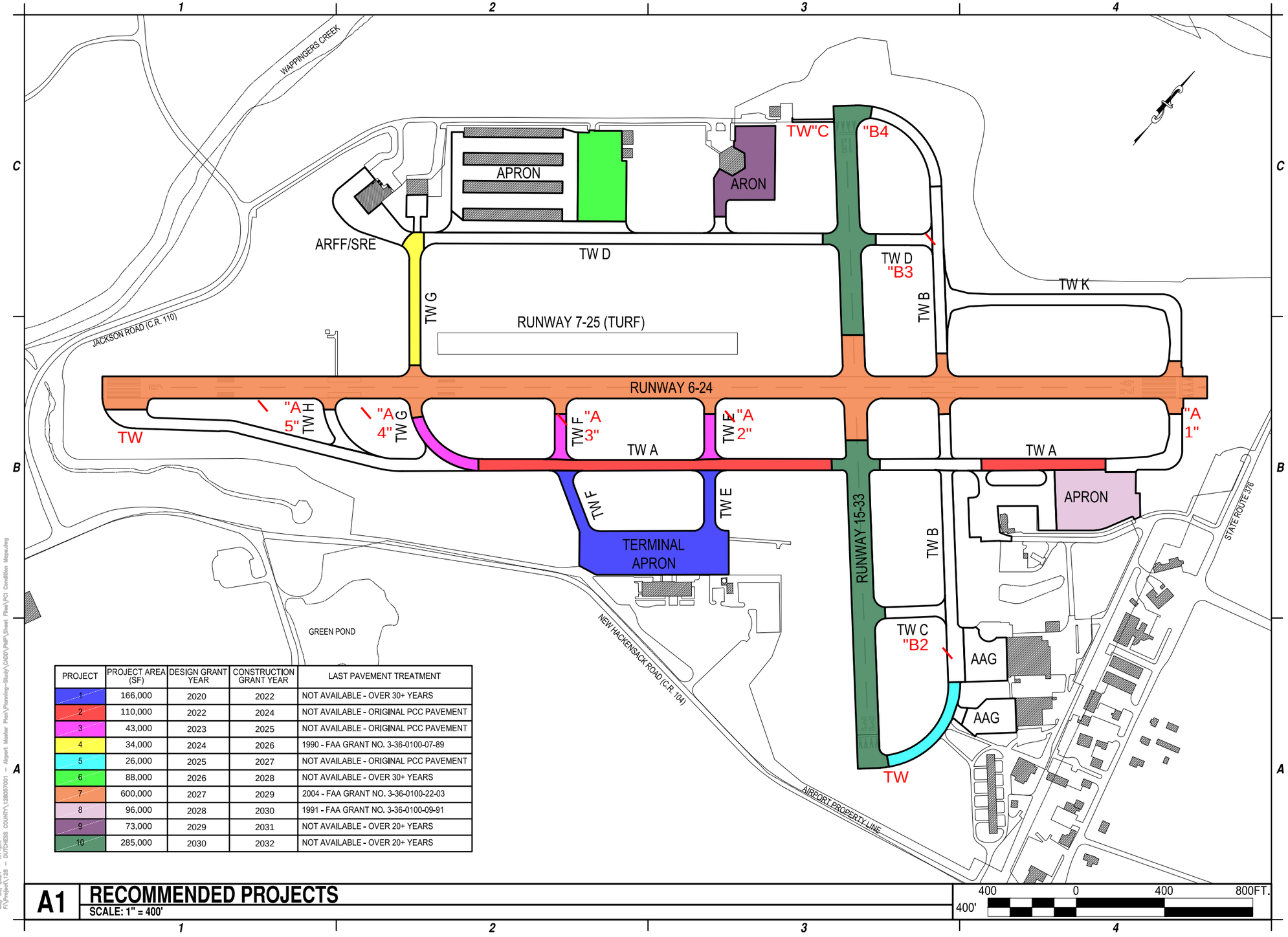

PROJECT	PROJECT AREA (SF)	DESIGN GRANT YEAR	CONSTRUCTION GRANT YEAR	LAST PAVEMENT TREATMENT
1	166,000	2020	2022	NOT AVAILABLE - OVER 30+ YEARS
2	110,000	2022	2024	NOT AVAILABLE - ORIGINAL PCC PAVEMENT
3	43,000	2023	2025	NOT AVAILABLE - ORIGINAL PCC PAVEMENT
4	34,000	2024	2026	1990 - FAA GRANT NO. 3-36-0100-07-89
5	26,000	2025	2027	NOT AVAILABLE - ORIGINAL PCC PAVEMENT
6	88,000	2026	2028	NOT AVAILABLE - OVER 30+ YEARS
7	600,000	2027	2029	2004 - FAA GRANT NO. 3-36-0100-22-03
8	96,000	2028	2030	1991 - FAA GRANT NO. 3-36-0100-09-91
9	73,000	2029	2031	NOT AVAILABLE - OVER 20+ YEARS
10	285,000	2030	2032	NOT AVAILABLE - OVER 20+ YEARS

A1 **RECOMMENDED PROJECTS**
SCALE: 1" = 400'

400 0 400 800FT.
400'

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RECOMMENDED PROJECTS

FIGURE 4

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1. EXECUTIVE SUMMARY

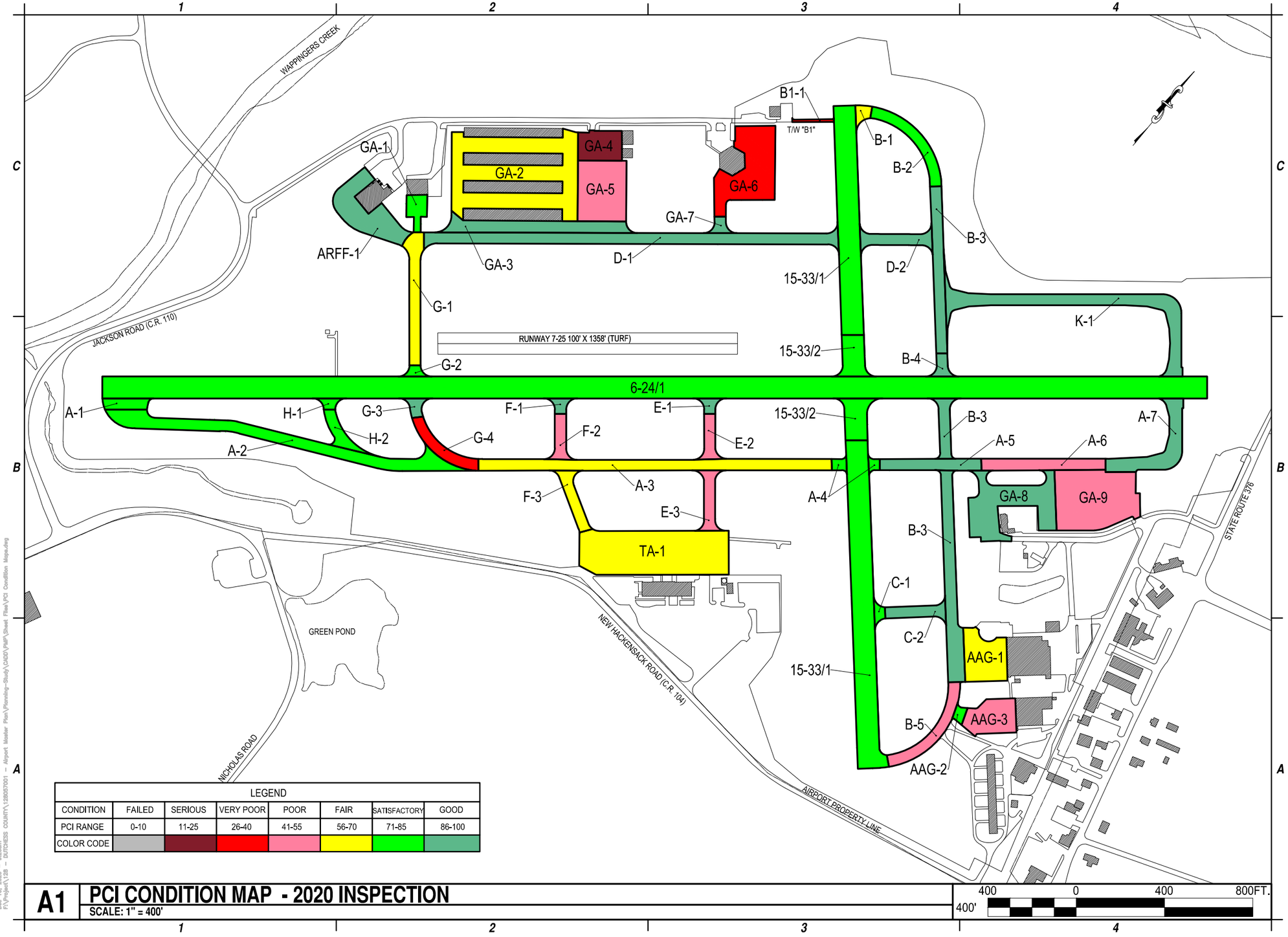
Dutchess County contracted C&S Engineers Inc. to perform an Airport Pavement Management System (APMS) for the Hudson Valley Regional Airport. Development of the plan required record drawing research to divide the pavement areas into sample units based on construction history and in accordance with FAA Advisory Circular 150/5380-7B. After this was complete, a site visit was performed to assess the existing condition of the pavement sections. The construction dates and existing conditions were then entered into the PAVER™ software program for analysis of the pavement. From this information, future conditions were calculated for the pavements at the Hudson Valley Regional Airport. The findings were shared with Dutchess County and the airport's ACIP was modified in accordance with the APMS results.

Condition

The area-weighted pavement condition index (PCI) for the airfield pavements that were inspected in 2020 is 72. The PCI is calculated based on the results of a visual condition survey in which distress types, severity, and quantities are identified. Table 1 (below) and Figure 1 - PCI Condition Map (page 2) provide a visual and tabular overview of the area-weighted PCIs. For the analysis performed in this report, a PCI value between 51 & 65 for a runway and between 60 & 46 for a taxiway or apron would necessitate rehabilitation. A total of 47 pavement sections were inspected in 2020. Table 1 shows a condensed version of the area-weighted PCI for the airfield pavements. A more detailed version is located in Appendix G.

Table 1
Area-Weighted PCI by Pavement Use

Pavement Use (Branch Name)	Area-Wt. PCI	Pavement Area, Sq.Ft.	% of Total Pavement Area
Runway	76	797,244	33.2
Taxiways	79	806,998	33.7
Aprons	61	793,819	33.1
Overall	*72*	*2,398,061*	*100*



A1 **PCI CONDITION MAP - 2020 INSPECTION**
SCALE: 1" = 400'

C&S COMPANIES
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

HUDSON VALLEY REGIONAL AIRPORT
AIRPORT MASTER PLAN
APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO:	128.057.001
DATE:	DECEMBER 2020
DRAWN BY:	M.M. KEHOE
DESIGNED BY:	
CHECKED BY:	

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2020 PCI MAP

FIGURE 1

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Capital Improvements

The PAVER™ software was used to generate PCIs and to evaluate pavement rehabilitation and reconstruction needs at the Hudson Valley Regional Airport. The program is also able to forecast future pavement conditions. A five and ten year forecast map of PCI conditions are shown in Figure 2 (page 5) and Figure 3 (page 6), respectively and is shown in tabular form in Appendix G. Based upon the forecasted conditions, an analysis was performed to identify a prioritized plan for major rehabilitation and reconstruction projects. The results of the PAVER™ software were used as a basis for determining a logical pavement rehabilitation program that would be incorporated into the Airport Capital Improvement Program (ACIP) for the Hudson Valley Regional Airport. The recommended plan was discussed with Dutchess County and it was agreed that the ACIP should be modified to align with the Airport Pavement Management System (APMS) Results. Figure 4 (page 7) illustrates the results of the recommended prioritized plan for airfield pavement rehabilitation. Details of the pavement rehabilitation program are presented in Appendix G.

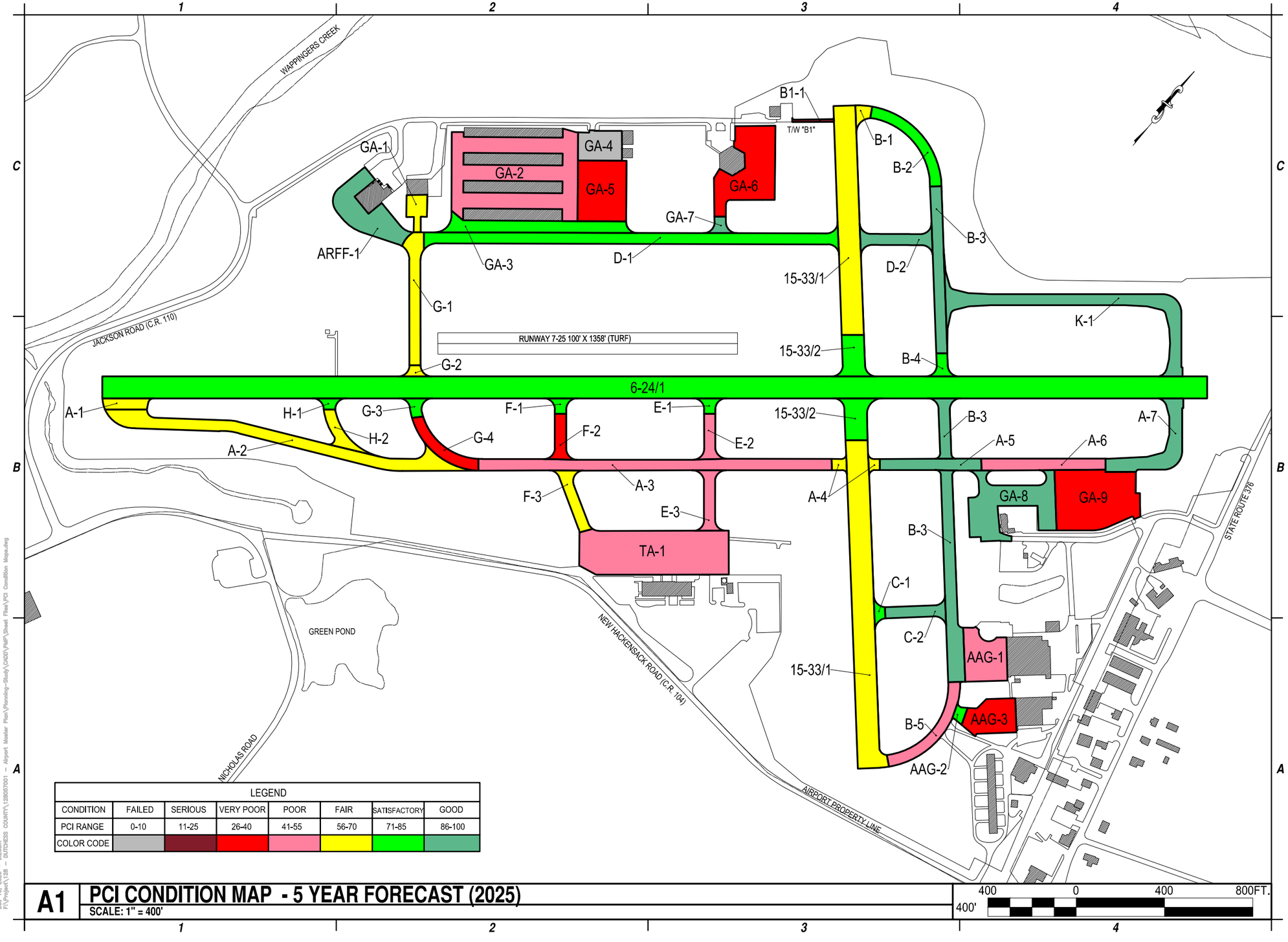
The estimated total cost to complete the 10-year pavement rehabilitation program as shown in Figure 4 (page 7), is approximately 16.4 million dollars. See Section 8 and Appendix E for a detailed breakdown of the 10-year project costs. These project costs should be used for future capital programming purposes and referenced when updating the Airport Capital Improvement Program (ACIP) for the Hudson Valley Regional Airport.

TABLE 8-1 – ACIP PROJECTS

PRIORITY	DESIGN GRANT YEAR	PROJECT	CONSTRUCTION GRANT YEAR	COST*
1	2020	Rehabilitation of Terminal Apron & TW connectors “E” and “F”	2022	$1,464,000
2	2022	TW “A” Rehabilitation	2024	$1,440,000
3	2023	Stub TWs “E”, “F” & “G” Reconstruction	2025	$807,000
4	2024	TW “G” Rehabilitation	2026	$707,000
5	2025	TW “B” Reconstruction	2027	$672,000
6	2026	Northwest GA Apron Rehabilitation	2028	$1,244,000
7	2027	Runway 6-24 Rehabilitation	2029	$4,805,000
8	2028	Southeast GA Apron Rehabilitation	2030	$1,367,000
9	2029	Northeast GA Apron Rehabilitation	2031	$1,177,000

PRIORITY	DESIGN GRANT YEAR	PROJECT	CONSTRUCTION GRANT YEAR	COST*
10	2030	Runway 15-33 Rehabilitation	2032	$2,701,000
				TOTAL: $16,384,000

*Costs are based on total construction and construction observation and administration costs with contingencies. Costs include pavement related items and do not include rehabilitation or replacement of edge lighting, Navaids or electrical infrastructure supporting these systems. An inflation rate of 2%/year was considered in this analysis. Detailed cost estimates are located in Appendix E.



LEGEND							
CONDITION	FAILED	SERIOUS	VERY POOR	POOR	FAIR	SATISFACTORY	GOOD
PCI RANGE	0-10	11-25	26-40	41-55	56-70	71-85	86-100
COLOR CODE							

A1 **PCI CONDITION MAP - 5 YEAR FORECAST (2025)**
SCALE: 1" = 400'

400 0 400 800FT.
400'

C&S COMPANIES
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

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2025 PCI MAP

FIGURE 2

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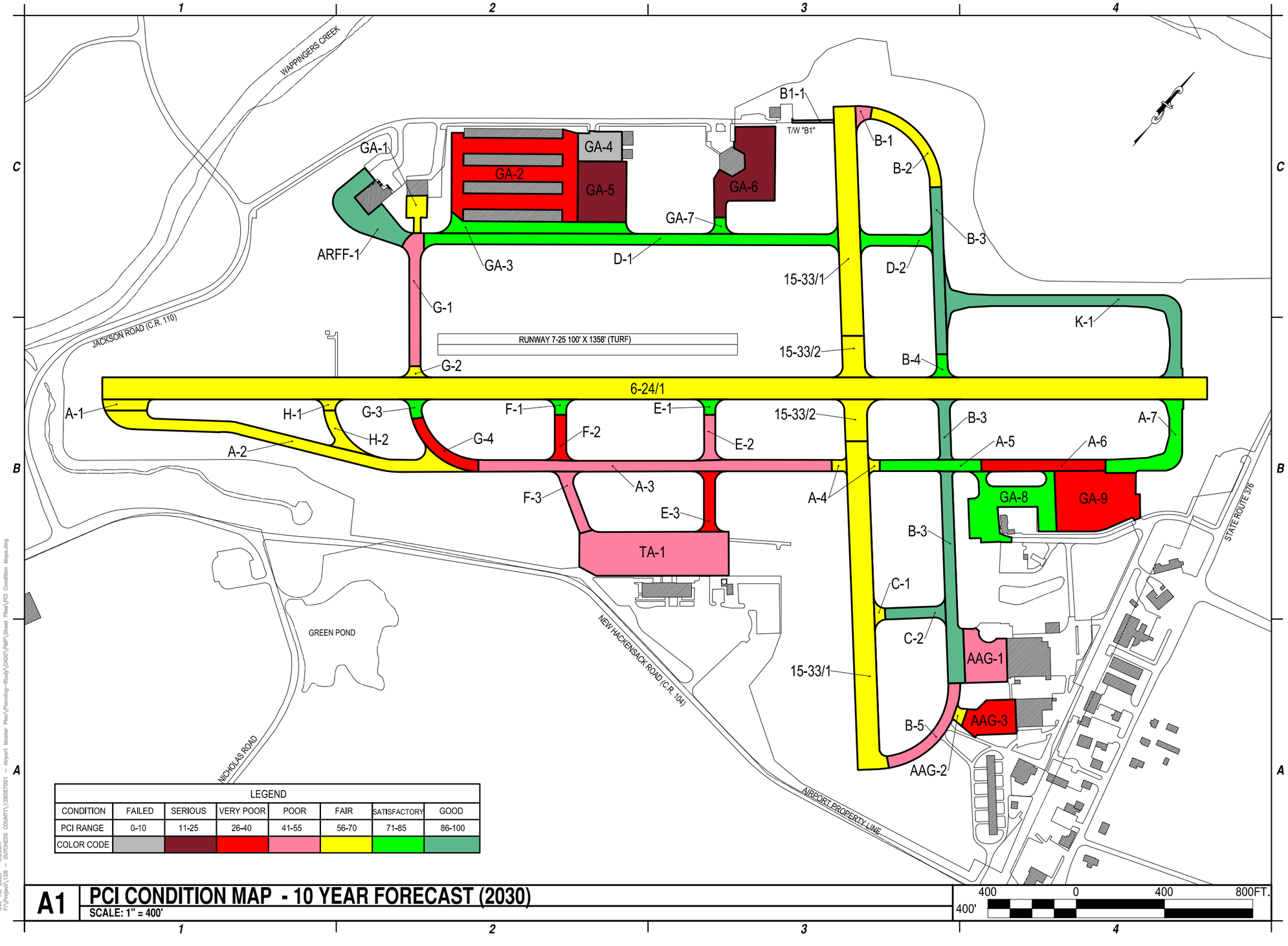

LEGEND							
CONDITION	FAILED	SERIOUS	VERY POOR	POOR	FAIR	SATISFACTORY	GOOD
PCI RANGE	0-10	11-25	26-40	41-55	56-70	71-85	86-100
COLOR CODE							

A1 **PCI CONDITION MAP - 10 YEAR FORECAST (2030)**
SCALE: 1" = 400'

400 0 400 800FT.
400'

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C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
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2030 PCI MAP

FIGURE 3

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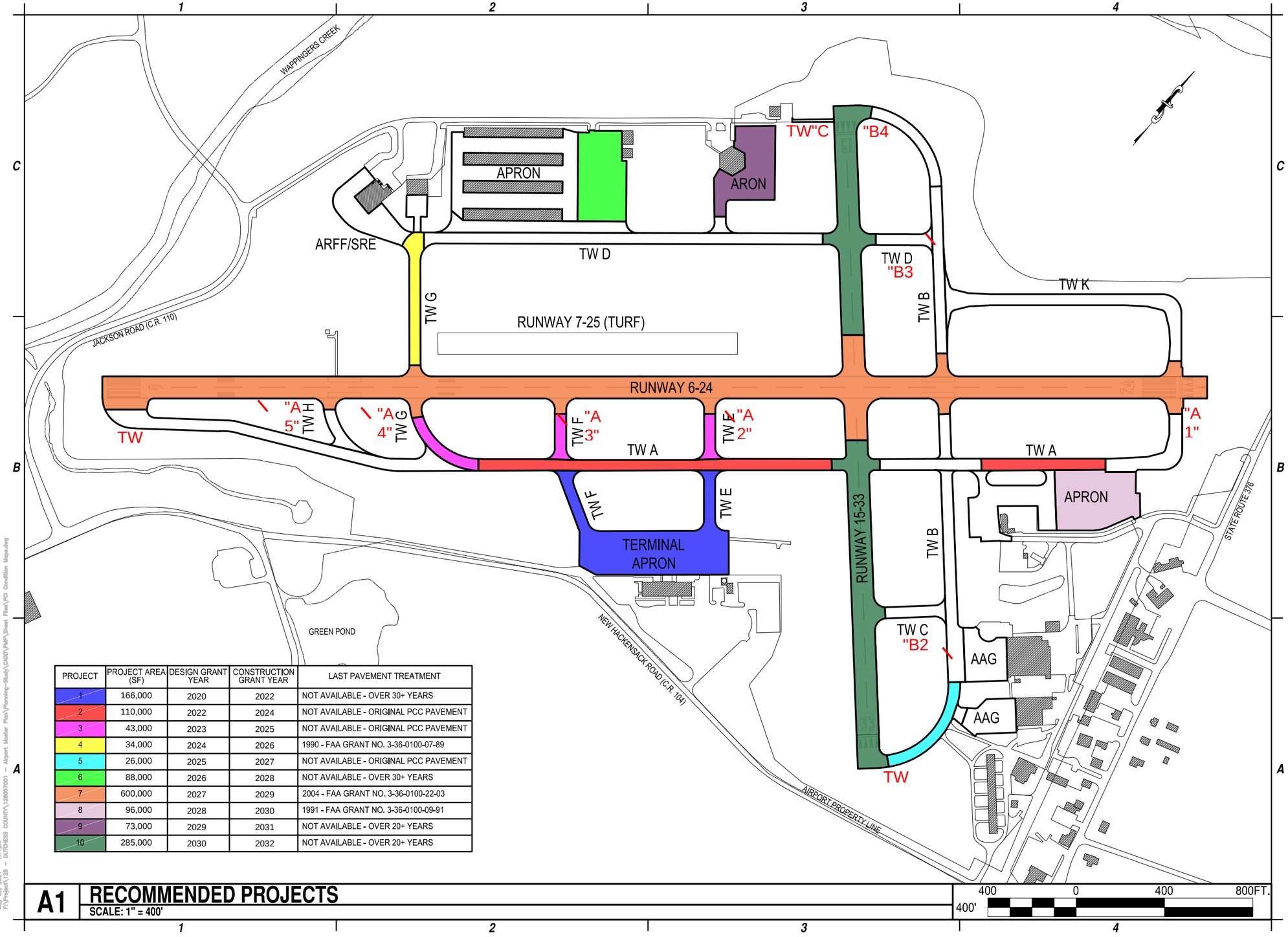

PROJECT	PROJECT AREA (SF)	DESIGN GRANT YEAR	CONSTRUCTION GRANT YEAR	LAST PAVEMENT TREATMENT
1	166,000	2020	2022	NOT AVAILABLE - OVER 30+ YEARS
2	110,000	2022	2024	NOT AVAILABLE - ORIGINAL PCC PAVEMENT
3	43,000	2023	2025	NOT AVAILABLE - ORIGINAL PCC PAVEMENT
4	34,000	2024	2026	1990 - FAA GRANT NO. 3-36-0100-07-89
5	26,000	2025	2027	NOT AVAILABLE - ORIGINAL PCC PAVEMENT
6	88,000	2026	2028	NOT AVAILABLE - OVER 30+ YEARS
7	600,000	2027	2029	2004 - FAA GRANT NO. 3-36-0100-22-03
8	96,000	2028	2030	1991 - FAA GRANT NO. 3-36-0100-09-91
9	73,000	2029	2031	NOT AVAILABLE - OVER 20+ YEARS
10	285,000	2030	2032	NOT AVAILABLE - OVER 20+ YEARS

A1 **RECOMMENDED PROJECTS**
SCALE: 1" = 400'

400 0 400 800FT.
400'

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C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

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RECOMMENDED PROJECTS

FIGURE 4

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2. INTRODUCTION

2.1 General

This report has been prepared to document the results of a pavement management program for Hudson Valley Regional Airport, which is owned and operated by Dutchess County. This program, referred to as an Airport Pavement Management System (APMS), serves to evaluate and document the current pavement condition, including observed pavement distresses, along with a comprehensive historic listing of maintenance and rehabilitation improvements performed throughout the airfield.

C&S Engineers, Inc. (C&S) has performed an airport-wide pavement investigation and developed a long term pavement maintenance and rehabilitation program for the Airport.

The ultimate objective of the APMS is to develop a prioritized list of pavement rehabilitation and reconstruction projects, and also identify scheduled pavement maintenance type activities in such a way that the network of pavements can be maintained in a serviceable condition in the most cost-effective manner. The APMS is also used as a reference document to help program preventive maintenance work at specific intervals which would extend the life of the pavement.

Through the use of PAVER™, developed by U.S. Army Corps of Engineers, data from the current field investigation was used to develop a recommended and prioritized list of projects. The software was also used to forecast future pavement conditions that simulate completion of the prioritized projects.

2.2 Project Background

Historically, most airport owners have made decisions regarding pavement maintenance and rehabilitation (M&R) based on experience and judgment rather than using documented data and an objective approach. Over the past decade, Pavement Management technology has been developed to assist airport owners, facility managers, budget directors and engineers do a better job in proactively planning pavement M&R so that cost effective treatments may be applied at optimum time intervals in a pavement's life cycle. An APMS may be defined as an objective method of prioritizing maintenance and rehabilitation work for a network of pavements such that optimal use is made of the Airport Owner's funds. Through the use of an APMS, an inventory of the pavement system is established and a cost effective maintenance program is developed to define which pavements should be rehabilitated, how they should be rehabilitated and when they should be rehabilitated.

Airport Pavement Management Systems have been implemented at many airports over the past several years. In recognition of the long term benefits of APMS's, the Federal Aviation Administration (FAA) has required that owners utilize an APMS to support any requests for Federal funding of airport pavement replacement or reconstruction projects after January 1, 1995. The intent of the requirement is to assure the FAA that owners are evaluating pavement conditions in an objective manner and selecting properly timed M&R treatments to ensure that federal funds are being spent in an optimal manner.

No previous APMS studies have been conducted at this facility. The FAA recommends that the APMS should be updated every three years to reflect the most accurate conditions, needs, and costs for planning and programming purposes.

2.3 Scope of Work Performed

The following services were performed to generate this report:

- **Research Historical Records** - To determine pavement construction and maintenance history and to document existing pavement structure composition.
- **Develop Network Segmentation** - To subdivide the pavement into "sections" and "sample units" based on construction history for inspection and maintenance management purposes.
- **Perform Pavement Condition Survey** - To identify and quantify existing pavement distresses in an objective manner using established criteria.
- **Development of Engineering Strategies** - To set criteria for determination of short and long term pavement maintenance and rehabilitation strategies.
- **Conduct Network Analysis** - To forecast future pavement conditions, select specific maintenance and rehabilitation treatments, prepare cost estimates, and develop a prioritized list of projects.
- **Develop Capital Improvement Program** - To summarize results of network analysis and identifying recommended pavement maintenance and rehabilitation projects over a 10-year period.

3. HISTORICAL DATA

Record plans were studied and a pavement construction and maintenance history compiled for all airside pavements. This information was used to assist in segmenting the network of pavements for maintenance management purposes. The information will also be useful for future in-depth evaluations and rehabilitation designs. The historical data is summarized in Table 3-1:

TABLE 3-1 – SUMMARY OF PAVEMENT HISTORY

Branch*	Section*	Construction History	Existing Pavement Section
Runway 6-24	6-24/1	**2004- Rehabilitation** (2" Overlay)	Unknown
Runway 15-33	15-33/1	**2000-Assumed Rehabilitation**	Unknown
Runway 15-33	15-33/2	**2004-Rehabilitation** (2" Overlay)	Unknown
Taxiway A	A-1	**2000-Rehabilitation** (2" Overlay) **2004-Rehabilitation**	Unknown
Taxiway A	A-2	**2000-Rehabilitation** (2" Overlay)	Unknown
Taxiway A	A-3	**1980-Assumed Original Construction**	Assumed: 6" Crushed Aggregate Base Course 9" Portland Cement Concrete
Taxiway A	A-4	**2000-Reconstruction** (4" Bituminous Surface Course, 14" Crushed Aggregate Base Course)	14" Crushed Aggregate Base Course 4" Bituminous Surface Course
Taxiway A	A-5	**2015-Reconstruction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 12" Crushed Aggregate Base Course)	12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course
Taxiway A	A-6	**1980-Assumed Original Construction**	Assumed: 6" Crushed Aggregate Base Course 9" Portland Cement Concrete

Taxiway A	A-7	**2016-Reconstruction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 12" Crushed Aggregate Base Course)	12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course
Taxiway B	B-1	**2000-Assumed Rehabilitation**	Unknown
Taxiway B	B-2	**1980-Assumed Original Construction**	Assumed: 6" Crushed Aggregate Base Course 9" Portland Cement Concrete
Taxiway B	B-3	**2015-Reconstruction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 12" Crushed Aggregate Base Course)	12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course
Taxiway B	B-4	**2004-Reconstruction** (4" Bituminous Surface Course, 4" Bituminous Base Course, 7" Crushed Aggregate Base Course, 9" Subbase Course)	9" Subbase Course 7" Crushed Aggregate Base Course 4" Bituminous Base Course 4" Bituminous Surface Course
Taxiway B	B-5	**1980-Assumed Original Construction**	Assumed: 6" Crushed Aggregate Base Course 9" Portland Cement Concrete
Taxiway B	B1-1	**1980-Assumed Original Construction**	Unknown
Taxiway C	C-1	**2000-Assumed Rehabilitation**	Unknown
Taxiway C	C-2	**2015-Reconstruction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 12" Crushed Aggregate Base Course)	12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course
Taxiway D	D-1	**2011-Reconstruction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 12" Crushed Aggregate Base Course)	12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course
Taxiway D	D-2	**2012-Reconstruction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 12" Crushed Aggregate Base Course)	12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course

Taxiway E	E-1	**2004-Reconstruction** (4" Bituminous Surface Course, 4" Bituminous Base Course, 7" Crushed Aggregate Base Course, 9" Subbase Course)	9" Subbase Course 7" Crushed Aggregate Base Course 4" Bituminous Base Course 4" Bituminous Surface Course
Taxiway E	E-2	**1980-Assumed Original Construction**	Assumed: 6" Crushed Aggregate Base Course 9" Portland Cement Concrete
Taxiway E	E-3	**1980-Assumed Original Construction**	Unknown
Taxiway F	F-1	**2004-Reconstruction** (4" Bituminous Surface Course, 4" Bituminous Base Course, 7" Crushed Aggregate Base Course, 9" Subbase Course)	9" Subbase Course 7" Crushed Aggregate Base Course 4" Bituminous Base Course 4" Bituminous Surface Course
Taxiway F	F-2	**1980-Assumed Original Construction**	Assumed: 6" Crushed Aggregate Base Course 9" Portland Cement Concrete
Taxiway F	F-3	**1987-Assumed Original Construction**	Unknown
Taxiway G	G-1	**1990-Original Construction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 12" Crushed Aggregate Base Course)	12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course
Taxiway G	G-2	**1990-Original Construction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 12" Crushed Aggregate Base Course) **2004-Rehabilitation**	12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course
Taxiway G	G-3	**2004-Reconstruction** (4" Bituminous Surface Course, 4" Bituminous Base Course, 7" Crushed Aggregate Base Course, 9" Subbase Course)	9" Subbase Course 7" Crushed Aggregate Base Course 4" Bituminous Base Course 4" Bituminous Surface Course

Taxiway G	G-4	**1980-Assumed Original Construction**	Assumed: 6" Crushed Aggregate Base Course 9” Portland Cement Concrete
Taxiway H	H-1	**2000-Rehabilitation** (2" Overlay) **2004-Rehabilitation**	Unknown
Taxiway H	H-2	**2000-Rehabilitation** (2" Overlay)	Unknown
Taxiway K	K-1	**2014-Original Construction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 21" Crushed Aggregate Base Course)	21" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course
Terminal Apron	TA-1	**1980-Assumed Original Construction**	Unknown
General Aviation Apron	GA-1	**1992-Assumed Original Construction**	Unknown
General Aviation Apron	GA-2	**2002**-Original Construction (1” Bituminous Surface Course, 2" Bituminous Base Course, 8" Crushed Aggregate Base Course)	8" Crushed Aggregate Base Course 2" Bituminous Base Course 1” Bituminous Surface Course
General Aviation Apron	GA-3	**2011-Reconstruction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 12" Crushed Aggregate Base Course)	12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course
General Aviation Apron	GA-4	**1983-Assumed Original Construction**	Unknown
General Aviation Apron	GA-5	**1980-Assumed Original Construction**	Unknown
General Aviation Apron	GA-6	**1980-Assumed Original Construction**	Unknown
General Aviation Apron	GA-7	**2011-Reconstruction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 12" Crushed Aggregate Base Course)	12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course

General Aviation Apron	GA-8	**2008-Reconstruction** (1-½" Bituminous Surface Course, 2-½" Bituminous Base Course, 12" Crushed Aggregate Base Course)	12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course
General Aviation Apron	GA-9	**1992-Rehabilitation** (1-½" Bituminous Surface Course)	Assumed: 12" Crushed Aggregate Base Course 2-½" Bituminous Base Course 1-½" Bituminous Surface Course
ARFF/SRE Apron	ARFF-1	**2020- Original Construction** (1-½" Bituminous Surface Course, 2-½" Bituminous Surface Course, 9" Crushed Aggregate Base Course)	9" Crushed Aggregate Base Course 2-½" Bituminous Surface Course 1-½" Bituminous Surface Course
Associated Aircraft Group Apron	AAG-1	**2002-Assumed Rehabilitation**	Unknown
Associated Aircraft Group Apron	AAG-2	**2008-Assumed Rehabilitation**	Unknown
Associated Aircraft Group Apron	AAG-3	**1980-Assumed Original Construction**	Unknown

*As part of the 2020 Airport Guidance Sign Replacements Project, new taxiway designations have been made. See table 3-2 for changes.

TABLE 3-2 – CHANGE IN TAXIWAY DESIGNATIONS

Old Taxiway Designation	New Taxiway Designation
Taxiway "A" East	Taxiway "A" Taxiway "A1"
Taxiway "A" West	Taxiway "A" Taxiway "A6"
Taxiway "B"	Taxiway "B" Taxiway "B1" Taxiway "B4"
Taxiway "B1"	Taxiway "C"
Taxiway "C"	Taxiway "B2"
Taxiway "D"	Taxiway "B3"
Taxiway "E"	Taxiway "A2"
Taxiway "F"	Taxiway "A3"
Taxiway "G"	Taxiway "A4"
Taxiway "H"	Taxiway "A5"

4. PAVEMENT INVENTORY AND NETWORK DEFINITION

Based on the contents of the pavement inventory, including the pavement use, surface type, structural composition, the network of airside pavements was divided into smaller, more manageable components for inspection and maintenance management purposes. A description of the three network components is provided below.

a. **Branches** - defined as any identifiable part of the pavement network which is a single entity and has a distinct function. For the Hudson Valley Regional Airport, individual branches were identified for the Runway, Taxiways and Aprons.

b. **Sections** - defined as pavement segments of similar structure, age and use.

c. **Sample Units** - defined as a convenient area of a pavement section which is designated only for the purpose of pavement inspection. For bituminous concrete airfield pavements, ASTM D5340-12 recommends that sample unit areas should measure 5,000 sq. ft. with a tolerance of +/- 2,000 sq. ft. For PCC pavements, sample units are defined by slabs rather than by area. Each sample should have between 12 and 28 slabs, with a target number of 20 slabs.

Pavement Condition Plans showing the Branches, Sections and Sample Units are included in Appendix A.

5. PAVEMENT CONDITION SURVEY AND RATING PROCEDURE

5.1 Overview

The most useful feature of an effective APMS is the ability to determine both the current condition of a pavement network and predict pavement condition over a specified time period. To predict conditions reliably, an objective, repeatable rating system for identifying the pavement's present condition must be used. The Pavement Condition Index (PCI) Rating System, developed by the FAA and the United States Army Construction Engineering Research Laboratory (CERL), is widely accepted for use on airfield pavements.

The PCI procedures, described in FAA Advisory Circular 150/5380-7B and ASTM D5340, were utilized for this survey.

The PCI is a numerical pavement condition rating ranging from 0 to 100, with 0 indicating a failed pavement and 100 indicating a pavement in perfect condition. Table 5-1 shows the relationship between PCI and a descriptive rating of conditions.

Table 5-1

PCI Numerical Ratings

PCI Range	Description
100 to 86	Good
85 to 71	Satisfactory
70 to 56	Fair
55 to 41	Poor
40 to 26	Very Poor
25 to 11	Serious
10 to 0	Failed

The PCI is calculated based on the results of a visual condition survey in which distress types, severity, and quantities are identified. For flexible pavements, ASTM D5340 Standard Test Method for *Airport Pavement Condition Index Surveys* identifies seventeen distinct distress types that are commonly considered. For rigid pavements, sixteen distinct distresses are commonly considered. The PAVER™ software program utilizes coding that is synonymous with the particular distress. See summary of distresses and respective coding for flexible and rigid pavements in Table 5-2 and Table 5-3.

Table 5-2
Flexible Pavement Distress Types

PAVER™ Distress Code No.	DISTRESS TYPE	PAVER™ Distress Code No.	DISTRESS TYPE
41	Alligator or Fatigue Cracking	49	Oil Spill Damage
42	Bleeding	50	Patching and Utility Cut Patch
43	Block Cracking	51	Polished Aggregate
44	Corrugation	52	Raveling
45	Depression	53	Rutting
46	Jet Blast Erosion	54	Shoving of Asphalt Pavement by PCC slabs
47	Joint Reflection Cracking from PCC (Longitudinal & Transverse)	55	Slippage Cracking
48	Longitudinal & Transverse Cracking (Non-PCC Reflection)	56	Swelling
		57	Weathering

Table 5-3
Rigid Pavement Distress Types

PAVER™ Distress Code No.	DISTRESS TYPE	PAVER™ Distress Code No.	DISTRESS TYPE
61	Blowup	69	Pumping
62	Corner Break	70	Scaling
63	Cracking	71	Settlement, Faulting
64	Durability (“D”) Cracking	72	Shattered Slab
65	Joint Seal Damage	73	Shrinkage Cracking
66	Patching, Small	74	Spalling, Joint
67	Patching, Large	75	Spalling, Corner
68	Popouts	76	Alkali-Silica Reactivity (ASR)

Distresses can be grouped into three major categories; Load-Related, Climate/Durability Related and Other. Load-Related distresses include Alligator Cracking, Raveling, Linear Cracking, Corner Breaks, and Shattered Slabs. Climate/Durability Related distresses include Block Cracking, Joint Reflection Cracking, Longitudinal & Transverse (L&T) Cracking, Patching, Raveling, Durability Cracking, and Joint Seal Damage. Other Related distresses include Bleeding, Corrugations, Depressions, Jet Blast Erosion, Oil Spillage, Polished Aggregate, Shoving, Slippage Cracking, Swelling, Patching, Popouts, Scaling, Faulting, Joint and Corner Spalling, and Alkali Silica Reactivity (ASR). PAVER™ considers the general condition of the pavement to determine which category each distress goes into when calculating the percentage of related distresses.

Field verification of the PCI inspection method has shown that the index gives a good indication of a pavement's structural integrity and operational condition. Also, analysis of the existing distress types in the pavement is necessary to enable accurate deterioration forecasts on which rehabilitation strategies can be based.

5.2 Calculation of PCI

The degree of pavement deterioration is a function of distress type, distress severity, and amount or density of particular distresses. Because of the large number of possible distress combinations, "deduct values" are used as a weighting factor to indicate the effect that each particular distress type, severity level, and distress density combination has on pavement condition. Based on input from field-testing and evaluating the procedure, accurate descriptions of distress types, severity levels, and the corresponding deduct values were derived so that a composite distress index (the PCI) could be determined. Deduct curves for all distress types and combinations of distresses are presented in ASTM D5340. PAVER™ software program incorporates these deduct curves for the distress types.

5.3 Pavement Inspection and Sampling Techniques

Research has shown that it is not necessary to inspect all sample units to obtain a representative PCI for the purpose of condition assessment and rehabilitation selection. The degree of confidence in the survey is a function of density (percentage of sample units inspected), total number of samples and the variability of pavement conditions. Based on industry standard practices, the minimum sampling schedule for asphalt and portland cement concrete pavements is shown in Table 5-4.

Table 5-4
Typical Recommended Sampling Density

Total Sample Units	Samples to be Inspected
1-5	1
6-10	2
11-15	3
16-40	4
Over 40	10%

The sampling guidelines in Table 5-4 were used for the pavement evaluation at Hudson Valley Regional Airport.

One of the limitations of random sampling is that sample units in exceptionally good condition or bad condition or containing atypical distresses that may exist in the Section are not necessarily included in the survey. To overcome this limitation, the inspectors identify any unusual sample units and inspect them as "additional sample units" rather than randomly selected units. When "additional sample units" are included in the survey, the calculation of the PCI is slightly altered to prevent extrapolation of the unusual conditions across the entire feature. This procedure is discussed in more detail in Advisory Circular 150/5380-7B. The sample units inspected are shown on the Pavement Branch Plans in Appendix A.

5.4 Layout Methodology

Throughout this report, there are references to sections and sample units. The Sections of each Branch are labeled using an alpha-numeric descriptor. To better understand where on the Branch the references are made, the following descriptions and methods of determining sections and sample units were used.

The letter portion of the Section descriptor designates a section on the Runway or, in the case of a Taxiway, it designates the associated Taxiway, (i.e. Section A-1 designates a section on Taxiway "A" and Section 6-24/1 designates a section on Runway 6-24).

The numeric portion of the Section descriptor designates a particular Section of pavement which has been identified as distinctive, based on construction history, pavement section and/or use of pavement. Sections are numbered consecutively for each Branch. Pavements with the same use, but with differing construction history and pavement cross section, are indicated by alpha-numeric descriptors, with the alpha descriptor before the hyphen indicating the use, and the number after the hyphen indicating areas within a sections with the differing construction history and pavement section, (i.e. Section GA-1 & GA-2 indicates the sections have the same use, but differ in construction history and pavement section).

In most cases, Sample Units are numbered from north to south or east to west. Sample Unit numbers are consecutive moving through the sections.

See Appendix A for the layout of the branches, sections and sample units.

After the selected sample units were inspected, PAVER™ ver. 7.0 software was used to calculate the Sample Unit PCI and the PCI for each Section.

6. RESULTS OF PAVEMENT CONDITION SURVEY

Appendix A contains Pavement Condition Plans illustrating the PCI associated with each Section, the number of Sample Units inspected for each Section, the total number of Sample Units in each Section and the PCI for each Sample Unit inspected. The PCI Reports showing the mean PCI for each Section are included in Table B-1 of Appendix B. The results of the field inspection for each Sample Unit showing distress types, severity levels and quantities, the Section PCI, are included in Table B-2 of Appendix B. Field inspection photographs, are located in Appendix C (submitted electronically). Photographs of typical pavement distresses are provided in Appendix D.

A general description of each pavement Section is shown below. The tables highlight the area-weighted PCI of the section, the associated distress types and severities, and what the percent deducts are due to.

6.1 Runway 6-24

Runway 6-24 Branch "RW"					
Section	**2020 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
6-24/1	77	0	100	0	L&T Cracking (L) Weathering (L)

6.2 Runway 15-33

Runway 15-33 Branch "RW"					
Section	**2020 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
15-33/1	74	0	100	0	L&T Cracking (L,M) Weathering (L)
15-33/2	83	0	100	0	L&T Cracking (L,M) Weathering (L)

6.3 Taxiway A and newly A1 & A6

Taxiway A Branch "TW"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
A-1	73	0	100	0	L&T Cracking (L,M,H) Weathering (L)
A-2	74	0	100	0	L&T Cracking (L,M) Weathering (L)
A-3	60	82	4	14	Corner Spall (M) Joint Seal Damage (L) Joint Spall (L,M) Linear Crack (L,M,H) Shattered Slab (M) Small Patch (L)
A-4	76	0	100	0	L&T Cracking (L,M) Weathering (L)
A-5	94	0	100	0	Weathering (L)
A-6	52	75	3	22	Corner Break (L,M) Corner Spall (L) Linear Crack (L,M) Joint Seal Damage (L) Joint Spall (M) Small Patch (M)
A-7	96	0	100	0	L&T Cracking (L)

6.4 Taxiway B and newly B1 & B6

Taxiway B Branch "TW"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
B-1	70	0	100	0	L&T Cracking (L,M) Raveling (H) Weathering (L)
B-2	78	92	8	0	Linear Crack (L,M) Joint Seal Damage (L)
B-3	97	0	100	0	L&T Cracking (L)
B-4	87	0	100	0	L&T Cracking (L) Weathering (L)
B-5	54	57	22	21	Corner Spall (L) Linear Crack (M) Joint Seal Damage (H) Joint Spall (L)

6.5 Taxiway C (Formerly B1)

Taxiway B1 Branch "TW"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
B1-1	28	48	52	0	Alligator Cracking (M) L&T Cracking (L,M) Patching (M) Weathering (M)

6.6 Taxiway B2 (Formerly C)

Taxiway C Branch "TW"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
C-1	84	0	100	0	L&T Cracking (L) Weathering (L)
C-2	97	0	100	0	L&T Cracking (L)

6.7 Taxiway D and newly B3

Taxiway D Branch "TW"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
D-1	88	0	100	0	L&T Cracking (L,M)
D-2	95	0	100	0	L&T Cracking (L)

6.8 Taxiway E and newly A2

Taxiway E Branch "TW"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
E-1	88	0	100	0	L&T Cracking (L) Weathering (L)
E-2	53	90	3	7	Corner Spall (L) Linear Crack (L,M) Joint Seal Damage (L) Shattered Slab (L) Small Patch (L)
E-3	52	0	100	0	L&T Cracking (L,M,H) Patching (L) Weathering (L)

6.9 Taxiway F and newly A3

Taxiway F Branch "TW"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
F-1	90	0	100	0	L&T Cracking (L) Weathering (L)
F-2	41	79	8	13	Corner Break (M) Corner Spall (L) Linear Crack (L,M) Joint Seal Damage (M) Joint Spall (L,M) Shattered Slab (L,M) Small Patch (M)
F-3	65	0	100	0	L&T Cracking (L,M) Weathering (L)

6.10 Taxiway G and newly A4

Taxiway G Branch "TW"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
G-1	63	30	70	0	Alligator Cracking (M) L&T Cracking (L,M) Weathering (L)
G-2	76	0	100	0	L&T Cracking (L,M) Weathering (L)
G-3	89	0	100	0	L&T Cracking (L) Weathering (L)
G-4	39	62	0	38	Corner Break (M) Corner Spall (L,M) Linear Crack (L,M) Joint Spall (L,M) Small Patch (L)

6.11 Taxiway A5 (formerly H)

Taxiway H Branch "TW"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
H-1	82	0	100	0	L&T Cracking (L) Weathering (L)
H-2	72	0	97	3	L&T Cracking (L,M) Swelling (L) Weathering (L)

6.12 Taxiway K

Taxiway K Branch "TW"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
K-1	100	0	0	0	N/A

6.13 Terminal Apron

TA Apron Branch "Apron"					
Section	**2020 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
TA-1	60	0	91	9	Block Cracking (L) Depression (M) L&T Cracking (L,M) Patching (L)

6.14 General Aviation Apron

GA Apron Branch "Apron"					
Section	**2020 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
GA-1	76	30	70	0	Alligator Cracking (L) L&T Cracking (L,M)
GA-2	58	36	64	0	Alligator Cracking (L,M) Block Cracking (L,M) L&T Cracking (L,M,H) Patching (L,M)
GA-3	88	0	100	0	L&T Cracking (L,M)
GA-4	15	67	33	0	Alligator Cracking (M) L&T Cracking (L,M) Weathering (L)
GA-5	48	44	56	0	Alligator Cracking (M) L&T Cracking (L,M) Patching (L) Weathering (L)
GA-6	37	34	61	5	Alligator Cracking (M) Block Cracking (M) Depression (L,M) L&T Cracking (L,M) Weathering (M)
GA-7	95	0	100	0	L&T Cracking (L)
GA-8	94	0	100	0	L&T Cracking (L,M)
GA-9	51	44	56	0	Alligator Cracking (L,M) L&T Cracking (L,M,H) Patching (M) Raveling (L,M)

6.15 ARFF/SRE Access Apron

ARFF/ SRE Apron Branch "Apron"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
ARFF-1	100	0	0	0	N/A

6.16 Associated Aircraft Group Apron

AAG Apron Branch "Apron"					
Section	2020 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
AAG-1	57	0	100	0	L&T Cracking (L,M) Weathering (L)
AAG-2	78	0	100	0	L&T Cracking (L,M) Patching (L)
AAG-3	41	48	52	0	Alligator Cracking (H) Block Cracking (L) L&T Cracking (L,M) Weathering (L)

7. ENGINEERING ANALYSES

Engineering analyses were performed using the PAVER™ software program to provide the information needed to develop a 10-year pavement rehabilitation plan and budget. The methodology used and results of the analyses are described below.

7.1 APMS Customization

In order for an APMS to be a useful tool, it must reflect the policies, practices, and procedures of the agency using it. These factors must be taken into account during the analytical system development in order for the final product to reflect the decision process used by the agency. The PAVER™ program was customized during this task to reflect the conditions and policies under which the Hudson Valley Regional Airport operates. The customization involved the development of pavement performance models and the input of feasible repair types and unit costs. The repair types and unit costs were based upon information from previous projects.

7.2 Pavement Performance Models

Performance prediction models play an essential role in developing rehabilitation programs. The performance models are used within a pavement management system to predict pavement performance over time, helping to determine the appropriate time to apply rehabilitation to a section so that the benefits obtained from the expenditure are maximized. In addition, by projecting the rate at which the pavement condition will change over time, a meaningful life cycle cost analysis can be performed to compare the costs of different rehabilitation alternatives.

PAVER™ uses the "family" approach to pavement condition prediction modeling. The family modeling approach involves organizing the pavement network into groups of pavements based on factors such as pavement type, climate, and traffic. For example, asphalt concrete pavements that have never received an overlay and are subjected to heavy traffic may be grouped into a family. A constrained regression is then applied to the data set (pavement age versus current pavement condition index [PCI] value) to develop a deterioration curve for that family of pavements. The performance of an individual section can then be predicted by using a section's relative position to the family curve that represents it.

The following factors were investigated during the development of the Hudson Valley Regional Airport pavement performance models:

- surface type (asphalt concrete [AC], Portland cement concrete [PCC])
- pavement use (runways, taxiways and aprons)

Performance models were developed based on pavement surface type and use (i.e., runway vs. taxiway). These models should be updated whenever new pavement condition data is collected. Over time, as more data becomes available, it should be possible to further refine these models and to incorporate the consideration of other factors into their development.

7.3 Rehabilitation Analysis

Analysis Process

Using the customized PAVER™ program, a 10-year rehabilitation program was prepared for the Hudson Valley Regional Airport. The analysis was conducted considering an unconstrained budget, where the goal was to maintain minimum PCI levels, which were assigned as follows:

- Runways: PCI > 65
- Taxiways: PCI > 60
- Aprons: PCI > 55

Using PAVER™, an analysis was performed to identify and prioritize pavement rehabilitation needs at the Hudson Valley Regional Airport. The following process is used within PAVER™ to develop a pavement rehabilitation program:

1. PAVER™ calculates the PCI of all pavement sections for each analysis year by analyzing the last inspection data available and the pavement performance models developed for the pavement network.

2. PAVER™ compares each section's PCI in each analysis year with the "critical" PCI for that family of pavements. The critical PCI is the point at which pavement deterioration accelerates and preventive maintenance activities are no longer considered cost-effective. The critical PCI concept was developed by studying the results from the dynamic programming network optimization process and by performing life-cycle cost analyses on many projects nationwide. The critical PCI varies based on the type of pavement, pavement use, and other factors; generally, it is in the range of 50 to 70. During this project, a critical PCI of 65 was assigned to runways, a critical PCI of 60 to taxiways and a critical PCI of 55 to aprons.

3. If an apron or taxiway pavement section in a given analysis year has a PCI between 46-60 or between 51-65 for a runway pavement section, the section was considered for resurfacing. If an apron or taxiway pavement section in a given analysis year has a PCI of 45 and below, or 50 and below for a runway pavement section, the section was considered for reconstruction. If a pavement section PCI in a given analysis year is above these PCI values, it is assumed that only preventative maintenance activities will occur.

4. The initial output from PAVER™ was modified to ensure that the final program is a reasonable blueprint for the airport to follow in the future. This process consisted of 1) manually making recommendations for resurfacing and reconstructing pavement sections and 2) grouping logical projects together into common program years. Each of these activities is discussed further below.

7.4 Cost Estimates

Cost estimates were developed for the 10-year rehabilitation program. Listed below is a detailed list of items to be included in these estimates.

7.4.1 Mill & Overlay

- Milling of ± 3 inches of bituminous surface.
- 10 % area of reconstruction.
- Placement of emulsified asphalt tack coat.
- Construction of a 3-inch Bituminous Surface Course.
- Temporary and permanent pavement Markings.
- Grooving (primary runway).

7.4.2 Rehabilitation

- Removal of 4” of bituminous layer.
- Replacement of 6” of crushed aggregate course.
- Placement of a 2-inch Bituminous Base Course (P-401).
- Placement of emulsified asphalt tack coat.
- Placement of a 2-inch Bituminous Surface Course (P-401).
- Pavement Markings.

7.4.3 Reconstruction

- Removal of the existing pavement section to suitable grade.
- Regrading and compacting subgrade.
- Undercut unsuitable subgrade & fill with suitable material.
- Placement of separation geotextile.
- Construction of a 12-inch Crushed Stone Base Course.
- Construction of a 2-½-inch Bituminous Base Course (P-401).
- Placement of emulsified asphalt tack coat.
- Construction of a 1-½-inch Bituminous Surface Course (P-401).
- Pavement Markings.

The cost estimates were prepared in terms of 2020 dollars and utilizing daytime construction. In addition to the work described above, the costs include a contingency allowance and costs for Construction Administration/Inspection. The values in this table are not to be used for project cost estimating but are instead a relative value comparison in a case where actual project cost estimates are not available. For this study, detailed, project specific, cost breakdowns are provided in Appendix E for reference.

8. AIRPORT CAPITAL IMPROVEMENT PLAN

A ten-year Airport Capital Improvement Plan (ACIP) project list has been prepared based on the results of the recommended 10-Year Rehabilitation Program derived by the field survey. The resulting 10-year ACIP and cost estimates are summarized in Table 8-1. The cost estimates for the projects include work typical of pavement rehabilitation and reconstruction projects.

In addition to the 10-year ACIP, preventive maintenance is recommended as it is a cost effective method for extending the service life of a pavement. Based upon the results of the PCI inspection and the weather conditions experienced at this airport, it is recommended to implement a system of routine crack sealing of joints and cracks at a minimum of every 3 years. As budget restrictions may exist, the best course of action is to focus maintenance expenses on areas of pavement with PCI ratings of good or satisfactory, or pavements with PCI ratings that are above critical. Low severity joints and cracks should be monitored while medium severity joints and cracks should be sealed per the sealant manufacturer recommendations. This includes the use of backer rod where applicable.

The costs below may be used for planning and budgeting purposes. The actual extent and duration of maintenance will depend upon pavement conditions as revealed by periodic inspections by the Airport Operations Staff.

TABLE 8-1 – ACIP PROJECTS

PRIORITY	DESIGN GRANT YEAR	PROJECT	CONSTRUCTION GRANT YEAR	COST*
1	2020	Rehabilitation of Terminal Apron & TW connectors “E” and “F”	2022	$1,464,000
2	2022	TW “A” Rehabilitation	2024	$1,440,000
3	2023	Stub TWs “E”, “F” & “G” Reconstruction	2025	$807,000
4	2024	TW “G” Rehabilitation	2026	$707,000
5	2025	TW “B” Reconstruction	2027	$672,000
6	2026	Northwest GA Apron Rehabilitation	2028	$1,244,000
7	2027	Runway 6-24 Rehabilitation	2029	$4,805,000
8	2028	Southeast GA Apron Rehabilitation	2030	$1,367,000
9	2029	Northeast GA Apron Rehabilitation	2031	$1,177,000

PRIORITY	DESIGN GRANT YEAR	PROJECT	CONSTRUCTION GRANT YEAR	COST*
10	2030	Runway 15-33 Rehabilitation	2032	$2,701,000
				TOTAL: $16,384,000

*Costs are based on total construction and construction observation and administration costs with contingencies. Costs include pavement related items and do not include rehabilitation or replacement of edge lighting, Navaids or electrical infrastructure supporting these systems. An inflation rate of 2%/year was considered in this analysis. Detailed cost estimates are located in Appendix E.

9. PAVEMENT MANAGEMENT REQUIREMENTS

This report fulfills the FAA requirements to establish a Pavement Maintenance Management System to inventory airside pavements, store construction and maintenance history, document current pavement conditions and to identify pavement maintenance and rehabilitation needs. Further, the FAA requires that airport sponsors maintain the Airport Pavement Management System by performing the following activities:

1. Record all substantial maintenance and rehabilitation work performed on airside pavements;
2. Provide a convenient means for retrieval of the data recorded in step 1;
3. Perform periodic pavement condition inspections every 3 years if the PCI method of pavement inspection is used, or;
4. Perform periodic pavement condition inspections every year if a “non-PCI” method of pavement inspection is used.

C&S has developed a set of forms for recording pavement maintenance activities. The forms, provided in Appendix H, should provide a convenient means for Hudson Valley Regional Airport to record this data in such a way that it can be readily incorporated into any future APMS Report updates.

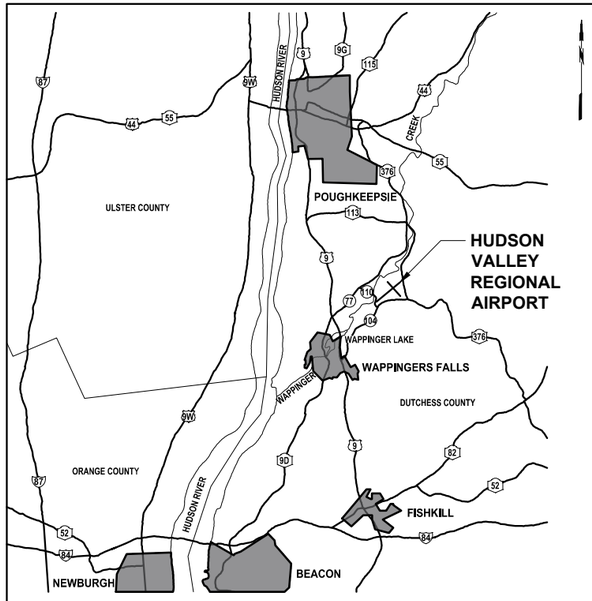
C&S recommends that Hudson Valley Regional Airport continue to utilize the PCI method of pavement inspection, as this method was used to develop this report. The PCI data should be loaded into the APMS and the ACIP and Maintenance and Repair Plan updated every 3 years. In addition, Hudson Valley Regional Airport should continue its periodic overview inspections of pavement conditions and perform isolated repairs to keep the pavement in a serviceable condition.

10. LIMITATIONS

The results of the pavement management study should be used as a guide in planning, prioritizing and budgeting pavement maintenance and rehabilitation. It should not be used an alternative to, nor replace, a detailed engineering evaluation of individual pavements scheduled for repair. It is essential that thorough engineering evaluations and investigations are completed to confirm the projects detailed in this report.

APPENDIX “A”

SECTION AND SAMPLE UNIT LAYOUT PLANS



LOCATION MAP
NOT TO SCALE

C&S COMPANIES

CONTRACT DRAWINGS FOR

AIRPORT MASTER PLAN - APMS

HUDSON VALLEY REGIONAL AIRPORT

HUDSON VALLEY REGIONAL AIRPORT

DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

FAA AIP PROJECT: 3-36-0100-052-2019

NYSDOT PROJECT: 8902.16

C&S PROJECT: 128.057.001

SHEET NO.	SHEET REFERENCE NO.	TITLE
1.	GI-001	TITLE SHEET
2.	G-101	KEY PLAN
3.	CS-101	PCI INSPECTION SHEET 1
4.	CS-102	PCI INSPECTION SHEET 2
5.	CS-103	PCI INSPECTION SHEET 3
6.	CS-104	PCI INSPECTION SHEET 4
7.	CS-105	PCI INSPECTION SHEET 5
8.	CS-106	PCI INSPECTION SHEET 6
9.	CS-107	PCI INSPECTION SHEET 7
10.	CS-108	PCI INSPECTION SHEET 8
11.	CS-109	PCI INSPECTION SHEET 9

DECEMBER 2020

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SHEET REFERENCE NO.
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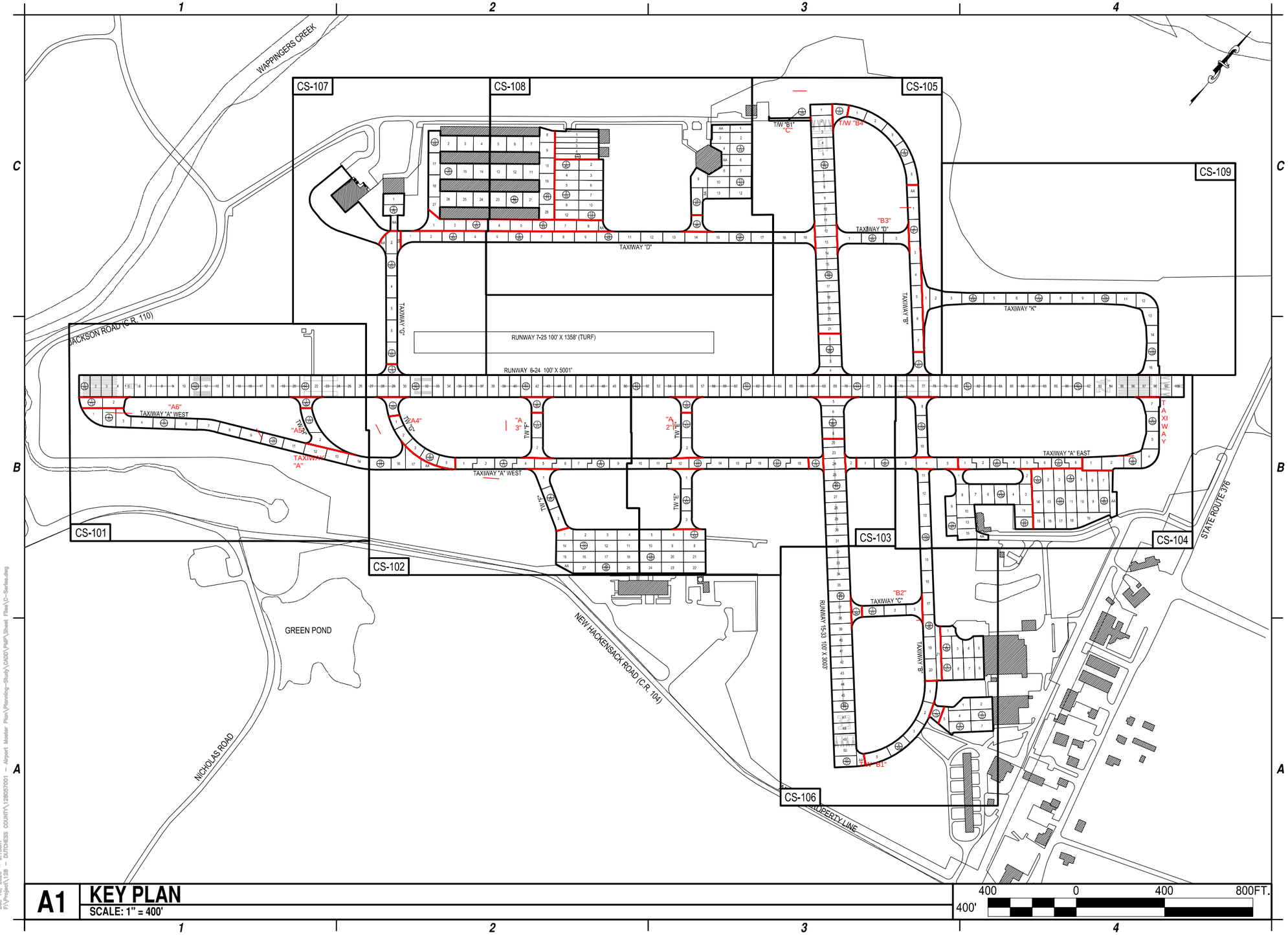

A1 KEY PLAN
SCALE: 1" = 400'

400 0 400 800FT.
400'

C&S COMPANIES
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

HUDSON VALLEY REGIONAL AIRPORT
AIRPORT MASTER PLAN
APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	128.057.001
DATE:	DECEMBER 2020
DRAWN BY:	M.M. KEHOE
DESIGNED BY:	
CHECKED BY:	

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KEY PLAN

G-101

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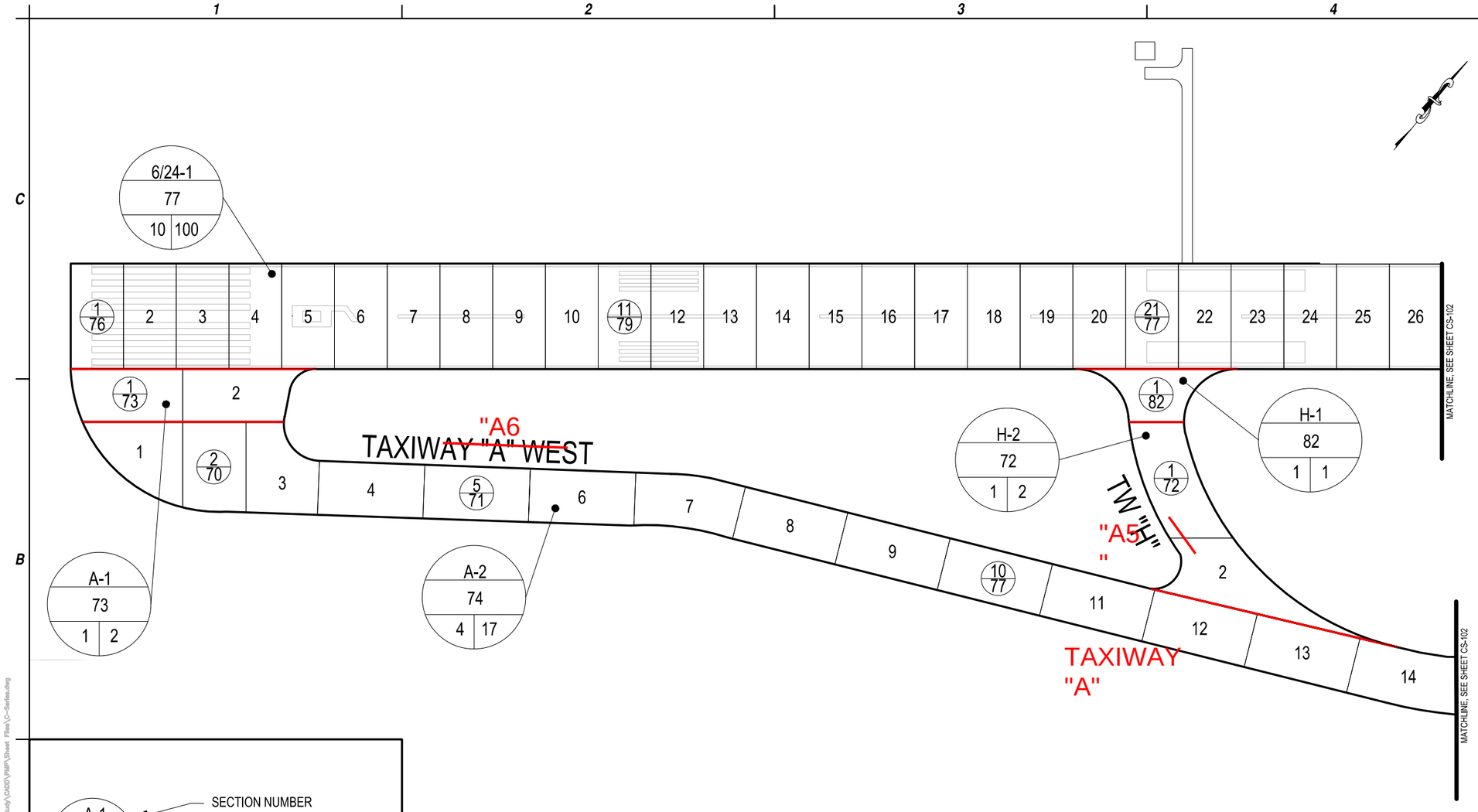

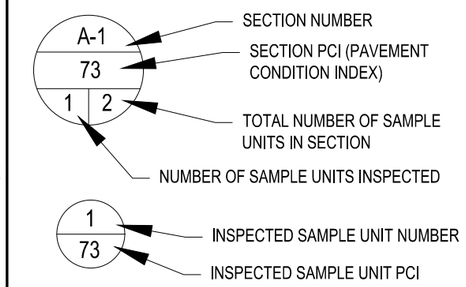

A1 LEGEND
SCALE: NOT TO SCALE

A2 PCI INSPECTION
SCALE: 1" = 100'

100 0 100 200FT.
100'

C&S COMPANIES
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

HUDSON VALLEY REGIONAL AIRPORT
AIRPORT MASTER PLAN
APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	128.057.001
DATE:	DECEMBER 2020
DRAWN BY:	M.M. KEHOE
DESIGNED BY:	
CHECKED BY:	

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PCI INSPECTION SHEET 1

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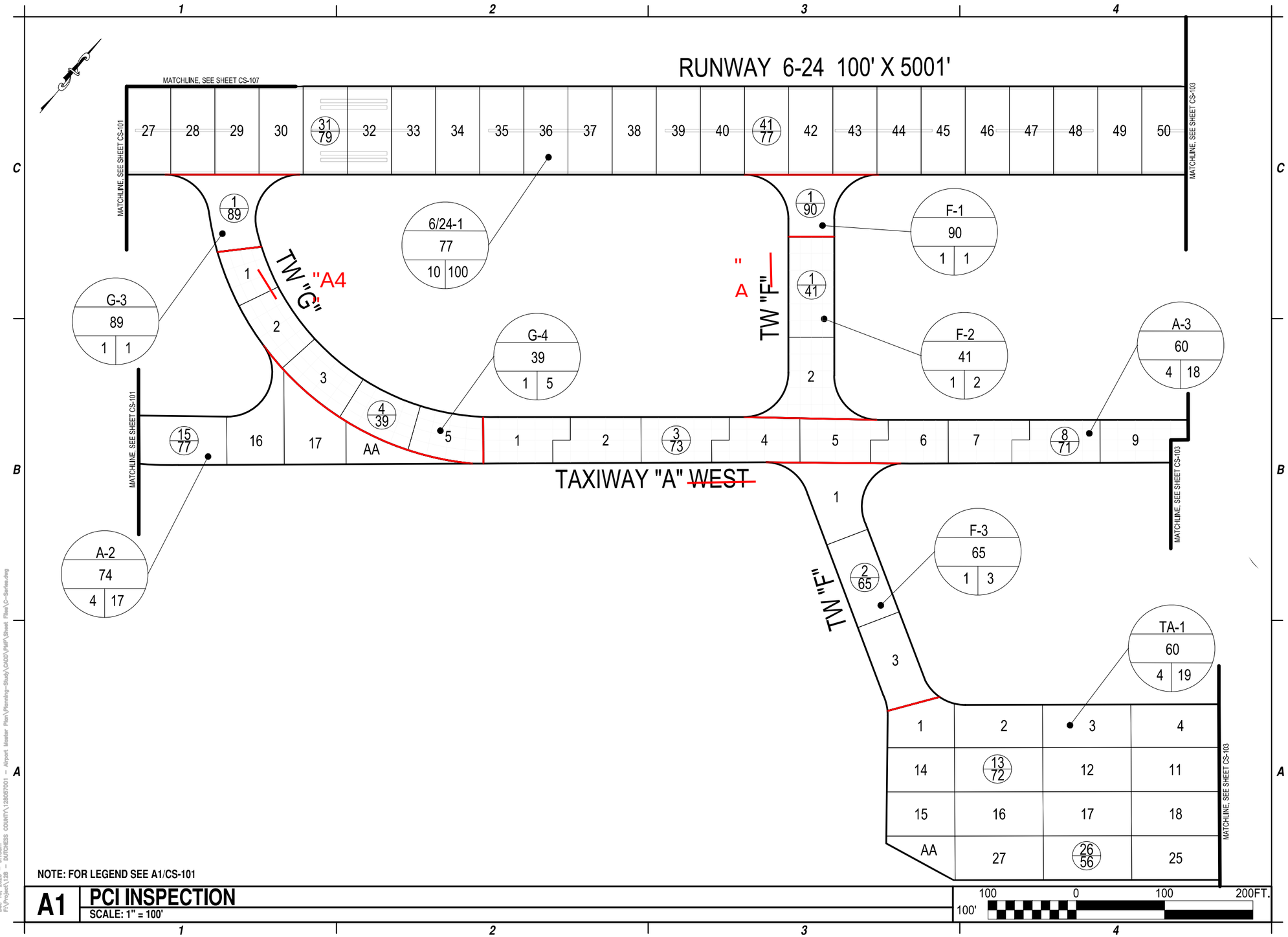

NOTE: FOR LEGEND SEE A1/CS-101

A1 PCI INSPECTION
SCALE: 1" = 100'

C&S COMPANIES
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

HUDSON VALLEY REGIONAL AIRPORT
AIRPORT MASTER PLAN
APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO: 128.057.001
DATE: DECEMBER 2020
DRAWN BY: M.M. KEHOE
DESIGNED BY:
CHECKED BY:

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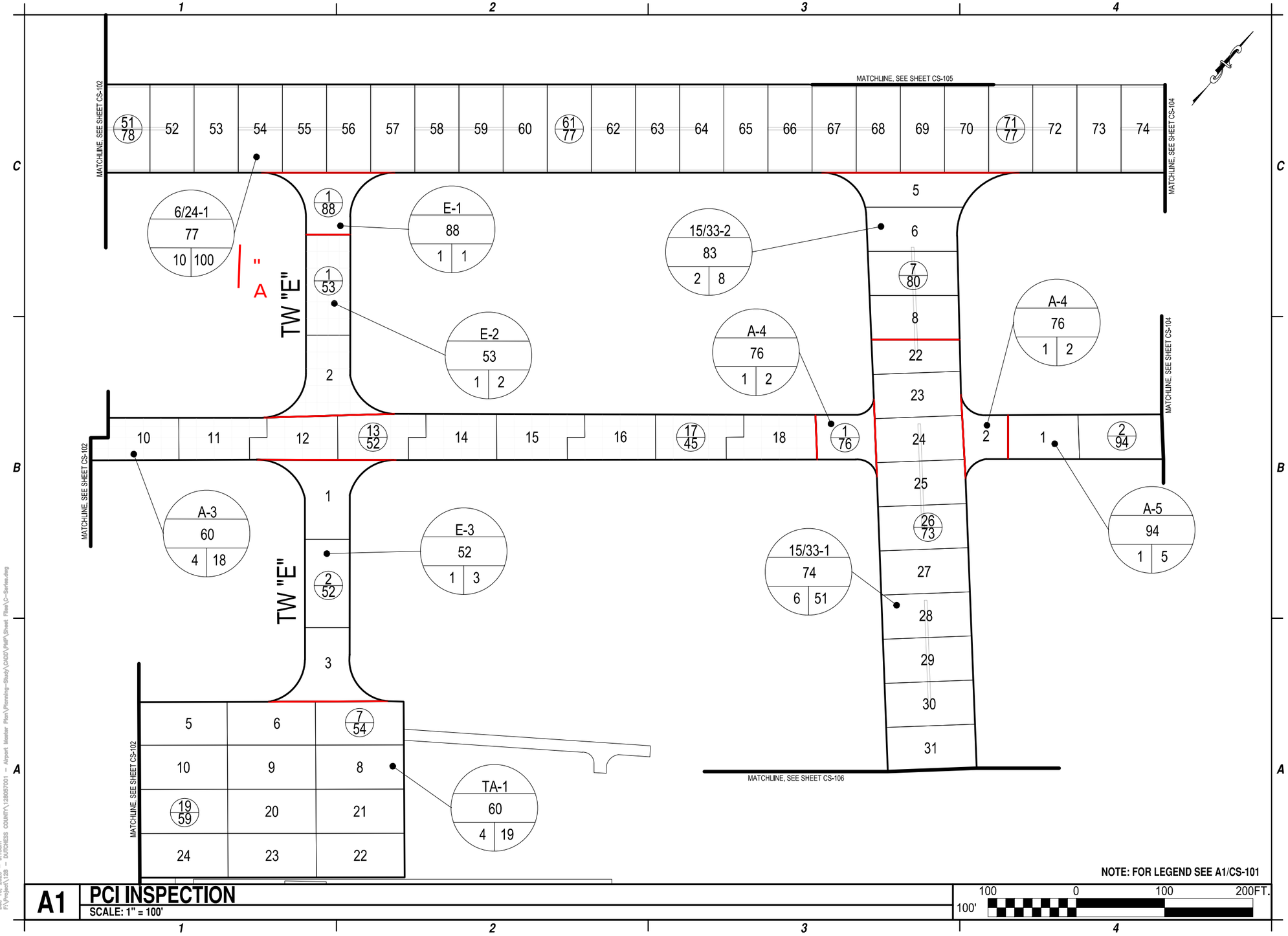

NOTE: FOR LEGEND SEE A1/CS-101

A1 PCI INSPECTION
SCALE: 1" = 100'

100' 100 0 100 200FT.

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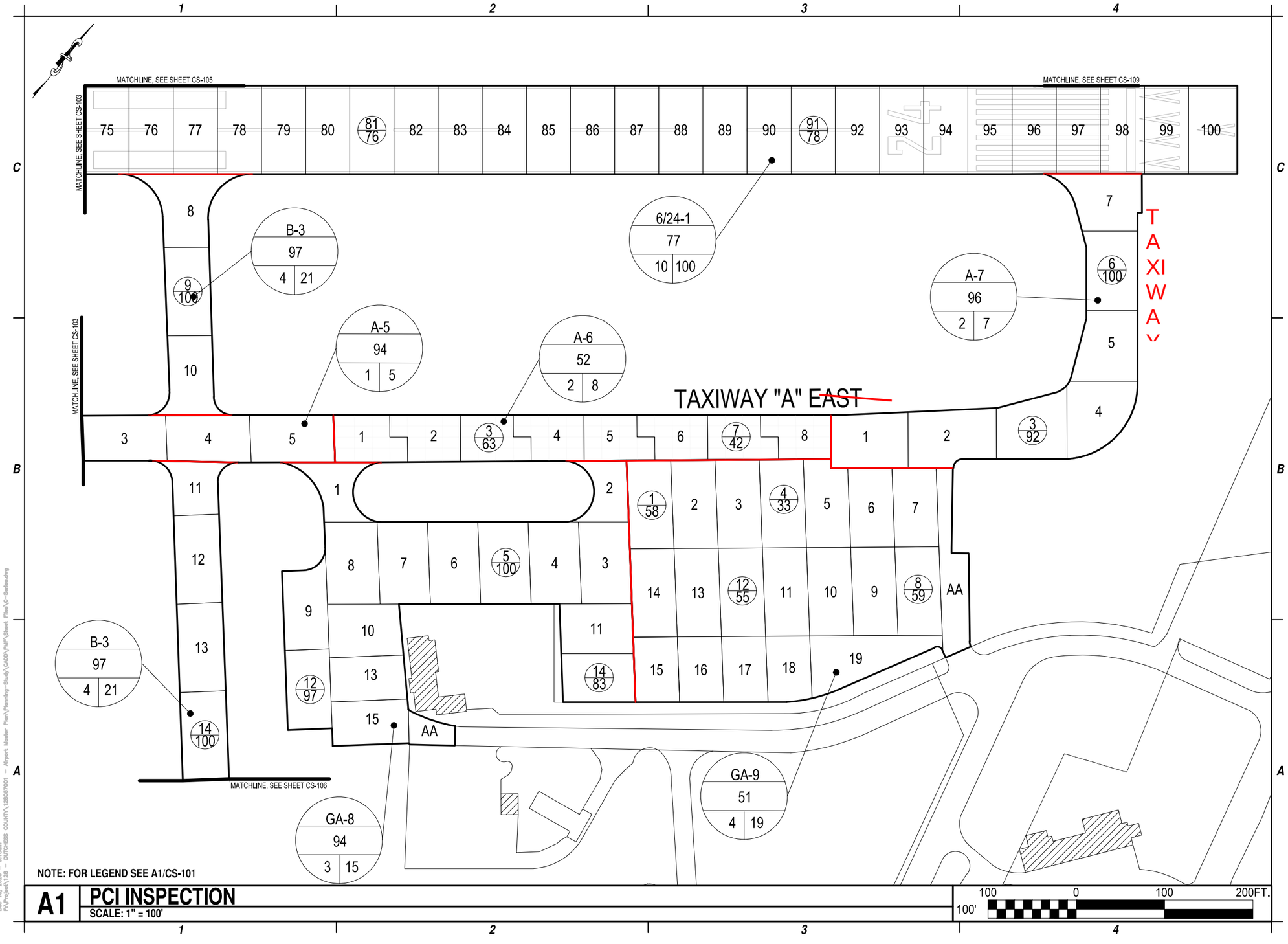

A1 PCI INSPECTION
SCALE: 1" = 100'

100 0 100 200FT.
100'

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499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
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Fax: 315-455-9667
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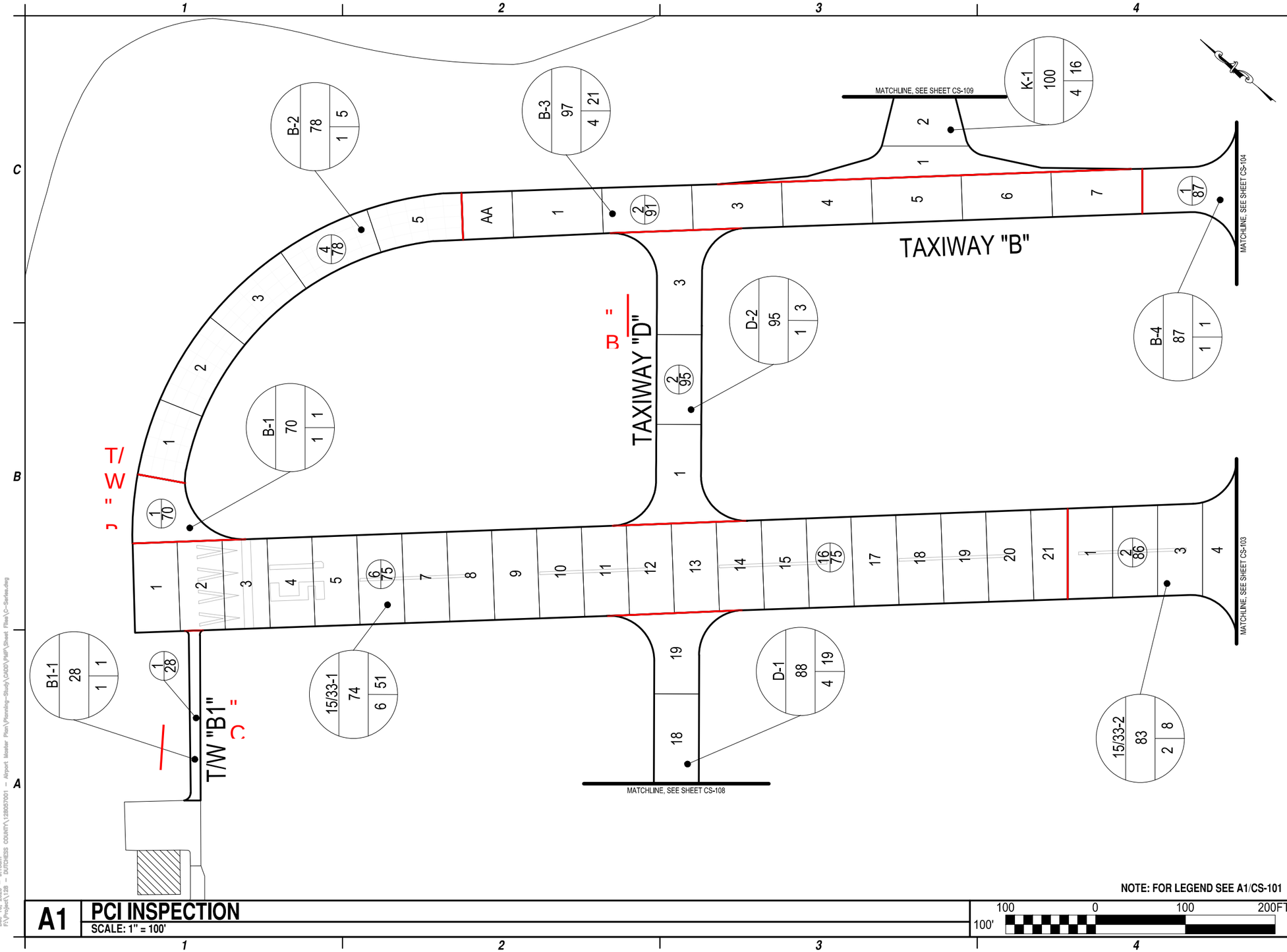

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499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

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APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

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		REVISIONS

PROJECT NO:	128.057.001
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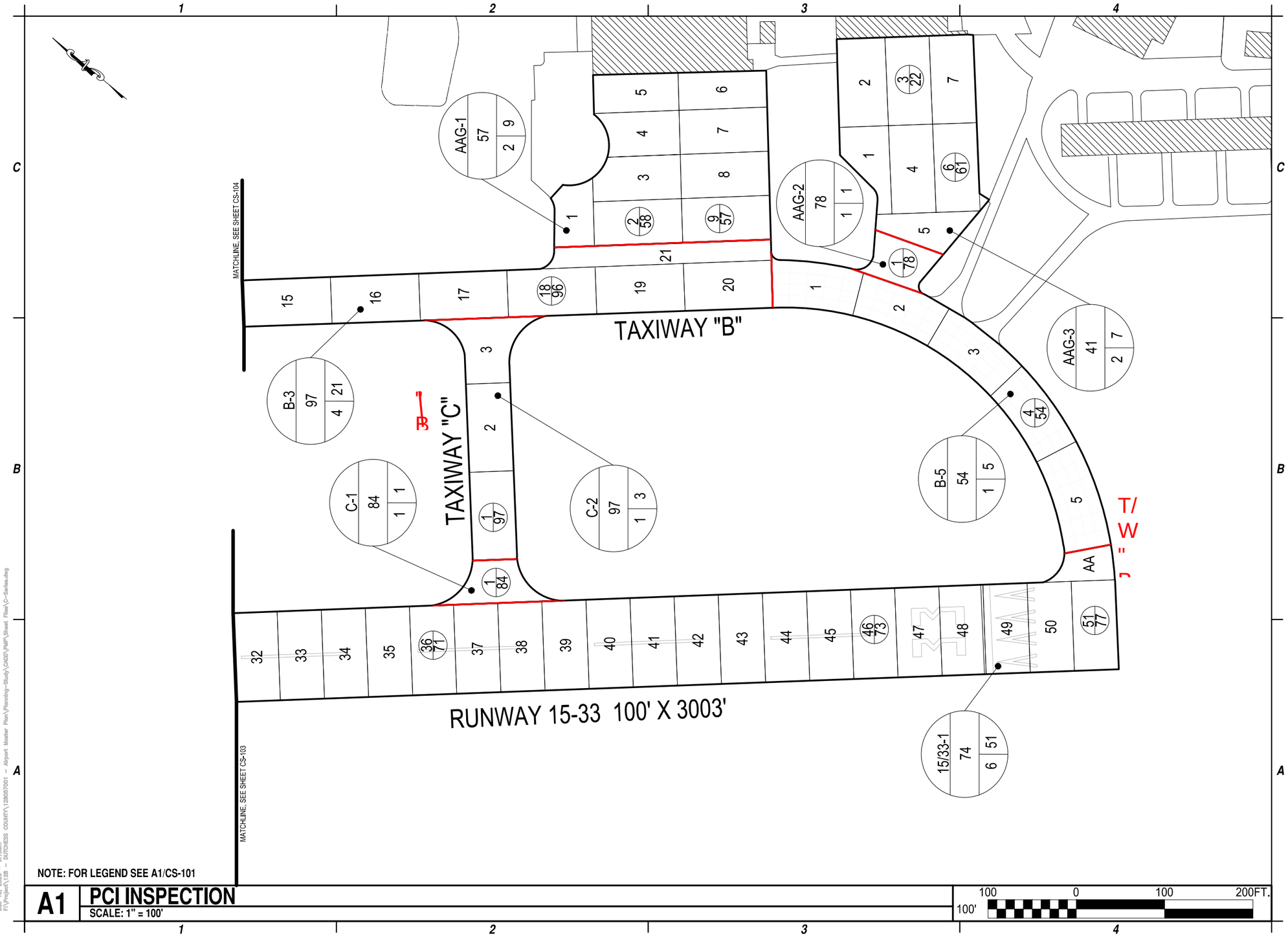

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C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

HUDSON VALLEY REGIONAL AIRPORT
AIRPORT MASTER PLAN
APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION

REVISIONS

PROJECT NO:	128.057.001
DATE:	DECEMBER 2020
DRAWN BY:	M.M. KEHOE
DESIGNED BY:	
CHECKED BY:	

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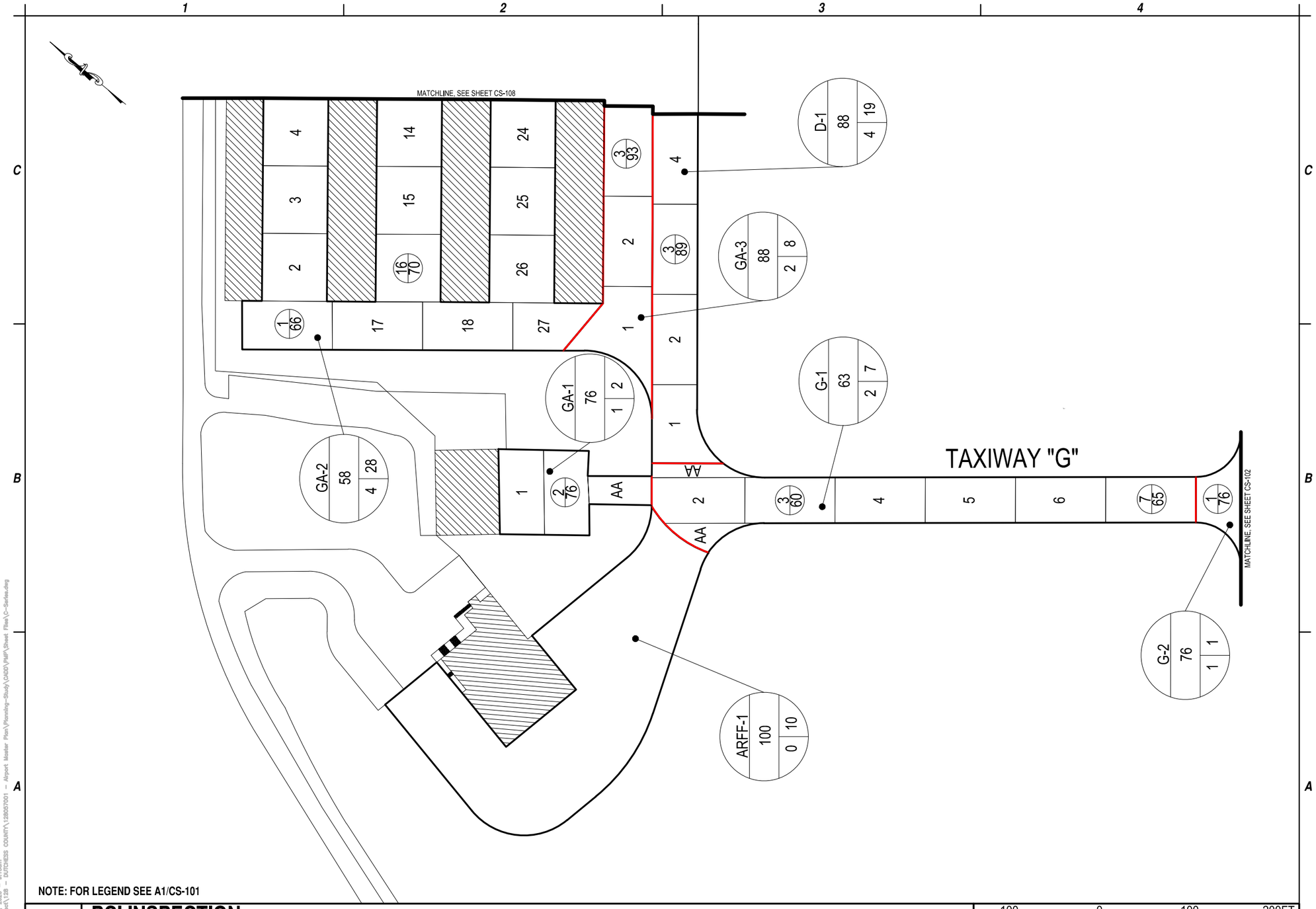

NOTE: FOR LEGEND SEE A1/CS-101

A1 PCI INSPECTION
SCALE: 1" = 100'

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100'

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499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
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Fax: 315-455-9667
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HUDSON VALLEY REGIONAL AIRPORT

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APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION
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DRAWN BY:	M.M. KEHOE
DESIGNED BY:	
CHECKED BY:	

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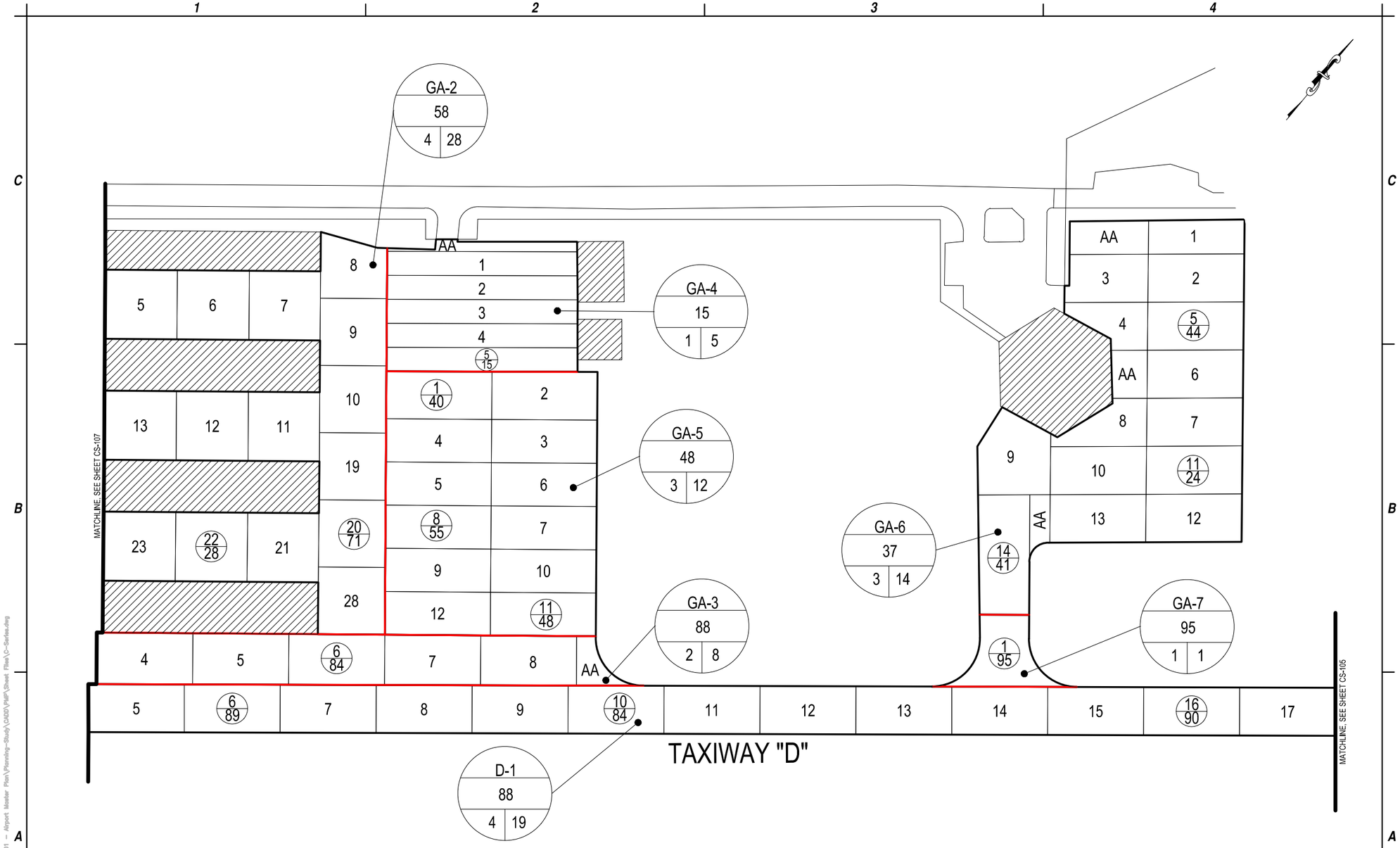

NOTE: FOR LEGEND SEE A1/CS-101

A1 PCI INSPECTION
SCALE: 1" = 100'

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C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

HUDSON VALLEY REGIONAL AIRPORT
AIRPORT MASTER PLAN
APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO:	128.057.001
DATE:	DECEMBER 2020
DRAWN BY:	M.M. KEHOE
DESIGNED BY:	
CHECKED BY:	

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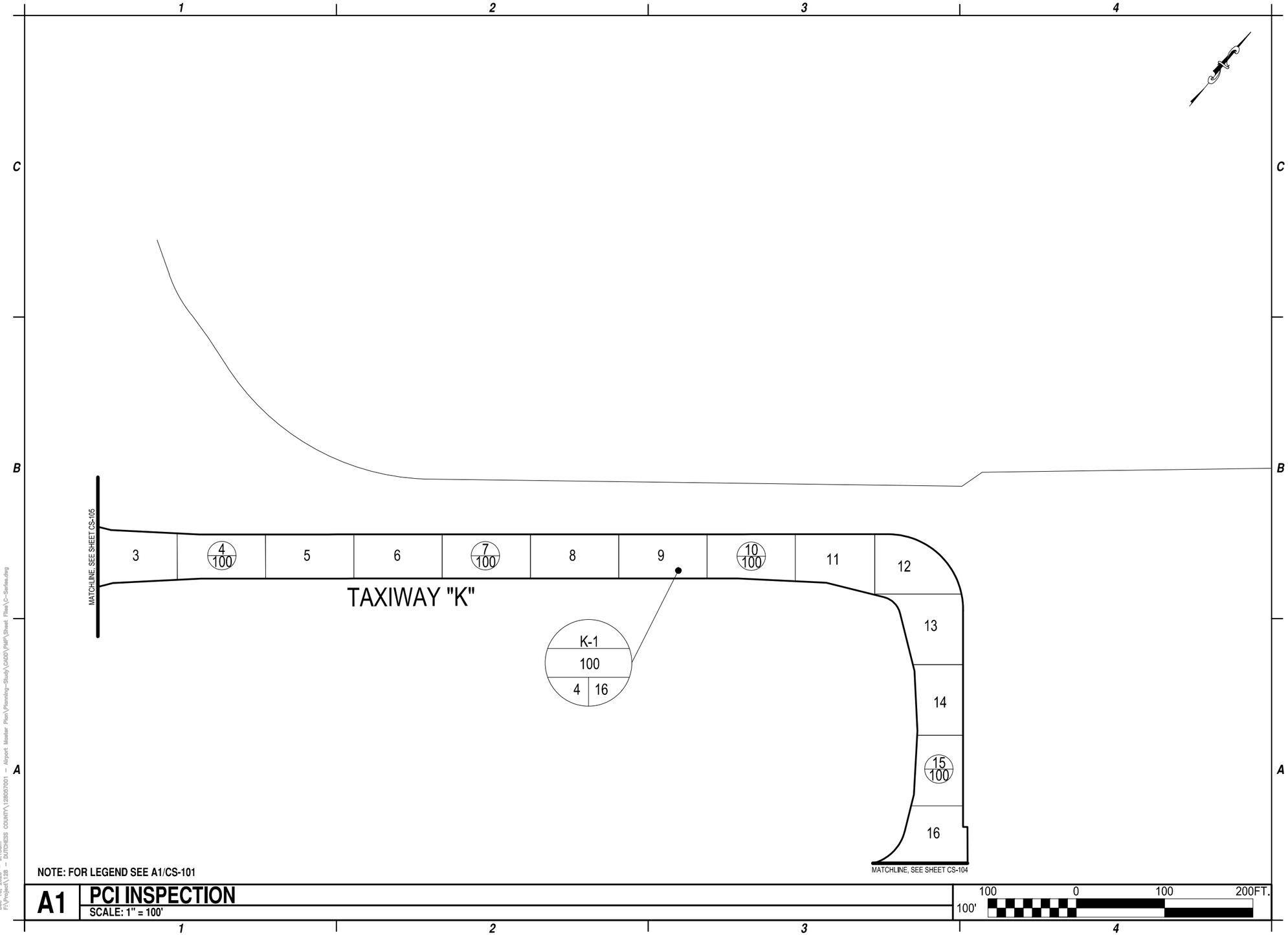

NOTE: FOR LEGEND SEE A1/CS-101

A1 PCI INSPECTION
SCALE: 1" = 100'

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100'

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C&S Engineers, Inc.
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Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

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AIRPORT MASTER PLAN
APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	128.057.001
DATE:	DECEMBER 2020
DRAWN BY:	M.M. KEHOE
DESIGNED BY:	
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Appendix G

Environmental Documentation

Environmental Scoping

Environmental Distribution List

(Distributed via email 5/8/2020 & 5/9/2020)

Sponsor

Mr. Robert H. Balkind, P.E.
Commissioner
Dutchess County Dept. of Public Works
626 Dutchess Turnpike
Poughkeepsie, NY 12603
Email: rbalkind@dutchessny.gov

Mr. Jeff Durand
Airport Operations Manager
Dutchess County Airport
263 New Hackensack Rd.
Wappingers Falls, NY 12590
Email: jdurand@dutchessny.gov

Mr. David Whelan
Deputy Commissioner
Dutchess County Dept. of Public Works
626 Dutchess Turnpike
Poughkeepsie, NY 12603
Email: dwhalen@dutchessny.gov

NEPA Lead Agency

Mr. Jonathan DeLaune
Environmental Specialist
Federal Aviation Administration
New York Airports District Office
1 Aviation Plaza, Rm 111
Jamaica, NY 11434
Email: jonathan.delaune@faa.gov

Federal Agencies

Ms. Lingard Knutson
Environmental Specialist
USEPA, Region 2
290 Broadway, 25th Floor
New York, NY 10007
Email: Knutson.Lingard@epa.gov

Ms. Robyn Niver
Field Supervisor
United States Department of Interior
Fish and Wildlife Service
3817 Luker Rd.
Cortland, NY 13045
Email: robyn_niver@fws.gov
Note: Initial project scoping will be completed with USFWS IPac System – no letter needed

Mr. Oscar Velez-Juarbe
District Conservationist
USDA NRCS
Millbrook Service Center
2715 Route 44
Millbrook, NY 12545-5566
Email: oscar.velez-juarbe@ny.usda.gov

Col. David A. Caldwell
Commander and District Engineer
U.S. Army Corps of Engineers
New York District
ATTN: Regulatory Branch, Room 1937
26 Federal Plaza
New York, NY 10278-009
Email via NY District Office:
cenan.publicnotice@usace.army.mil

State Agencies

Mr. Erik Kulleseid
Commissioner
NYS OPRHP
Historic Preservation Field Services Bureau
Peebles Island State Park, PO Box 189
Waterford, NY 12188-0189
(Submit via CRIS)

Ms. Jackie Van Heusen
New York State Dept. of Transportation
Office of Integrated Modal Services, Aviation Bureau
50 Wolf Road, POD 54
Albany, NY 12232
Email: aviation@dot.ny.gov

Mr. Lance MacMillan, PE
Regional Director
NYSDOT, Region 8
Eleanor Roosevelt State Office Building
4 Burnett Boulevard
Poughkeepsie, NY 12603
Email at attention of:
Kathy.Dupilka@dot.ny.gov

NYS DEC
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor
Albany, NY 12233-4757
Email: NaturalHeritage@dec.ny.gov
Note: Initial project Scoping will be completed via email to NYNHP. Instructions available at: https://www.dec.ny.gov/animals/31181.html#How

Mr. John Petronella
Regional Permit Administrator
NYSDEC, Region 3
21 South Putt Corners Rd.
New Paltz, NY 12561-1620
Email: dep.r3@dec.ny.gov

Ms. Kelly Turturro
Regional Director
NYSDEC, Region 3
21 South Putt Corners Rd.
New Paltz, NY 12561-1696
Email: Kelly.turturro@dec.ny.gov

Mr. Richard A. Ball
Commissioner
NYS Dept. of Agriculture and Markets
10B Airline Drive
Albany, NY 12235
Email: richard.ball@agriculture.ny.gov

Regional/Local Agencies

Mr. Eoin Wrafter, Commissioner
Dutchess County
Dept. of Planning & Development
27 High Street,
Poughkeepsie, NY 12601
Email: plandev@dutchessny.gov

Mr. Brian Scoralick
Executive Director
Dutchess County SWCD
2715 Rt. 44 Suite 3
Millbrook, NY 12545
Email: brian.scoralick@ny.nacdnet.net

Mr. Richard Thurston, Supervisor
Town of Wappinger
20 Middlebush Road
Wappingers Falls, NY 12590
Email via Sandra Vacchio, Secretary to the Supervisor: svacchio@townofwappinger.us

Mr. Bruce Flower, Chairman
Town of Wappinger Planning Board
20 Middlebush Road
Wappingers Falls, NY 12590
Email via Bea Ogunti, Planning & Zoning Board of Appeals Secretary:
bogunti@townofwappingerny.gov

Mr. Stephen MacAvery, Chairman
Dutchess County EMC
c/o Cornell Cooperative Extension
Dutchess County
Environment and Energy Program
2715 Route 44
Millbrook, NY 12545
Email: smacavery2@live.com

Mr. Jay Baisley
Town Supervisor
Town of Poughkeepsie
1 Overocker Rd.
Poughkeepsie, NY 12603
Email: jbaisley@townofpoughkeepsie-ny.gov

<<<Date>>>
<<<Name>>>
<<<Business Address>>>

Re: Hudson Valley Regional Airport
Airport Master Plan
Wappingers Falls, NY 12590

File: 128.057.001

Dear <<<Name>>>:

On behalf of Dutchess County, C&S Engineers, Inc. is preparing an Airport Master Plan for the Hudson Valley Regional Airport in Wappingers Falls, New York. An important task in the Airport Master Plan will be to identify and characterize sensitive environmental areas within the airport property and surrounding community. This effort will assist our planners to make environmentally sound recommendations for the future development of the Airport as well as support the baseline information for subsequent environmental review requirements at the federal and state level for specific proposed airport projects.

Attached please find a vicinity map of the Airport. We would like to request your assistance in providing us with information you possess regarding any of the Environmental Resource Impact Categories listed on the following page within the next 30 days. The categories were derived from the Federal Aviation Administration Order 1050.1E, *Environmental Impacts: Policies and Procedures*. If you have data stored in your geographic information system, please guide us on how we may best use your mapping resources for our study.

The best way to contact me is via email at seibert@cscos.com or at (215) 709-4340. Here is my address for written correspondence:

C&S Companies
Attn: Shannon Eibert
1500 Market Street
Suite 2410W
Philadelphia, PA
19102

The potential impact categories are:

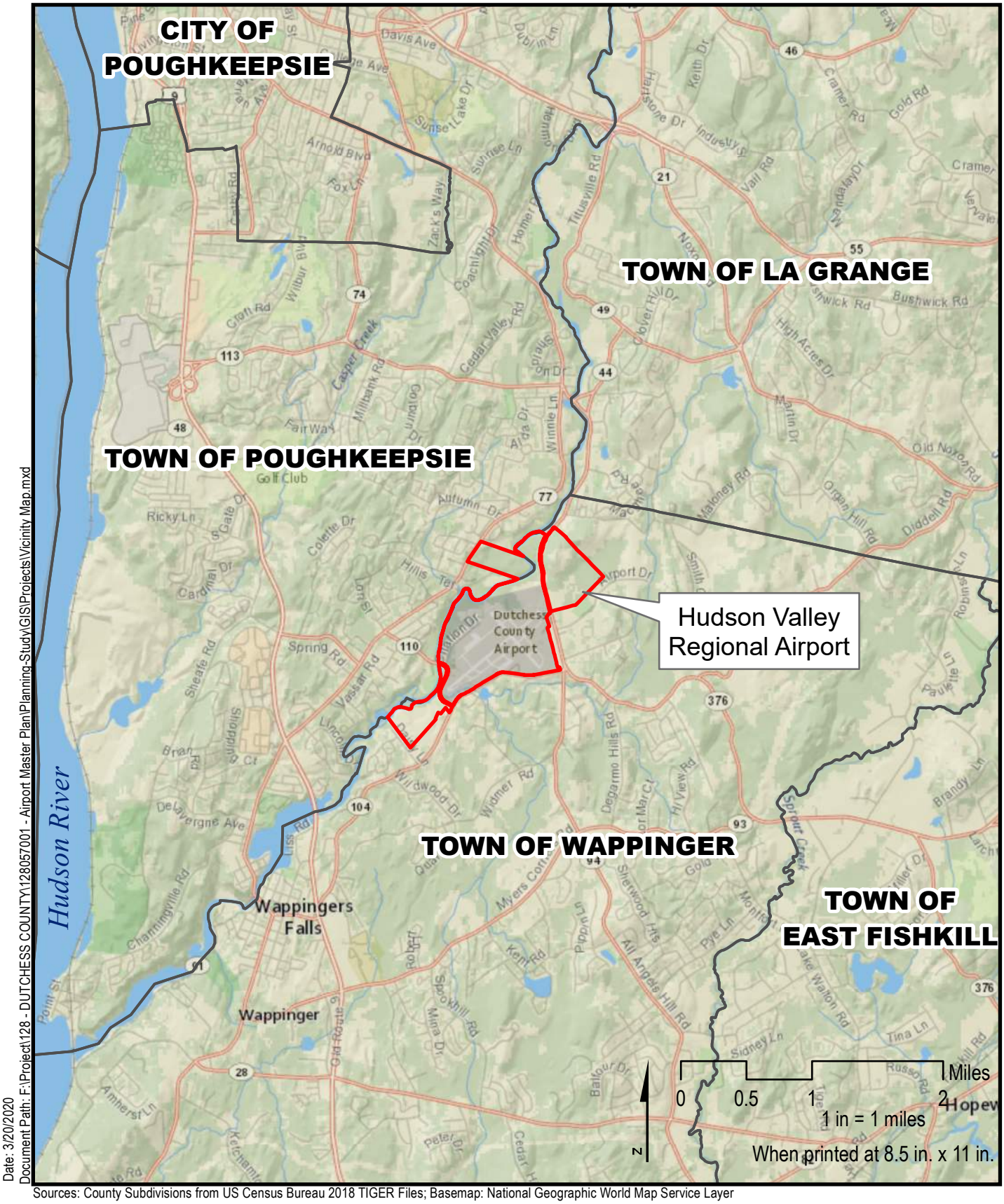
- Air Quality
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Department of Transportation Act: Sec. 4(f)
- Farmlands
- Fish, Wildlife, and Plants
- Floodplains
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historical, Architectural, Archeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Noise
- Secondary (Induced) Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Water Quality
- Wetlands
- Wild and Scenic Rivers

Thank you for your assistance.

Very truly yours,
C&S ENGINEERS, INC.

Shannon Eibert
Senior Consultant, Aviation Planning

Attached: Airport Vicinity Map



Date: 3/20/2020
Document Path: F:\Project\128 - DUTCHESS COUNTY\1128057001 - Airport Master Plan\Planning-Study\GIS\Projects\Vicinity Map.mxd

Sources: County Subdivisions from US Census Bureau 2018 TIGER Files; Basemap: National Geographic World Map Service Layer

HUDSON VALLEY REGIONAL AIRPORT

C&S COMPANIES

Vicinity Map

Hudson Valley Regional Airport
Airport Master Plan

Figure 2.3

From:	Michael Welti
To:	Shannon Eibert
Subject:	FW: Hudson Valley Regional Airport Master Plan - Request for Environmental Resource Information
Date:	Monday, May 11, 2020 3:26:05 PM
Attachments:	Vicinity Map.pdf POU Scoping Letter - Baisley.pdf

Hello Shannon.

I suggest that you reach out to the Dutchess County Department of Planning for the information you are looking for. They should have most of the GIS data requested and can provide it for both municipalities.

If you have additional questions, please let me know.

Mike

Michael A. Welti, AICP
Director of Municipal Development

Town of Poughkeepsie
One Overocker Road
Poughkeepsie, NY 12603
Phone: (845) 485-3657 | Fax: (845) 486-7885
mwelti@townofpoughkeepsie-ny.gov

From: Jay Baisley
Sent: Monday, May 11, 2020 2:46 PM
To: Michael Welti
Subject: FW: Hudson Valley Regional Airport Master Plan - Request for Environmental Resource Information

Mike,
Could you have someone send this required information .

Jon J. Baisley
Town of Poughkeepsie Supervisor
1 Overocker Road
Poughkeepsie, NY 12603
jbaisley@townofpoughkeepsie-ny.gov
Phone: 1-845-485-3607
Fax: 1-845-485-3701

May 12, 2020

Shannon Eibert
C & S Engineers
1500 Market Street
Suite 2410W
Philadelphia, PA 19102

RE: Hudson Valley Regional Airport, Airport Master Plan, Wappingers Falls, N.Y.

Dear Ms. Eibert:

The U.S. Environmental Protection Agency (EPA) received your letter dated May 11, 2020 requesting any information EPA has on the environmental resources, near the Town of Wappinger Falls, New York. The information requested is to be used in the preparation of an Airport Master Plan for the Hudson Valley Regional Airport in Wappingers Falls, New York.

While regional EPA staff are unfamiliar with specific information for the area, we recommend that you utilize EPA's online mapping tool, NEPAssist, located on the web at https://www.epa.gov/nepa/nepassist. NEPAssist facilitates the environmental review process and project planning in relation to environmental considerations. The web-based application draws environmental data dynamically from EPA Geographic Information System databases and web services and provides immediate screening of environmental assessment indicators for a user defined area of interest. EPA notes that there is an impaired stream west of the airport, several wetlands in the area, and that the edge of the airport property in flood hazard areas as designated by the Federal Emergency Management Agency. If you have any other questions, please contact Lingard Knutson at (212) 637-3747 or Knutson.lingard@epa.gov.

Sincerely,

Mark Austin, Team Leader
Environmental Review Team

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
Phone: (607) 753-9334 Fax: (607) 753-9699
Email Address: fw5es_nyfo@fws.gov

In Reply Refer To: 07/10/2024 20:23:55 UTC
Project Code: 2024-0114363
Project Name: POU AMP

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

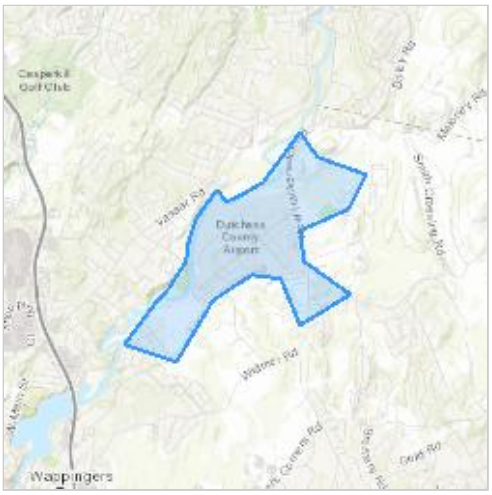
This species list is provided by:

New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
(607) 753-9334

PROJECT SUMMARY

Project Code: 2024-0114363
Project Name: POU AMP
Project Type: Airport - Maintenance/Modification
Project Description: master plan env. review
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.6261095,-73.88456520782191,14z



Counties: Dutchess County, New York

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

REPTILES

NAME	STATUS
Bog Turtle *Glyptemys muhlenbergii* Population: Wherever found, except GA, NC, SC, TN, VA No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6962	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

From:	Wolfanger, Kathleen (DOT)
To:	Shannon Eibert; Gayle McKee
Cc:	Dupilka, Kathy (DOT); Macmillan, Lance (DOT); Schaefer, Michael (DOT)
Subject:	Re: Hudson Valley Regional Airport Master Plan - Request for Environmental Resource Information
Date:	Tuesday, May 12, 2020 2:05:30 PM
Attachments:	[redacted].pdf [redacted].pdf

Good afternoon Ms. Eibert,

Mr. MacMillan asked me to respond to your inquiry.

NYSDOT doesn't have any proprietary GIS data to share for this effort, the data we would use is all publicly available data found online. Two valuable resources for GIS information are:

- NYSDEC environmental resource mapper https://gisservices.dec.ny.gov/gis/erm/
- NYSHPO's Cultural Resource Information System (CRIS) https://cris.parks.ny.gov/Login.aspx?ReturnUrl=%2f

We look forward to being a cooperating agency during the SEQR process.

Kathleen Wolfanger
Regional Environmental Contact

New York State Department of Transportation, Hudson Valley
4 Burnett Boulevard, Poughkeepsie, NY 12603
(845) 431-2317 | kathleen.wolfanger@dot.ny.gov
www.dot.ny.gov

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

From: Shannon Eibert <SEibert@cscos.com>
Sent: Monday, May 11, 2020 3:18 PM
To: Dupilka, Kathy (DOT) <Kathy.Dupilka@dot.ny.gov>
Cc: Gayle McKee <gmckee@cscos.com>
Subject: Hudson Valley Regional Airport Master Plan - Request for Environmental Resource Information

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Ms. Dupilka:

We spoke on the phone last week regarding an email address for correspondence. Please assist with the below if you are able or please forward this email to Mr. Lance MacMillan as he is our usual point of contact regarding requests for environmental resource information.

On behalf of Dutchess County, C&S Engineers, Inc. is preparing an Airport Master Plan for

From:	Littrell, Judy (AGRICULTURE)
To:	Shannon Eibert
Subject:	Hudson Valley Regional Airport Master Plan no ag district
Date:	Wednesday, May 13, 2020 10:36:34 AM
Attachments:	[redacted]

Good morning Shannon,
Thank you for reaching out the NYS Department of Agriculture and Markets. Please see the attached letter and map, noting that currently it appears, that the footprint does not overlap into a state certified, county adopted agriculture district. If the airport was to ever purchase additional land, consideration would have to be given if that land is in an ag district. Please let me know if you have further questions.
Thank you,
Judy Littrell

Judy Littrell
Senior Environmental Analyst

NYS Department of Agriculture and Markets|Division of Land and Water Resources
10B Airline Drive, Albany, New York 12235
(518) 457-6320 | Judy.Littrell@agriculture.ny.gov
http://www.agriculture.ny.gov

NEW YORK STATE OF OPPORTUNITY. Agriculture and Markets

ANDREW M. CUOMO
Governor

RICHARD A. BALL Commissioner

May 12, 2020

C & S Companies
Attn: Shannon Eibert
1500 Market Street
Suite 2410W
Philadelphia, PA 19102

RE: Hudson Valley Regional Airport Master Plan, Dutchess County, NY

Dear Ms. Eibert,

The Department of Agriculture and Markets recently received your letter with enclosures describing the above reference project.

The Department has determined that based upon information provided, it appears that the affected land is not located within a county adopted, State certified, agricultural district (see attached image).

If you have any questions concerning this matter, please contact me at (518) 457-6320.

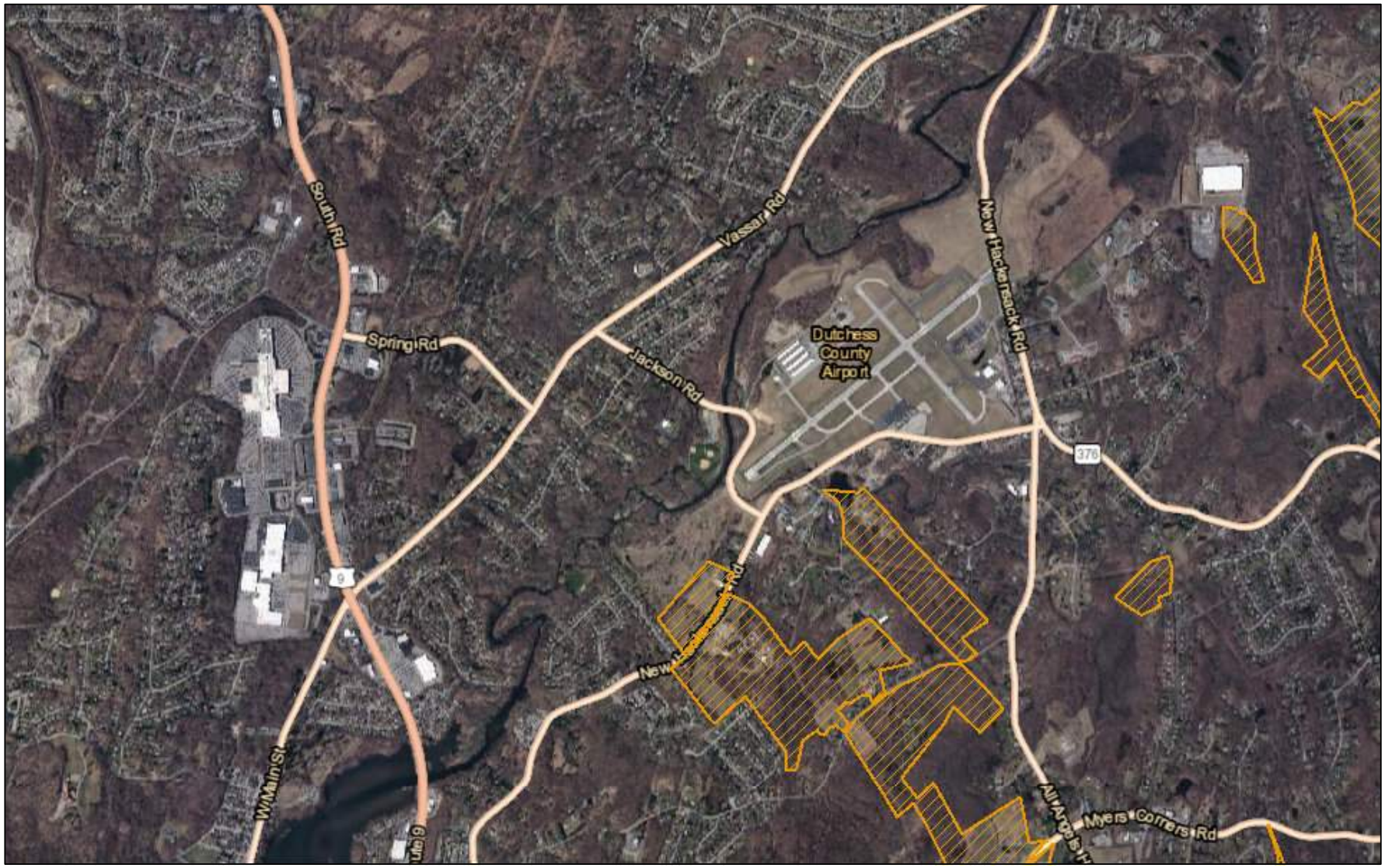
Sincerely,

Judy Littrell, Senior Environmental Analyst

Enc.

Hudson Valley Regional Airport Master Pla

Duchess County



Agricultural Districts

1:36,112

0 0.3 0.6 1.2 mi

0 0.5 1 2 km

Judy Littrell 12-MAY- 2020 @ 12:56:45

From:	Rigolino, Devin
To:	Shannon Eibert
Subject:	RE: Hudson Valley Regional Airport Master Plan - Request for Environmental Resource Information
Date:	Wednesday, May 13, 2020 7:51:14 PM

Hi Shannon,

Check out this link for the applicable data for the Hudson Valley Regional Airport. I have clipped all datasets that we have on hand that fall within that half-mile buffer.

https://www.dropbox.com/sh/54dsfov8hvhwsge/AAC7W4xFsUw0iEQnR0uEwDFsa?dl=0

Let me know if any issues arise with any of this data.

Best,

-Devin

Devin Rigolino
Senior GIS Project Coordinator
Dutchess County Department of Planning & Development
85 Civic Center Plaza, Suite 107
Poughkeepsie, NY 12601
Phone: (845) 486-3643 Fax: (845) 486-3610
Email: drigolino@dutchessny.gov
www.dutchessny.gov

From: Shannon Eibert <SEibert@cscos.com>
Sent: Wednesday, May 13, 2020 11:33 AM
To: Rigolino, Devin <drigolino@dutchessny.gov>
Subject: RE: Hudson Valley Regional Airport Master Plan - Request for Environmental Resource Information

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hi Devin,

Thank you for your help with this! Would it also be possible to provide data within a half-mile of the airport since our alternatives development can sometimes impact property within the airport vicinity?

Attached is a zipped shapefile for the Airport property as well as the airport with a 0.5-mile buffer.

Shannon Eibert, AICP, ENV SP
Senior Consultant, Aviation Planning
C&S Companies
Direct: (215) 399-4692

From: Rigolino, Devin <drigolino@dutchessny.gov>
Sent: Wednesday, May 13, 2020 9:27 AM
To: Shannon Eibert <SEibert@cscos.com>
Subject: FW: Hudson Valley Regional Airport Master Plan - Request for Environmental Resource Information
Importance: High

Hi Shannon,

My name is Devin and your request for information was forwarded on to me. I manage GIS data requests on behalf of the County. I would be happy to share whatever applicable information we have for your region of interest. The outline of the airport area that is shown on the vicinity map you sent (red boundary line) seems unique to what we have in our datasets. Would you be able to share that shapefile outline with me so that I can clip my datasets to that area, ensuring that your area of interest is fully covered?

Thanks,

-Devin

Devin Rigolino
Senior GIS Project Coordinator
Dutchess County Department of Planning & Development
85 Civic Center Plaza, Suite 107
Poughkeepsie, NY 12601
Phone: (845) 486-3643 Fax: (845) 486-3610
Email: drigolino@dutchessny.gov
www.dutchessny.gov

From: Shannon Eibert <SEibert@cscos.com>
Sent: Monday, May 11, 2020 3:27 PM
To: plandev <plandev@dutchessny.gov>
Cc: Gayle McKee <gmckee@cscos.com>
Subject: Hudson Valley Regional Airport Master Plan - Request for Environmental Resource Information

To whom it may concern:

This email is intended for Mr. Eoin Wrafter, Commissioner.

On behalf of Dutchess County, C&S Engineers, Inc. is preparing an Airport Master Plan for the Hudson Valley Regional Airport in Wappingers Falls, New York. An important task in the Airport Master Plan will be to identify and characterize sensitive environmental areas within the airport property and surrounding community. This effort will assist our planners to make

May 18, 2020

VIA EMAIL

Shannon Eibert, C&S Companies
seibert@cscos.com

Re: Hudson Valley Regional Airport Master Plan
Town of Wappingers, Dutchess County
DEC ID: 3-1356-00157/00008
Comments on Jurisdiction

Dear Ms. Eibert,

The Department of Environmental Conservation (DEC or Department) received your inquiry regarding development of a master plan for the Hudson Valley Regional Airport on May 11, 2020. Your inquiry did not include any specific project proposals or project-specific information.

Please note, some of the environmental categories listed in your request are either not within permitting jurisdiction for DEC, and/or are areas of environmental impact analyses that would have to be reviewed through the State Environmental Quality Review Act (SEQR) process which would likely be required for the master plan or projects proposed under the master plan in the future. In order to determine what DEC permits or approvals would be required for projects proposed under the master plan, further review of those specific projects would be required in the future. However, based on the site location, DEC is able to offer the following comments at this time:

ENVIRONMENTAL REMEDIATION

The airport contains multiple sites which are part of the State Superfund Program. The presence of these areas, and any other considerations related to presence of contaminated/hazardous materials must be considered in the master plan. Future projects under the master plan would require review from DEC Division of Environmental Remediation staff, and separate approvals may be required.

For questions about these sites and/or contaminated or hazardous materials at this site, please contact Matt Hubicki of the DEC Division of Environmental Remediation at matthew.hubicki@dec.ny.gov.

PROTECTION OF WATERS STREAM DISTURBANCE

The following streams are located within or near the site:

Name	Class	DEC Water Index Number	Status
Wappinger Creek	B	H-101	Protected
Subtrib of Wappinger Creek	B(T)	H-101-4-1	Protected

A Protection of Waters permit would be required to physically disturb the bed or banks (up to 50 feet from stream) of any streams identified above as “protected.”

If a permit is not required, please note, however, you are still responsible for ensuring that work shall not pollute any stream or waterbody. Care shall be taken to stabilize any disturbed areas promptly after construction, and all necessary precautions shall be taken to prevent contamination of the stream or waterbody by silt, sediment, fuels, solvents, lubricants, or any other pollutant associated with the project.

FRESHWATER WETLANDS

The portion of the airport property east of Route 376 contains Freshwater Wetland PV-51, Class 2. Be aware that a Freshwater Wetlands permit is required for any physical disturbance within these boundaries or within the 100-foot adjacent area. To have the boundary delineated, or for technical questions regarding this Freshwater Wetland, please contact Sarah Pawliczak of the Region 3 Bureau of Ecosystem Health at sarah.pawliczak@dec.ny.gov.

WATER QUALITY CERTIFICATION

There appear to be federally regulated wetlands/waterbodies on the project site. If the US Army Corps of Engineers requires a permit pursuant to Section 404 of the Clean Water Act, then a Section 401 Water Quality Certification will be required. Issuance of these certifications is delegated in New York State to DEC. If the project qualifies for a Nationwide Permit, it may be eligible for coverage under DEC's Blanket Water Quality Certification. Coverage under the blanket requires compliance with all conditions in the blanket for the corresponding Nationwide Permit. A copy of the current blanket for the 2017 Nationwide Permits is available on the DEC website at: http://www.dec.ny.gov/docs/permits_ej_operations_pdf/wqcnwp2017.pdf.

STATE-LISTED SPECIES

DEC has reviewed the State's Natural Heritage records. We have determined that the site is located within or near record(s) of the following state-listed species:

Name	Status
Indiana bat (*Myotis sodalis*)	Endangered
Pied-billed grebe (*Podilymbus podiceps*)	Threatened

A permit is required for the incidental taking of any species listed as "endangered" or "threatened", which can include removal of habitat.

For Indiana bats, since there are multiple known occurrences of the species on the subject property, further review of any future project proposals will be required by DEC Bureau of Wildlife staff. In order to avoid a take of this species, tree cutting would be subject to a time of year restriction (acceptable window to cut trees October 1 to March 31), however additional avoidance or mitigation measures may be required depending on the nature of disturbances of potential projects.

For pied-billed grebe, please note that individual projects would require further analysis to determine whether there was potential to adversely impact this species. Additional studies, avoidance measures, and/or mitigation measures may be required.

Please note that the exact location of known occurrences of these species is protected by State law, however if you have technical questions regarding State-listed species, please feel free to contact Lisa Masi of the DEC Bureau of Wildlife at lisa.masi@dec.ny.gov.

The absence of data does not necessarily mean that other rare or state-listed species, natural communities or significant habitats do not exist on or adjacent to the proposed site. Rather, our

files currently do not contain information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

FEMA FLOODPLAIN

Portions of the site are located within a Federal Emergency Management Agency (FEMA) floodplain. The project sponsor should contact the Town of Wappinger, or other local floodplain administrator, to determine if any additional jurisdictions are applicable to the proposal.

CRITICAL ENVIRONMENTAL AREA

The airport property contains Critical Environmental Areas (CEA), designated by Dutchess County. Please note, the potential impact of any Type I or Unlisted Action on the environmental characteristics of the CEA is a relevant area of environmental concern and must be evaluated in the determination of significance prepared pursuant to Section 617.7 of SEQR. For more information, please visit https://www.dec.ny.gov/permits/6184.html.

CULTURAL RESOURCES

We have reviewed the statewide inventory of archaeological resources maintained by the New York State Museum and the New York State Office of Parks, Recreation, and Historic Preservation. These records indicate that the project is located within an area considered to be sensitive with regard to archaeological resources.

For more information, please visit the New York State Office of Historic Preservation website at http://www.nysparks.com/shpo/.

OTHER

Other permits from this Department or other agencies may be required for projects conducted on this property now or in the future. Also, regulations applicable to the location subject to this determination occasionally are revised and you should, therefore, verify the need for permits if your project is delayed or postponed. This determination regarding the need for permits will remain effective for a maximum of one year unless you are otherwise notified. More information about DEC permits may be found at our website, www.dec.ny.gov, under “Regulatory” then “Permits and Licenses.” Application forms may be downloaded at http://www.dec.ny.gov/permits/6081.html.

Please feel free to contact me at christopher.lang@dec.ny.govor 845-256-3096 if you have questions regarding the above information. Thank you.

Sincerely,

Chris Lang
Division of Environmental Permits

ecc: Matt Hubicki, DEC Div. of Environmental Remediation
Kevin Carpenter, DEC Div. of Environmental Remediation
Sarah Pawliczak, DEC Bureau of Ecosystem Health
Lisa Masi, DEC Bureau of Wildlife

Town of Wappinger
Brian Orzel, US Army Corps of Engineers

NOTE: Regarding erosion/sedimentation control requirements:
Stormwater discharges require a State Pollutant Discharge Elimination System (SPDES) Stormwater permit from this Department if they either:

- occur at industrial facilities and contain either toxic contaminants or priority pollutants OR
- result from construction projects involving the disturbance of 5000 square feet or more of land within the NYC Department of Environmental Protection East of Hudson Watershed or for proposed disturbance of 1 acre or more of land outside the NYC DEP Watershed

Your project may be covered by one of two Statewide General Permits or may require an individual permit. For information on stormwater and the general permits, see the DEC website at http://www.dec.ny.gov/chemical/8468.html.
For construction permits, if this site is within an MS4 area (Municipal Separate Storm Sewer System), the stormwater plan must be reviewed and accepted by the municipality and the MS-4 Acceptance Form must be submitted to the Department. If the site is not within an MS4 area and other DEC permits are required, please contact the regional Division of Environmental Permits.

From:	Orzel, Brian A CIV USARMY CENAN (USA)
To:	Shannon Eibert
Cc:	Gayle McKee; MIRANDA, Rosita (Rosie) CIV USARMY CENAN (USA); Ryba, Stephan A CIV CPMS (USA)
Subject:	RE: Hudson Valley Regional Airport Master Plan - Request for Environmental Resource Information
Date:	Tuesday, May 19, 2020 2:26:41 PM
Attachments:	Non-DoD Source Hudson Valley Regional Airport Master Plan - Request for Environmental Resource Information.msg

Mr. Eibert,

This is in reference to your email to the New York District Corps of Engineers dated May 11, 2020, in which you requested information on environmental areas in the vicinity of the Hudson Valley Regional Airport in Wappingers Falls.

The New York District Corps of Engineers does not maintain a database of the information that you have requested.

Please keep in mind that, if any work would be proposed within waters of the United States, including wetlands, a permit would be required under Section 404 of the Clean Water Act.

So, with regard to the information related to applying for a Corps permit, I have some links that I frequently use:

Coastal Resources: http://opdgig.dos.ny.gov/#/map/0/3345C51F-A8E3-4662-87B2-4780F59C73CC,DDF4BC5E-FA70-4FF4-8310-A6E624AB96CC,F7F8A6C4-BDF1-42B8-9D1D-AF2310B6EF37,71573495-B113-487A-BC3F-2CCFB6F3BE9D,731BDCCC-4E4B-4E2B-862A-888C77C73380,0BFF00DA-3AFB-4F51-9AE8-4C03604AC17F,F1806A48-5CE8-4A03-8CAE-A82F60CD7EE1,D680152F-4C6D-4171-B122-BBA1E4F40BA1,CEF26D31-A7DE-4752-A2DB-92EF2A0347C6/-80.490,39.387,-70.954,45.930/topo/111155577

Fish, Wildlife, and Plants: https://ecos.fws.gov/ipac/

Floodplains: https://msc.fema.gov/portal/search

Historical, Architectural, Archeological, and Cultural Resources: https://cris.parks.ny.gov/Login.aspx?ReturnUrl=%2fDefault.aspx

Wetlands: When fill material is contemplated to be placed within those areas of Corps jurisdiction, the extent of these waters of the United States needs to be delineated according to the Federal Methodology, which requires the evaluation of features including the hydrology, the vegetation, and the soils present on the site. The current method for delineating Army Corps of Engineers jurisdictional wetlands is in accordance with the "Corps of Engineers Wetlands Delineation Manual," Technical Report Y-87-1, and the "Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region".

The manual may be obtained from the U.S. Army Corps of Engineers New York District website at: https://usace.contentdm.oclc.org/digital/collection/p266001coll1/id/4530

The regional supplement may be obtained from the U.S. Army Corps of Engineers New York

District website at:
https://usace.contentdm.oclc.org/utils/getfile/collection/p266001coll1/id/7640

Let me know if you have any questions.

Brian

Brian A. Orzel
Project Manager, Civil Engineer
NY District US Army Corps of Engineers
Regulatory Branch
26 Federal Plaza, Room 16-406
New York, New York 10278-0090

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

June 12, 2020

Shannon Eibert
C&S Engineers
1500 Market Street, Suite 2410W
Philadelphia, PA 19102

Re: Hudson Valley Regional Airport Master Plan
County: Dutchess Town/City: Poughkeepsie, Wappinger

Dear Shannon Eibert:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of rare or state-listed animals and plants, and significant natural communities that our database indicates occur in the vicinity of the project site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 3 Office, Division of Environmental Permits, at dep.r3@dec.ny.gov.

Sincerely,

Heidi Krahling
Environmental Review Specialist
New York Natural Heritage Program

643

The following state-listed animals have been documented at or in the vicinity of the project site.

The following list includes animals that are listed by NYS as Endangered, Threatened, or Special Concern; and/or that are federally listed or are candidates for federal listing.

For information about any permit considerations for the project, please contact the NYSDEC Region 3 Office, Department of Environmental Permits, at dep.r3@dec.ny.gov, (845) 256-3054.

The following species has been documented at the project site. Individual animals may travel 2.5 miles from documented locations. The main impact of concern with bats is the cutting or removal of potential roost trees.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*FEDERAL LISTING*	
Mammals				
Indiana Bat *Maternity colony*	*Myotis sodalis*	Endangered	Endangered	11287

The following species has been documented within 50 yards of the project site.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*FEDERAL LISTING*	
Birds				
Pied-billed Grebe *Breeding*	*Podilymbus podiceps*	Threatened		1866

This report only includes records from the NY Natural Heritage database.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the listed animals in New York, including habitat, biology, identification, conservation, and management, is available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, and from NYSDEC at www.dec.ny.gov/animals/7494.html.

ARCHAEOLOGY COMMENTS

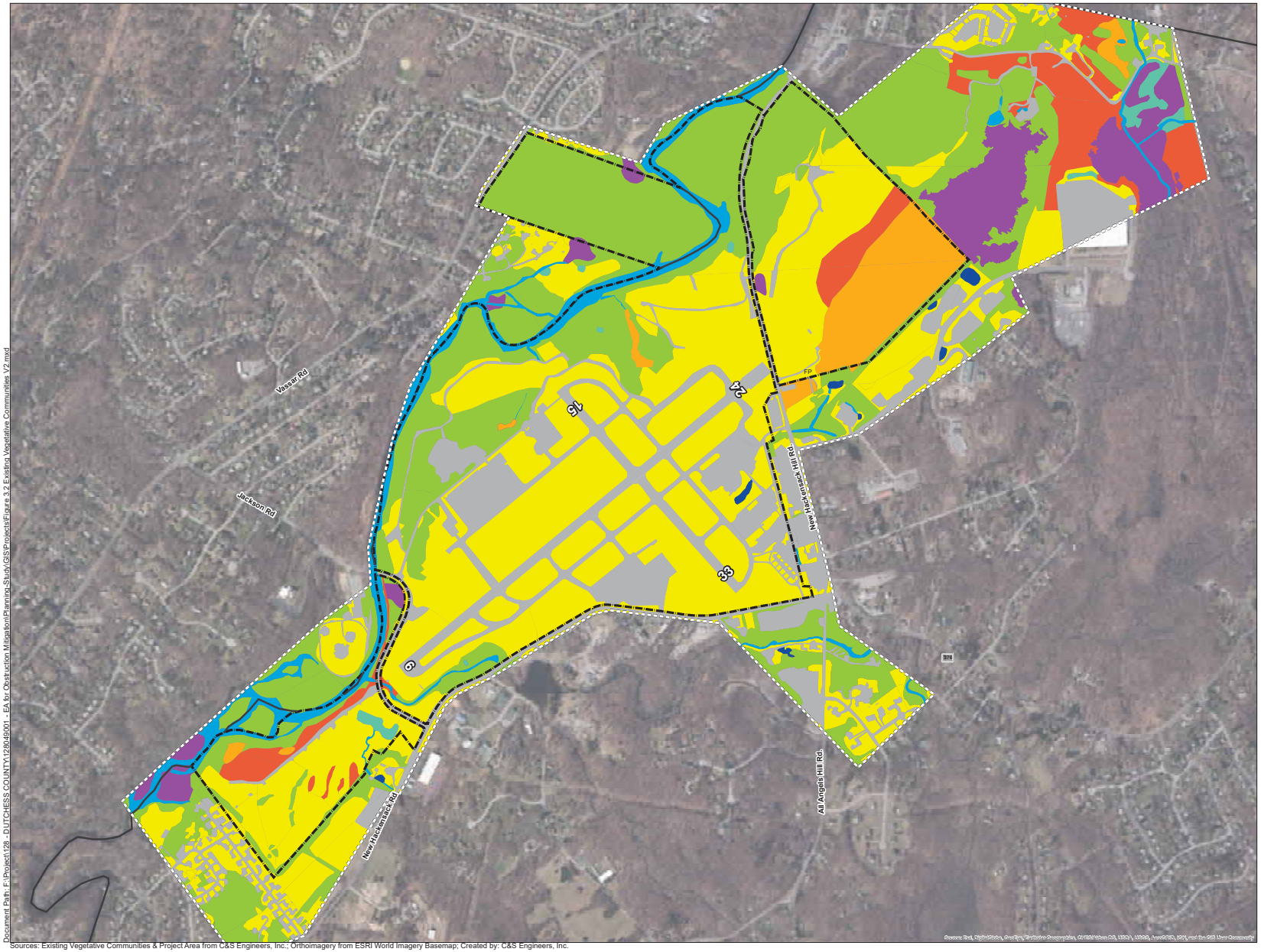
Phase IA Archaeological Survey Recommendation
Project: Hudson Valley Regional Airport Master Plan
PR#: 20PR02983
Date: 19 May 2020

Your project is in an archaeologically sensitive area. Therefore, the State Historic Preservation Office/Office of Parks, Recreation and Historic Preservation (SHPO/OPRHP) recommends that a Phase IA Literature Search and Sensitivity Assessment survey is warranted. A Phase IA archaeological survey is designed to identify previously recorded archaeological sites and other cultural resources within or near the project area, to assess the archaeological sensitivity of the project area, to document previous ground disturbance and to make recommendations regarding the potential need for Phase IB subsurface archaeological testing.

Our office does not conduct archaeological surveys. A 36 CFR 61 qualified archaeologist should be retained to conduct the Phase IA archaeological survey.

If you have any questions concerning archaeology, please contact Philip Perazio at philip.perazio@parks.ny.gov.

Environmental Figures



Legend

- Airport Property Line
- Project Area
- Municipal Boundary

Existing Vegetative Communities

- Surface Waters
- Palustrine Scrub/Shrub Wetland
- Palustrine Forested Wetlands
- Palustrine Emergent Wetlands
- Southern Hardwoods
- Stormwater Ponds
- Successional Shrubland
- Maintained Grassland
- Terrestrial Cultural (Buildings, Pavement, Gravel, etc.)

1 inch = 500 feet
When printed at 22" x 34"

0 250 500 1,000 1,500 Feet

N

C&S COMPANIES®

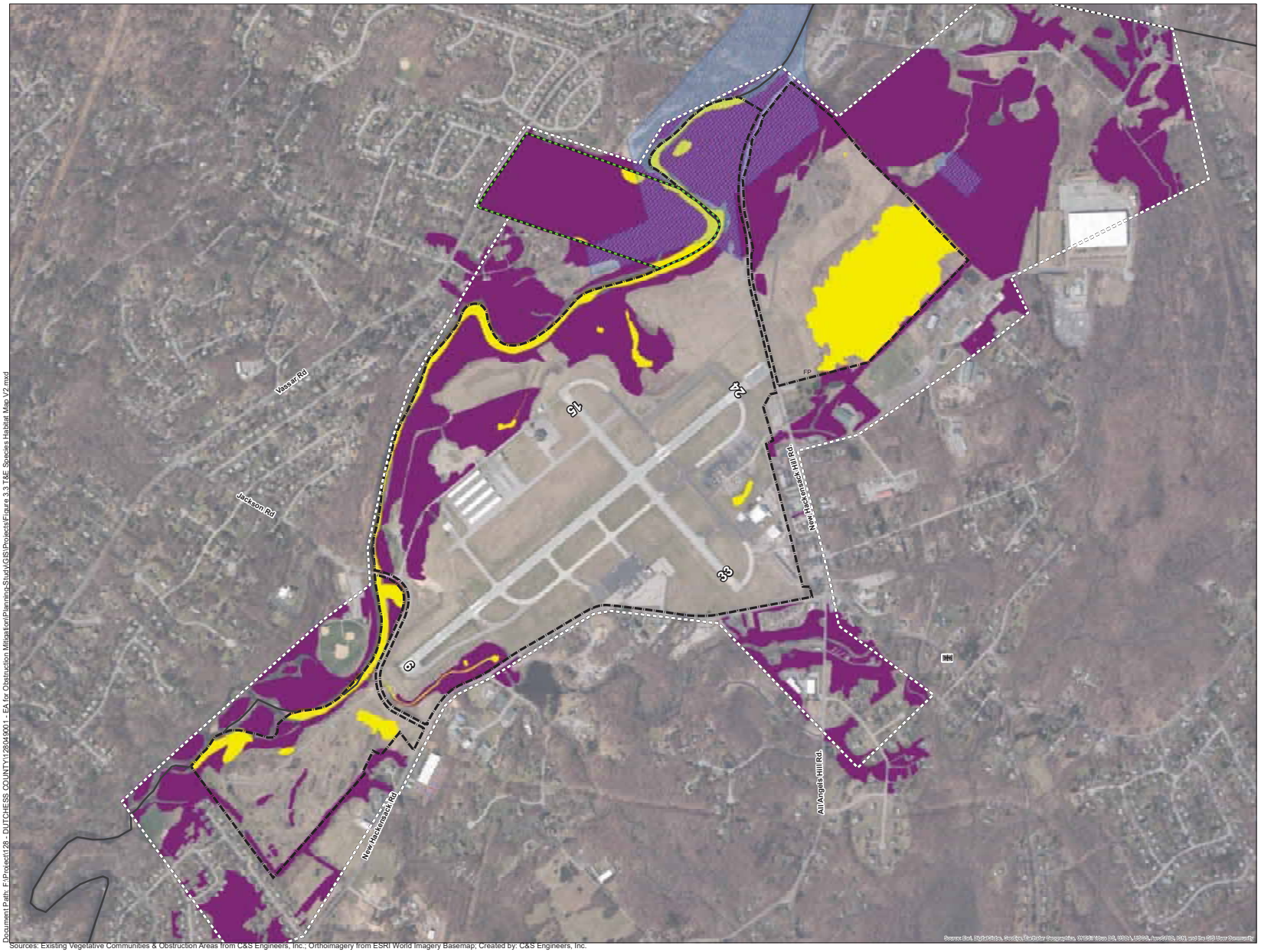
Hudson Valley Regional Airport

Existing Vegetative Communities

Figure 3.2

Document Path: F:\Project\128 - DUTCHESS COUNTY\128049001 - EA for Obstruction Mitigation\Planning Study\GIS\Projects\Figure 3.2 Existing Vegetative Communities V2.mxd

Sources: Existing Vegetative Communities & Project Area from C&S Engineers, Inc.; Orthoimagery from ESRI World Imagery Basemap; Created by: C&S Engineers, Inc.



Legend

- Airport Property Line
- Project Area
- Municipal Boundary
- Forever Wild Parcels
- I-Bat Roost Areas
- Potential Pied Billed Grebe Habitat
- Indiana Bat & Northern Long-eared Bat Habitat

1 inch = 500 feet
When printed at 22" x 34"
0 250 500 1,000 1,500 Feet

Hudson Valley Regional Airport

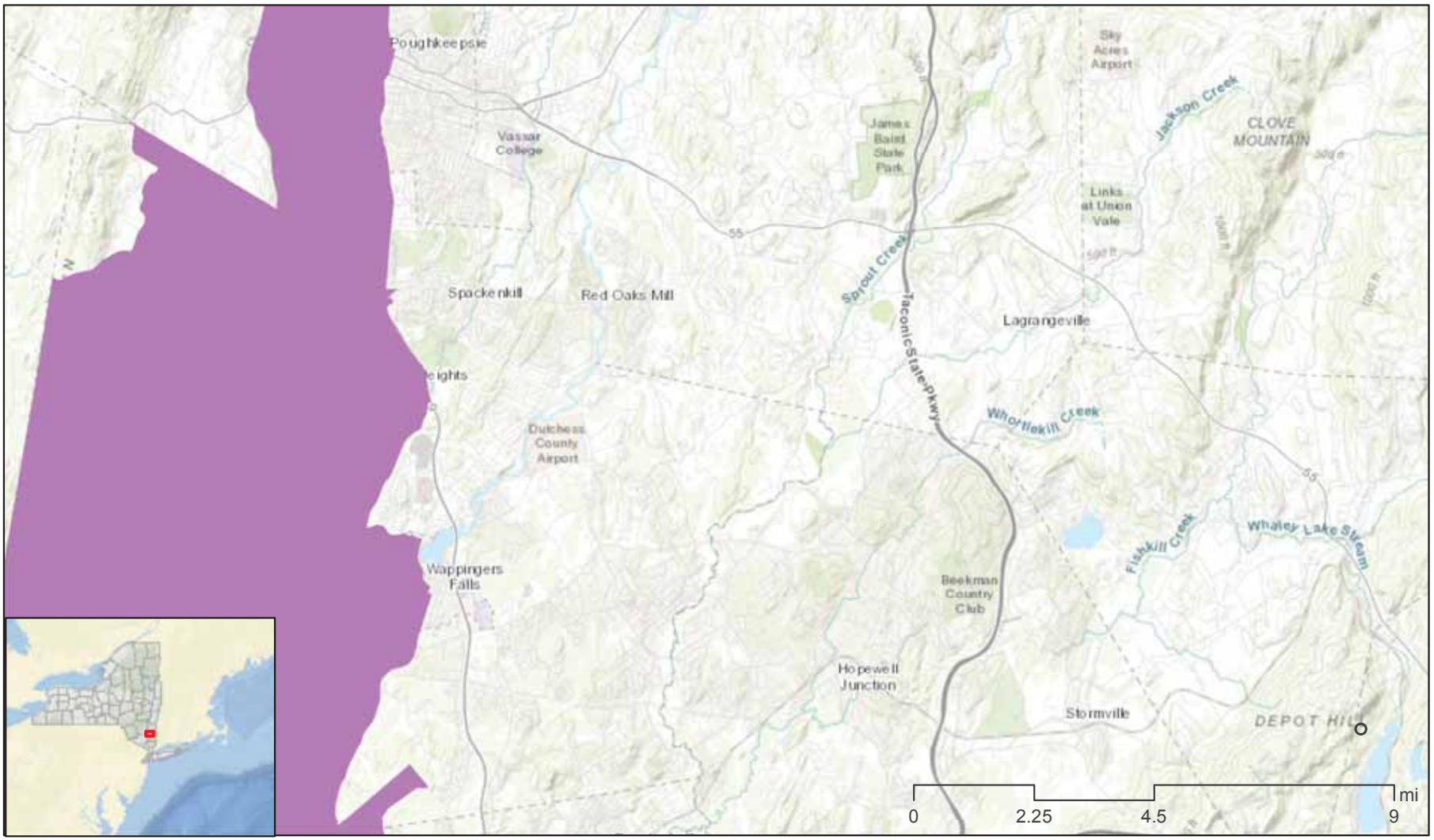
Potential T&E Species Habitat

Figure 3.3

Document Path: F:\Projects\128 - DUTCHESS COUNTY\128049001 - EA for Obstruction Mitigation\Planning\Study\GIS\Projects\Figure 3.3 T&E Species Habitat Map V2.mxd

Sources: Existing Vegetative Communities & Obstruction Areas from C&S Engineers, Inc.; Orthoimagery from ESRI World Imagery Basemap; Created by: C&S Engineers, Inc.

CZMA Boundary



Extreme risk | High risk | Moderate risk | CZMA Boundary | Federal Consistency Boundary

NEW YORK STATE OF OPPORTUNITY. Department of State

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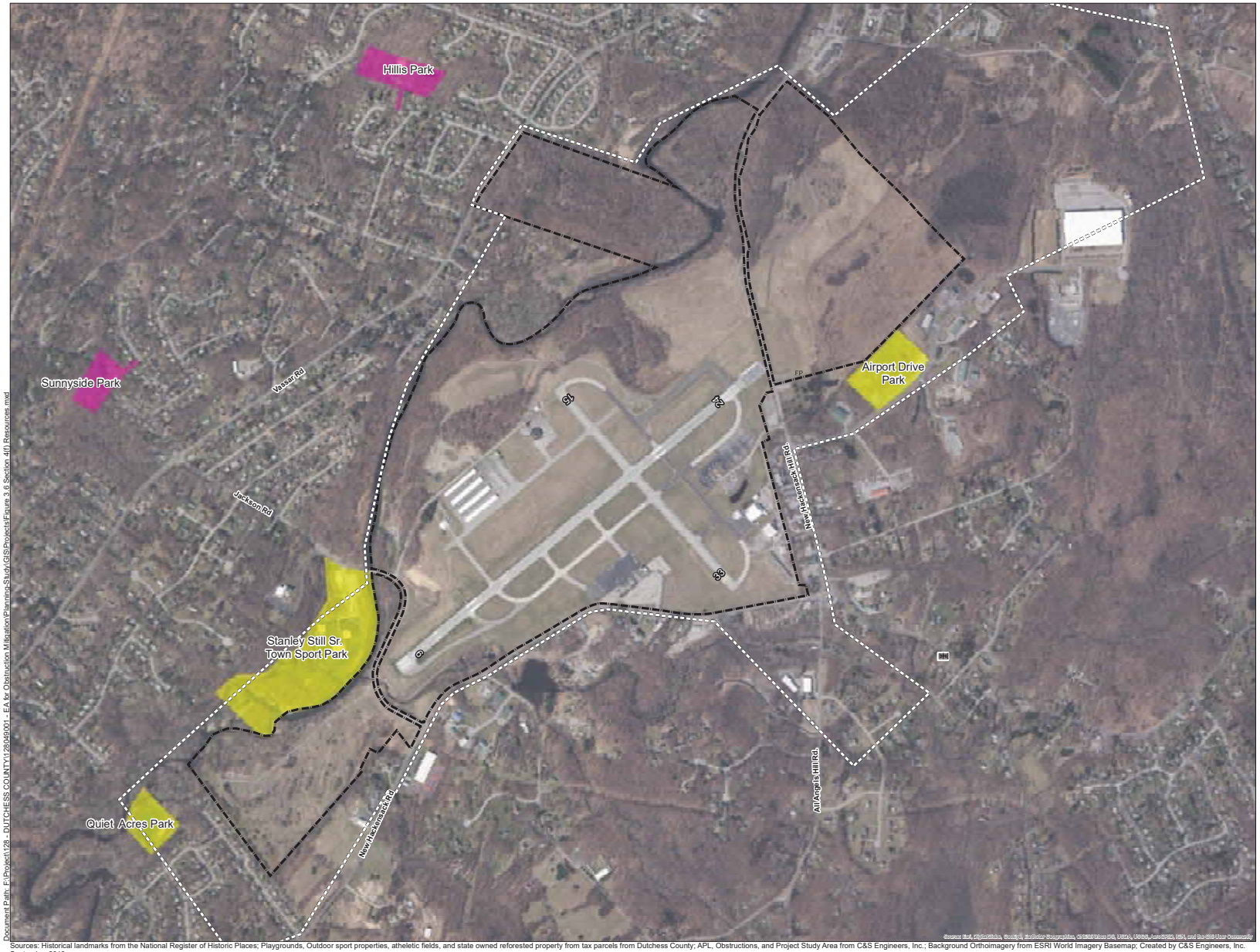


Document Path: F:\Project\128 - DUTCHESS COUNTY\128049001 - EA for Obstruction Mitigation\Planning-Study\GIS\Projects\Figure 3.6 Section 4(f) Resources.mxd

Sources: Historical landmarks from the National Register of Historic Places; Playgrounds, Outdoor sport properties, atheletic fields, and state owned reforested property from tax parcels from Dutchess County; APL, Obstructions, and Project Study Area from C&S Engineers, Inc.; Background Orthoimagery from ESRI World Imagery Basemap; Created by C&S Engineers, Inc. September 2019

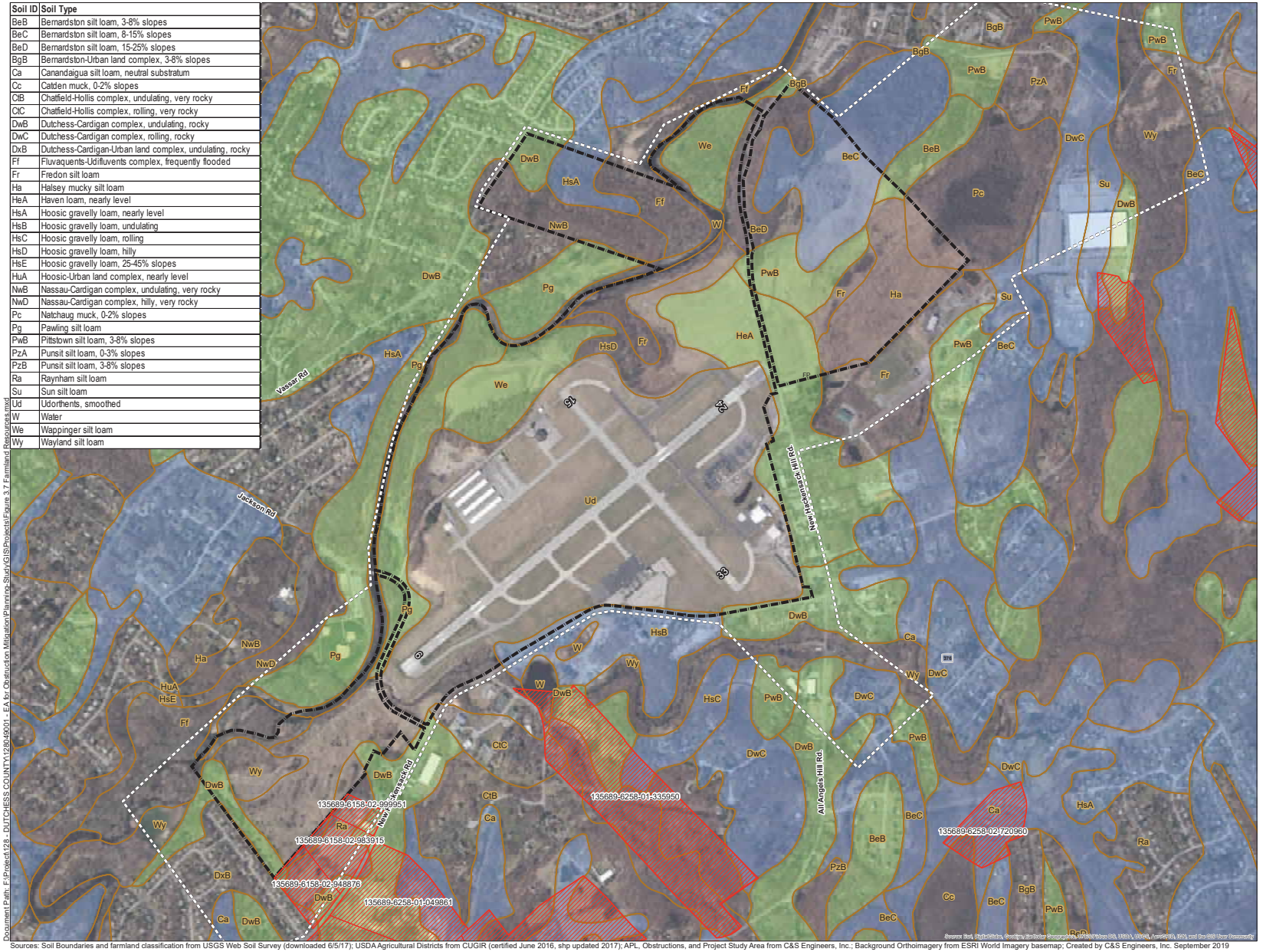
C&S COMPANIES

Hudson Valley Regional Airport

Section 4(f) Resources

Figure 3.5

Soil ID	Soil Type
BeB	Bernardston silt loam, 3-8% slopes
BeC	Bernardston silt loam, 8-15% slopes
BeD	Bernardston silt loam, 15-25% slopes
BgB	Bernardston-Urban land complex, 3-8% slopes
Ca	Canandaigua silt loam, neutral substratum
Cc	Catden muck, 0-2% slopes
CtB	Chatfield-Hollis complex, undulating, very rocky
CtC	Chatfield-Hollis complex, rolling, very rocky
DwB	Dutchess-Cardigan complex, undulating, rocky
DwC	Dutchess-Cardigan complex, rolling, rocky
DxB	Dutchess-Cardigan-Urban land complex, undulating, rocky
Ff	Fluvaquents-Udifluvents complex, frequently flooded
Fr	Fredon silt loam
Ha	Halsey mucky silt loam
HeA	Haven loam, nearly level
HsA	Hoosic gravelly loam, nearly level
HsB	Hoosic gravelly loam, undulating
HsC	Hoosic gravelly loam, rolling
HsD	Hoosic gravelly loam, hilly
HsE	Hoosic gravelly loam, 25-45% slopes
HuA	Hoosic-Urban land complex, nearly level
NwB	Nassau-Cardigan complex, undulating, very rocky
NwD	Nassau-Cardigan complex, hilly, very rocky
Pc	Natchaug muck, 0-2% slopes
Pg	Pawling silt loam
PwB	Pittstown silt loam, 3-8% slopes
PzA	Punsit silt loam, 0-3% slopes
PzB	Punsit silt loam, 3-8% slopes
Ra	Raynham silt loam
Su	Sun silt loam
Ud	Udorthents, smoothed
W	Water
We	Wappinger silt loam
Wy	Wayland silt loam



Legend

- Airport Property Line
- Project Area
- USDA Agricultural District

Farmland Classification

- Prime Farmland
- Farmland of Statewide Importance

**Note: Soils within Project Study Area labeled by Soil ID and USDA Agricultural Districts labeled by tax parcel ID.*

1 inch = 500 feet
When printed at 22" x 34"
0 250 500 1,000 1,500 Feet

N

C&S COMPANIES

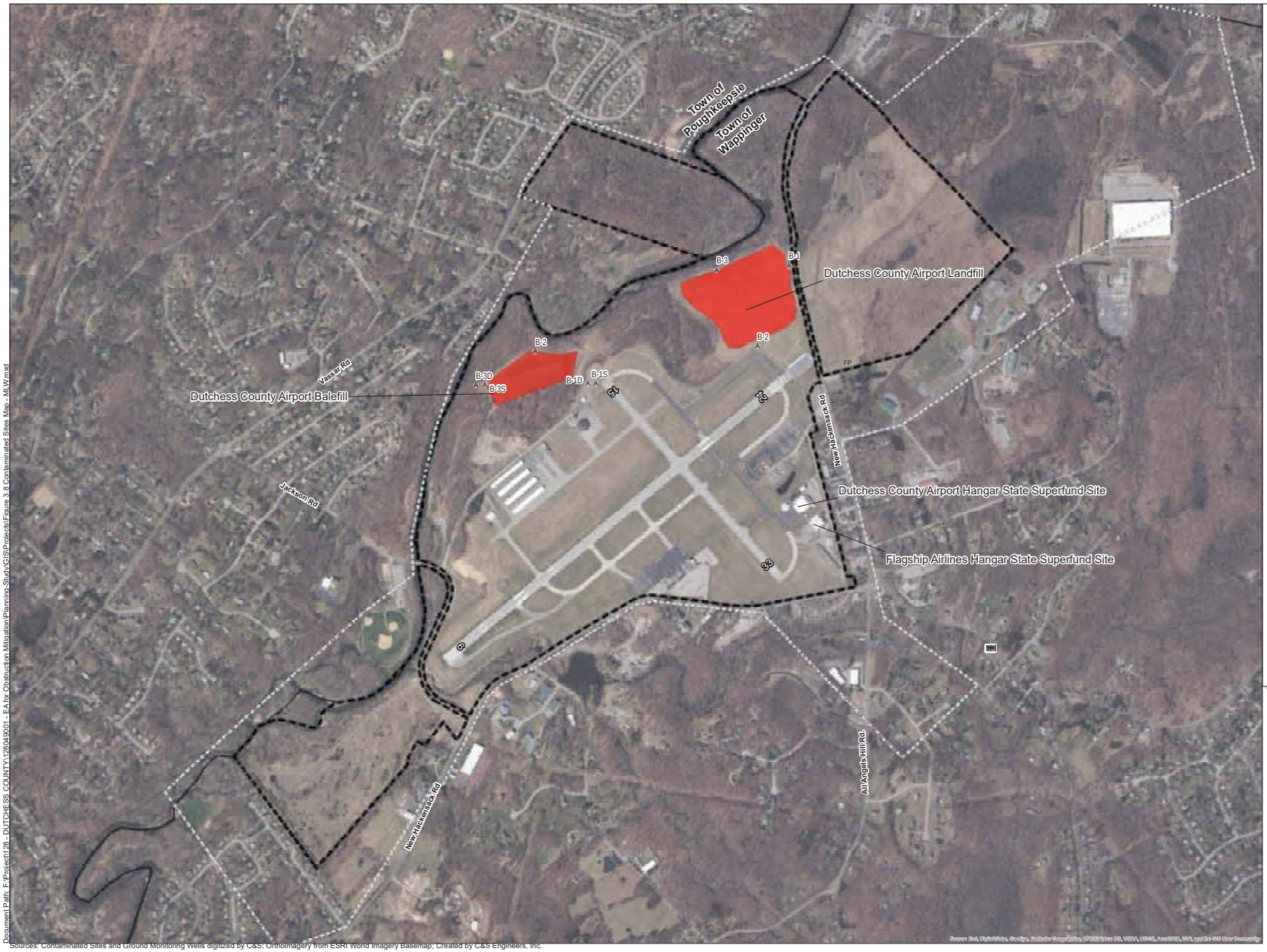
Hudson Valley Regional Airport

Soils & Farmland Resources Map

Figure 3.6

Sources: Soil Boundaries and farmland classification from USGS Web Soil Survey (downloaded 6/5/17); USDA Agricultural Districts from CUGIR (certified June 2016, shp updated 2017); APL, Obstructions, and Project Study Area from C&S Engineers, Inc.; Background Orthoimagery from ESRI World Imagery basemap; Created by C&S Engineers, Inc. September 2019

Document Path: F:\Project\128 - DUTCHESS COUNTY\128049001 - EA for Obstruction Mitigation\Planning Study\GIS\Projects\Figure 3.7 Farmland Resources.mxd



Document Path: F:\Project\128 - DUTCHESS COUNTY\128049001 - EA for Obstruction Mitigation\Planning\Study\GIS\Projects\Figure 3.8 Contaminated Sites Map - MLW.mxd

Sources: Contaminated Sites and Ground Monitoring Wells digitized by C&S; Orthoimagery from ESRI World Imagery Basemap; Created by C&S Engineers, Inc.

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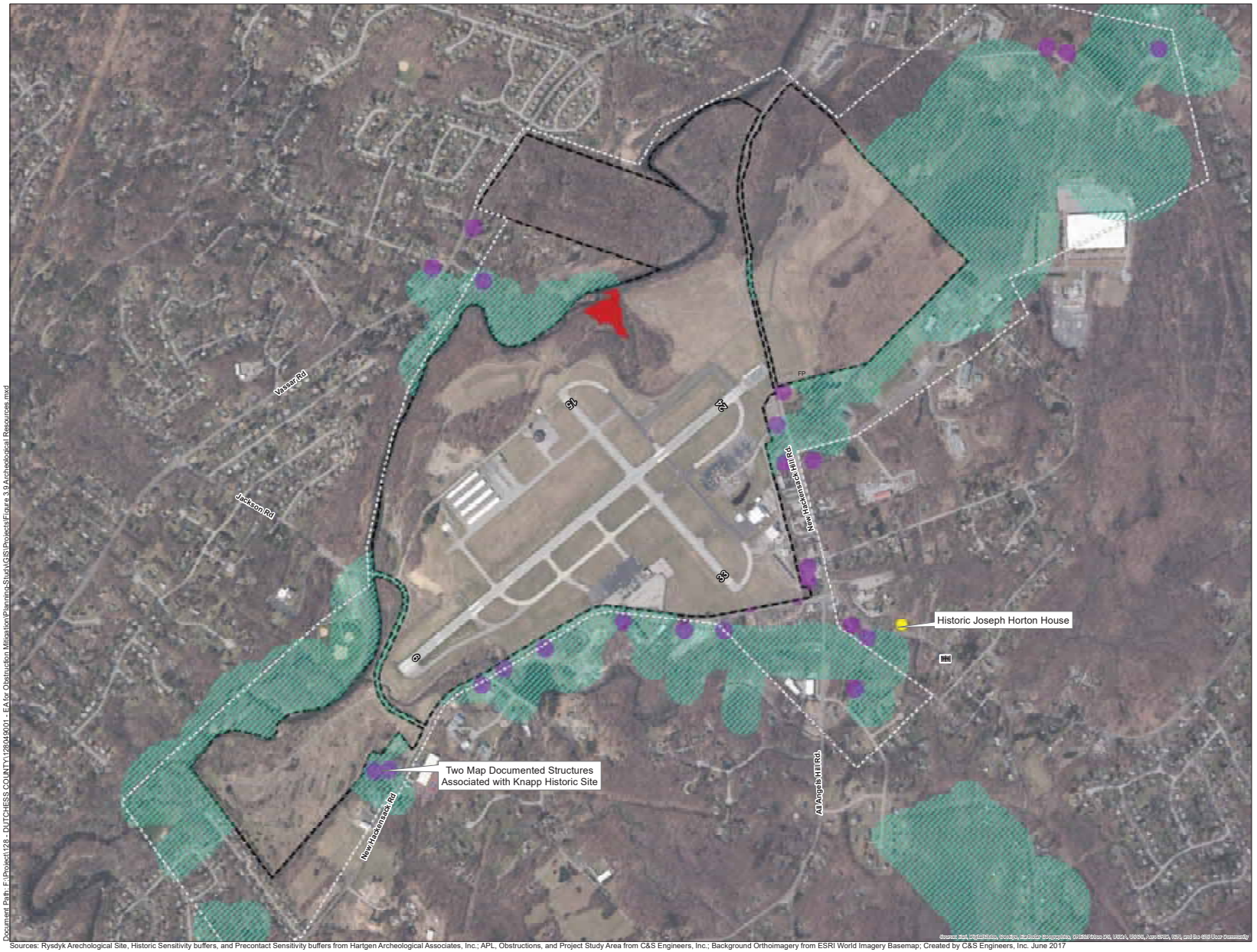
Hudson Valley Regional Airport

Contaminated Sites Map

Figure 3.7



Sources: Rysdyk Archeological Site, Historic Sensitivity buffers, and Precontact Sensitivity buffers from Hartgen Archeological Associates, Inc.; APL, Obstructions, and Project Study Area from C&S Engineers, Inc.; Background Orthoimagery from ESRI World Imagery Basemap; Created by C&S Engineers, Inc. June 2017

Document Path: F:\Project\128_DUTCHESS COUNTY\128049001 - EA for Obstruction Mitigation\Planning Study\GIS\Projects\Figure 3.9 Archeological Resources.mxd

Legend

- Airport Property Line
- Project Area
- Map Documented Structures (MDS) with 100 ft. Buffer
- Precontact Sensitivity Area - 200 ft. Buffer
- Rysdyk Archeological Site
- National Register of Historical Places Site

1 inch = 500 feet
When printed at 22" x 34"

0 250 500 1,000 1,500 Feet

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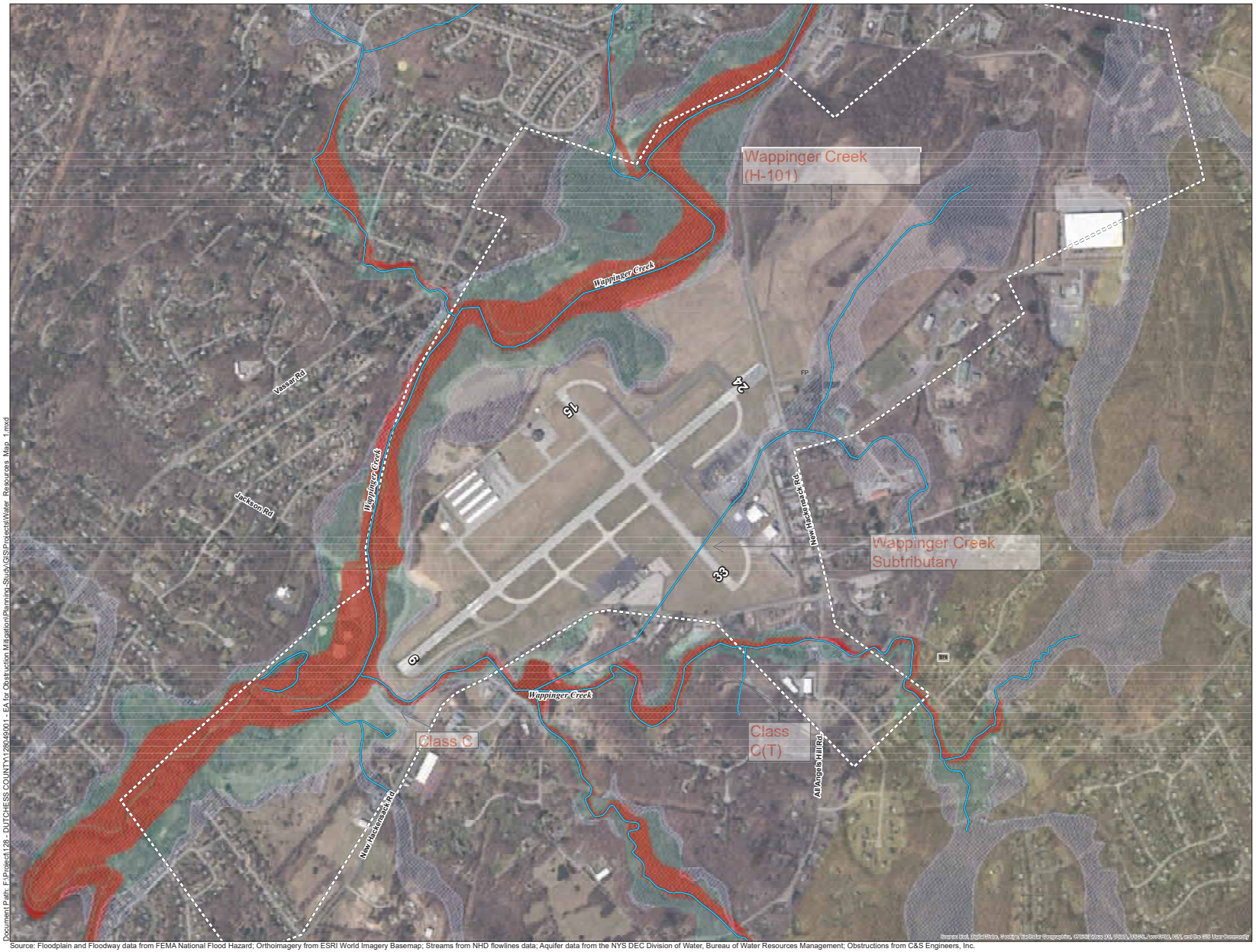
Hudson Valley Regional Airport

Historic, Architectural, Archeological & Cultural Resources

Figure 3.8



Source: Floodplain and Floodway data from FEMA National Flood Hazard; Orthoimagery from ESRI World Imagery Basemap; Streams from NHD flowlines data; Aquifer data from the NYS DEC Division of Water, Bureau of Water Resources Management; Obstructions from C&S Engineers, Inc.

Document Path: F:\Project\128 - DUTCHESS COUNTY\128049001 - EA for Obstruction Mitigation\Planning-Study\GIS\Projects\Water Resources Map 1.mxd

Legend

- Airport Property Line
- Project Area
- Streams
- Fishkill & Sprout Creek Primary Aquifer

Floodplains

- Floodway
- 100-year Floodplain
- 500-year Floodplain

1 inch = 500 feet
When printed at 22" x 34"

0 250 500 1,000 1,500 Feet

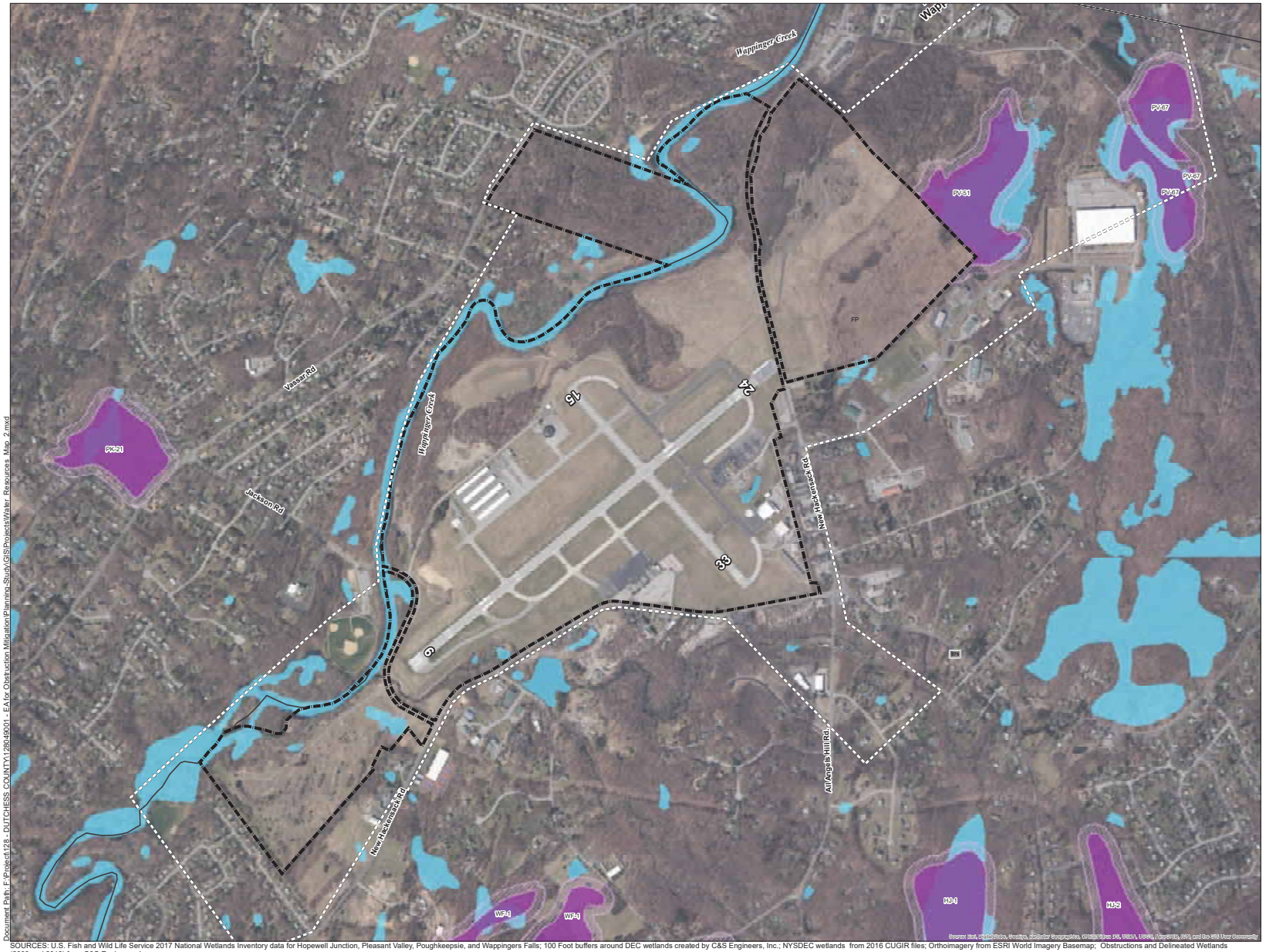
N

C&S COMPANIES

Hudson Valley Regional Airport

Surface Waters & Floodplain Map

Figure 3.17



Legend

- Airport Property Line
- Project Area
- Municipal Boundary
- NWI Wetland
- DEC Wetland
- DEC Wetland 100 ft. Buffer

1 inch = 500 feet
When printed at 22" x 34"
0 250 500 1,000 1,500 Feet

N

C&S COMPANIES

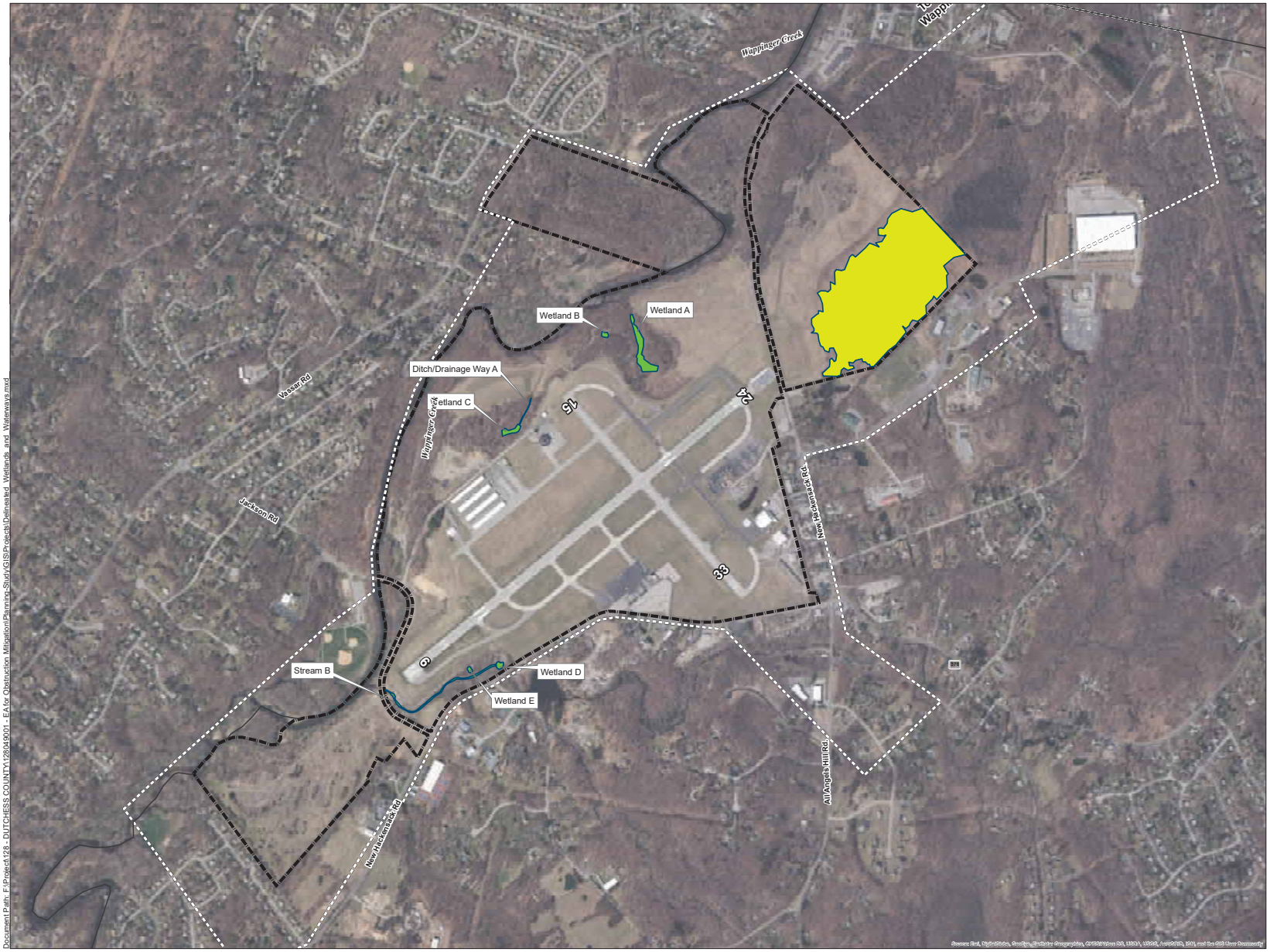
Hudson Valley Regional Airport

Federal & State Wetlands

Figure 3.21

Document Path: F:\Project\128 - DUTCHESS COUNTY\128049001 - EA for Obstruction Mitigation\Planning Study\GIS\Projects\Water Resources Map 2.mxd

SOURCES: U.S. Fish and Wild Life Service 2017 National Wetlands Inventory data for Hopewell Junction, Pleasant Valley, Poughkeepsie, and Wappingers Falls; 100 Foot buffers around DEC wetlands created by C&S Engineers, Inc.; NYSDEC wetlands from 2016 CUGIR files; Orthoimagery from ESRI World Imagery Basemap; Obstructions and Delineated Wetlands (2009 and 2016) from C&S Engineers, Inc.



Document Path: F:\Project\128 - DUTCHESS COUNTY\128049001 - EA for Obstruction Mitigation\Planning\Study\GIS\Projects\Delineated_Wetlands_and_Waterways.mxd

SOURCES: Delineated Wetlands (2009 and 2015) from C&S Engineers, Inc.; Basemap: ESRI World Imagery

Legend

- Airport Property Line
- Project Area
- Delineated Wetlands - 2015 by C&S Engineers, Inc.
- Delineated Wetlands - 2009 EA by C&S Engineers, Inc.

1 inch = 500 feet
When printed at 22" x 34"

0 250 500 1,000 1,500 Feet

N

C&S COMPANIES

Hudson Valley Regional Airport

Delineated Wetlands and Waterways

Figure 3.22

Environmental Information by Category

Biological Resources

A habitat assessment and wetlands screening was performed by an Environmental Scientist from C&S Engineers on October 13, 2015 to review the potential of threatened and endangered species habitat and wetlands within the proposed Obstruction Mitigation Project Areas.

Existing Vegetative Communities

In March 2014, the NYSDEC published a report entitled *Ecological Communities of New York State* (Edinger et al. 2014)[1], Second Edition (*Ecological Communities*) as part of the New York Natural Heritage Program inventory. The report is a revised and expanded version of the original 1990 version that lists and describes ecological systems, subsystems, and communities within New York State. The classification was developed to help assess and protect biological diversity of the state. An assessment (survey) of the ecological communities within the proposed project area was conducted consistent with the representative characteristics presented in *Ecological Communities*.

Based on review of aerial photography and information collected during C&S's site visit, the study area (i.e. the airport property) is made-up of a six ecological communities: successional shrubland, successional southern hardwoods, red maple-hardwood swamp, floodplain forest and confined river. The study area also includes several communities identified within the terrestrial cultural subsystem (i.e. mowed lawn, buildings/structures, paved/unpaved roads, paved/unpaved path). Ecological Communities defines terrestrial cultural communities as "a subsystem that includes communities that are either created and maintained by human activities, or are modified by human influence to such a degree that the physical conformation of the substrate, or the biological composition of the resident community is substantially different from the character of the substrate community as it existed prior to human influence."

The proposed project areas contain the following ecological communities (i.e. vegetative cover types):

- **Successional shrubland**: a shrubland that occurs on sites that have been cleared (for farming, logging, development, etc.) or otherwise disturbed. This community has at least 50 percent shrub cover.
- **Successional southern hardwoods**: a hardwood or mixed forest that occurs on sites that have been cleared or otherwise disturbed.
- **Red maple-hardwood swamp**: a hardwood swamp that occurs in poorly drained depressions or basins, usually on inorganic soil, but occasionally on muck or shallow peat, that is typically acidic to circumneutral. This is a broadly defined community with several regional and edaphic variants. The hydrology varies from permanently saturated to the surface to seasonally flooded/wet with hummocks and hollows
- **Floodplain forest**: typically a hardwood forest that occurs on mineral soils on low terraces of river floodplains and river deltas. These sites are characterized by their flood regime; low areas are annually flooded in spring and high areas are flooded irregularly. Some sites may be quite

[1] Edinger, G.J., D.J. Evans, S. Gebauer, T.G. Howard, D.M. Hunt, and A.M. Olivero (editors). 2014. *Ecological Communities of New York State*. Second Edition. Accessed on March 17, 2016. Available at: http://www.dec.ny.gov/docs/wildlife_pdf/ecocomm2014.pdf

dry by late summer whereas other sites may be flooded again in late summer or early autumn (these floods are caused by heavy precipitation associated with tropical storms). This is a broadly defined community; floodplain forests are quite variable and may be very diverse.

- **Confined River:** the aquatic community of relatively large, fast flowing sections of streams with a moderate to gentle gradient.
- **Mowed Lawn**: residential, recreational, or commercial land, or unpaved airport runways in which the groundcover is dominated by clipped grasses and there is less than 30 percent cover of trees and less than 50 percent cover by ornamental and/or native shrubs. The groundcover is maintained by mowing and broadleaf herbicide application.
- **Mowed roadside/pathway**: A narrow strip of mowed vegetation along the side of a road or a mowed pathway through taller vegetation or along utility right-of-way corridors. The vegetation in these mowed strips and paths may be dominated by grasses, sedges, and rushes; or it may be dominated by forbs, vines, and low shrubs that can tolerate infrequent mowing.
- **Mowed lawn with trees**: residential, recreational, or commercial land in which the groundcover is dominated by clipped grasses and forbs, and it is shaded by at least 30% cover of trees. Ornamental and/or native shrubs may be present, usually with less than 50% cover. The groundcover is maintained by mowing and broadleaf herbicide application
- **Construction/road maintenance spoils**: a site where soil from construction work and/or road maintenance materials have been recently deposited. There is little, if any, vegetation.
- **Paved road/path**: A road or pathway that is paved with asphalt, concrete, brick, stone, etc. There may be sparse vegetation rooted in cracks in the paved surface.
- **Unpaved road/path**: A sparsely vegetated road or pathway or gravel, bare soil, or bedrock outcrop. These roads or pathways are maintained by regular trampling or scraping of the land surface. The substrate consists of soil or parent material at the site which may be modified by the addition of local organic material (woodchips, logs, etc.) or sand and gravel.

Threatened and Endangered Species Review

Natural Heritage

A request was sent to NYSDEC Natural Heritage to identify any rare or state listed animals or plants, or significant natural communities within the project site. A response from Natural Heritage dated September 7, 2016 indicated that the Pied-billed Grebe (*Podilymbus podiceps*) (threatened) and Indiana bat (*Myotis sodalis*) (Endangered) have been documented at the project site.

- **Pied-billed Grebe**: Suitable habitat for the Pied-billed Grebe consists of quiet marshes, marshy shorelines of ponds, shallow lakes, or marshy bays and slow moving streams with sedgy banks or adjacent marshes; rarely in brackish marshes with limited tidal fluctuation. Although plant species in breeding marshes may vary, a 50/50 combination ("hemi- marsh") of emergent vegetation interspersed with open water is desirable (Andrle and Carroll 1988). Grebes avoid dense emergent vegetation, and muskrats appear to play an important role in opening up dense cattail stands and providing cut stalks for nest construction. Ideal water

depths for nesting range from 25 to 50 cm. Grebes set up breeding territories more commonly in wetlands impounded by beavers or humans than in those of glacial origin, and individual pairs appear to favor wetlands of intermediate size (0.6 - 7.0 ha) over very large or small wetlands[2]. Based on C&S's habitat assessment, the proposed project areas do consist of wetlands that may be used by the Pied-billed Grebe for habitat and nesting. Based on the project design, all tree clearing in wetland areas will involve cutting trees as close to the ground as possible with no ground disturbance and all tree clearing will be done in the winter months. The project should not affect the Pied-billed Grebe since the project will not permanently impact the wetlands areas and tree clearing will be done in the winter months (October to February) outside the Pied-billed Grebe's breeding season (March-July). Since the project will not affect the Pied-billed Grebe during its breeding season and will not permanently affect its habitat, no direct impacts to this species is anticipated.

- **Indiana Bat**: Suitable summer habitat for Indiana bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥5 inches dbh (12.7 centimeter) that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of other forested/wooded habitat[3]. C&S Engineers, Inc. contracted Environmental Solutations & Innovations, Inc. to complete a Biological Assessment to evaluate the effects of Obstruction Removal on the Indiana bat. Tree clearing activities associated with the Project are Likely to Adversely Affect the Indiana bat. As mitigation for removal of potential summer, spring, and fall habitat, POU will use the Range-wide Indiana Bat In-lieu Fee (ILF) Program to compensate for impacts to the Indiana bat and its habitat. POU will coordinate with USFWS New York Field Office to identify potential ILF Mitigation Projects within the Indiana bat Northeast Recovery Unit Service Area. ILF Mitigation Projects focus on either preservation (permanent habitat protection) or restoration (returning or establishing habitat conditions conducive for Indiana bat use).

United States Fish & Wildlife Service

The U.S. Fish and Wildlife Service (USFWS) Information, Planning and Conservation (IPac) System was reviewed to identify any federally threatened or endangered species within the project area. The IPaC system listed the following species: Dwarf wedgemussel (*Alasmidonta heterodon*) (endangered), Indiana Bat (*Myotis sodalist*) (endangered), Bog turtle (*Clemmys muhlenbergii*) (thereatened) Northern Long-eared Bat (*Myotis septentrionalis*) (threatened) within the project area.

[2] NYNHP: Pied-billed Grebe: http://www.acris.nynhp.org/guide.php?id=6723&part=2

[3] USFWS. Indiana Bat. http://www.fws.gov/midwest/Endangered/mammals/inba/inbafctsht.html

- **Dwarf Wedgemussel**: Suitable habitat for the Dwarf wedgemussel consists of running waters of all sizes, from small brooks to large rivers. Bottom substrates include silt, sand and gravel, which may be distributed in relatively small patches behind larger cobbles and boulders. The river velocity is usually slow to moderate. Dwarf wedge mussels appear to select or are at least tolerant of relatively low levels of calcium in the water[4] Based on C&S's habitat assessment, the proposed project areas are near an existing river, Wappinger's Creek, which is a possible suitable habitat for this species. Based on the project design, all tree clearing on stream banks will involve cutting trees as close to the ground as possible with no ground disturbance and all tree clearing will be done in the winter months. The project should not affect the Dwarf wedgemussell or its habitat because there will be no ground disturbance along or in the stream, all tree clearing will be done in the winter months when the ground is frozen and there is no proposed work within Wappinger's Creek. Also, correspondence with Natural Heritage did not reveal the presence of the species within or near the project area. Since the project will not affect the Dwarf wedgemussel's directly or its habitat, no direct impacts to this species are anticipated.

- **Indiana Bat**: Suitable summer habitat for Indiana bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats18 such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥5 inches dbh (12.7 centimeter) that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of other forested/wooded habitat[5]. C&S Engineers, Inc. contracted Environmental Solutations & Innovations, Inc. to complete a Biological Assessment to evaluate the effects of Obstruction Removal on the Indiana bat. Tree clearing activities associated with the Project are Likely to Adversely Affect the Indiana bat. As mitigation for removal of potential summer, spring, and fall habitat, POU will use the Range-wide Indiana Bat In-lieu Fee (ILF) Program to compensate for impacts to the Indiana bat and its habitat. POU will coordinate with USFWS New York Field Office to identify potential ILF Mitigation Projects within the Indiana bat Northeast Recovery Unit Service Area. ILF Mitigation Projects focus on either preservation (permanent habitat protection) or restoration (returning or establishing habitat conditions conducive for Indiana bat use).

- **Northern Long-eared Bat**: Suitable summer habitat for NLEB consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥3 inches dbh that have exfoliating bark, cracks, crevices, and/or cavities), as well as linear features such as fencerows, riparian forests, and

[4] NYSDEC: Dwarf Wedgemuseel: http://www.dec.ny.gov/animals/42253.html
[5] USFWS. Indiana Bat. http://www.fws.gov/midwest/Endangered/mammals/inba/inbafctsht.html

other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1000 feet of other forested/wooded habitat. NLEB has also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses; therefore, these structures should also be considered potential summer habitat. NLEBs typically occupy their summer habitat from mid-May through mid-August each year and the species may arrive or leave some time before or after this period. C&S Engineers, Inc. contracted Environmental Solutions & Innovations, Inc. to complete a Biological Assessment to evaluate the effects of Obstruction Removal on the NLEB. Tree clearing activities will not be completed within 0.25 mile of known hibernacula or within 150 feet of any known, occupied northern long-eared bat maternity roosts between 1 June and 31 July. This ensures tree clearing activities associated with the Project are covered under the Final 4(d) Rule for the northern long-eared bat enacted on February 16, 2016.

- **Bog Turtle**: Bog Turtles inhabit open, unpolluted emergent and scrub/shrub wetlands such as shallow spring-fed fens, sphagnum bogs, swamps, marshy meadows, and wet pastures. These habitats are characterized by soft muddy bottoms, interspersed wet and dry pockets, vegetation dominated by low grasses and sedges, and a low volume of standing or slow-moving water, which often forms a network of shallow pools and rivulets. Bog Turtles prefer areas with ample sunlight, high evaporation rates, high humidity in the near-ground microclimate, and perennial saturation of portions of the ground. Eggs are often laid in elevated areas, such as the tops of tussocks. Bog Turtles generally retreat into more densely vegetated areas to hibernate from mid-September through mid-April[6]. Based on C&S's habitat assessment, the proposed project areas do consist of wetlands. However, based on the wetland delineation none of the wetlands are considered Bog turtle habitat as they do not have all three characteristics (hydrology, soils and plants) to be considered appropriate habitat. Based on this information and correspondence with Natural Heritage did not reveal the presence of the species within or near the project area, no direct impacts to this species are anticipated.

Federal and State Wetlands Review

On October 13, 2015, a wetland delineation of the project area was performed by a biologist knowledgeable of the *1987 Corps of Engineers Wetland Delineation Manual, Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region Version 2.0* and *1995 New York State Department of Environmental Conservation Freshwater Wetlands Delineation Manual*. Based on a review of existing federal and state wetland maps, soil surveys, aerial photographs of the subject parcels, and results of the wetland delineation, it is the opinion of C&S that there are USACE and NYSDEC regulated wetlands within and near the project area. A USACE Section 10 or Section 404 Permit will not be required since there will be no ground disturbance within the federal wetlands and a NYSDEC Article 24 Freshwater Wetlands Permit will be required since the project will impact a NYSDEC wetland and its 100 foot regulated buffer.

[6] USFWS: Bog Turtle: https://www.fws.gov/northeast/nyfo/es/bogturtle.htm

IPaC Information for Planning and Consultation **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Project information

NAME

Hudson Valley Regional Airport Master Plan

LOCATION

Dutchess County, New York

DESCRIPTION

This project will develop a Master Plan that will provide planning guidelines for the future development of Hudson Valley Regional Airport to satisfy present and future aviation demand and to maximize economic development opportunities. The Master Plan will be prepared in accordance with FAA requirements and will include an inventory of existing facilities/conditions; an aviation forecast and facility requirements; alternatives for

development; and a final proposed airport layout plan. The final plan is anticipated to serve the Airport for a 20-year planning timeline.

The Airport is located in Wappingers Falls, NY and is owned by Dutchess County. Airport property consists of approximately 625 acres and the project area submitted to IPaC includes a half-mile radius around Airport property, approximating a study area of 2,885 acres in total.

Local office

New York Ecological Services Field Office

(607) 753-9334
(607) 753-9699

3817 Luker Road
Cortland, NY 13045-9385

http://www.fws.gov/northeast/nyfo/es/section7.htm

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Log in to IPaC.
2. Go to your My Projects list.
3. Click PROJECT HOME for this project.
4. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

NOT FOR CONSULTATION

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS

Indiana Bat Myotis sodalis There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat Myotis septentrionalis No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9045	Threatened

Reptiles

NAME	STATUS
Bog Turtle Clemmys muhlenbergii No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6962	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

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Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php

- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

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NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Bobolink Dolichonyx oryzivorus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31

Canada Warbler Cardellina canadensis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Aug 10
Prairie Warbler Dendroica discolor This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Red-headed Woodpecker Melanerpes erythrocephalus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Snowy Owl Bubo scandiacus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wood Thrush Hylocichla mustelina This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

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Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for

the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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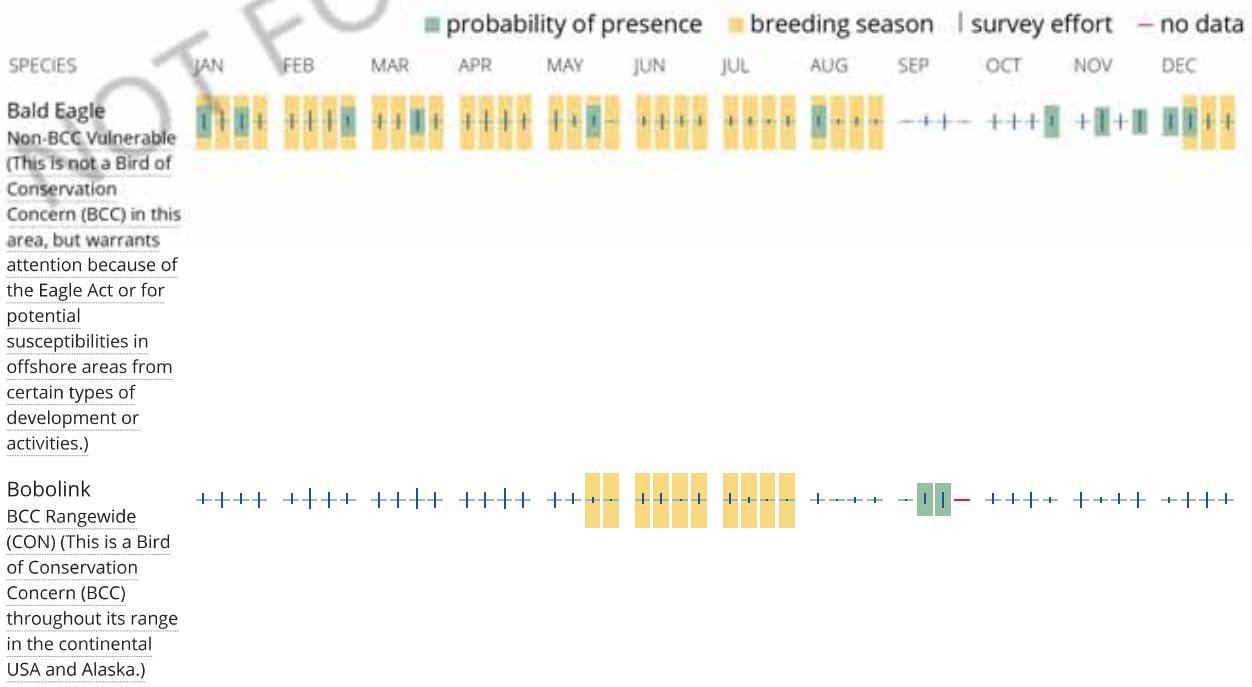

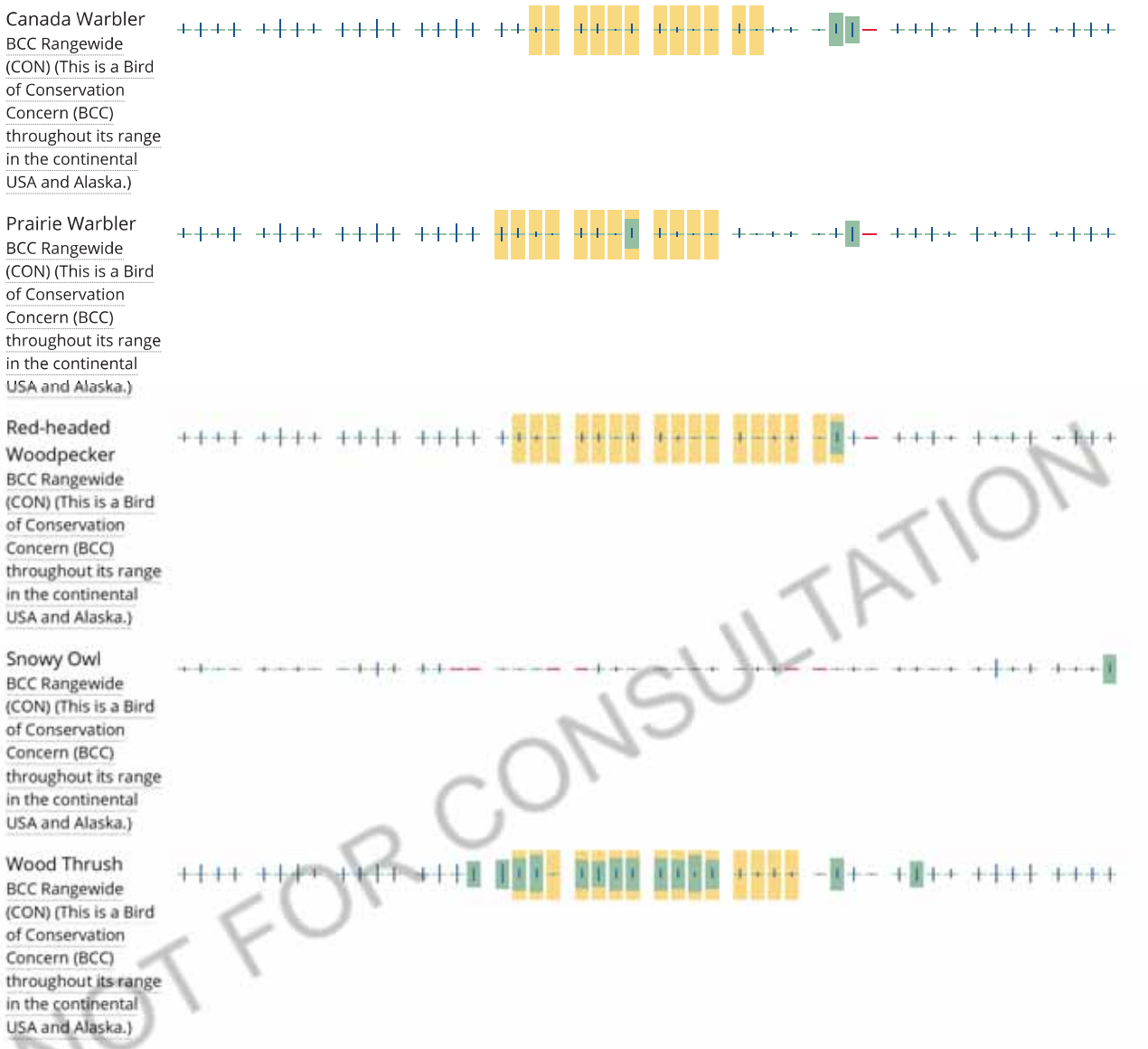

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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The

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Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER EMERGENT WETLAND

- PEM1C
- PEM1E
- PEM1F
- PEM1Fx

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1C
- PFO1E
- PSS1E
- PSS1/EM1F
- PFO1/SS1C
- PFO1/EM1E
- PSS1/EM1E
- PFO1Eh

FRESHWATER POND

- PUBHh
- PUBHx
- PUBH
- PUBFx

LAKE

- L1UBHh

RIVERINE

- R2UBH

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R3UBH
R4SBC
R5UBH

A full description for each wetland code can be found at the National Wetlands Inventory website

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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NRCS Custom Soil Resource Report

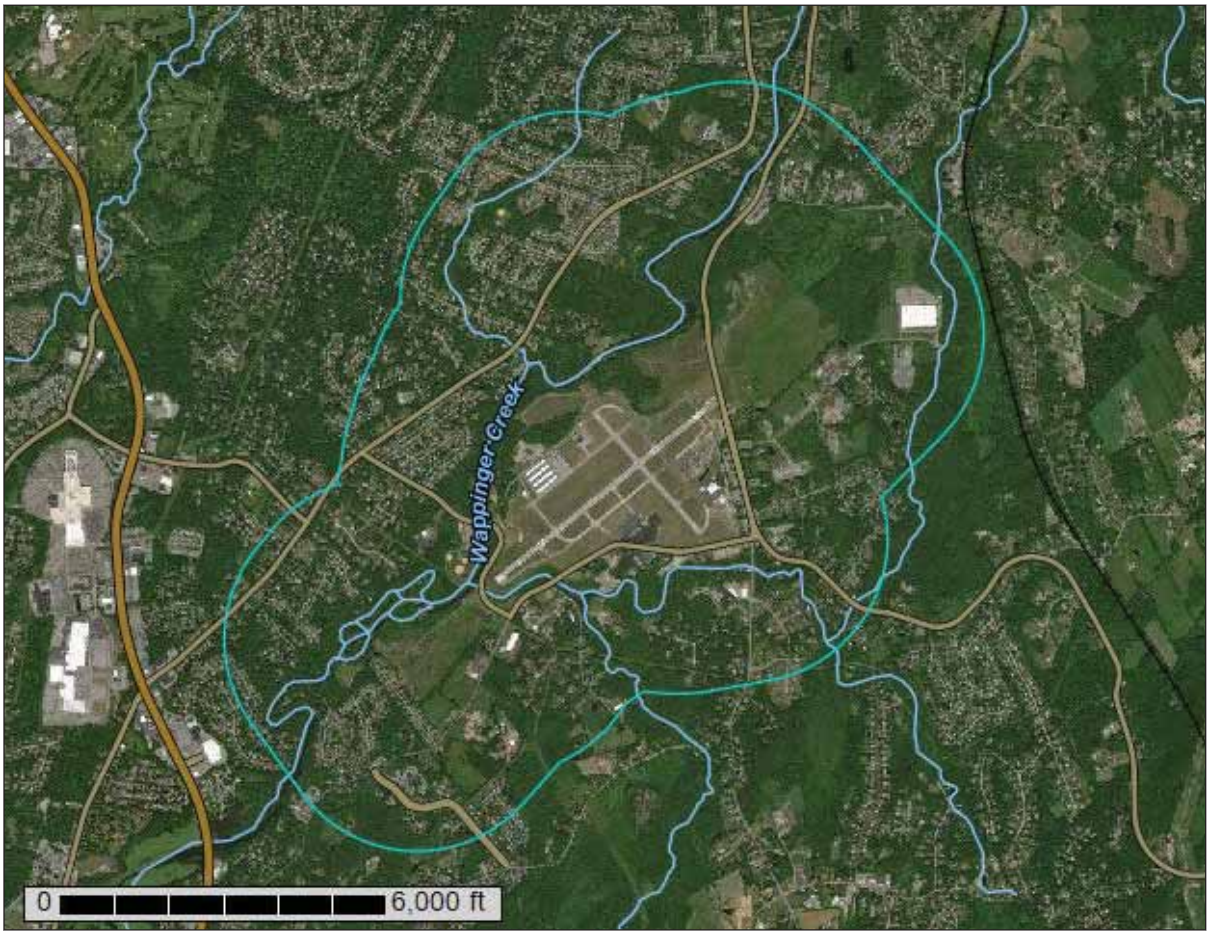
United States Department of Agriculture

NRCS

Natural Resources Conservation Service

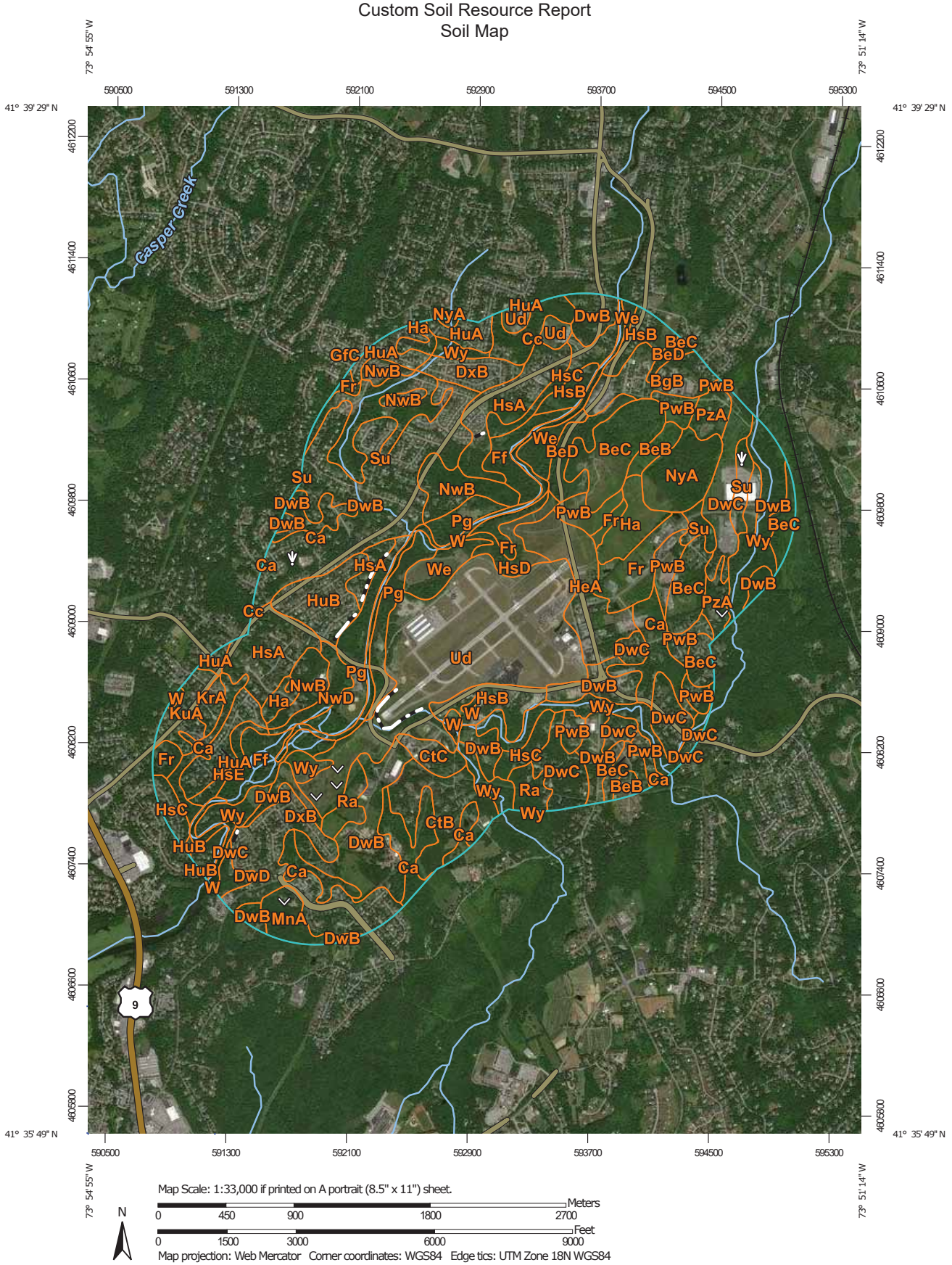
A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Dutchess County, New York



May 19, 2020

Custom Soil Resource Report
Soil Map



MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Dutchess County, New York
Survey Area Data: Version 16, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Oct 7, 2013—Feb 26, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BeB	Bernardston silt loam, 3 to 8 percent slopes	18.2	0.6%
BeC	Bernardston silt loam, 8 to 15 percent slopes	132.1	4.6%
BeD	Bernardston silt loam, 15 to 25 percent slopes	33.7	1.2%
BgB	Bernardston-Urban land complex, 3 to 8 percent slopes	48.3	1.7%
Ca	Canandaigua silt loam, neutral substratum	130.5	4.5%
Cc	Catden muck, 0 to 2 percent slopes	28.0	1.0%
CtB	Chatfield-Hollis complex, undulating, very rocky	63.4	2.2%
CtC	Chatfield-Hollis complex, rolling, very rocky	17.1	0.6%
DwB	Dutchess-Cardigan complex, undulating, rocky	397.3	13.8%
DwC	Dutchess-Cardigan complex, rolling, rocky	128.6	4.5%
DwD	Dutchess-Cardigan complex, hilly, rocky	10.1	0.4%
DxB	Dutchess-Cardigan-Urban land complex, undulating, rocky	133.3	4.6%
Ff	Fluvaquents-Udifluvents complex, frequently flooded	65.2	2.3%
Fr	Fredon silt loam	68.7	2.4%
GfC	Galway-Farmington complex, rolling, rocky	0.1	0.0%
Ha	Halsey mucky silt loam	45.6	1.6%
HeA	Haven loam, nearly level	71.3	2.5%
HsA	Hoosic gravelly loam, nearly level	126.3	4.4%
HsB	Hoosic gravelly loam, undulating	69.6	2.4%
HsC	Hoosic gravelly loam, rolling	54.5	1.9%
HsD	Hoosic gravelly loam, hilly	23.6	0.8%
HsE	Hoosic gravelly loam, 25 to 45 percent slopes	12.5	0.4%
HuA	Hoosic-Urban land complex, nearly level	71.0	2.5%
HuB	Hoosic-Urban land complex, undulating	49.5	1.7%

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
KrA	Knickerbocker fine sandy loam, nearly level	10.8	0.4%
KuA	Knickerbocker-Urban land complex, nearly level	26.3	0.9%
MnA	Massena silt loam, 0 to 3 percent slopes	24.9	0.9%
NwB	Nassau-Cardigan complex, undulating, very rocky	73.3	2.5%
NwD	Nassau-Cardigan complex, hilly, very rocky	18.9	0.7%
NyA	Natchaug muck, 0 to 2 percent slopes	50.7	1.8%
Pg	Pawling silt loam	96.1	3.3%
PwB	Pittstown silt loam, 3 to 8 percent slopes	76.0	2.6%
PzA	Punsit silt loam, 0 to 3 percent slopes	30.8	1.1%
Ra	Raynham silt loam	33.3	1.2%
Su	Sun silt loam	80.7	2.8%
Ud	Udorthents, smoothed	315.9	10.9%
W	Water	55.1	1.9%
We	Wappinger loam	45.3	1.6%
Wy	Wayland silt loam	148.3	5.1%
Totals for Area of Interest		**2,884.8**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties

Report—Prime and other Important Farmlands (Airport and Half Mile Buffer)

Prime and other Important Farmlands–Dutchess County, New York		
Map Symbol	**Map Unit Name**	**Farmland Classification**
BeB	Bernardston silt loam, 3 to 8 percent slopes	All areas are prime farmland
BeC	Bernardston silt loam, 8 to 15 percent slopes	Farmland of statewide importance
BeD	Bernardston silt loam, 15 to 25 percent slopes	Not prime farmland
BgB	Bernardston-Urban land complex, 3 to 8 percent slopes	Not prime farmland
Ca	Canandaigua silt loam, neutral substratum	Farmland of statewide importance
Cc	Catden muck, 0 to 2 percent slopes	Not prime farmland
CtB	Chatfield-Hollis complex, undulating, very rocky	Not prime farmland
CtC	Chatfield-Hollis complex, rolling, very rocky	Not prime farmland
DwB	Dutchess-Cardigan complex, undulating, rocky	All areas are prime farmland
DwC	Dutchess-Cardigan complex, rolling, rocky	Farmland of statewide importance
DwD	Dutchess-Cardigan complex, hilly, rocky	Not prime farmland
DxB	Dutchess-Cardigan-Urban land complex, undulating, rocky	Not prime farmland
Ff	Fluvaquents-Udifluvents complex, frequently flooded	Not prime farmland
Fr	Fredon silt loam	Prime farmland if drained
GfC	Galway-Farmington complex, rolling, rocky	Farmland of statewide importance
Ha	Halsey mucky silt loam	Not prime farmland
HeA	Haven loam, nearly level	All areas are prime farmland
HsA	Hoosic gravelly loam, nearly level	Farmland of statewide importance
HsB	Hoosic gravelly loam, undulating	Farmland of statewide importance
HsC	Hoosic gravelly loam, rolling	Farmland of statewide importance
HsD	Hoosic gravelly loam, hilly	Not prime farmland
HsE	Hoosic gravelly loam, 25 to 45 percent slopes	Not prime farmland
HuA	Hoosic-Urban land complex, nearly level	Not prime farmland
HuB	Hoosic-Urban land complex, undulating	Not prime farmland
KrA	Knickerbocker fine sandy loam, nearly level	All areas are prime farmland
KuA	Knickerbocker-Urban land complex, nearly level	Not prime farmland
MnA	Massena silt loam, 0 to 3 percent slopes	Prime farmland if drained
NwB	Nassau-Cardigan complex, undulating, very rocky	Not prime farmland
NwD	Nassau-Cardigan complex, hilly, very rocky	Not prime farmland
NyA	Natchaug muck, 0 to 2 percent slopes	Not prime farmland
Pg	Pawling silt loam	All areas are prime farmland
PwB	Pittstown silt loam, 3 to 8 percent slopes	All areas are prime farmland
PzA	Punsit silt loam, 0 to 3 percent slopes	Prime farmland if drained
Ra	Raynham silt loam	Prime farmland if drained
Su	Sun silt loam	Farmland of statewide importance

Prime and other Important Farmlands–Dutchess County, New York		
Map Symbol	**Map Unit Name**	**Farmland Classification**
Ud	Udorthents, smoothed	Not prime farmland
W	Water	Not prime farmland
We	Wappinger loam	All areas are prime farmland
Wy	Wayland silt loam	Not prime farmland

Hazardous Materials

Hudson Valley Regional Airport
263 New Hackensack Rd.
Poughkeepsie, NY 12603

Inquiry Number: 05013560.2r
August 04, 2017

The EDR Radius Map™ Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

FORM-LBF-KKT

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GEOCHECK ADDENDUM

GeoCheck - Not Requested

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

263 NEW HACKENSACK RD.
POUGHKEEPSIE, NY 12603

COORDINATES

Latitude (North):	41.6268790 - 41˚ 37' 36.76''
Longitude (West):	73.8805730 - 73˚ 52' 50.06''
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	593251.1
UTM Y (Meters):	4608742.5
Elevation:	156 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5939321 POUGHKEEPSIE, NY
Version Date:	2013
Northeast Map:	5939319 PLEASANT VALLEY, NY
Version Date:	2013
Southeast Map:	5939745 HOPEWELL JUNCTION, NY
Version Date:	2013
Southwest Map:	5939329 WAPPINGERS FALLS, NY
Version Date:	2013

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20150522
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
263 NEW HACKENSACK RD.
POUGHKEEPSIE, NY 12590

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	DUTCHESS COUNTY AIRP	263 NEW HACKENSACK R	ECHO		TP
A2		263 NEW HACKENSACK R	ERNS		TP
A3	FLAGSHIP AIRLINES IN	263 NEW HACKENSACK R	LTANKS, TANKS, NY Spills, MANIFEST		TP
A4	DEPT OF AVIATION	263 NEW HACKENSACK R	RCRA NonGen / NLR		TP
A5	DEPT OF AVIATION	263 NEW HACKENSACK R	FINDS, ECHO		TP
A6	COMMERCIAL ,AIRPORT	263 NEW HACKENSAK RD	NY Spills		TP
A7	DUTCHESS CO AIRPORT	263 NEW HACKENSACK R	NY Spills		TP
A8	DUTCHESS COUNTY AIRP	263 NEW HACKENSACK R	NY Spills		TP
A9	DUTCHESS COUNTY AIRP	263 NEW HACKENSACK R	FINDS		TP
A10	DUTCHESS CTY AIRPORT	263 NEW HACKENSACK R	NY Spills		TP
A11	DUTCHESS COUNTY AIRP	263 NEW HACKENSACK R	NY Spills		TP
B12	ADVANCED OIL / VALDE	299 MAYERS CORNERS R	NY Spills	Higher	1041, 0.197, South
C13	ASSOCIATED AIRCRAFT	32 GRIFFITH WAY	FINDS, ECHO	Higher	1047, 0.198, ENE
C14	ASSOCIATED AIRCRAFT	32 GRIFFITH WAY	RCRA-SQG, MANIFEST	Higher	1047, 0.198, ENE
D15	DUTCHESS CO. AIRPORT	NEW HACKENSACK ROAD	NY Spills	Lower	1135, 0.215, SW
D16	DUT. CO. AIRPORT	NEW HACKENSACK ROAD	NY Spills	Lower	1135, 0.215, SW
D17	DUTCHESS COUNTY AIRP	ROUTE 376	SHWS	Lower	1135, 0.215, SW
D18	DUTCHESS COUNTY AIRP	ROUTE 376	DEL SHWS	Lower	1135, 0.215, SW
D19	DUTCHESS COUNTY AIRP	U	HSWDS	Lower	1135, 0.215, SW
B20	RICHMOR AVIATION	DUTCHESS COUNTY AIRP	UST	Higher	1229, 0.233, South
D21	DUTCHESS COUNTY AIRP	JACKSON ROAD	NY Spills	Lower	1245, 0.236, SSW
D22	DC AIR	RTE 376	NY Spills	Lower	1245, 0.236, SSW
D23	IBM HANGER: BROWNFIE	ROUTE 376	NY Spills	Lower	1245, 0.236, SSW
D24	IBM HANGER DUT.CO.AI	RT 376	NY Spills	Lower	1245, 0.236, SSW
D25	IBM AT AIRPORT	ROUTE 376	NY Spills	Lower	1245, 0.236, SSW
D26	D.C. AIRPORT	HACKENSACK ROAD	LTANKS	Lower	1245, 0.236, SSW
D27	D.C. AIRPORT (IBM HA	RT 376	NY Spills	Lower	1245, 0.236, SSW
D28	D.C. AIR PORT	NEW HACKENSACK ROAD	LTANKS	Lower	1245, 0.236, SSW
D29	AIRPORT (DC)	ROUTE 376	NY Spills	Lower	1245, 0.236, SSW
D30	RICHMOR AVAITION	RICHMORE AVATION	NY Spills	Lower	1245, 0.236, SSW
D31	IBM	IBM AIRPORT	NY Spills	Lower	1245, 0.236, SSW
D32	DC AIRPORT	GENERAL AVIATION RAM	NY Spills	Lower	1245, 0.236, SSW
D33	DUTCHESS CO AIRPORT	ROUTE 376	LTANKS	Lower	1245, 0.236, SSW
E34	WAPPINGERS-AUTO INC	266 NEW HACKENSACK R	EDR Hist Auto	Higher	1291, 0.245, SSW
35	HANDY RENT ALL	274 NEW HACKENSACK R	NY Spills	Lower	1342, 0.254, South
F36	WORONOCK INN	1643 RT 376	LTANKS	Higher	1375, 0.260, ENE
E37	CABALLERO ENTERPRISE	268 NEW HACKENSACK R	EDR Hist Cleaner	Higher	1456, 0.276, South
38	TANGLEWOOD APARTMENT	1911 RT 376	ICIS, FINDS, ECHO	Higher	1503, 0.285, NE
G39	ARCO PROTECTION SYST	1593 ROUTE 376	EDR Hist Auto	Higher	1580, 0.299, ESE

MAPPED SITES SUMMARY

Target Property Address:
263 NEW HACKENSACK RD.
POUGHKEEPSIE, NY 12590

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
F40	REYNOLDS RENTAL: 275	11 REYNOLDS WAY	NY Spills	Higher	1606, 0.304, ENE
G41	AIRPORT SUNOCO INC	1592 ROUTE 376	EDR Hist Auto	Higher	1701, 0.322, ESE
H42	AUTOBAHN CAF,	299 NEW HACKENSACK R	LTANKS	Higher	1704, 0.323, SE
H43	299NEWHACKENSACKRD	299 NEW HACKENSACK R	FINDS, ECHO	Higher	1704, 0.323, SE
G44	FRIENDLY MART; MVO,N	1592 RT 376	NY Spills	Higher	1706, 0.323, ESE
45	SUN UP PROPERTIES	238-242 NEW HACKENSA	SWF/LF	Lower	1776, 0.336, SW
G46	CALLERS RESIDENCE	2 HACKENSACK HEIGHTS	NY Spills	Higher	1802, 0.341, ESE
G47		2 HACKENSACK HEIGHTS	SPILLS 80	Higher	1802, 0.341, ESE
H48	CRANNER RESIDENCE	353 NEW HACKENSACK R	LTANKS	Higher	1803, 0.341, SE
H49	EMPORIUM OIL TERMINA	371 NEW HACKENSACK R	EDR Hist Auto	Higher	1836, 0.348, ESE
50	ANIMAL HOSPITAL	ROUTE 376 AND AIRPOR	FINDS	Higher	1863, 0.353, NE
H51	ROUTE 376 INN	299 NEW HACKENSACK R	FINDS	Lower	1885, 0.357, SE
52	GAS MAIN PROJECT	ALL ANGELS HILL ROAD	FINDS	Lower	1887, 0.357, SSW
H53	1111111111111111111	350-36- NEW HACKENSA	NY Spills	Higher	1894, 0.359, ESE
H54	DAVE ALEXANDER INC	300 NEW HACKENSACK R	UST, NY Spills	Higher	1899, 0.360, SE
55	STAIN ON ROADWAY	30 AIRPORT DRIVE - P	NY Spills	Higher	2087, 0.395, ENE
I56	DUTCHESS CO.AIRPORT	IBM HANGER	LTANKS	Lower	2125, 0.402, West
I57		DUTCHESS COUNTY AIRP	ERNS	Lower	2128, 0.403, West
I58	FLAGSHIP AIRLINES IN	DUTCHESS COUNTY AIRP	RCRA NonGen / NLR	Lower	2128, 0.403, West
I59	DUTCHESS CO. AIRPORT	IBM HANGER	NY Spills	Lower	2128, 0.403, West
I60	FLAGSHIP AIRLINES, D	DUTCHESS COUNTY AIRP	TANKS	Lower	2128, 0.403, West
61	SUSZCYNSKI	17 HACKENSACK HGTS R	NY Spills	Higher	2286, 0.433, East
J62	NEW HACKENSACK REFOR	1580 ROUTE 376	UST	Higher	2334, 0.442, ESE
J63	NEW HACKENSACK REFOR	1580 RT 376	FINDS	Higher	2334, 0.442, ESE
64	SOCCER VIEW BUSINESS	AIRPORT DR	FINDS	Higher	2342, 0.444, NE
65	NEAVE LANDSCAPING	80 AIRPORT DRIVE	NY Spills	Higher	2421, 0.459, ENE
K66	NES RENTALS	14 ALL ANGELS RD	NY Spills	Higher	2493, 0.472, SE
K67	REW SEWAGE : NES REN	20 ALL ANGELS HILL R	NY Spills	Higher	2493, 0.472, SE
K68		14 ALL ANGELS RD	ERNS	Higher	2493, 0.472, SE
K69	NES RENTALS	14 ALL ANGELS RD	NY Spills	Higher	2493, 0.472, SE
K70	NES RENTALS	14-20 ALL ANGELS ROA	AST	Higher	2493, 0.472, SE
71	IBM DUTCHESS COUNTY	RT 376	FINDS	Higher	2610, 0.494, SSW
72	DUTCHESS COUNTY	UNKNOWN	FINDS	Lower	2659, 0.504, WSW
73	DUTCHESS COUNTY AIRP	AIRPORT PARK	SHWS	Lower	2706, 0.512, WNW
74	TODARO PROPERTY	19 ST NICHOLAS RD	FINDS	Lower	2754, 0.522, SW
75	HAKAM PETROLEUM INC	12 STONEWALL DR	EDR Hist Auto	Higher	2831, 0.536, South
76	DUTCHESS CO AIRPORT	CITATION DR MI E	FINDS	Lower	2912, 0.552, West
77	ROYAL CARTING: SCISM	1534 RT 376	NY Spills	Higher	3017, 0.571, ESE
78	DUTCHESS COUNTY AIRP	U	HSWDS	Lower	3050, 0.578, West

MAPPED SITES SUMMARY

Target Property Address:
263 NEW HACKENSACK RD.
POUGHKEEPSIE, NY 12590

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MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
79	WASTMANAGMENTDUMPTR	31 KENT/ALL ANGELS H	NY Spills	Higher	3075, 0.582, SSE
80	JACKSON RD NR DC AIR	JACKSON RD	NY Spills	Lower	3089, 0.585, WSW
81	NEAVE LANDSCAPING: V	80 AIRPORT DR	NY Spills	Higher	3196, 0.605, ENE
L82	VILLAGE OF WAPPINGER	2 SOUTH AVE	UST	Higher	3199, 0.606, East
L83	BRADY RES.: LINE LEA	1 SOUTH COURT	NY Spills	Higher	3333, 0.631, East
L84	BRADY : BASEMENT	1 SOUTH COURT	NY Spills	Higher	3333, 0.631, East
M85	DELANEY	32 SOUTH AVENUE	LTANKS	Higher	3383, 0.641, East
M86	DELANY RESIDENCE	32 SOUTH AVE	NY Spills	Higher	3383, 0.641, East
M87	SEAMAN'S AUTO CLINIC	38 SOUTH AVE	FINDS	Higher	3386, 0.641, East
M88	SOUTH AVENUE EXXON S	60 SOUTH AVE	EDR Hist Auto	Higher	3398, 0.644, East
M89	EXXON S/S-MID.VAL.	60 SOUTH AVE	LTANKS	Higher	3398, 0.644, East
M90	SIXTY SOUTH AVENUE I	60 SOUTH AVE	RCRA NonGen / NLR, MANIFEST	Higher	3398, 0.644, East
M91	SIXTY SOUTH AVENUE I	60 SOUTH AVE	FINDS, ECHO	Higher	3398, 0.644, East
N92	DRUMS	JACKSON ROAD BRIDGE	NY Spills	Lower	3433, 0.650, WSW
N93	DUTCHESS COUNTY BIN	JACKSON RD CRK 110 O	FINDS, ECHO	Lower	3443, 0.652, WSW
M94	VERIZON NEW YORK INC	10 SOUTH AVENUE	TANKS	Higher	3459, 0.655, East
O95	BRE-DEL ENTERPRISES	210 NEW HACKENSACK R	FINDS	Higher	3467, 0.657, SW
O96	RICHMOR AVIATION	214 NEW HACKENSACK R	RCRA NonGen / NLR, FINDS, ECHO, MANIFEST	Lower	3491, 0.661, SW
97	WAPPINGER CREEK TRIB	RUSSELL RD	FINDS	Higher	3496, 0.662, SE
98	BADABO RESIDENCE	21 WILLOW BROOK HEIG	NY Spills	Lower	3513, 0.665, NW
P99	AIRPORT DRIVE ANIMAL	72 AIRPORT DR	FINDS, ECHO	Higher	3535, 0.670, ENE
P100	AIRPORT DRIVE ANIMAL	72 AIRPORT DR	US AIRS	Higher	3535, 0.670, ENE
Q101	RADD AUTOMOTIVE INC	1745 ROUTE 376	EDR Hist Auto	Higher	3629, 0.687, North
Q102	DEGARMO HILL S/S	1745 RT 376	NY Spills	Higher	3629, 0.687, North
R103	BEHIND MULLIGANS BAR	NEWHAKENSAK RD	NY Spills	Lower	3741, 0.709, SW
104	HAUFFERMAN	388 BASSER ROAD	LTANKS	Lower	3747, 0.710, NW
R105	EXXON MOBIL JACKSON	JACKSON & W NEW HACK	FINDS, ECHO	Lower	3768, 0.714, SW
106	STANLEY STILL PARK	JACKSON ROAD	NY Spills	Lower	3798, 0.719, WSW
107	BAISLEY/VAN BENSCHOT	AIRPORT DR	FINDS	Higher	3846, 0.728, NE
108	ST GREGORY CHURCH: 1	1500 RTE 376	LTANKS	Higher	3848, 0.729, ESE
109	HARBER HILL REALTY/R	5 HARBOR HILL RD	NY Spills	Higher	4017, 0.761, East
S110	CANDLE LIGHT LANDSCA	110 AIRPORT DR	NY Spills	Higher	4112, 0.779, NE
S111	CANDLELIGHT LANDSCAP	110 AIRPORT DR	FINDS	Higher	4112, 0.779, NE
S112	ENVIRO CLEAN SERVICE	110 AIRPORT DR SUITE	RCRA NonGen / NLR	Higher	4112, 0.779, NE
S113	ENVIRO CLEAN SERVICE	110 AIRPORT DR SUITE	FINDS, ECHO	Higher	4112, 0.779, NE
114	MIDHUDSON KOREAN UNI	JACKSON RD	FINDS	Lower	4139, 0.784, West
115	POLE P13370	1 SILVER LANE	NY Spills	Higher	4145, 0.785, NW
116	KMART	RTE 9 S HILLS MALL	FINDS, ECHO	Higher	4175, 0.791, NW
117	HARTRICK RICHARD	195 NEW HACKENSACK R	EDR Hist Auto	Lower	4384, 0.830, SW

MAPPED SITES SUMMARY

Target Property Address:
263 NEW HACKENSACK RD.
POUGHKEEPSIE, NY 12590

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
T118	RAFAEL MORALES RESID	1480 RTE 376	NY Spills	Higher	4394, 0.832, ESE
T119	CSERVAK/FATALITY	ROUTE 376	NY Spills	Higher	4398, 0.833, ESE
U120	FAST LANE FABRICATIO	9 CLAUDIA LANE	EDR Hist Auto	Higher	4435, 0.840, NNW
T121	DEGARMO PROPERTY LLC	RTE 376 & DEGARMO HI	UST	Higher	4437, 0.840, ESE
U122	EAGEN RESIDENCE	10 CLAUDIA LANE	NY Spills	Higher	4571, 0.866, NNW
123	KONDORS RESIDENCE	21 HILLUS TERR	NY Spills	Higher	4572, 0.866, NW
124	RELIABLE SANITATION	VASSER RD & STERLING	NY Spills	Higher	4598, 0.871, West
125	WAPPINGERS PROFESSIO	187 NEW HACKENSACK R	NY Spills	Lower	4640, 0.879, SW
V126	ARROW EXCAVATING	197 WIDMER ROAD	FINDS	Lower	4694, 0.889, South
W127	CARNWORTH FARMS	70-94 CARNWORTH FARM	RCRA NonGen / NLR, MANIFEST	Higher	4735, 0.897, SSE
W128	CARNWORTH FARMS	70-94 CARNWORTH FARM	FINDS, ECHO	Higher	4735, 0.897, SSE
129	WFCSD/VEH.: DIESEL	160 AIRPORT DRIVE	NY Spills	Higher	4745, 0.899, ENE
X130	ON ROAD	10 ALEXANDER BLVD	NY Spills	Higher	4782, 0.906, WNW
X131	TRANSFORMER	10 ALEXANDERA DR	NY Spills	Higher	4782, 0.906, WNW
132	CULLEN RES.: 550 UST	9 BROOK PLACE	NY Spills	Higher	4804, 0.910, SSE
V133	VEH. IN STREAM	196 WIDMER RD	NY Spills	Lower	4897, 0.927, South
134	STREAM	29 HILLIS TERR	NY Spills	Higher	5035, 0.954, NW
Y135	HAAS PROPERTY	65 DEGARMO HILLS RD	FINDS	Higher	5099, 0.966, SE
Y136	DEGARMO HILLS RD	DEGARMO HILLS RD 120	FINDS	Higher	5124, 0.970, SE
137	TOWN OF POUGHKEEPSIE	5 ALEXANDER BOULEVAR	AST	Higher	5132, 0.972, WNW
138	CHEP EQUIPMENT POOLI	500 AIRPORT DR	FINDS	Higher	5143, 0.974, ENE
139	KUEHNER RES.: UST	71 ALL ANGELS ROAD	NY Spills	Higher	5146, 0.975, SSE
Z140	NEW HACKENSACK PLAZA	1820 RT 376	NY Spills	Lower	5252, 0.995, NNE
141	FORDE RESIDENCE	237 VASEAR ROAD	LTANKS	Higher	5294, 1.003, North
AA142	ROAD	12 RIDGEWOOD TERR	NY Spills	Higher	5382, 1.019, WNW
Z143	CREEKSIDE PLAZA	1821 RTE 376	FINDS	Lower	5404, 1.023, NNE
144	RADD AUTOMOTIVE INC	1441 ROUTE 376	EDR Hist Auto	Higher	5444, 1.031, ESE
AA145	DOURADO RES.: SUMP P	10 RIDGEWOOD TER	NY Spills	Higher	5446, 1.031, WNW
AB146	GULF S/S BOTTINI	RTE 376 AND MALONEY	NY Spills	Lower	5523, 1.046, NNE
AC147	CONVENIENT FOOD MART	219 VASSAR ROAD	UST	Higher	5533, 1.048, North
AB148	SMILES' REST.	RT 376/MALONE RD	NY Spills	Lower	5535, 1.048, NNE
AD149	MALONEY ROAD	ROUTE 376	NY Spills	Lower	5536, 1.048, NNE
AD150	GAS CITY	ROUTE 376	NY Spills	Lower	5536, 1.048, NNE
AB151	GAS CITY S/S	RT 376	NY Spills	Lower	5553, 1.052, NNE
AC152	ARLINGTON FIRE DIST.	213 VASSAR ROAD	LTANKS, UST, AST	Higher	5554, 1.052, North
AB153	NEW HACKENSACK AUTO:	1831 RTE 376	NY Spills	Lower	5558, 1.053, NNE
AB154	GASLAND : N/F: GULF	1831 NEW HACKENSACK	NY Spills	Lower	5564, 1.054, NNE
AB155	GAS LAND NEW HACKENS	1831 NEW HACKENSACK	UST	Lower	5564, 1.054, NNE
AB156	GAS LAND NEW HACKENS	1831 NEW HACKENSACK	AST	Lower	5564, 1.054, NNE

MAPPED SITES SUMMARY

Target Property Address:
263 NEW HACKENSACK RD.
POUGHKEEPSIE, NY 12590

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MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
AB157	VILLAGE CREST APTS	RT 376 MALONY ROAD	NY Spills	Lower	5568, 1.055, NNE
AB158	CAR CONNECTION	RT 376 & MALONEY RD	NY Spills	Lower	5612, 1.063, NNE
AB159	TRANSPORTATION CORP.	RT 376 & MALONEY ROA	NY Spills	Lower	5612, 1.063, NNE
160	GARY SCHMITT RES	17 DORRETT DRIVE	NY Spills	Higher	5651, 1.070, SE
AB161	FORMER MOBIL 06-767	1834 ROUTE 376	UST	Lower	5694, 1.078, NNE
162	SCHMERSAL RESIDENCE	2 RIDGEWOOD TERR	NY Spills	Higher	5702, 1.080, WNW
163	CHGE: TRANSFORMER	HAMPTON ROAD	NY Spills	Higher	5751, 1.089, NW
164	SLANSKY RES.: 275 AS	1429 RT 376	NY Spills	Higher	5767, 1.092, ESE
165	SLAUGHTER PROPERTY	WIDMER RD	FINDS	Higher	5838, 1.106, South
166	LINDA AMODEO RESIDEN	26 ALEXANDER BLVD	NY Spills	Higher	5844, 1.107, WNW
167	ON ROAD IN FRONT OF	8 SCOFIELD HEIGHTS	NY Spills	Higher	5846, 1.107, NW
168	BRENNA	56 DEGARMO HILLS RD	NY Spills	Higher	5862, 1.110, SE
169	CHG&E: TRANSMISSION	157 WIDMER ROAD	NY Spills	Higher	5887, 1.115, SSW
170	CHG&E : POLE #70644	4 SALEM COURT	NY Spills	Higher	5906, 1.119, WNW
171	MAYO	1419 ROUTE 376	NY Spills	Higher	5943, 1.126, ESE
AE172	ROE MOVERS	500 AIRPORT DRIVE	AST	Higher	5990, 1.134, NE
AE173	CHEP USA	500 AIRPORT DRIVE	LTANKS, NY Spills	Higher	5990, 1.134, NE
174	AVALON ASSISTED LIVI	1915 ST RTE 376	FINDS, ECHO	Higher	6037, 1.143, SSE
AF175	FAIRCHILD SEMICONDUC	ALL ANGELS HILL RD	RCRA NonGen / NLR, RAATS, MANIFEST	Higher	6058, 1.147, SSE
AE176	SOUTHEASTERN CONTAIN	151 AIRPORT DRIVE	FINDS	Higher	6094, 1.154, NE
AE177	SOUTHEASTERN CONTAIN	151 AIRPORT ROAD	AST	Higher	6094, 1.154, NE
AE178	FORMER COCA COLA REF	151 AIRPORT DR	NY Spills	Higher	6094, 1.154, NE
AG179	HARDWARE STORE	VASSAR RD	NY Spills	Higher	6095, 1.154, North
AH180	GOUGH	24 DAISEY LN	LTANKS	Lower	6184, 1.171, SW
AH181	GOUGH	24 DAISY LANE	LTANKS	Lower	6184, 1.171, SW
182	JOHNSON L.KUO	32 DASIE LANE	NY Spills	Lower	6188, 1.172, WSW
183	RESIDENCE	35 BRIARCLIFF AVE	NY Spills	Higher	6198, 1.174, WNW
184	WELLS FARGO	20 DAISY LANE	NY Spills	Higher	6211, 1.176, SW
185	ISOLE PROPERTY	13 NORTH JACKSON RD	FINDS	Higher	6231, 1.180, West
AF186	FAIRCHILD	91 ALL ANGELS HILL R	SHWS, VAPOR REOPENED, ENG CONTROLS, INST CONTROL	Higher	6238, 1.181, SSE
AF187	SCHLUMBERGER TECHNOL	91 ALL ANGELS HILL R	FINDS	Higher	6238, 1.181, SSE
AF188	FAIRCHILD	91 ALL ANGELS HILL R	RGA HWS	Higher	6238, 1.181, SSE
AF189	FAIRCHILD	91 ALL ANGELS HILL R	RGA HWS	Higher	6238, 1.181, SSE
AF190	FAIRCHILD	91 ALL ANGELS HILL R	RGA HWS	Higher	6238, 1.181, SSE
AF191	FAIRCHILD SEMICONDUC	91 ALL ANGELS HILL R	ICIS	Higher	6238, 1.181, SSE
192	ROYAL PROF CLG SVC &	12 DAISY LN	EDR Hist Cleaner	Higher	6241, 1.182, SW
AI193	MIDPOINT PARK SD/ROY	MARTIN DR - N END	FINDS	Higher	6241, 1.182, SE
AI194	MIDPOINT PK SD WWTP-	ROYAL RIDGE DEVELOPM	ICIS, FINDS, ECHO, SPDES	Higher	6242, 1.182, SE
195	RESIDENCE	16 LORI STREET	NY Spills	Higher	6260, 1.186, WNW

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POUGHKEEPSIE, NY 12590

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AG196	VASSER RD.ELEM.SCHOO	VASSER ROAD	LTANKS	Higher	6270, 1.188, North
AG197	VASSAR ROAD ELEMENTA	VASSAR ROAD	LTANKS	Higher	6270, 1.188, North
198	KURT ALTMANN	14 N JACKSON RD	NY Spills	Higher	6290, 1.191, WNW
199	OWEN PROPERTY	148 WIDMER RD	FINDS	Higher	6303, 1.194, SSW
AJ200	VILLAGE CREST APARTM	510 MALONEY ROAD	ICIS, FINDS, ECHO	Higher	6326, 1.198, NE
AJ201	TEN UNIT APT PROJECT	456 MALONEY RD	FINDS	Higher	6326, 1.198, NE
AJ202	VILLAGE CREST APT.	510 MALONEY ROAD	LTANKS, NY Spills	Higher	6326, 1.198, NE
AJ203	VILLAGE CREST APT.	MANLEY ROAD	NY Spills	Higher	6326, 1.198, NE
AJ204	VILLAGE CREST APARTM	510 MALONEY ROAD	AST	Higher	6326, 1.198, NE
AJ205	RESIDENTIAL APARTMEN	RTE 376 & 510 MALONE	ICIS	Higher	6326, 1.198, NE
AJ206	VILLAGE CREST APTS	510 MALONEY RD & ST	FINDS	Higher	6326, 1.198, NE
AJ207	ZELLER SUBDIVISION	464 MALONEY RD	FINDS	Higher	6326, 1.198, NE
AJ208	VILLAGE CREST APARTM	510 MALONEY ROAD	UST	Higher	6326, 1.198, NE
209	CLOUTING / TOSTO	27 DAISY LANE	LTANKS	Lower	6349, 1.202, SW
210	MEZZEI RESIDENCE	16 WENDY RD	NY Spills	Higher	6421, 1.216, SSW
211	NORMAN SCOFIELD BUIL	15 SCOFIELD HEIGHS	FINDS	Higher	6484, 1.228, NW
AK212	NEW HACKEN.REFORM.CH	1860 RT 376	AST, NY Spills	Lower	6489, 1.229, NNE
213	ST. CABRINI HOMES :	37 DEGARMO HILLS RD	NY Spills	Higher	6515, 1.234, SE
214	WFCSD:TRANSMISSION	SPRING ROAD	NY Spills	Higher	6518, 1.234, West
215	HYDRAULIC FLUID	2 WILDWOOD DR	NY Spills	Higher	6527, 1.236, WNW
216	GARCIA PROPERTY	10 MALMROS TER	FINDS	Higher	6531, 1.237, West
217	CHGE: TRANSFORMER	SPRINBROOK AVE	NY Spills	Higher	6561, 1.243, NNW
218	VASSAR ROAD ELEMENTA	174 VASSAR RD	FINDS	Higher	6623, 1.254, North
219	CARLSON	4 DEER RUN ROAD	LTANKS	Higher	6697, 1.268, NW
AK220	RESIDENCE	1871 ROUTE 376	NY Spills	Lower	6718, 1.272, NNE
AL221	TRAFFIC ACCIDENT	152 VASSER RD	NY Spills	Higher	6727, 1.274, NNE
AL222	CHGE: TRANSFORMER	152 VASSAR RD	NY Spills	Higher	6727, 1.274, NNE
AM223	CHGE: TRANSFORMER	1876 NEW HACKENSACK	NY Spills	Lower	6818, 1.291, NNE
AL224	VASSAR OAKS	146-171 VASSAR RD	FINDS	Higher	6830, 1.294, NNE
225	CALDORS STORE 22	44 PLZ ON RTE 75	RCRA NonGen / NLR, FINDS, ECHO	Higher	6869, 1.301, NNW
AN226	SCHLENKER	6 BRIAN PL	LTANKS	Lower	6893, 1.305, SW
AM227	FRIENDLY MART OF WAP	1882 ROUTE 376	UST, NY Spills	Lower	6941, 1.315, NNE
AM228	AIRPORT SUNOCO INC	1882 STATE ROUTE 376	EDR Hist Auto	Lower	6941, 1.315, NNE
AO229	HOBNOBBIN PUB	VASSAR RD	FINDS	Lower	6948, 1.316, NNE
AP230	KIARY ROAD ELEM. SCH	KIARY ROAD	NY Spills	Higher	6952, 1.317, North
AP231	KINRY ROAD SCHOOL	KINRY ROAD	LTANKS	Higher	6952, 1.317, North
AP232	WAPPINGERS FALLS SCH	KINERY ROAD	LTANKS	Higher	6952, 1.317, North
233	CHG&E : TRANSFORMER	11 WILDWOOD DR	NY Spills	Higher	6956, 1.317, WNW
AQ234	FRANGETIS RES.: 1K U	14 DEER RUN RD	NY Spills	Higher	6987, 1.323, NW

MAPPED SITES SUMMARY

Target Property Address:
263 NEW HACKENSACK RD.
POUGHKEEPSIE, NY 12590

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
AO235	CHG&E: TRANSFORMER O	143 VASSAR RD/00A113	NY Spills	Higher	6992, 1.324, NNE
AN236	RESIDENCE	25 WILDWOOD DRIVE	NY Spills	Lower	6999, 1.326, SW
AQ237	SHISHMANIAN RESIDENC	13 DEER RUN ROAD	LTANKS	Higher	7041, 1.334, NW
AR238	FEN ENTERPRISES OF N	RTE 376 CORNER DIDDE	FINDS, ECHO	Higher	7046, 1.334, East
239	LEE RES.: 550 UST	51 WILDWOOD DR	NY Spills	Higher	7047, 1.335, WNW
AN240	CHG&E: POLE # P77220	3 BRIAN PLACE	NY Spills	Lower	7067, 1.338, SW
AQ241	BERNIER	16 DEER RUN ROAD	LTANKS	Higher	7078, 1.341, NW
242	HORVATH	4 VICTOR LANE	LTANKS	Higher	7083, 1.341, West
243	TOM'S WAY	VASSA ROAD	NY Spills	Higher	7092, 1.343, WSW
AO244	CHGE: TRANSFORMER	137 VASSAR RD	NY Spills	Higher	7111, 1.347, NNE
AO245	O'DONNELL RESIDENCE	137 VASSER ROAD	NY Spills	Higher	7111, 1.347, NNE
AS246	KINRY ROAD ELEMENTAR	58 KINRY ROAD	UST	Higher	7115, 1.348, North
AS247	KINRY RD ELEM SCHOOL	58 KINRY RD	FINDS	Higher	7115, 1.348, North
AS248	KINRY ROAD ELEMENTAR	58 KINRY ROAD	AST	Higher	7115, 1.348, North
249	275 TANK	2 WENDY DR	NY Spills	Lower	7116, 1.348, SSW
250	PERRYS AUTO DETAILIN	82 SUTTON PARK RD	EDR Hist Auto	Higher	7116, 1.348, NNW
251	JOHN NEGRI RESIDENCE	11 BARBARA DRIVE	LTANKS	Lower	7145, 1.353, SW
252	FEBEL RESIDENCE	12 VICTOR LANE	LTANKS, NY Spills	Higher	7162, 1.356, West
AT253	BAHTT	21 ROWLEY RD	LTANKS	Higher	7169, 1.358, West
AR254	KING PROPERTY	RT 376 & DIDELL RD	FINDS	Higher	7187, 1.361, ESE
AR255	F E N ENTERPRISES	RT 376 & DIDDELL RD	FINDS	Higher	7187, 1.361, ESE
AR256	RITE OF WAY	DIDDELL RD AND ROUTE	NY Spills	Higher	7187, 1.361, ESE
257	KUSS RESIDENCE	32 SMITH CROSSING RD	NY Spills	Higher	7193, 1.362, East
258	FAIRCHILD SEMICONDUC	91 ALL ANGELS ROAD	FINDS, ECHO	Higher	7202, 1.364, SSE
AU259	MALLONEY RD CULVERT	MALLONEY RD - 100 FT	FINDS	Higher	7209, 1.365, NE
260	MULLIGAN	65 SMITH CROSSING RO	LTANKS	Higher	7220, 1.367, ENE
AT261	SOWUL RESD.: 550 UST	23 ROWLEY RD	NY Spills	Higher	7230, 1.369, West
262	HANDEL RESIDENCE	14 PANESSA DRIVE	LTANKS	Higher	7245, 1.372, NNW
AR263	CHGE: TRANS/DIDELL	DIDELL RD/RT376	NY Spills	Higher	7247, 1.373, East
AU264	CICCONE	DALEY ROAD	LTANKS	Higher	7272, 1.377, NE
265	OGILVIE	3 DONNA DR	LTANKS	Higher	7317, 1.386, NNW
266	LIANG RES.: 550 UST	24 KELLERHAUSE DRIVE	NY Spills	Higher	7344, 1.391, NNW
AV267	DUTCHESS RAIL TRAIL	87 SMITH CROSSING RD	FINDS	Higher	7358, 1.394, NE
268	RESIDENTIAL UST	9 VICTOR LANE	NY Spills	Higher	7384, 1.398, West
269	TALBOT HOME	40 TOP-O-HILL ROAD	LTANKS	Higher	7393, 1.400, ESE
270	WIDMER CONSTRUCTION	115 WIDMER RD	RCRA NonGen / NLR, FINDS, ECHO, MANIFEST	Higher	7399, 1.401, SSW
271	PATTERSON RESIDENCE	95 SUTTON PARK	NY Spills	Higher	7400, 1.402, NW
272	PIGGOTT RESIDENCE	46 SPRING ROAD	LTANKS	Higher	7459, 1.413, West
AW273	BEN CICCONE INC.	203 DALEY RD	UST	Higher	7463, 1.413, NE

MAPPED SITES SUMMARY

Target Property Address:
263 NEW HACKENSACK RD.
POUGHKEEPSIE, NY 12590

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
274	ABSOLUTE PROPERTY MA	1 WILDWOOD DR	NY Spills	Lower	7470, 1.415, SW
AV275	JULFRAN FARM	90 SMITHCROSSING RD	NY Spills	Higher	7505, 1.421, NE
276	CHGE : TRANSFORMER O	8 OAK COURT	NY Spills	Higher	7531, 1.426, NNW
AW277	FLIPPO	150 DAILEY RD	NY Spills	Higher	7546, 1.429, NE
278	WAPPINGERS CENTRAL S	KINRY RD 500 FT E OF	RCRA NonGen / NLR, MANIFEST	Higher	7563, 1.432, North
279	KOSCO : VEH.	36 KINRY RD	NY Spills	Higher	7604, 1.440, North
280	BRICCOETTI RES.: FIL	15 CINDY LANE	NY Spills	Lower	7660, 1.451, SW
281	TRANSFORMER POLE P72	12 SANDI DR	NY Spills	Lower	7663, 1.451, WSW
AX282	EMPORIUM OIL TERMINA	376 MALONEY RD	EDR Hist Auto	Higher	7727, 1.463, NE
AY283	FOREIGN AUTO REPAIR:	1910 NEW HACKENSACK	NY Spills	Lower	7728, 1.464, NNE
284	MURPHY PAT SONS EXXO	73 LAKEVIEW RD	EDR Hist Auto	Higher	7767, 1.471, NE
AY285	SQUILLANTE STATE FAR	1910 ROUTE 376	NY Spills	Higher	7777, 1.473, NNE
286	CHG&E : TRANSFOMER O	27 WILD WOOD DRIVE	NY Spills	Higher	7783, 1.474, WNW
AX287	N/F: HIGHLAND AUTO G	RT 376 @ MALONEY RD.	NY Spills	Higher	7783, 1.474, NE
288	FM OIL	15 SPRING HILL COURT	LTANKS	Higher	7812, 1.480, East
289	COUDREY RES	30 TOP' O HILL RD	NY Spills	Higher	7825, 1.482, ESE
290	VAN DEN BERGH PROPER	6 VANEK RD	FINDS	Lower	7844, 1.486, NNE
291	INGORSOLL RES.	14 BEGARINO HILL RD	NY Spills	Higher	7845, 1.486, SSE
292	MARTINEZ RES.: DELIV	42 VICTOR LANE	NY Spills	Higher	7871, 1.491, West
293	TRAFFIC ACCIDENT	141 DALEY RD	NY Spills	Higher	7871, 1.491, NE
294	ROOFING SHINGLES	106 SUTTON PARK RD	NY Spills	Higher	7893, 1.495, NNW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
DUTCHESS COUNTY AIRP 263 NEW HACKENSACK R WAPPINGERS FALLS, NY 12590	ECHO	N/A
263 NEW HACKENSACK R 263 NEW HACKENSACK R WAPPINGERS FALLS, NY 12590	ERNS NRC Report #: 11684	N/A
FLAGSHIP AIRLINES IN 263 NEW HACKENSACK R WAPPINGERS FALLS, NY 12590	LTANKS Spill Number/Closed Date: 8911632 / 1990-09-25 Site ID: 152117 Program Number: 8911632 TANKS Database: TANKS, Date of Government Version: 12/28/2016 Facility Id: 3-029548 Site Status: Active NY Spills Spill Number/Closed Date: 1103516 / 2011-06-29 Spill Number/Closed Date: 0807109 / 2008-09-24 Spill Number/Closed Date: 0204811 / 2002-08-21 Spill Number/Closed Date: 8905158 / 1989-08-24 spillno: 0204811 spillno: 0807109 spillno: 1103516 spillno: 8905158 Site ID: 307851 Site ID: 404431 Site ID: 451081 Site ID: 152116 MANIFEST EPA ID: NYD098332430 EPA ID: NYD002420826	N/A
DEPT OF AVIATION 263 NEW HACKENSACK R WAPPINGERS FALLS, NY 12590	RCRA NonGen / NLR EPA ID:: NYD098332430	NYD098332430
DEPT OF AVIATION 263 NEW HACKENSACK R WAPPINGERS FALLS, NY 12590	FINDS Registry ID:: 110015703158 ECHO	N/A
COMMERCIAL ,AIRPORT 263 NEW HACKENSAK RD WAPPINGERS FALLS, NY	NY Spills	N/A

	Spill Number/Closed Date: 1606595 / 2016-12-15 spillno: 1606595 Site ID: 533224	
DUTCHESS CO AIRPORT 263 NEW HACKENSACK R POUGHKEEPSIE, NY	NY Spills Spill Number/Closed Date: 0410782 / 2005-01-04 spillno: 0410782 Site ID: 335825	N/A
DUTCHESS COUNTY AIRP 263 NEW HACKENSACK R WAPPINGER, NY	NY Spills Spill Number/Closed Date: 0612531 / 2007-02-20 spillno: 0612531 Site ID: 377406	N/A
DUTCHESS COUNTY AIRP 263 NEW HACKENSACK R WAPPINGERS FALLS, NY 12590	FINDS Registry ID:: 110019223062	N/A
DUTCHESS CTY AIRPORT 263 NEW HACKENSACK R WAPPINGERFALLS, NY	NY Spills Spill Number/Closed Date: 1007451 / 2010-10-12 spillno: 1007451 Site ID: 440867	N/A
DUTCHESS COUNTY AIRP 263 NEW HACKENSACK R WAPPINGER FALLS, NY 12590	NY Spills Spill Number/Closed Date: 1304792 / 2016-03-17 spillno: 1304792 Site ID: 485335	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL---------- National Priority List

Proposed NPL ..... Proposed National Priority List Sites
NPL LIENS ..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ..... Federal Facility Site Information listing
SEMS ..... Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ..... Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG ..... RCRA - Large Quantity Generators
RCRA-CESQG ..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS ..... Land Use Control Information System
US ENG CONTROLS ..... Engineering Controls Sites List
US INST CONTROL ..... Sites with Institutional Controls

State and tribal leaking storage tank lists

INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land
HIST LTANKS ..... Listing of Leaking Storage Tanks

State and tribal registered storage tank lists

FEMA UST ..... Underground Storage Tank Listing
CBS UST ..... Chemical Bulk Storage Database
MOSF UST ..... Major Oil Storage Facilities Database
MOSF ..... Major Oil Storage Facility Site Listing
CBS ..... Chemical Bulk Storage Site Listing
CBS AST ..... Chemical Bulk Storage Database
MOSF AST ..... Major Oil Storage Facilities Database
INDIAN UST ..... Underground Storage Tanks on Indian Land

State and tribal institutional control / engineering control registries

RES DECL ..... Restrictive Declarations Listing

State and tribal voluntary cleanup sites

VCP ..... Voluntary Cleanup Agreements

INDIAN VCP ..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

BROWNFIELDS ..... Brownfields Site List
ERP ..... Environmental Restoration Program Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY ..... Registered Recycling Facility List
SWTIRE ..... Registered Waste Tire Storage & Facility List
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands
ODI ..... Open Dump Inventory
DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS ..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ..... Delisted National Clandestine Laboratory Register
US CDL ..... National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

HIST UST ..... Historical Petroleum Bulk Storage Database
HIST AST ..... Historical Petroleum Bulk Storage Database

Local Land Records

LIENS ..... Spill Liens Information
LIENS 2 ..... CERCLA Lien Information

Records of Emergency Release Reports

HMIRS ..... Hazardous Materials Information Reporting System
NY Hist Spills ..... SPILLS Database
SPILLS 90 ..... SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS ..... Formerly Used Defense Sites
DOD ..... Department of Defense Sites
SCRD DRYCLEANERS ..... State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ..... Financial Assurance Information
EPA WATCH LIST ..... EPA WATCH LIST
2020 COR ACTION ..... 2020 Corrective Action Program List
TSCA ..... Toxic Substances Control Act
TRIS ..... Toxic Chemical Release Inventory System
SSTS ..... Section 7 Tracking Systems

ROD	Records Of Decision
RMP	Risk Management Plans
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
UXO	Unexploded Ordnance Sites
DOCKET HWC	Hazardous Waste Compliance Docket Listing
FUELS PROGRAM	EPA Fuels Program Registered Listing
AIRS	Air Emissions Data
COAL ASH	Coal Ash Disposal Site Listing
DRYCLEANERS	Registered Drycleaners
E DESIGNATION	E DESIGNATION SITE LISTING
Financial Assurance	Financial Assurance Information Listing
UIC	Underground Injection Control Wells

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	Recovered Government Archive Solid Waste Facilities List

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/12/2016 has revealed that there is 1 RCRA-SQG site within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ASSOCIATED AIRCRAFT	***32 GRIFFITH WAY***	***ENE 1/8 - 1/4 (0.198 mi.)***	***C14***	***27***

Federal ERNS list

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 09/26/2016 has revealed that there are 2 ERNS sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	14 ALL ANGELS RD	SE 1/4 - 1/2 (0.472 mi.)	K68	94
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
Not reported	DUTCHESS COUNTY AIRP	W 1/4 - 1/2 (0.403 mi.)	I57	81

State- and tribal - equivalent CERCLIS

SHWS: The State Hazardous Waste Sites records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. The data come from the Department of Environmental Conservation's Inactive Hazardous waste Disposal Sites in New York State.

A review of the SHWS list, as provided by EDR, and dated 11/14/2016 has revealed that there are 3 SHWS sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FAIRCHILD	***91 ALL ANGELS HILL R***	***SSE 1 - 2 (1.181 mi.)***	***AF186***	***263***
Site Code: 55978				
Class Code: Site is properly closed - requires continued management.				
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
DUTCHESS COUNTY AIRP	ROUTE 376	SW 1/8 - 1/4 (0.215 mi.)	D17	35

Site Code: 55954				
DUTCHESS COUNTY AIRP Site Code: 58297	AIRPORT PARK	WNW 1/2 - 1 (0.512 mi.)	73	98

VAPOR REOPENED: "Vapor intrusion" refers to the process by which volatile chemicals move from a subsurface source into the indoor air of overlying or adjacent buildings. The subsurface source can either be contaminated groundwater or contaminated soil which releases vapors into the pore spaces in the soil. Improvements in analytical techniques and knowledge gained from site investigations in New York and other states has led to an increased awareness of soil vapor as a medium of concern and of the potential for exposures from the soil vapor intrusion pathway. Based on this additional information, New York is currently re-evaluating previous assumptions and decisions regarding the potential for soil vapor intrusion exposures at sites. As a result, all past, current, and future contaminated sites will be evaluated to determine whether these sites have the potential for exposures related to soil vapor intrusion.

A review of the VAPOR REOPENED list, as provided by EDR, and dated 06/01/2016 has revealed that there is 1 VAPOR REOPENED site within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FAIRCHILD Facility Status: Complete Site Code: 314067	***91 ALL ANGELS HILL R***	***SSE 1 - 2 (1.181 mi.)***	***AF186***	***263***

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the list.

A review of the SWF/LF list, as provided by EDR, and dated 01/04/2017 has revealed that there is 1 SWF/LF site within approximately 1.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SUN UP PROPERTIES	238-242 NEW HACKENSA	SW 1/4 - 1/2 (0.336 mi.)	45	66

State and tribal leaking storage tank lists

LTANKS: Leaking Storage Tank Incident Reports. These records contain an inventory of reported leaking storage tank incidents reported from 4/1/86 through the most recent update. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills

A review of the LTANKS list, as provided by EDR, and dated 02/06/2017 has revealed that there are 37 LTANKS sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WORONOCK INN Spill Number/Closed Date: 0502283 / 2005-06-20 Site ID: 346615	1643 RT 376	ENE 1/4 - 1/2 (0.260 mi.)	F36	59

Program Number: 0502283

AUTOBAHN CAF, Spill Number/Closed Date: 0204566 / 2003-01-16 Site ID: 296148 Program Number: 0204566	299 NEW HACKENSACK R	SE 1/4 - 1/2 (0.323 mi.)	H42	64
CRANNER RESIDENCE Spill Number/Closed Date: 9100255 / 1991-04-05 Site ID: 164374 Program Number: 9100255	353 NEW HACKENSACK R	SE 1/4 - 1/2 (0.341 mi.)	H48	71
DELANEY Spill Number/Closed Date: 9913107 / 2000-02-18 Site ID: 174865 Program Number: 9913107	32 SOUTH AVENUE	E 1/2 - 1 (0.641 mi.)	M85	114
EXXON S/S-MID.VAL. Spill Number/Closed Date: 8710041 / 2004-10-19 Site ID: 75191 Program Number: 8710041	60 SOUTH AVE	E 1/2 - 1 (0.644 mi.)	M89	117
ST GREGORY CHURCH: 1 Spill Number/Closed Date: 1011933 / 2011-06-13 Site ID: 445829 Program Number: 1011933	1500 RTE 376	ESE 1/2 - 1 (0.729 mi.)	108	136
FORDE RESIDENCE Spill Number/Closed Date: 9009766 / 1990-12-14 Site ID: 80672 Program Number: 9009766	237 VASEAR ROAD	N 1 - 2 (1.003 mi.)	141	173
ARLINGTON FIRE DIST. Spill Number/Closed Date: 8604103 / 1986-10-17 Site ID: 327775 Program Number: 8604103	***213 VASSAR ROAD***	***N 1 - 2 (1.052 mi.)***	***AC152***	***193***
CHEP USA Spill Number/Closed Date: 9306462 / 1993-08-26 Site ID: 241549 Program Number: 9306462	***500 AIRPORT DRIVE***	***NE 1 - 2 (1.134 mi.)***	***AE173***	***243***
VASSER RD.ELEM.SCHOO Spill Number/Closed Date: 9010417 / 1991-01-02 Site ID: 157871 Program Number: 9010417	VASSER ROAD	N 1 - 2 (1.188 mi.)	AG196	286
VASSAR ROAD ELEMENTA Spill Number/Closed Date: 8809668 / 1989-03-17 Site ID: 250653 Program Number: 8809668	VASSAR ROAD	N 1 - 2 (1.188 mi.)	AG197	287
VILLAGE CREST APT. Spill Number/Closed Date: 0412007 / 2005-02-10 Spill Number/Closed Date: 9412348 / 1995-10-12 Spill Number/Closed Date: 0005453 / 2007-07-05 Spill Number/Closed Date: 0005494 / 2007-07-05 Spill Number/Closed Date: 0610223 / 2007-02-05 **Additional key fields are available in the Map Findings section* Site ID: 337357 Site ID: 243350 Site ID: 75927	***510 MALONEY ROAD***	***NE 1 - 2 (1.198 mi.)***	***AJ202***	***291***

Site ID: 75928
Site ID: 374616
**Additional key fields are available in the Map Findings section*
Program Number: 0412007
Program Number: 9412348
Program Number: 0005453
Program Number: 0005494
Program Number: 0610223
**Additional key fields are available in the Map Findings section*

CARLSON — 4 DEER RUN ROAD — NW 1 - 2 (1.268 mi.) — 219 — 331
Spill Number/Closed Date: 0504748 / 2005-10-28
Site ID: 349651
Program Number: 0504748

KINRY ROAD SCHOOL — KINRY ROAD — N 1 - 2 (1.317 mi.) — AP231 — 347
Spill Number/Closed Date: 9400986 / 1994-04-28
Spill Number/Closed Date: 9403117 / 1996-10-02
Site ID: 120209
Site ID: 120210
Program Number: 9400986
Program Number: 9403117

WAPPINGERS FALLS SCH — KINERY ROAD — N 1 - 2 (1.317 mi.) — AP232 — 349
Spill Number/Closed Date: 9400945 / 1994-04-28
Site ID: 84972
Program Number: 9400945

SHISHMANIAN RESIDENC — 13 DEER RUN ROAD — NW 1 - 2 (1.334 mi.) — AQ237 — 354
Spill Number/Closed Date: 0610454 / 2006-12-19
Site ID: 374899
Program Number: 0610454

BERNIER — 16 DEER RUN ROAD — NW 1 - 2 (1.341 mi.) — AQ241 — 358
Spill Number/Closed Date: 0306316 / 2004-02-19
Site ID: 295283
Program Number: 0306316

HORVATH — 4 VICTOR LANE — W 1 - 2 (1.341 mi.) — 242 — 359
Spill Number/Closed Date: 0001395 / 2002-05-15
Site ID: 116758
Program Number: 0001395

FEBEL RESIDENCE — ***12 VICTOR LANE*** — ***W 1 - 2 (1.356 mi.)*** — ***252*** — ***371***
Spill Number/Closed Date: 9109795 / 1992-01-13
Site ID: 149687
Program Number: 9109795

BAHTT — 21 ROWLEY RD — W 1 - 2 (1.358 mi.) — AT253 — 373
Spill Number/Closed Date: 0303837 / 2006-01-31
Site ID: 95525
Program Number: 0303837

MULLIGAN — 65 SMITH CROSSING RO — ENE 1 - 2 (1.367 mi.) — 260 — 379
Spill Number/Closed Date: 0604652 / 2006-07-25
Site ID: 367667
Program Number: 0604652

HANDEL RESIDENCE — 14 PANESSA DRIVE — NNW 1 - 2 (1.372 mi.) — 262 — 381
Spill Number/Closed Date: 9211642 / 1993-02-18
Site ID: 78170

Program Number: 9211642				
CICCONE Spill Number/Closed Date: 9400746 / 1995-08-07 Site ID: 211978 Program Number: 9400746	DALEY ROAD	NE 1 - 2 (1.377 mi.)	AU264	383
OGILVIE Spill Number/Closed Date: 0201531 / 2002-05-29 Site ID: 87742 Program Number: 0201531	3 DONNA DR	NNW 1 - 2 (1.386 mi.)	265	384
TALBOT HOME Spill Number/Closed Date: 0606858 / 2007-01-30 Site ID: 370274 Program Number: 0606858	40 TOP-O-HILL ROAD	ESE 1 - 2 (1.400 mi.)	269	388
PIGGOTT RESIDENCE Spill Number/Closed Date: 0405407 / 2004-11-18 Site ID: 259571 Program Number: 0405407	46 SPRING ROAD	W 1 - 2 (1.413 mi.)	272	393
FM OIL Spill Number/Closed Date: 8708673 / 1988-08-24 Site ID: 118301 Program Number: 8708673	15 SPRING HILL COURT	E 1 - 2 (1.480 mi.)	288	414

Lower Elevation	Address	Direction / Distance	Map ID	Page
D.C. AIRPORT Spill Number/Closed Date: 8911683 / 1990-04-30 Spill Number/Closed Date: 9305308 / 1993-09-17 Site ID: 132246 Site ID: 257981 Program Number: 8911683 Program Number: 9305308	HACKENSACK ROAD	SSW 1/8 - 1/4 (0.236 mi.)	D26	48
D.C. AIR PORT Spill Number/Closed Date: 9900257 / 2002-11-06 Site ID: 113316 Program Number: 9900257	NEW HACKENSACK ROAD	SSW 1/8 - 1/4 (0.236 mi.)	D28	51
DUTCHESS CO AIRPORT Spill Number/Closed Date: 9603856 / 1997-07-08 Site ID: 109323 Program Number: 9603856	ROUTE 376	SSW 1/8 - 1/4 (0.236 mi.)	D33	57
DUTCHESS CO.AIRPORT Spill Number/Closed Date: 8807007 / 1988-11-28 Site ID: 312498 Program Number: 8807007	IBM HANGER	W 1/4 - 1/2 (0.402 mi.)	I56	80
HAUFFERMAN Spill Number/Closed Date: 9212778 / 1993-02-18 Site ID: 122558 Program Number: 9212778	388 BASSER ROAD	NW 1/2 - 1 (0.710 mi.)	104	133
GOUGH Spill Number/Closed Date: 0210570 / 2003-09-16 Site ID: 148043 Program Number: 0210570	24 DAISEY LN	SW 1 - 2 (1.171 mi.)	AH180	257
GOUGH	24 DAISY LANE	SW 1 - 2 (1.171 mi.)	AH181	259

TANKS: This database contains records of facilities that are or have been regulated under Bulk Storage Program. Tank information for these facilities may not be releasable by the state agency.

A review of the TANKS list, as provided by EDR, has revealed that there are 2 TANKS sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
VERIZON NEW YORK INC	10 SOUTH AVENUE	E 1/2 - 1 (0.655 mi.)	M94	123
Database: TANKS, Date of Government Version: 12/28/2016 Facility Id: 3-183962 Site Status: Active				

Lower Elevation	Address	Direction / Distance	Map ID	Page
FLAGSHIP AIRLINES, D	DUTCHESS COUNTY AIRP	W 1/4 - 1/2 (0.403 mi.)	I60	84
Database: TANKS, Date of Government Version: 12/28/2016 Facility Id: 3-009334 Site Status: Inactive				

State and tribal institutional control / engineering control registries

ENG CONTROLS: Environmental Remediation sites that have engineering controls in place.

A review of the ENG CONTROLS list, as provided by EDR, and dated 11/14/2016 has revealed that there is 1 ENG CONTROLS site within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FAIRCHILD Site Code: 55978	***91 ALL ANGELS HILL R***	***SSE 1 - 2 (1.181 mi.)***	***AF186***	***263***

INST CONTROL: Environmental Remediation sites that have institutional controls in place.

A review of the INST CONTROL list, as provided by EDR, and dated 11/14/2016 has revealed that there is 1 INST CONTROL site within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FAIRCHILD Site Code: 55978	***91 ALL ANGELS HILL R***	***SSE 1 - 2 (1.181 mi.)***	***AF186***	***263***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

DEL SHWS: A database listing of sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites.

A review of the DEL SHWS list, as provided by EDR, and dated 11/14/2016 has revealed that there is 1

DEL SHWS site within approximately 1.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DUTCHESS COUNTY AIRP Site Code Id: 314022	ROUTE 376	SW 1/8 - 1/4 (0.215 mi.)	D18	36

Records of Emergency Release Reports

NY Spills: Data collected on spills reported to NYSDEC. is required by one or more of the following: Article 12 of the Navigation Law, 6 NYCRR Section 613.8 (from PBS regs), or 6 NYCRR Section 595.2 (from CBS regs). It includes spills active as of April 1, 1986, as well as spills occurring since this date.

A review of the NY Spills list, as provided by EDR, and dated 02/06/2017 has revealed that there are 133 NY Spills sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ADVANCED OIL / VALDE Spill Number/Closed Date: 0209845 / 2004-10-22 spillno: 0209845 Site ID: 134369	299 MAYERS CORNERS R	S 1/8 - 1/4 (0.197 mi.)	B12	25
REYNOLDS RENTAL: 275 Spill Number/Closed Date: 1409897 / 2015-07-30 spillno: 1409897 Site ID: 503547	11 REYNOLDS WAY	ENE 1/4 - 1/2 (0.304 mi.)	F40	62
FRIENDLY MART; MVO,N Spill Number/Closed Date: 0601253 / 2006-05-03 spillno: 0601253 Site ID: 363439	1592 RT 376	ESE 1/4 - 1/2 (0.323 mi.)	G44	65
CALLERS RESIDENCE Spill Number/Closed Date: 9604853 / 1996-07-15 Spill Number/Closed Date: 8601512 / 2008-09-18 spillno: 8601512 spillno: 9604853 Site ID: 75761 Site ID: 279727	2 HACKENSACK HEIGHTS	ESE 1/4 - 1/2 (0.341 mi.)	G46	67
11111111111111111111 Spill Number/Closed Date: 9404632 / 1995-10-12 spillno: 9404632 Site ID: 271337	350-36- NEW HACKENSA	ESE 1/4 - 1/2 (0.359 mi.)	H53	73
DAVE ALEXANDER INC Spill Number/Closed Date: 0700324 / 2007-04-16 spillno: 0700324 Site ID: 379650	***300 NEW HACKENSACK R***	***SE 1/4 - 1/2 (0.360 mi.)***	***H54***	***74***
STAIN ON ROADWAY Spill Number/Closed Date: 1101216 / 2011-05-03 spillno: 1101216 Site ID: 448665	30 AIRPORT DRIVE - P	ENE 1/4 - 1/2 (0.395 mi.)	55	79
SUSZCYNSKI Spill Number/Closed Date: 0011439 / 2008-08-04 spillno: 0011439	17 HACKENSACK HGTS R	E 1/4 - 1/2 (0.433 mi.)	61	84

Spill Number/Closed Date: 0708031 / 2008-06-24
spillno: 0708031
Site ID: 388855

INGORSOLL RES. 14 BEGARINO HILL RD SSE 1 - 2 (1.486 mi.) 291 417
Spill Number/Closed Date: 8910525 / 1990-02-05
spillno: 8910525
Site ID: 252783

MARTINEZ RES.: DELIV 42 VICTOR LANE W 1 - 2 (1.491 mi.) 292 418
Spill Number/Closed Date: 1214970 / 2013-01-26
spillno: 1214970
Site ID: 478245

TRAFFIC ACCIDENT 141 DALEY RD NE 1 - 2 (1.491 mi.) 293 419
Spill Number/Closed Date: 0300905 / 2003-04-25
spillno: 0300905
Site ID: 239010

ROOFING SHINGLES 106 SUTTON PARK RD NNW 1 - 2 (1.495 mi.) 294 421
Spill Number/Closed Date: 0201684 / 2002-05-15
spillno: 0201684
Site ID: 61771

Lower Elevation	Address	Direction / Distance	Map ID	Page
DUTCHESS CO. AIRPORT Spill Number/Closed Date: 9005063 / 1990-08-13 spillno: 9005063 Site ID: 257979	NEW HACKENSACK ROAD	SW 1/8 - 1/4 (0.215 mi.)	D15	32
DUT. CO. AIRPORT Spill Number/Closed Date: 9306122 / 2002-11-06 spillno: 9306122 Site ID: 257982	NEW HACKENSACK ROAD	SW 1/8 - 1/4 (0.215 mi.)	D16	34
DUTCHESS COUNTY AIRP Spill Number/Closed Date: 8809187 / 1989-05-10 spillno: 8809187 Site ID: 287416	JACKSON ROAD	SSW 1/8 - 1/4 (0.236 mi.)	D21	42
DC AIR Spill Number/Closed Date: 8700824 / 1987-04-29 spillno: 8700824 Site ID: 68062	RTE 376	SSW 1/8 - 1/4 (0.236 mi.)	D22	43
IBM HANGER: BROWNFIE Spill Number/Closed Date: 8703940 / 2006-07-24 spillno: 8703940 Site ID: 68066	ROUTE 376	SSW 1/8 - 1/4 (0.236 mi.)	D23	44
IBM HANGER DUT.CO.AI Spill Number/Closed Date: 8908659 / 1989-12-18 spillno: 8908659 Site ID: 63821	RT 376	SSW 1/8 - 1/4 (0.236 mi.)	D24	45
IBM AT AIRPORT Spill Number/Closed Date: 9305372 / 1993-08-02 spillno: 9305372 Site ID: 209078	ROUTE 376	SSW 1/8 - 1/4 (0.236 mi.)	D25	46
D.C. AIRPORT (IBM HA	RT 376	SSW 1/8 - 1/4 (0.236 mi.)	D27	50

Spill Number/Closed Date: 9306900 / 1993-09-13 spillno: 9306900 Site ID: 63836				
AIRPORT (DC) Spill Number/Closed Date: 9103373 / 1991-06-28 spillno: 9103373 Site ID: 63825	ROUTE 376	SSW 1/8 - 1/4 (0.236 mi.)	D29	52
RICHMOR AVAITION Spill Number/Closed Date: 9510981 / 2005-04-01 spillno: 9510981 Site ID: 225064	RICHMORE AVATION	SSW 1/8 - 1/4 (0.236 mi.)	D30	53
IBM Spill Number/Closed Date: 8605284 / 1987-11-19 spillno: 8605284 Site ID: 95276	IBM AIRPORT	SSW 1/8 - 1/4 (0.236 mi.)	D31	54
DC AIRPORT Spill Number/Closed Date: 9204540 / 1992-07-21 spillno: 9204540 Site ID: 134452	GENERAL AVIATION RAM	SSW 1/8 - 1/4 (0.236 mi.)	D32	55
HANDY RENT ALL Spill Number/Closed Date: 0601532 / 2006-05-11 spillno: 0601532 Site ID: 363792	274 NEW HACKENSACK R	S 1/4 - 1/2 (0.254 mi.)	35	58
DUTCHESS CO. AIRPORT Spill Number/Closed Date: 9007538 / 1990-10-18 spillno: 9007538 Site ID: 312499	IBM HANGER	W 1/4 - 1/2 (0.403 mi.)	I59	83
JACKSON RD NR DC AIR Spill Number/Closed Date: 0402678 / 2010-06-22 Spill Number/Closed Date: 9604682 / 1996-07-10 spillno: 0402678 spillno: 9604682 Site ID: 200788 Site ID: 200789	JACKSON RD	WSW 1/2 - 1 (0.585 mi.)	80	104
DRUMS Spill Number/Closed Date: 8809441 / 1989-03-08 spillno: 8809441 Site ID: 145408	JACKSON ROAD BRIDGE	WSW 1/2 - 1 (0.650 mi.)	N92	121
BADABO RESIDENCE Spill Number/Closed Date: 9704815 / 1997-07-22 spillno: 9704815 Site ID: 68077	21 WILLOW BROOK HEIG	NW 1/2 - 1 (0.665 mi.)	98	128
BEHIND MULLIGANS BAR Spill Number/Closed Date: 8802399 / 1988-06-16 spillno: 8802399 Site ID: 80979	NEWHAKENSAK RD	SW 1/2 - 1 (0.709 mi.)	R103	132
STANLEY STILL PARK Spill Number/Closed Date: 0705565 / 2007-08-15 spillno: 0705565 Site ID: 385900	JACKSON ROAD	WSW 1/2 - 1 (0.719 mi.)	106	135
WAPPINGERS PROFESSIO	187 NEW HACKENSACK R	SW 1/2 - 1 (0.879 mi.)	125	153

Spill Number/Closed Date: 1107379 / 2011-10-18
spillno: 1107379
Site ID: 455076

SPILLS 80: Spills 80 includes those spill and release records available from FirstSearch databases prior to 1990. Typically, they may include chemical, oil and/or hazardous substance spills recorded before 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 80.

A review of the SPILLS 80 list, as provided by EDR, and dated 11/02/2010 has revealed that there is 1 SPILLS 80 site within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	2 HACKENSACK HEIGHTS	ESE 1/4 - 1/2 (0.341 mi.)	G47	70

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/12/2016 has revealed that there are 9 RCRA NonGen / NLR sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SIXTY SOUTH AVENUE I	***60 SOUTH AVE***	***E 1/2 - 1 (0.644 mi.)***	***M90***	***118***
ENVIRO CLEAN SERVICE	110 AIRPORT DR SUITE	NE 1/2 - 1 (0.779 mi.)	S112	140
CARNWORTH FARMS	***70-94 CARNWORTH FARM***	***SSE 1/2 - 1 (0.897 mi.)***	***W127***	***155***
FAIRCHILD SEMICONDUC	***ALL ANGELS HILL RD***	***SSE 1 - 2 (1.147 mi.)***	***AF175***	***246***
CALDORS STORE 22	***44 PLZ ON RTE 75***	***NNW 1 - 2 (1.301 mi.)***	***225***	***337***
WIDMER CONSTRUCTION	***115 WIDMER RD***	***SSW 1 - 2 (1.401 mi.)***	***270***	***389***
WAPPINGERS CENTRAL S	***KINRY RD 500 FT E OF***	***N 1 - 2 (1.432 mi.)***	***278***	***403***

Lower Elevation	Address	Direction / Distance	Map ID	Page
FLAGSHIP AIRLINES IN	DUTCHESS COUNTY AIRP	W 1/4 - 1/2 (0.403 mi.)	I58	81
RICHMOR AVIATION	***214 NEW HACKENSACK R***	***SW 1/2 - 1 (0.661 mi.)***	***O96***	***124***

RAATS: The RCRA Administration Action Tracking System contains records based on enforcement actions issued under RCRA and pertaining to major violators. It includes administrative and civil actions brought by the United States Environmental Protection Agency. The source of this database is the U.S. EPA.

A review of the RAATS list, as provided by EDR, and dated 04/17/1995 has revealed that there is 1 RAATS site within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FAIRCHILD SEMICONDUC	***ALL ANGELS HILL RD***	***SSE 1 - 2 (1.147 mi.)***	***AF175***	***246***

EXECUTIVE SUMMARY

ICIS: The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

A review of the ICIS list, as provided by EDR, and dated 11/18/2016 has revealed that there are 5 ICIS sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TANGLEWOOD APARTMENT	***1911 RT 376***	***NE 1/4 - 1/2 (0.285 mi.)***	***38***	***61***
FAIRCHILD SEMICONDUC	91 ALL ANGELS HILL R	SSE 1 - 2 (1.181 mi.)	AF191	280
MIDPOINT PK SD WWTP-	***ROYAL RIDGE DEVELOPM***	***SE 1 - 2 (1.182 mi.)***	***AI194***	***282***
VILLAGE CREST APARTM	***510 MALONEY ROAD***	***NE 1 - 2 (1.198 mi.)***	***AJ200***	***289***
RESIDENTIAL APARTMEN	RTE 376 & 510 MALONE	NE 1 - 2 (1.198 mi.)	AJ205	312

US AIRS: The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

A review of the US AIRS list, as provided by EDR, has revealed that there is 1 US AIRS site within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AIRPORT DRIVE ANIMAL	72 AIRPORT DR	ENE 1/2 - 1 (0.670 mi.)	P100	130

Database: US AIRS MINOR, Date of Government Version: 10/12/2016

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 04/04/2017 has revealed that there are 58 FINDS sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ASSOCIATED AIRCRAFT	***32 GRIFFITH WAY***	***ENE 1/8 - 1/4 (0.198 mi.)***	***C13***	***26***
TANGLEWOOD APARTMENT	***1911 RT 376***	***NE 1/4 - 1/2 (0.285 mi.)***	***38***	***61***
299NEWHACKENSACKRD	***299 NEW HACKENSACK R***	***SE 1/4 - 1/2 (0.323 mi.)***	***H43***	***65***
ANIMAL HOSPITAL	ROUTE 376 AND AIRPOR	NE 1/4 - 1/2 (0.353 mi.)	50	72
NEW HACKENSACK REFOR	1580 RT 376	ESE 1/4 - 1/2 (0.442 mi.)	J63	90
SOCCER VIEW BUSINESS	AIRPORT DR	NE 1/4 - 1/2 (0.444 mi.)	64	90
IBM DUTCHESS COUNTY	RT 376	SSW 1/4 - 1/2 (0.494 mi.)	71	97
SEAMAN'S AUTO CLINIC	38 SOUTH AVE	E 1/2 - 1 (0.641 mi.)	M87	116
SIXTY SOUTH AVENUE I	***60 SOUTH AVE***	***E 1/2 - 1 (0.644 mi.)***	***M91***	***121***
BRE-DEL ENTERPRISES	210 NEW HACKENSACK R	SW 1/2 - 1 (0.657 mi.)	O95	123
WAPPINGER CREEK TRIB	RUSSELL RD	SE 1/2 - 1 (0.662 mi.)	97	128
AIRPORT DRIVE ANIMAL	***72 AIRPORT DR***	***ENE 1/2 - 1 (0.670 mi.)***	***P99***	***129***
BAISLEY/VAN BENSCHOT	AIRPORT DR	NE 1/2 - 1 (0.728 mi.)	107	136

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CANDLELIGHT LANDSCAP	110 AIRPORT DR	NE 1/2 - 1 (0.779 mi.)	S111	140
ENVIRO CLEAN SERVICE	***110 AIRPORT DR SUITE***	***NE 1/2 - 1 (0.779 mi.)***	***S113***	***142***
KMART	***RTE 9 S HILLS MALL***	***NW 1/2 - 1 (0.791 mi.)***	***116***	***144***
CARNWORTH FARMS	***70-94 CARNWORTH FARM***	***SSE 1/2 - 1 (0.897 mi.)***	***W128***	***158***
HAAS PROPERTY	65 DEGARMO HILLS RD	SE 1/2 - 1 (0.966 mi.)	Y135	165
DEGARMO HILLS RD	DEGARMO HILLS RD 120	SE 1/2 - 1 (0.970 mi.)	Y136	165
CHEP EQUIPMENT POOLI	500 AIRPORT DR	ENE 1/2 - 1 (0.974 mi.)	138	168
SLAUGHTER PROPERTY	WIDMER RD	S 1 - 2 (1.106 mi.)	165	230
AVALON ASSISTED LIVI	***1915 ST RTE 376***	***SSE 1 - 2 (1.143 mi.)***	***174***	***246***
SOUTHEASTERN CONTAIN	151 AIRPORT DRIVE	NE 1 - 2 (1.154 mi.)	AE176	253
ISOLE PROPERTY	13 NORTH JACKSON RD	W 1 - 2 (1.180 mi.)	185	263
SCHLUMBERGER TECHNOL	91 ALL ANGELS HILL R	SSE 1 - 2 (1.181 mi.)	AF187	279
MIDPOINT PARK SD/ROY	MARTIN DR - N END	SE 1 - 2 (1.182 mi.)	AI193	282
MIDPOINT PK SD WWTP-	***ROYAL RIDGE DEVELOPM***	***SE 1 - 2 (1.182 mi.)***	***AI194***	***282***
OWEN PROPERTY	148 WIDMER RD	SSW 1 - 2 (1.194 mi.)	199	289
VILLAGE CREST APARTM	***510 MALONEY ROAD***	***NE 1 - 2 (1.198 mi.)***	***AJ200***	***289***
TEN UNIT APT PROJECT	456 MALONEY RD	NE 1 - 2 (1.198 mi.)	AJ201	291
VILLAGE CREST APTS	510 MALONEY RD & ST	NE 1 - 2 (1.198 mi.)	AJ206	313
ZELLER SUBDIVISION	464 MALONEY RD	NE 1 - 2 (1.198 mi.)	AJ207	313
NORMAN SCOFIELD BUIL	15 SCOFIELD HEIGHS	NW 1 - 2 (1.228 mi.)	211	321
GARCIA PROPERTY	10 MALMROS TER	W 1 - 2 (1.237 mi.)	216	329
VASSAR ROAD ELEMENTA	174 VASSAR RD	N 1 - 2 (1.254 mi.)	218	331
VASSAR OAKS	146-171 VASSAR RD	NNE 1 - 2 (1.294 mi.)	AL224	337
CALDORS STORE 22	***44 PLZ ON RTE 75***	***NNW 1 - 2 (1.301 mi.)***	***225***	***337***
FEN ENTERPRISES OF N	***RTE 376 CORNER DIDDE***	***E 1 - 2 (1.334 mi.)***	***AR238***	***355***
KINRY RD ELEM SCHOOL	58 KINRY RD	N 1 - 2 (1.348 mi.)	AS247	366
KING PROPERTY	RT 376 & DIDELL RD	ESE 1 - 2 (1.361 mi.)	AR254	375
F E N ENTERPRISES	RT 376 & DIDDELL RD	ESE 1 - 2 (1.361 mi.)	AR255	375
FAIRCHILD SEMICONDUC	***91 ALL ANGELS ROAD***	***SSE 1 - 2 (1.364 mi.)***	***258***	***378***
MALLONEY RD CULVERT	MALLONEY RD - 100 FT	NE 1 - 2 (1.365 mi.)	AU259	378
DUTCHESS RAIL TRAIL	87 SMITH CROSSING RD	NE 1 - 2 (1.394 mi.)	AV267	387
WIDMER CONSTRUCTION	***115 WIDMER RD***	***SSW 1 - 2 (1.401 mi.)***	***270***	***389***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ROUTE 376 INN	299 NEW HACKENSACK R	SE 1/4 - 1/2 (0.357 mi.)	H51	72
GAS MAIN PROJECT	ALL ANGELS HILL ROAD	SSW 1/4 - 1/2 (0.357 mi.)	52	73
DUTCHESS COUNTY	UNKNOWN	WSW 1/2 - 1 (0.504 mi.)	72	98
TODARO PROPERTY	19 ST NICHOLAS RD	SW 1/2 - 1 (0.522 mi.)	74	99
DUTCHESS CO AIRPORT	CITATION DR MI E	W 1/2 - 1 (0.552 mi.)	76	100
DUTCHESS COUNTY BIN	***JACKSON RD CRK 110 O***	***WSW 1/2 - 1 (0.652 mi.)***	***N93***	***122***
RICHMOR AVIATION	***214 NEW HACKENSACK R***	***SW 1/2 - 1 (0.661 mi.)***	***O96***	***124***
EXXON MOBIL JACKSON	***JACKSON & W NEW HACK***	***SW 1/2 - 1 (0.714 mi.)***	***R105***	***134***
MIDHUDSON KOREAN UNI	JACKSON RD	W 1/2 - 1 (0.784 mi.)	114	143
ARROW EXCAVATING	197 WIDMER ROAD	S 1/2 - 1 (0.889 mi.)	V126	155
CREEKSIDE PLAZA	1821 RTE 376	NNE 1 - 2 (1.023 mi.)	Z143	175
HOBNOBBIN PUB	VASSAR RD	NNE 1 - 2 (1.316 mi.)	AO229	345
VAN DEN BERGH PROPER	6 VANEK RD	NNE 1 - 2 (1.486 mi.)	290	417

EXECUTIVE SUMMARY

ECHO: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

A review of the ECHO list, as provided by EDR, and dated 03/19/2017 has revealed that there are 18 ECHO sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ASSOCIATED AIRCRAFT	*32 GRIFFITH WAY*	*ENE 1/8 - 1/4 (0.198 mi.)*	*C13*	*26*
TANGLEWOOD APARTMENT	*1911 RT 376*	*NE 1/4 - 1/2 (0.285 mi.)*	*38*	*61*
299NEWHACKENSACKRD	*299 NEW HACKENSACK R*	*SE 1/4 - 1/2 (0.323 mi.)*	*H43*	*65*
SIXTY SOUTH AVENUE I	*60 SOUTH AVE*	*E 1/2 - 1 (0.644 mi.)*	*M91*	*121*
AIRPORT DRIVE ANIMAL	*72 AIRPORT DR*	*ENE 1/2 - 1 (0.670 mi.)*	*P99*	*129*
ENVIRO CLEAN SERVICE	*110 AIRPORT DR SUITE*	*NE 1/2 - 1 (0.779 mi.)*	*S113*	*142*
KMART	*RTE 9 S HILLS MALL*	*NW 1/2 - 1 (0.791 mi.)*	*116*	*144*
CARNWORTH FARMS	*70-94 CARNWORTH FARM*	*SSE 1/2 - 1 (0.897 mi.)*	*W128*	*158*
AVALON ASSISTED LIVI	*1915 ST RTE 376*	*SSE 1 - 2 (1.143 mi.)*	*174*	*246*
MIDPOINT PK SD WWTP-	*ROYAL RIDGE DEVELOPM*	*SE 1 - 2 (1.182 mi.)*	*AI194*	*282*
VILLAGE CREST APARTM	*510 MALONEY ROAD*	*NE 1 - 2 (1.198 mi.)*	*AJ200*	*289*
CALDORS STORE 22	*44 PLZ ON RTE 75*	*NNW 1 - 2 (1.301 mi.)*	*225*	*337*
FEN ENTERPRISES OF N	*RTE 376 CORNER DIDDE*	*E 1 - 2 (1.334 mi.)*	*AR238*	*355*
FAIRCHILD SEMICONDUC	*91 ALL ANGELS ROAD*	*SSE 1 - 2 (1.364 mi.)*	*258*	*378*
WIDMER CONSTRUCTION	*115 WIDMER RD*	*SSW 1 - 2 (1.401 mi.)*	*270*	*389*

Lower Elevation	Address	Direction / Distance	Map ID	Page
DUTCHESS COUNTY BIN	*JACKSON RD CRK 110 O*	*WSW 1/2 - 1 (0.652 mi.)*	*N93*	*122*
RICHMOR AVIATION	*214 NEW HACKENSACK R*	*SW 1/2 - 1 (0.661 mi.)*	*O96*	*124*
EXXON MOBIL JACKSON	*JACKSON & W NEW HACK*	*SW 1/2 - 1 (0.714 mi.)*	*R105*	*134*

HSWDS: The List includes any known or suspected hazardous substance waste disposal sites. Also included are sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites and non-registry sites that U.S. EPA Preliminary Assessment (PA) reports or Site Investigation (SI) reports were prepared. Hazardous Substance Waste Disposal Sites are eligible to be Superfund sites now that the New York State Superfund has been refinanced and changed. This means that the study inventory has served its purpose and will no longer be maintained as a separate entity The latest version of the study is frozen in time. The sites on the study will not automatically be made superfund sites, rather each site will be further evaluated for listing in the registry. So overtime they will be added to the registry or not.

A review of the HSWDS list, as provided by EDR, and dated 01/01/2003 has revealed that there are 2 HSWDS sites within approximately 1.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DUTCHESS COUNTY AIRP	U	SW 1/8 - 1/4 (0.215 mi.)	D19	38
DUTCHESS COUNTY AIRP	U	W 1/2 - 1 (0.578 mi.)	78	102

MANIFEST: Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

A review of the MANIFEST list, as provided by EDR, and dated 01/30/2017 has revealed that there are 7 MANIFEST sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ASSOCIATED AIRCRAFT	*32 GRIFFITH WAY*	*ENE 1/8 - 1/4 (0.198 mi.)*	*C14*	*27*

EPA ID: NYR000206656				
SIXTY SOUTH AVENUE I EPA ID: NYD986948115	***60 SOUTH AVE***	***E 1/2 - 1 (0.644 mi.)***	***M90***	***118***
CARNWORTH FARMS EPA ID: NYR000143032	***70-94 CARNWORTH FARM***	***SSE 1/2 - 1 (0.897 mi.)***	***W127***	***155***
FAIRCHILD SEMICONDUC EPA ID: NYD049325616	***ALL ANGELS HILL RD***	***SSE 1 - 2 (1.147 mi.)***	***AF175***	***246***
WIDMER CONSTRUCTION EPA ID: NYR000036509	***115 WIDMER RD***	***SSW 1 - 2 (1.401 mi.)***	***270***	***389***
WAPPINGERS CENTRAL S EPA ID: NYR000015644	***KINRY RD 500 FT E OF***	***N 1 - 2 (1.432 mi.)***	***278***	***403***

Lower Elevation	Address	Direction / Distance	Map ID	Page
RICHMOR AVIATION EPA ID: NY0000929349	***214 NEW HACKENSACK R***	***SW 1/2 - 1 (0.661 mi.)***	***O96***	***124***

SPDES: New York State has a state program which has been approved by the United States Environmental Protection Agency for the control of wastewater and stormwater discharges in accordance with the Clean Water Act. Under New York State law the program is known as the State Pollutant Discharge Elimination System (SPDES) and is broader in scope than that required by the Clean Water Act in that it controls point source discharges to groundwaters as well as surface waters.

A review of the SPDES list, as provided by EDR, and dated 01/30/2017 has revealed that there are 2 SPDES sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FAIRCHILD Limit Set Status Flag: A Permit Number: NY0061026	***91 ALL ANGELS HILL R***	***SSE 1 - 2 (1.181 mi.)***	***AF186***	***263***
MIDPOINT PK SD WWTP- Limit Set Status Flag: A Permit Number: NY0035637	***ROYAL RIDGE DEVELOPM***	***SE 1 - 2 (1.182 mi.)***	***AI194***	***282***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 14 EDR Hist Auto

sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WAPPINGERS-AUTO INC	266 NEW HACKENSACK R	SSW 1/8 - 1/4 (0.245 mi.)	E34	58
ARCO PROTECTION SYST	1593 ROUTE 376	ESE 1/4 - 1/2 (0.299 mi.)	G39	62
AIRPORT SUNOCO INC	1592 ROUTE 376	ESE 1/4 - 1/2 (0.322 mi.)	G41	63
EMPORIUM OIL TERMINA	371 NEW HACKENSACK R	ESE 1/4 - 1/2 (0.348 mi.)	H49	72
HAKAM PETROLEUM INC	12 STONEWALL DR	S 1/2 - 1 (0.536 mi.)	75	100
SOUTH AVENUE EXXON S	60 SOUTH AVE	E 1/2 - 1 (0.644 mi.)	M88	116
RADD AUTOMOTIVE INC	1745 ROUTE 376	N 1/2 - 1 (0.687 mi.)	Q101	131
FAST LANE FABRICATIO	9 CLAUDIA LANE	NNW 1/2 - 1 (0.840 mi.)	U120	148
RADD AUTOMOTIVE INC	1441 ROUTE 376	ESE 1 - 2 (1.031 mi.)	144	175
PERRYS AUTO DETAILIN	82 SUTTON PARK RD	NNW 1 - 2 (1.348 mi.)	250	370
EMPORIUM OIL TERMINA	376 MALONEY RD	NE 1 - 2 (1.463 mi.)	AX282	409
MURPHY PAT SONS EXXO	73 LAKEVIEW RD	NE 1 - 2 (1.471 mi.)	284	410

Lower Elevation	Address	Direction / Distance	Map ID	Page
HARTRICK RICHARD	195 NEW HACKENSACK R	SW 1/2 - 1 (0.830 mi.)	117	145
AIRPORT SUNOCO INC	1882 STATE ROUTE 376	NNE 1 - 2 (1.315 mi.)	AM228	345

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 2 EDR Hist Cleaner sites within approximately 1.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CABALLERO ENTERPRISE	268 NEW HACKENSACK R	S 1/4 - 1/2 (0.276 mi.)	E37	60
ROYAL PROF CLG SVC &	12 DAISY LN	SW 1 - 2 (1.182 mi.)	192	281

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS: The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Conservation in New York.

A review of the RGA HWS list, as provided by EDR, has revealed that there are 3 RGA HWS sites within approximately 1.5 miles of the target property.

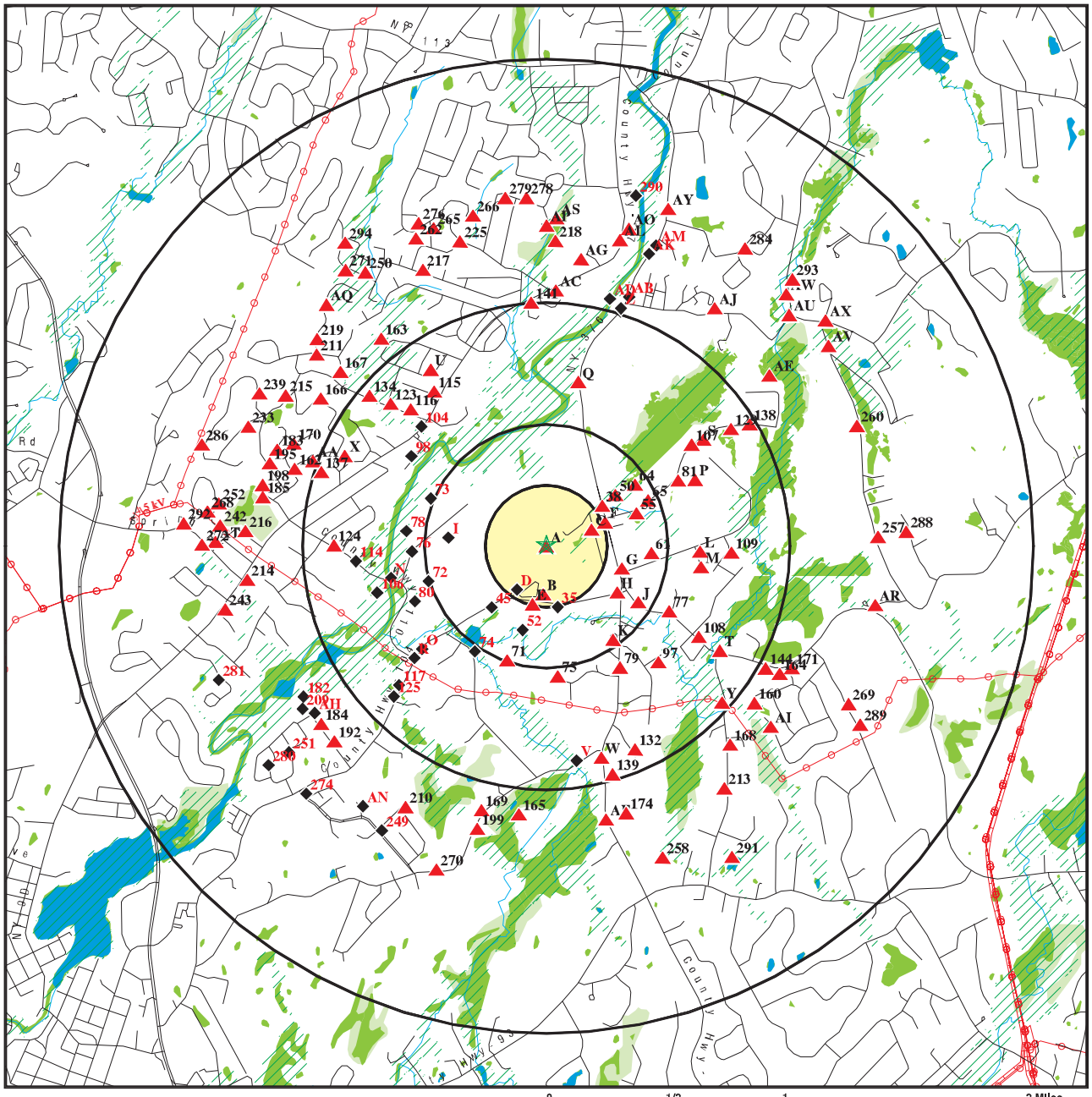
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FAIRCHILD	91 ALL ANGELS HILL R	SSE 1 - 2 (1.181 mi.)	AF188	279

Facility ID: 314067				
FAIRCHILD	91 ALL ANGELS HILL R	SSE 1 - 2 (1.181 mi.)	AF189	280
FAIRCHILD	91 ALL ANGELS HILL R	SSE 1 - 2 (1.181 mi.)	AF190	280
Facility ID: 314067				

Due to poor or inadequate address information, the following sites were not mapped. Count: 5 records.

Site Name	Database(s)
VASSAR COLLEGE	SHWS
DUTCHESS AIRPORT LF	SEMS-ARCHIVE
DUTCHESS COUNTY AIRPORT BALEFILL	SEMS-ARCHIVE
VAN VLACK'S CLEANERS INC.	DRYCLEANERS
GLENN EAGLE REST HOME	LTANKS

OVERVIEW MAP - 05013560.2R



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Upgradient Area

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Hudson Valley Regional Airport	CLIENT:	C & S Engineers, Inc.
ADDRESS:	263 New Hackensack Rd. Poughkeepsie NY 12603	CONTACT:	Shannon Elbert
		INQUIRY #:	05013560.2r
LAT/LONG:	41.626879 / 73.880573	DATE:	August 04, 2017 8:05 pm

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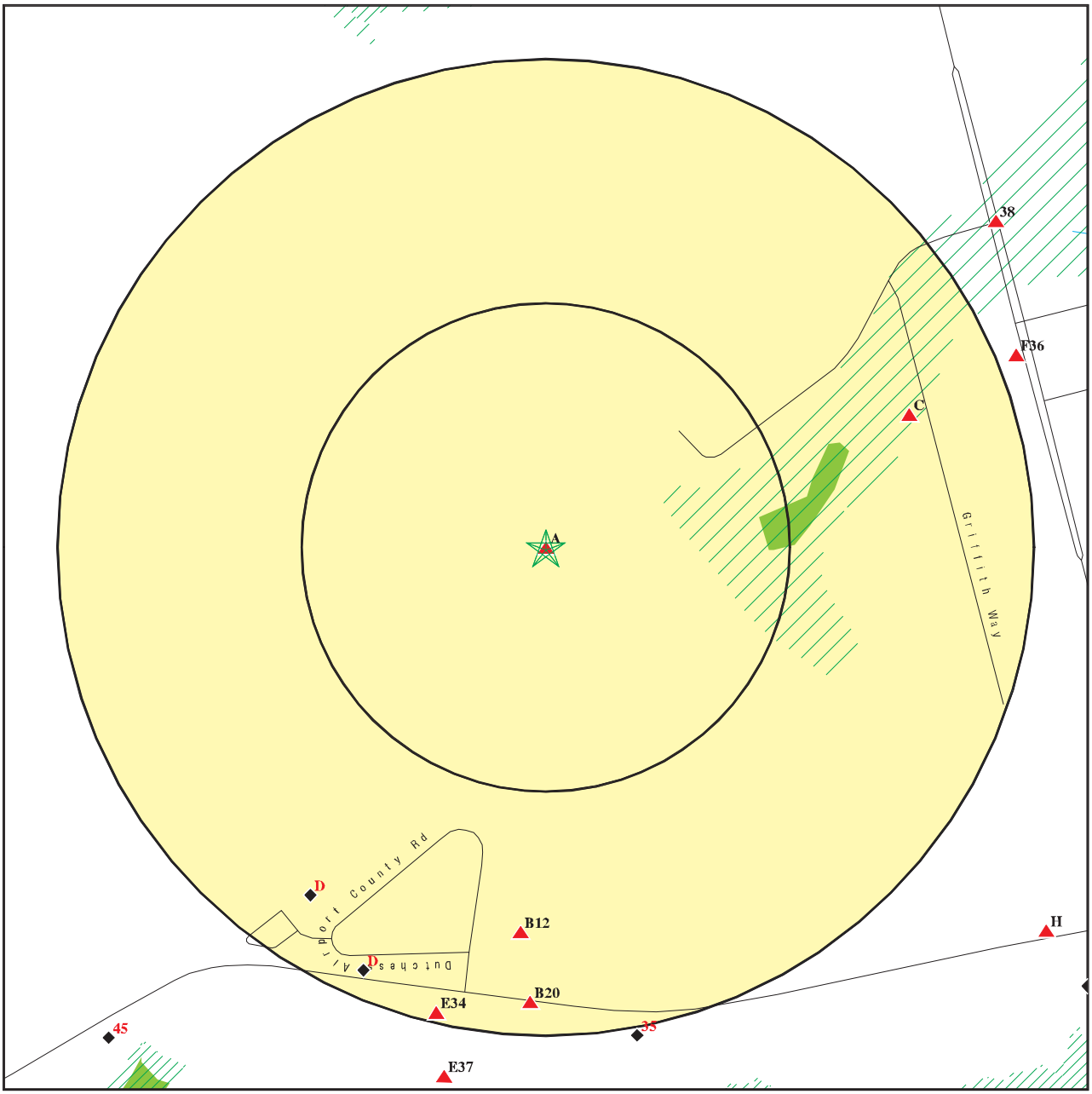
DETAIL MAP - 05013560.2R



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Hudson Valley Regional Airport ADDRESS: 263 New Hackensack Rd. Poughkeepsie NY 12603 LAT/LONG: 41.626879 / 73.880573	CLIENT: C & S Engineers, Inc. CONTACT: Shannon Eibert INQUIRY #: 05013560.2r DATE: August 04, 2017 8:13 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.500		0	0	0	0	0	0
Proposed NPL	1.500		0	0	0	0	0	0
NPL LIENS	1.500		0	0	0	0	0	0
Federal Delisted NPL site list								
Delisted NPL	1.500		0	0	0	0	0	0
Federal CERCLIS list								
FEDERAL FACILITY	1.500		0	0	0	0	0	0
SEMS	1.500		0	0	0	0	0	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	1.500		0	0	0	0	0	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.500		0	0	0	0	0	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	1.500		0	0	0	0	0	0
Federal RCRA generators list								
RCRA-LQG	1.500		0	0	0	0	0	0
RCRA-SQG	1.500		0	1	0	0	0	1
RCRA-CESQG	1.500		0	0	0	0	0	0
Federal institutional controls / engineering controls registries								
LUCIS	1.500		0	0	0	0	0	0
US ENG CONTROLS	1.500		0	0	0	0	0	0
US INST CONTROL	1.500		0	0	0	0	0	0
Federal ERNS list								
ERNS	1.500	1	0	0	2	0	0	3
State- and tribal - equivalent CERCLIS								
SHWS	1.500		0	1	0	1	1	3
VAPOR REOPENED	1.500		0	0	0	0	1	1
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	1.500		0	0	1	0	0	1
State and tribal leaking storage tank lists								
INDIAN LUST	1.500		0	0	0	0	0	0
LTANKS	1.500	1	0	3	4	4	26	38
HIST LTANKS	1.500		0	0	0	0	0	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
State and tribal registered storage tank lists								
FEMA UST	1.500		0	0	0	0	0	0
UST	1.500		0	1	2	2	8	13
CBS UST	1.500		0	0	0	0	0	0
MOSF UST	1.500		0	0	0	0	0	0
MOSF	1.500		0	0	0	0	0	0
CBS	1.500		0	0	0	0	0	0
AST	1.500		0	0	1	1	7	9
CBS AST	1.500		0	0	0	0	0	0
MOSF AST	1.500		0	0	0	0	0	0
INDIAN UST	1.500		0	0	0	0	0	0
TANKS	1.500	1	0	0	1	1	0	3
State and tribal institutional control / engineering control registries								
RES DECL	1.500		0	0	0	0	0	0
ENG CONTROLS	1.500		0	0	0	0	1	1
INST CONTROL	1.500		0	0	0	0	1	1
State and tribal voluntary cleanup sites								
VCP	1.500		0	0	0	0	0	0
INDIAN VCP	1.500		0	0	0	0	0	0
State and tribal Brownfields sites								
BROWNFIELDS	1.500		0	0	0	0	0	0
ERP	1.500		0	0	0	0	0	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	1.500		0	0	0	0	0	0
Local Lists of Landfill / Solid Waste Disposal Sites								
SWRCY	1.500		0	0	0	0	0	0
SWTIRE	1.500		0	0	0	0	0	0
INDIAN ODI	1.500		0	0	0	0	0	0
ODI	1.500		0	0	0	0	0	0
DEBRIS REGION 9	1.500		0	0	0	0	0	0
IHS OPEN DUMPS	1.500		0	0	0	0	0	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	1.500		0	0	0	0	0	0
DEL SHWS	1.500		0	1	0	0	0	1
US CDL	1.500		0	0	0	0	0	0
Local Lists of Registered Storage Tanks								
HIST UST	1.500		0	0	0	0	0	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
HIST AST	1.500		0	0	0	0	0	0
Local Land Records								
LIENS	1.500		0	0	0	0	0	0
LIENS 2	1.500		0	0	0	0	0	0
Records of Emergency Release Reports								
HMIRS	1.500		0	0	0	0	0	0
NY Spills	1.500	6	0	13	13	29	78	139
NY Hist Spills	1.500		0	0	0	0	0	0
SPILLS 90	1.500		0	0	0	0	0	0
SPILLS 80	1.500		0	0	1	0	0	1
Other Ascertainable Records								
RCRA NonGen / NLR	1.500	1	0	0	1	4	4	10
FUDS	1.500		0	0	0	0	0	0
DOD	1.500		0	0	0	0	0	0
SCRD DRYCLEANERS	1.500		0	0	0	0	0	0
US FIN ASSUR	1.500		0	0	0	0	0	0
EPA WATCH LIST	1.500		0	0	0	0	0	0
2020 COR ACTION	1.500		0	0	0	0	0	0
TSCA	1.500		0	0	0	0	0	0
TRIS	1.500		0	0	0	0	0	0
SSTS	1.500		0	0	0	0	0	0
ROD	1.500		0	0	0	0	0	0
RMP	1.500		0	0	0	0	0	0
RAATS	1.500		0	0	0	0	1	1
PRP	1.500		0	0	0	0	0	0
PADS	1.500		0	0	0	0	0	0
ICIS	1.500		0	0	1	0	4	5
FTTS	1.500		0	0	0	0	0	0
MLTS	1.500		0	0	0	0	0	0
COAL ASH DOE	1.500		0	0	0	0	0	0
COAL ASH EPA	1.500		0	0	0	0	0	0
PCB TRANSFORMER	1.500		0	0	0	0	0	0
RADINFO	1.500		0	0	0	0	0	0
HIST FTTS	1.500		0	0	0	0	0	0
DOT OPS	1.500		0	0	0	0	0	0
CONSENT	1.500		0	0	0	0	0	0
INDIAN RESERV	1.500		0	0	0	0	0	0
FUSRAP	1.500		0	0	0	0	0	0
UMTRA	1.500		0	0	0	0	0	0
LEAD SMELTERS	1.500		0	0	0	0	0	0
US AIRS	1.500		0	0	0	1	0	1
US MINES	1.500		0	0	0	0	0	0
ABANDONED MINES	1.500		0	0	0	0	0	0
FINDS	1.500	2	0	1	8	21	28	60
UXO	1.500		0	0	0	0	0	0
DOCKET HWC	1.500		0	0	0	0	0	0
ECHO	1.500	2	0	1	2	8	7	20
FUELS PROGRAM	1.500		0	0	0	0	0	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
AIRS	1.500		0	0	0	0	0	0
COAL ASH	1.500		0	0	0	0	0	0
DRYCLEANERS	1.500		0	0	0	0	0	0
E DESIGNATION	1.500		0	0	0	0	0	0
Financial Assurance	1.500		0	0	0	0	0	0
HSWDS	1.500		0	1	0	1	0	2
MANIFEST	1.500	1	0	1	0	3	3	8
SPDES	1.500		0	0	0	0	2	2
UIC	1.500		0	0	0	0	0	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.500		0	0	0	0	0	0
EDR Hist Auto	1.500		0	1	3	5	5	14
EDR Hist Cleaner	1.500		0	0	1	0	1	2
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA HWS	1.500		0	0	0	0	3	3
RGA LF	1.500		0	0	0	0	0	0
- Totals --		15	0	25	41	81	181	343

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

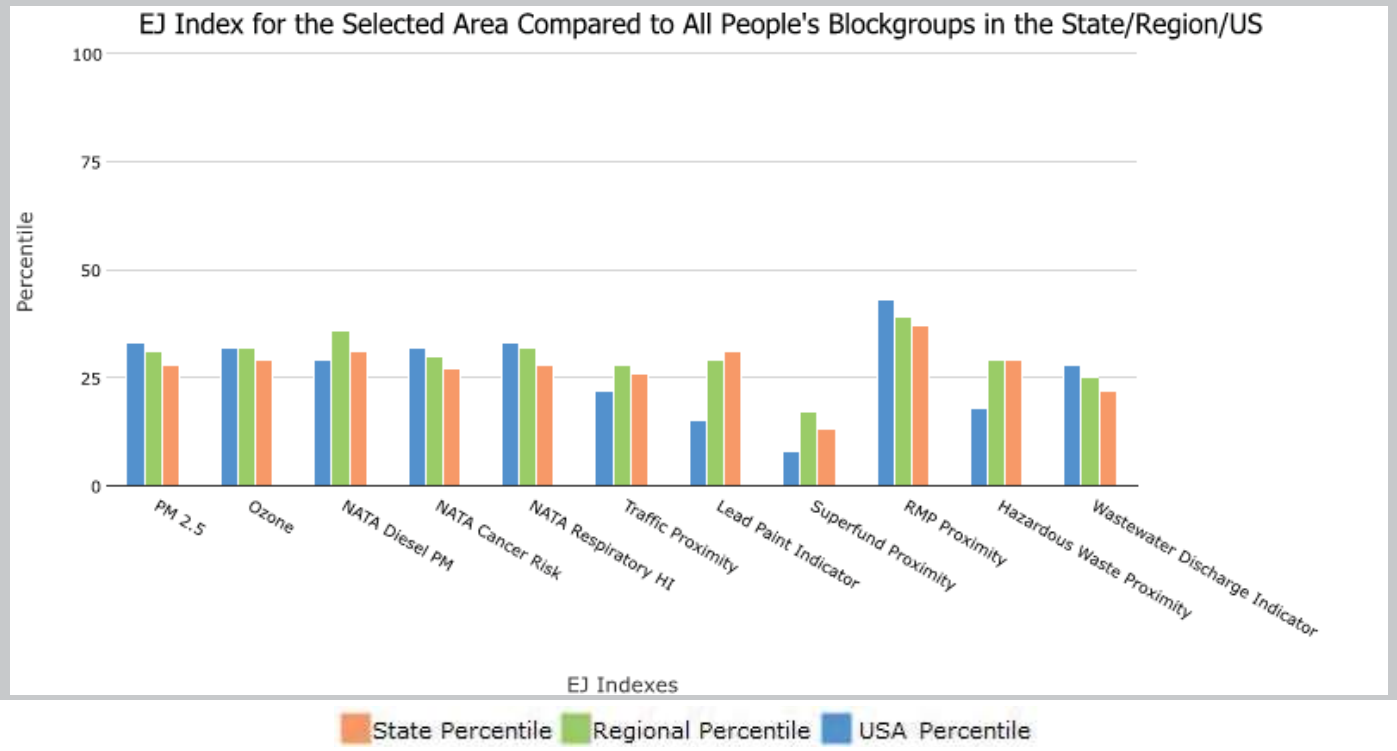
EJSCREEN Report (Version 2019)

the User Specified Area, NEW YORK, EPA Region 2

Approximate Population: 4,745

Input Area (sq. miles): 4.17

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	28	31	33
EJ Index for Ozone	29	32	32
EJ Index for NATA* Diesel PM	31	36	29
EJ Index for NATA* Air Toxics Cancer Risk	27	30	32
EJ Index for NATA* Respiratory Hazard Index	28	32	33
EJ Index for Traffic Proximity and Volume	26	28	22
EJ Index for Lead Paint Indicator	31	29	15
EJ Index for Superfund Proximity	13	17	8
EJ Index for RMP Proximity	37	39	43
EJ Index for Hazardous Waste Proximity	29	29	18
EJ Index for Wastewater Discharge Indicator	22	25	28



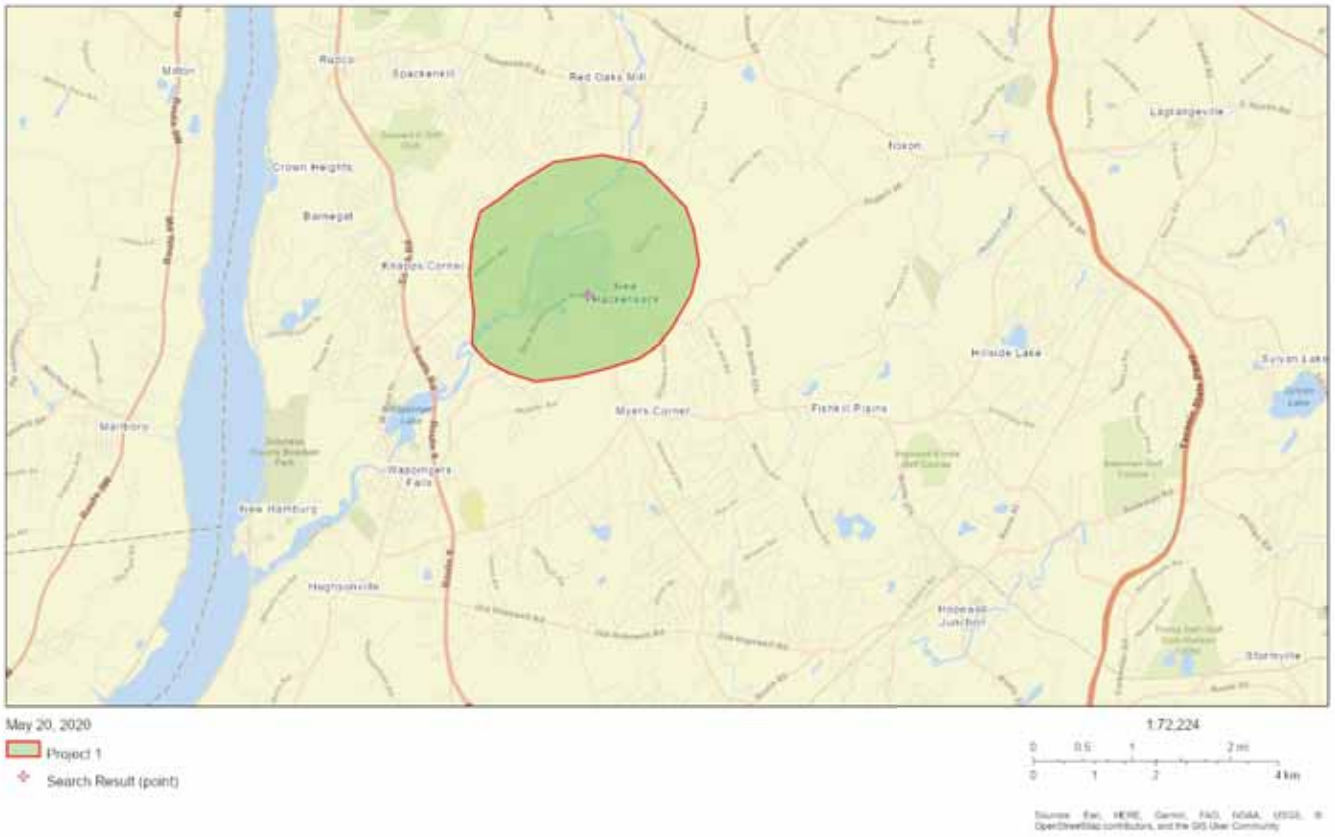
This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

EJSCREEN Report (Version 2019)

the User Specified Area, NEW YORK, EPA Region 2

Approximate Population: 4,745

Input Area (sq. miles): 4.17



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

EJSCREEN Report (Version 2019)

the User Specified Area, NEW YORK, EPA Region 2

Approximate Population: 4,745

Input Area (sq. miles): 4.17

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in µg/m^3)	7.43	7.61	36	7.88	27	8.3	25
Ozone (ppb)	42.5	44	23	44.4	16	43	41
NATA* Diesel PM (µg/m^3)	0.339	1.05	26	0.941	<50th	0.479	<50th
NATA* Cancer Risk (lifetime risk per million)	28	32	43	32	<50th	32	<50th
NATA* Respiratory Hazard Index	0.35	0.49	38	0.47	<50th	0.44	<50th
Traffic Proximity and Volume (daily traffic count/distance to road)	250	1700	33	1400	35	750	53
Lead Paint Indicator (% Pre-1960 Housing)	0.35	0.56	25	0.51	30	0.28	66
Superfund Proximity (site count/km distance)	0.24	0.22	77	0.29	70	0.13	88
RMP Proximity (facility count/km distance)	0.1	0.5	18	0.58	19	0.74	16
Hazardous Waste Proximity (facility count/km distance)	0.66	42	27	30	30	4	56
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	3.2E-05	1.2	59	0.92	53	14	49
Demographic Indicators							
Demographic Index	24%	38%	40	37%	41	36%	38
Minority Population	34%	44%	49	44%	48	39%	53
Low Income Population	14%	31%	23	29%	28	33%	20
Linguistically Isolated Population	1%	8%	37	8%	36	4%	49
Population With Less Than High School Education	6%	14%	32	13%	36	13%	36
Population Under 5 years of age	6%	6%	59	6%	59	6%	55
Population over 64 years of age	16%	15%	61	15%	62	15%	63

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: https://www.epa.gov/national-air-toxics-assessment.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

Appendix H

Noise Contours

Dutchess County

Hudson Valley Regional Airport

Wappingers Falls, New York

Airport Master Plan
Noise Contour Development

Prepared by:
C&S Companies

March 2024

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Section 1—Introduction

1.1 Introduction

Dutchess County (County) is preparing an updated master plan for Hudson Valley Regional Airport (POU). POU is a public-owned, non-primary, general aviation (GA) facility located in Dutchess County, New York. The main objective of the master plan is to outline the vision for the Airport and document the extent, type, and schedule of development needed to accommodate existing needs and future aviation demand. Throughout the planning process, alternative plans were analyzed based on a multitude of criteria. The evaluation of development alternatives culminated in the selection of a preferred alternative (Proposed Project) that will be further analyzed under this report to determine its potential noise impacts.

This document provides the methodology and data used to prepare the noise analysis for the existing and future conditions at POU under the preferred alternative. Federal Aviation Administration (FAA) approved aircraft operations forecasts (see **Attachment A**) were used for input into the FAA's Aviation Environmental Design Tool (AEDT Version 3f) software system for the development of airport noise contours.

1.2 Project Description

The Proposed Project includes displacing the Runway 6 threshold by 193 feet, along with a forecasted growth identified within the Airport Master Plan. The preliminary forecast indicates there is no change in the category of aircraft that will utilize either runway between the existing (2019) and future (2040) conditions. The arrival and departure procedures and airport operating environment would otherwise remain the same.

1.3 Regulatory Setting

FAA Order 1050.1F

Policies and procedures for evaluating the environmental impacts associated with airport development are described in FAA Order 1050.1F. The noise analysis related policies and procedures are presented in Appendix B of the Order. These requirements are also included in the *FAA 1050.1F Desk Reference*[1], which provides comprehensive guidance regarding the analysis of impacts in specific environmental impact categories.

For aviation noise analyses, the FAA has determined that the 24-hour cumulative exposure of individuals to noise resulting from aviation activities must be established in terms of yearly day/night average sound level (DNL) as FAA's primary metric.

[1] FAA 1050.1F Desk Reference, Version 2, February 2020.

The determination of significance must be obtained through the use of modeled noise contours along with local land use information and general guidance contained in Appendix A of 14 Code of Federal Regulations (CFR) Part 150. As a means of implementing the Aviation Safety and Noise Abatement Act, the FAA adopted Regulations on Airport Noise Compatibility Planning Programs. These regulations are spelled out under 14 CFR Part 150 and include published noise and land use compatibility charts (see **Table 1.1**) to be used for land use planning with respect to aircraft noise.

Table 1.1 – Federal Aviation Regulation Part 150 Land Use Guidelines

Land Use	Yearly Day-Night Average Sound Level (dB DNL)					
	<65	65-70	70-75	75-80	80-85	>85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N[1]	N[1]	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N[1]	N[1]	N[1]	N	N
Public Use						
Schools	Y	N[1]	N[1]	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y[2]	Y[3]	Y[4]	Y[4]
Parking	Y	Y	Y[2]	Y[3]	Y[4]	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail	Y	Y	Y[2]	Y[3]	Y[4]	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y[2]	Y[3]	Y[4]	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y[2]	Y[3]	Y[4]	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y[6]	Y[7]	Y[8]	Y[8]	Y[8]
Livestock farming and breeding	Y	Y[6]	Y[7]	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						

Outdoor sports arenas and spectator sports	Y	Y[5]	Y[5]	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

Table Key:

Y (Yes)=Land Use and related structures compatible without restrictions.

N (No)=Land Use and related structures are not compatible and should be prohibited.

NLR=Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35=Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Notes:

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

(2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.

(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require an NLR of 25.

(7) Residential buildings require an NLR of 30.

(8) Residential buildings not permitted.

Disclaimer: The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Source: FAA Aviation Circular 150/5020-1 (August 5, 1983)

Compatible or non-compatible land use is determined by comparing the aircraft DNL values at a site to the values in the FAR Part 150 land use compatibility guidelines (**Table 1.1**). Per FAA standards, a significant noise impact would occur if the analysis shows that the Proposed Project will cause noise sensitive areas to experience an increase in noise of DNL 1.5

dB or more at above DNL 65 dB noise exposure when compared to the baseline condition. For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 dB.

Federal Interagency Committee on Noise (FICON) Report of 1992

The use of the DNL metric and the 65 dB DNL criteria have been reviewed by various interest groups in order to assess its usefulness in assessing aircraft noise impacts. At the direction of the U.S. Environmental Protection Agency (USEPA) and the FAA, the Federal Interagency Committee on Noise (FICON) was formed to review specific elements of the assessment of airport noise impacts and to make recommendations regarding potential improvements. FICON includes representatives from the Departments of Transportation, Defense, Justice, Veterans Affairs, Housing and Urban Development, the Environmental Protection Agency, and the Council on Environmental Quality.

FICON was formed to review Federal policies used to assess airport noise impacts and on the manner in which noise impacts are determined. This included whether aircraft noise impacts are fundamentally different from other transportation noise impacts; the manner in which noise impacts are described; and the extent to which impacts outside of 65 DNL should be reviewed in federal environmental impact statements.

The committee determined that there are no new descriptors or metrics of sufficient scientific standing to substitute for DNL. The noise exposure metric and the dose-response relationships used to determine noise impact were determined to be proper for assessing noise from civil and military aviation in the general vicinity of airports. The report supported agency discretion in the use of supplemental noise analysis. The report recommended improvement in public understanding of the metric, supplemental methodologies and aircraft noise impacts.

The report endorsed and expanded traditional FAA environmental screening criteria for potential airport noise impacts. FICON recommended that if screening analysis determines noise-sensitive areas at or above 65 dB DNL show an increase of DNL 1.5 dB or more, then further analysis should be conducted of noise sensitive areas between DNL 60-65 dB having an increase of DNL 3 dB or more.

Section 2—Methodology

2.1 Years of Analysis

Airport noise contours were developed for the future condition. The end of the 20-year planning period (2041) from the Airport Master Plan was used as the future condition year for this analysis.

2.2 Activity Levels and Fleet Mix

The data on which the future condition was based was derived from a combination of the FAA's Traffic Flow Management System Counts (TFMSC) and preliminary forecasted operations prepared for the ongoing airport master plan effort. The TFMSC provided the aircraft types that utilized the Airport in calendar year 2021; representative aircraft for various classes of aircraft were selected based on the number of operations in that year. The number of annual aircraft operations included in the noise analysis for 2021 existing conditions included 58,306 arrivals and departures.

Activity levels for the 2041 future conditions were taken from the preliminary forecasts developed as part of the ongoing airport master plan effort. The forecast estimated an increase of 10,073 operations; therefore the number of annual aircraft operations included in the noise analysis for the future conditions included 68,380 operations. **Table 2.1** lists the aircraft type, number of daily operations (by arrival and departure) during daytime (11:00 am to 10:59 pm) and nighttime (11:00 pm to 10:59 am) hours, and the total annual number of operations.

Table 2.1: Operations by Aircraft - Future Conditions

Aircraft	Day Arr.	Day Dep.	Night Arr.	Night Dep.	Daily Total	Annual Ops
Raytheon Beech Bonanza 36	3.39	3.39	0.10	0.10	6.98	2,549.00
Cessna 172 Skyhawk	39.59	39.59	1.22	1.22	81.62	29,791.00
Pilatus PC-24	1.49	1.49	0.05	0.05	3.08	1,125.00
Piper PA-28 Cherokee Series	30.85	30.85	0.95	0.95	63.61	23,218.00
Raytheon Super King Air 200	0.76	0.76	0.02	0.02	1.58	575.00
Raytheon King Air 90	12.05	12.05	0.37	0.37	24.85	9,072.00
Hawker HS-125 Series 700	0.14	0.14	0.00	0.00	0.28	103.00
Gulfstream G400	0.05	0.05	0.00	0.00	0.10	35.00
Bombardier Global Express	0.10	0.10	0.00	0.00	0.20	72.00
Cessna 560 Citation Excel	0.81	0.81	0.02	0.02	1.67	608.00
Bombardier Challenger 300	0.27	0.27	0.01	0.01	0.56	205.00
Embraer Phenom 300 (EMB-505)	1.20	1.20	0.04	0.04	2.47	902.00
Sikorsky S-76	0.17	0.01	0.17	0.01	0.34	125.00
TOTAL	**90.86**	**90.70**	**2.97**	**2.81**	**187.34**	**68,380.00**

Source: C&S Engineers, 2024

2.3 Model Assumptions

The sections below provide a summary of the assumptions made for this study.

2.3.1 Runway Use Utilization and Flight Tracks

The runway orientation at POU includes Runways 15-33 and 6-24. Based on data provided by the air traffic control tower (ATCT) and discussions with the Airport manager, the runway end utilization for single engine and multi engine aircraft is as follows:

- Runway 6 is the preferred runway 31% of the time
- Runway 24 is the preferred runway 25% of the time
- Runway 15 is the preferred runway 27% of the time
- Runway 33 is the preferred runway 17% of the time

The runway end utilization for jet aircraft is as follows:

- Runway 6 is the preferred runway 25% of the time

- Runway 24 is the preferred runway 69% of the time
- Runway 15 is the preferred runway 3% of the time
- Runway 33 is the preferred runway 3% of the time

All arrivals and departures were modeled as straight-out procedures to each runway end.

2.3.2 Daytime and Nighttime Operations

It was assumed that 97% of operations occurred during the day-time hours (7:00 am to 10:00 pm) and 3% of operations occurred during night-time hours (10:00 pm to 7:00 am). This percentage was applied to all aircraft for both existing and future years analyzed in the noise analysis.

2.3.3 Helicopter Operations

Helicopter operations were input into the noise analysis on default flight tracks within AEDT. The flight track started at the intersection of Runways 6-24 and Taxiway B and fly north and south of the intersection.

2.3.4 Stage Length

Stage length is the distance an aircraft travels for each departure from a given airport to its final destination. In noise modeling, stage length is a surrogate for aircraft departure weight. Aircraft departure weight is important, as noise levels are higher for heavier aircraft of a given type. This is due to the decreased climb performance and higher thrust settings required by heavier aircraft. These factors do not apply to arriving aircraft.

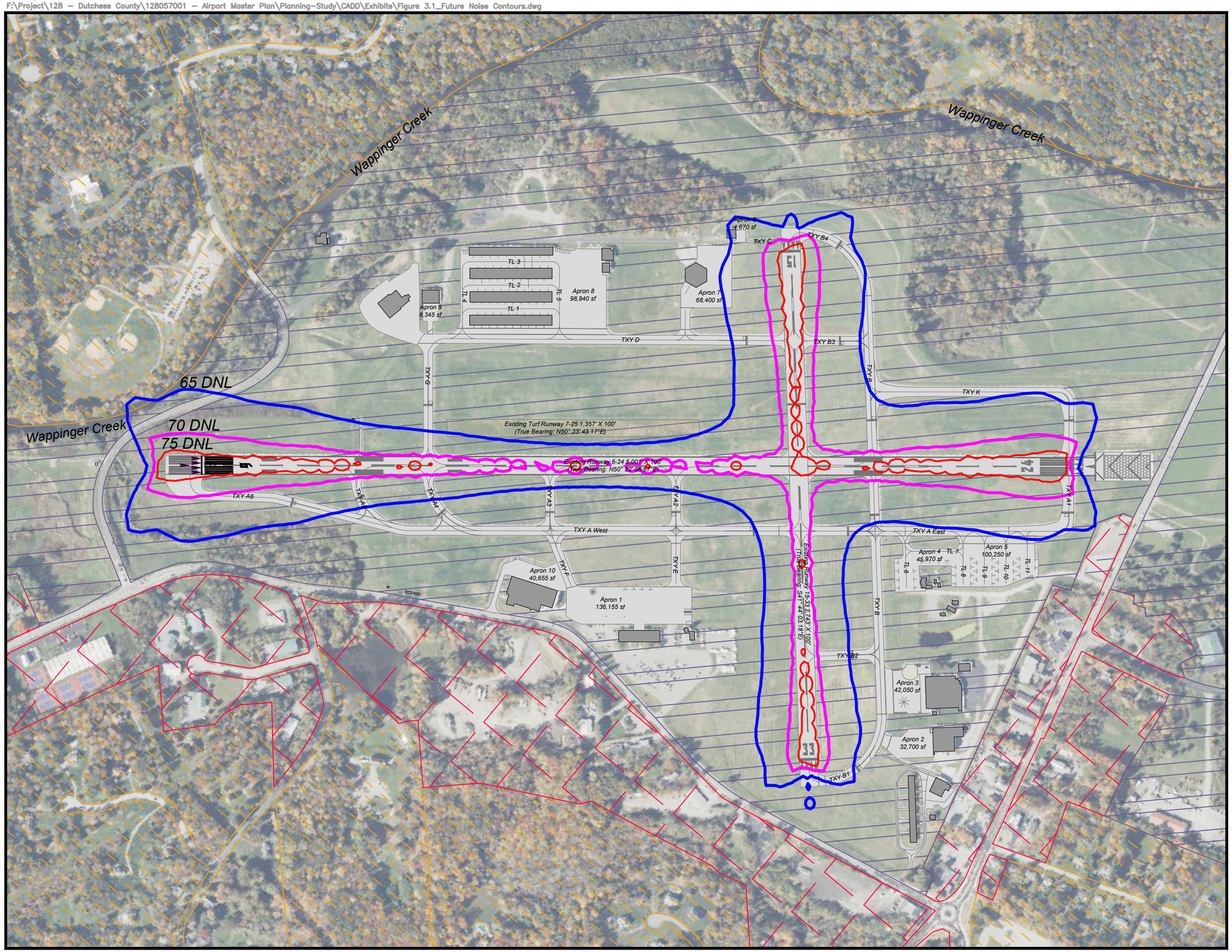
The data used for this analysis includes standard AEDT aircraft weight data based upon the average aircraft departure weights for given distances from the Airport to flight destinations. The AEDT includes different departure profiles based upon the departure procedures being used. The primary differences between departure profiles are aircraft engine thrust settings, flap configurations, airspeed, and climb gradient. Aircraft types and typical operations were examined to determine which of the departure profiles available in the AEDT best represent actual departure operations at POU. Based upon this analysis the Standard AEDT departure profile and Stage Length 1 (flight length of 0-500 nautical miles) were used for all aircraft for the development of the noise contours under the existing and future conditions.

Section 3—Modeling Results

Noise contours were developed with the FAA mandated Day-Night Average Sound Level (DNL) metric. The analysis included noise contours for DNL 65, 70, and 75 dB. Those contours were then placed over existing land uses surrounding POU.

3.1 Future Condition Noise Contours

The number of annual aircraft operations included in the noise analysis for the Future condition included 68,380 arrivals and departures. The resulting noise contours are shown on **Figure 3.1**. The 65 dB DNL contour is located primarily on airport property but extends off the airport property over Wappinger Creek, adjacent to the Runway 6 end. The 65 dB DNL contour does not expand over any residential or recreational land use types and is gen-erally considered compatible with existing land use types.



Legend

- Buildings
- Airfield Pavement
- Roads/Parking Lot Pavement
- Aeronautical Use
- Residential Use
- Commercial Use
- Public Park Area
- 65 dB DNL Contour
- 70 dB DNL Contour
- 75 dB DNL Contour

MAGNETIC NORTH
TRUE NORTH

500' 0 500' 1,000'

HUDSON VALLEY REGIONAL AIRPORT

C&S COMPANIES®

Hudson Valley Regional Airport
Master Plan

Future Condition Airfield Noise Contours

Figure 3.1

Attachment A

Aircraft Operations

Category	Aircraft ID	AIRFRAME_MODEL	ENGINE_CODE	ANP_AIRPLANE_ID	Future Operations (2041)	Existing Average Daily Arrival	Existing Average Daily Departure	RW 6 Arrivals	RW 24 Arrivals	RW 15 Arrivals	RW 33 Arrivals	RW 6 Departures	RW 24 Departures	RW 15 Departures	RW 33 Departures	6 Arrival Day (A-1)	24 Arrival Day (A-2)	15 Arrival Day (A-3)	33 Arrival Day (A-4)	6 Arrival Night (A-1)	24 Arrival Night (A-2)	15 Arrival Night (A-3)	33 Arrival Night (A-4)	6 Departure Day (D-1)	24 Departure Day (D-2)	15 Departure Day (D-3)	33 Departure Day (D-4)	6 Departure Night (D-1)	24 Departure Night (D-2)	15 Departure Night (D-3)	33 Departure Night (D-4)
SE	1276	Raytheon Beech Bonanza 36	TIO540	GASEPV	2,549.00	3.49	3.49	1.08	0.87	0.94	0.59	1.08	0.87	0.94	0.59	1.05	0.85	0.91	0.58	0.03	0.03	0.03	0.02	1.05	0.85	0.91	0.58	0.03	0.03	0.03	0.02
SE	1261	Cessna 172 Skyhawk	IO360	CNA172	29,791.00	40.81	40.81	12.65	10.20	11.02	6.94	12.65	10.20	11.02	6.94	12.27	9.90	10.69	6.73	0.38	0.31	0.33	0.21	12.27	9.90	10.69	6.73	0.38	0.31	0.33	0.21
SE	6388	Pilatus PC-24	1PW038	CNA55B	1,125.00	1.54	1.54	0.48	0.39	0.42	0.26	0.48	0.39	0.42	0.26	0.46	0.37	0.40	0.25	0.01	0.01	0.01	0.01	0.46	0.37	0.40	0.25	0.01	0.01	0.01	0.01
SE	1887	Piper PA-28 Cherokee Series	O320	GASEPF	23,218.00	31.81	31.81	9.86	7.95	8.59	5.41	9.86	7.95	8.59	5.41	9.56	7.71	8.33	5.24	0.30	0.24	0.26	0.16	9.56	7.71	8.33	5.24	0.30	0.24	0.26	0.16
ME	1483	Raytheon Super King Air 200	PT6A42	DHC6	575.00	0.79	0.79	0.24	0.20	0.21	0.13	0.24	0.20	0.21	0.13	0.24	0.19	0.21	0.13	0.01	0.01	0.01	0.00	0.24	0.19	0.21	0.13	0.01	0.01	0.01	0.00
ME	1469	Raytheon King Air 90	PT6A28	DHC6	9,072.00	12.43	12.43	3.85	3.11	3.36	2.11	3.85	3.11	3.36	2.11	3.74	3.01	3.25	2.05	0.12	0.09	0.10	0.06	3.74	3.01	3.25	2.05	0.12	0.09	0.10	0.06
Jet	2013	Hawker HS-125 Series 700	1AS002	LEAR35	103.00	0.14	0.14	0.04	0.10	0.00	0.00	0.04	0.10	0.00	0.00	0.03	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.09	0.00	0.00	0.00	0.00	0.00	0.00
Jet	1920	Gulfstream G400	1RR019	GIV	35.00	0.05	0.05	0.01	0.03	0.00	0.00	0.01	0.03	0.00	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Jet	1773	Bombardier Global Express	4BR002	BD-700-1A10	72.00	0.10	0.10	0.02	0.07	0.00	0.00	0.02	0.07	0.00	0.00	0.02	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Jet	6065	Cessna 560 Citation Excel	PW530	CNA560XL	608.00	0.83	0.83	0.21	0.57	0.02	0.02	0.21	0.57	0.02	0.02	0.20	0.56	0.02	0.02	0.01	0.02	0.00	0.00	0.20	0.56	0.02	0.02	0.01	0.02	0.00	0.00
Jet	1238	Bombardier Challenger 300	6AL006	CL600	205.00	0.28	0.28	0.07	0.19	0.01	0.01	0.07	0.19	0.01	0.01	0.07	0.19	0.01	0.01	0.00	0.01	0.00	0.00	0.07	0.19	0.01	0.01	0.00	0.01	0.00	0.00
Jet	4917	Embraer Phenom 300 (EMB-505)	PW530	CNA55B	902.00	1.24	1.24	0.31	0.85	0.04	0.04	0.31	0.85	0.04	0.04	0.30	0.83	0.04	0.04	0.01	0.03	0.00	0.00	0.30	0.83	0.04	0.04	0.01	0.03	0.00	0.00

Helicopters

Category		Aircraft			Future Operations (2041)	Existing Average Daily Arrival	Existing Average Daily Departure	H Arrival Day	H Arrival Night	H Departure Day	H Departure Night
Heli		S76 - Sikorsky S-76			125.00	0.17	0.17	0.17	0.01	0.17	0.01

Runway End Usage

For Single and Multi Engine Aircraft

% on 6	31%
% on 24	25%
% on 15	27%
% on 33	17%

For Jet aircraft

% on 6	25%
% on 24	69%
% on 15	3%
% on 33	3%

Day Night Split

For All Aircraft

Day	0.97
Night	0.03

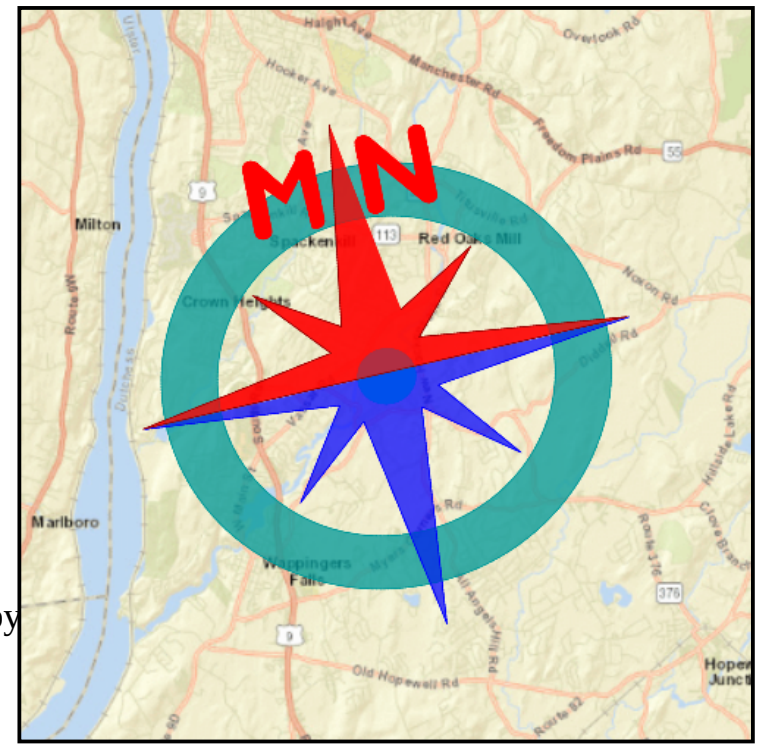
**Heli using default AEDT tracks

Appendix I

Magnetic Declination

Declination

Date	2021-04-15
Latitude	41° 37' 48.8020" N
Longitude	73° 53' 06.5544" W
Elevation	0.0 km GPS
Model Used	WMM-2020
Declination	12° 57' W changing by 0° 3' E per year
Uncertainty	0° 23'



Compass shows the magnetic bearing of the magnetic north (MN)

Magnetic declination is the angle between true north and the horizontal trace of the local magnetic field. In general, the present day field models such as the IGRF and World Magnetic Model (WMM) are accurate to within 30 minutes of arc for the declination. However, local anomalies exceeding 10 degrees, although rare, do exist.

Document created: 2021-04-15 18:17 UTC

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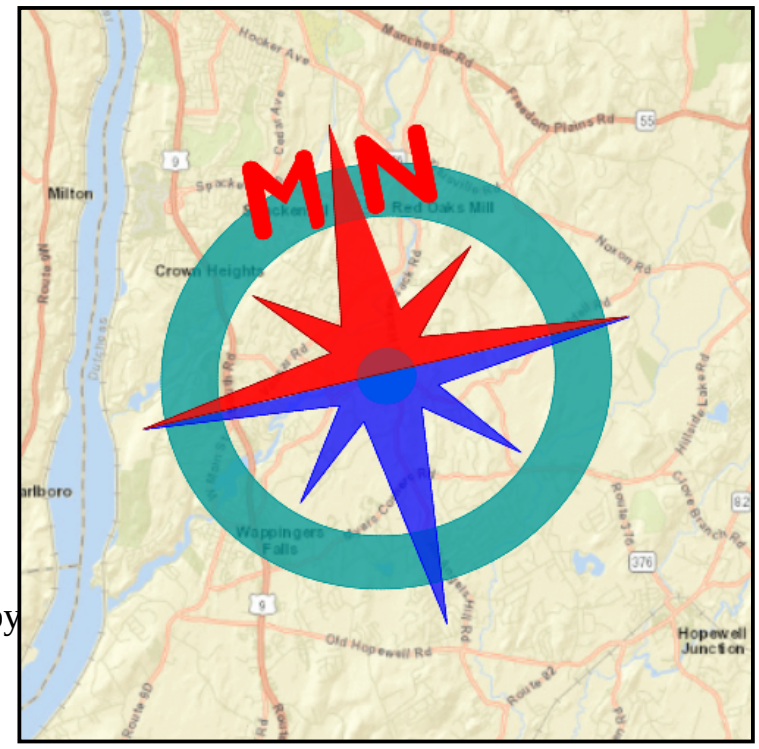
Declination

Date	2021-04-15
Latitude	41° 37' 28.4415" N
Longitude	73° 52' 42.7076" W
Elevation	0.0 km GPS
Model Used	WMM-2020
Declination	12° 57' W changing by 0° 3' E per year
Uncertainty	0° 23'



Compass shows the magnetic bearing of the magnetic north (MN)

Magnetic declination is the angle between true north and the horizontal trace of the local magnetic field. In general, the present day field models such as the IGRF and World Magnetic Model (WMM) are accurate to within 30 minutes of arc for the declination. However, local anomalies exceeding 10 degrees, although rare, do exist.

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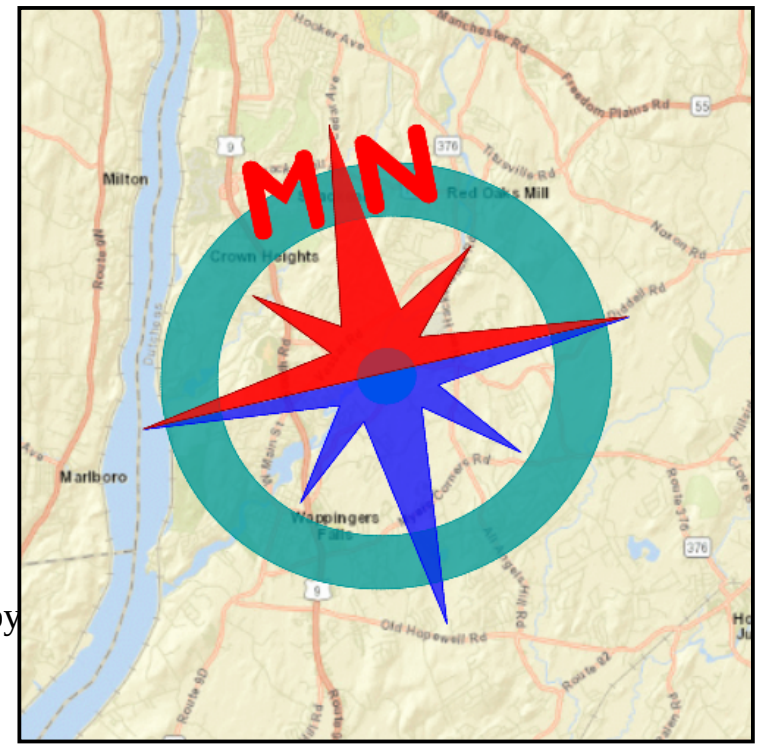
Declination

Date	2021-04-15
Latitude	41° 37' 18.9100" N
Longitude	73° 53' 31.2100" W
Elevation	0.0 km GPS
Model Used	WMM-2020
Declination	12° 57' W changing by 0° 3' E per year
Uncertainty	0° 23'



Compass shows the magnetic bearing of the magnetic north (MN)

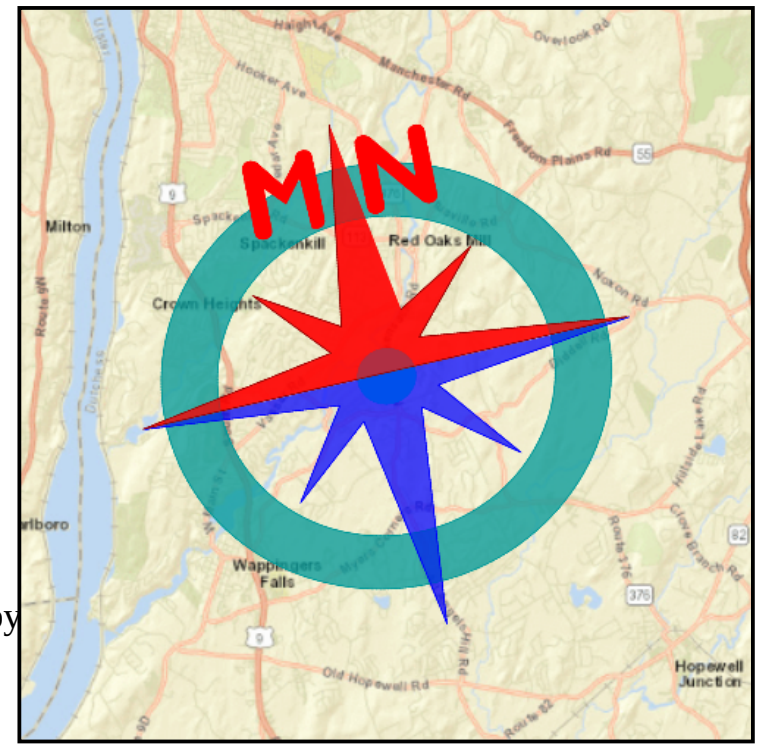
Magnetic declination is the angle between true north and the horizontal trace of the local magnetic field. In general, the present day field models such as the IGRF and World Magnetic Model (WMM) are accurate to within 30 minutes of arc for the declination. However, local anomalies exceeding 10 degrees, although rare, do exist.

Document created: 2021-04-15 18:02 UTC

Help: How to interpret results Questions: geomag.models@noaa.gov

Declination

Date	2021-04-15
Latitude	41° 37' 50.1500" N
Longitude	73° 52' 40.1900" W
Elevation	0.0 km GPS
Model Used	WMM-2020
Declination	12° 57' W changing by 0° 3' E per year
Uncertainty	0° 23'



Compass shows the magnetic bearing of the magnetic north (MN)

Magnetic declination is the angle between true north and the horizontal trace of the local magnetic field. In general, the present day field models such as the IGRF and World Magnetic Model (WMM) are accurate to within 30 minutes of arc for the declination. However, local anomalies exceeding 10 degrees, although rare, do exist.

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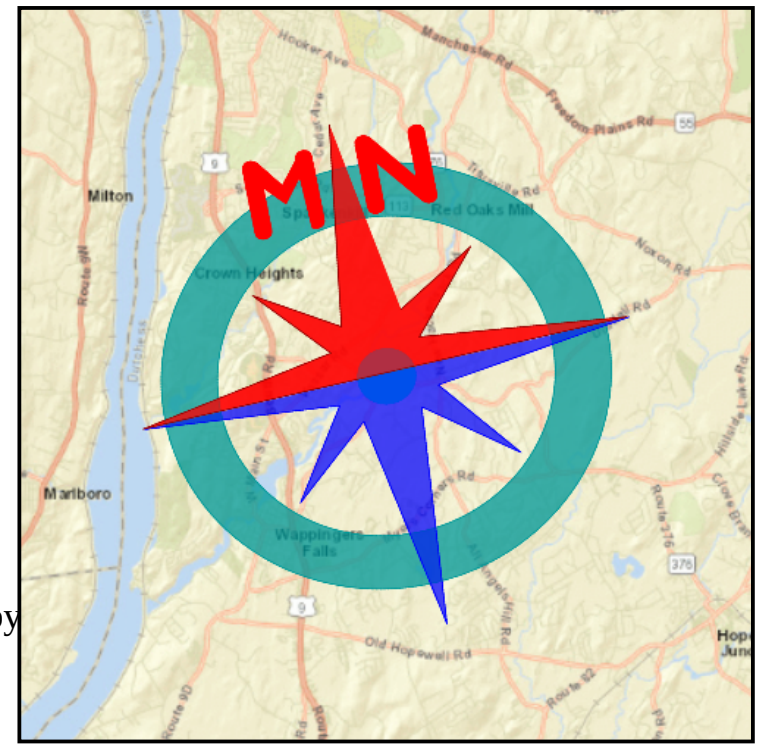
Declination

Date	2021-04-15
Latitude	41° 37' 29.9188" N
Longitude	73° 53' 17.4360" W
Elevation	0.0 km GPS
Model Used	WMM-2020
Declination	12° 57' W changing by 0° 3' E per year
Uncertainty	0° 23'



Compass shows the magnetic bearing of the magnetic north (MN)

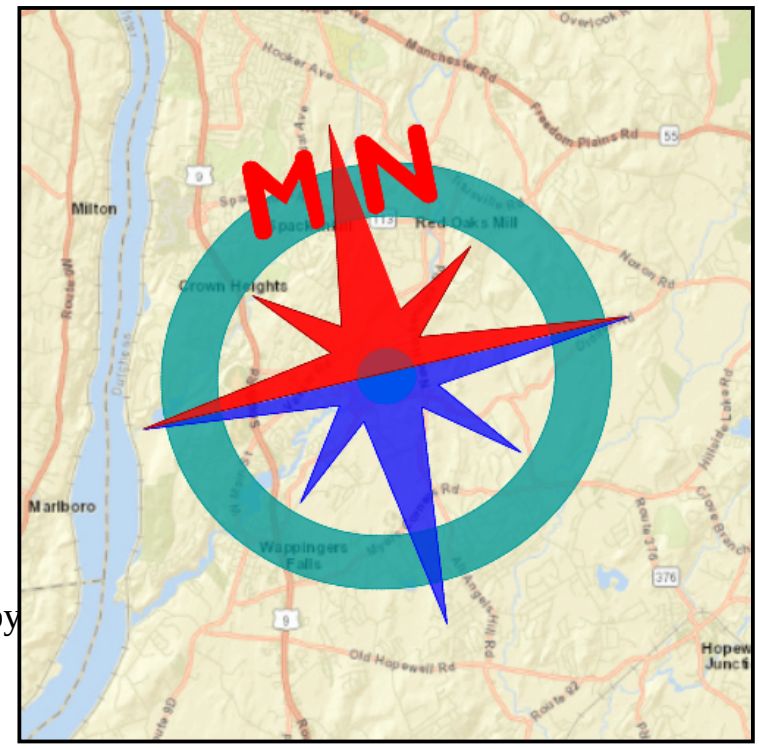
Magnetic declination is the angle between true north and the horizontal trace of the local magnetic field. In general, the present day field models such as the IGRF and World Magnetic Model (WMM) are accurate to within 30 minutes of arc for the declination. However, local anomalies exceeding 10 degrees, although rare, do exist.

Document created: 2021-04-15 18:19 UTC

Help: How to interpret results Questions: geomag.models@noaa.gov

Declination

Date	2021-04-15
Latitude	41° 37' 38.3941" N
Longitude	73° 53' 03.5904" W
Elevation	0.0 km GPS
Model Used	WMM-2020
Declination	12° 57' W changing by 0° 3' E per year
Uncertainty	0° 23'



Compass shows the magnetic bearing of the magnetic north (MN)

Magnetic declination is the angle between true north and the horizontal trace of the local magnetic field. In general, the present day field models such as the IGRF and World Magnetic Model (WMM) are accurate to within 30 minutes of arc for the declination. However, local anomalies exceeding 10 degrees, although rare, do exist.

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Appendix J

Forecast Data

AIRPORT PAVEMENT MANAGEMENT STUDY REPORT

HUDSON VALLEY REGIONAL AIRPORT
WAPPINGERS FALLS, NEW YORK

C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
Phone: (315) 455-2000
www.cscos.com

May 2021

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APPENDIX H – PAVEMENT MAINTENANCE AND REHABILITATION RECORD FORMS

1. EXECUTIVE SUMMARY

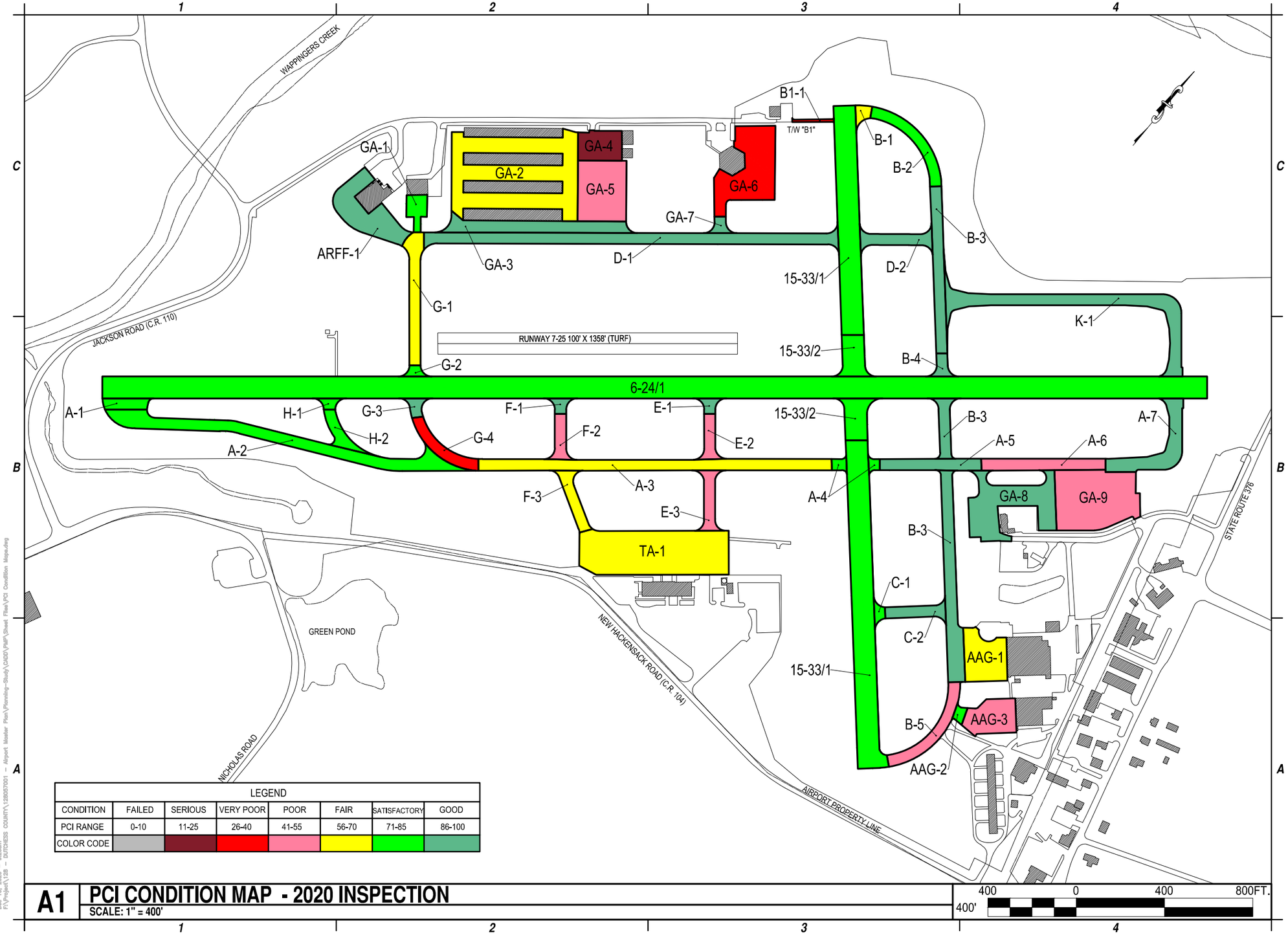
Dutchess County contracted C&S Engineers Inc. to perform an Airport Pavement Management System (APMS) for the Hudson Valley Regional Airport. Development of the plan required record drawing research to divide the pavement areas into sample units based on construction history and in accordance with FAA Advisory Circular 150/5380-7B. After this was complete, a site visit was performed to assess the existing condition of the pavement sections. The construction dates and existing conditions were then entered into the PAVER™ software program for analysis of the pavement. From this information, future conditions were calculated for the pavements at the Hudson Valley Regional Airport. The findings were shared with Dutchess County and the airport's ACIP was modified in accordance with the APMS results.

Condition

The area-weighted pavement condition index (PCI) for the airfield pavements that were inspected in 2020 is 72. The PCI is calculated based on the results of a visual condition survey in which distress types, severity, and quantities are identified. Table 1 (below) and Figure 1 - PCI Condition Map (page 2) provide a visual and tabular overview of the area-weighted PCIs. For the analysis performed in this report, a PCI value between 51 & 65 for a runway and between 60 & 46 for a taxiway or apron would necessitate rehabilitation. A total of 47 pavement sections were inspected in 2020. Table 1 shows a condensed version of the area-weighted PCI for the airfield pavements. A more detailed version is located in Appendix G.

Table 1
Area-Weighted PCI by Pavement Use

Pavement Use (Branch Name)	Area-Wt. PCI	Pavement Area, Sq.Ft.	% of Total Pavement Area
Runway	76	797,244	33.2
Taxiways	79	806,998	33.7
Aprons	61	793,819	33.1
Overall	*72*	*2,398,061*	*100*



A1 **PCI CONDITION MAP - 2020 INSPECTION**
SCALE: 1" = 400'

C&S COMPANIES
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

HUDSON VALLEY REGIONAL AIRPORT
AIRPORT MASTER PLAN
APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO:	128.057.001
DATE:	DECEMBER 2020
DRAWN BY:	M.M. KEHOE
DESIGNED BY:	
CHECKED BY:	

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2020 PCI MAP

FIGURE 1

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Capital Improvements

The PAVER™ software was used to generate PCIs and to evaluate pavement rehabilitation and reconstruction needs at the Hudson Valley Regional Airport. The program is also able to forecast future pavement conditions. A five and ten year forecast map of PCI conditions are shown in Figure 2 (page 5) and Figure 3 (page 6), respectively and is shown in tabular form in Appendix G. Based upon the forecasted conditions, an analysis was performed to identify a prioritized plan for major rehabilitation and reconstruction projects. The results of the PAVER™ software were used as a basis for determining a logical pavement rehabilitation program that would be incorporated into the Airport Capital Improvement Program (ACIP) for the Hudson Valley Regional Airport. The recommended plan was discussed with Dutchess County and it was agreed that the ACIP should be modified to align with the Airport Pavement Management System (APMS) Results. Figure 4 (page 7) illustrates the results of the recommended prioritized plan for airfield pavement rehabilitation. Details of the pavement rehabilitation program are presented in Appendix G.

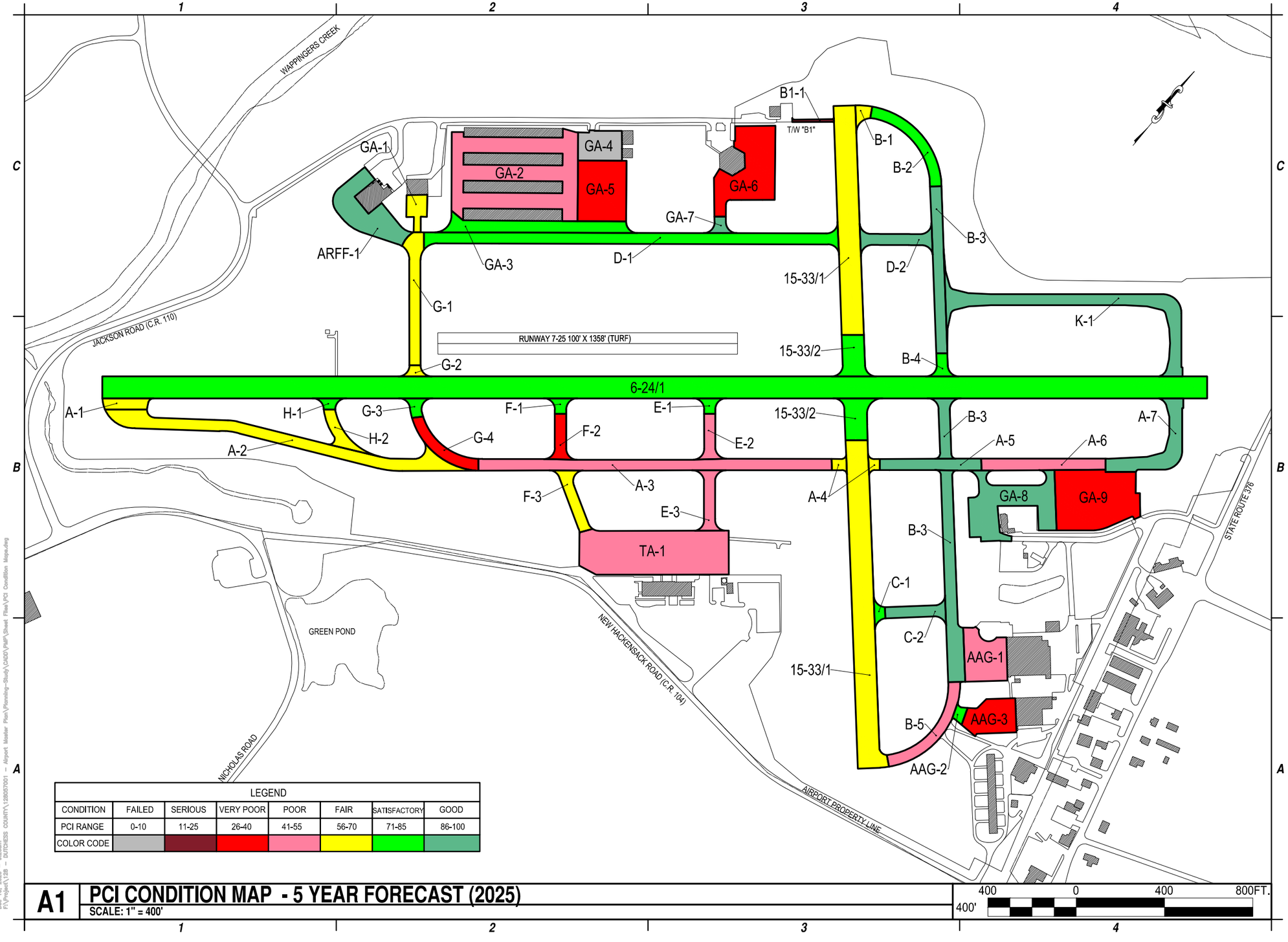
The estimated total cost to complete the 10-year pavement rehabilitation program as shown in Figure 4 (page 7), is approximately 16.4 million dollars. See Section 8 and Appendix E for a detailed breakdown of the 10-year project costs. These project costs should be used for future capital programming purposes and referenced when updating the Airport Capital Improvement Program (ACIP) for the Hudson Valley Regional Airport.

TABLE 8-1 – ACIP PROJECTS

PRIORITY	DESIGN GRANT YEAR	PROJECT	CONSTRUCTION GRANT YEAR	COST*
1	2020	Rehabilitation of Terminal Apron & TW connectors “E” and “F”	2022	$1,464,000
2	2022	TW “A” Rehabilitation	2024	$1,440,000
3	2023	Stub TWs “E”, “F” & “G” Reconstruction	2025	$807,000
4	2024	TW “G” Rehabilitation	2026	$707,000
5	2025	TW “B” Reconstruction	2027	$672,000
6	2026	Northwest GA Apron Rehabilitation	2028	$1,244,000
7	2027	Runway 6-24 Rehabilitation	2029	$4,805,000
8	2028	Southeast GA Apron Rehabilitation	2030	$1,367,000
9	2029	Northeast GA Apron Rehabilitation	2031	$1,177,000

PRIORITY	DESIGN GRANT YEAR	PROJECT	CONSTRUCTION GRANT YEAR	COST*
10	2030	Runway 15-33 Rehabilitation	2032	$2,701,000
				TOTAL: $16,384,000

*Costs are based on total construction and construction observation and administration costs with contingencies. Costs include pavement related items and do not include rehabilitation or replacement of edge lighting, Navaids or electrical infrastructure supporting these systems. An inflation rate of 2%/year was considered in this analysis. Detailed cost estimates are located in Appendix E.



LEGEND							
CONDITION	FAILED	SERIOUS	VERY POOR	POOR	FAIR	SATISFACTORY	GOOD
PCI RANGE	0-10	11-25	26-40	41-55	56-70	71-85	86-100
COLOR CODE							

A1 **PCI CONDITION MAP - 5 YEAR FORECAST (2025)**
SCALE: 1" = 400'

400 0 400 800FT.
400'

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Syracuse, New York 13212
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HUDSON VALLEY REGIONAL AIRPORT

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AIRPORT MASTER PLAN
APMS
DUTCHESS COUNTY
WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION
REVISIONS		

PROJECT NO:	128.057.001
DATE:	DECEMBER 2020
DRAWN BY:	M.M. KEHOE
DESIGNED BY:	
CHECKED BY:	

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2025 PCI MAP

FIGURE 2

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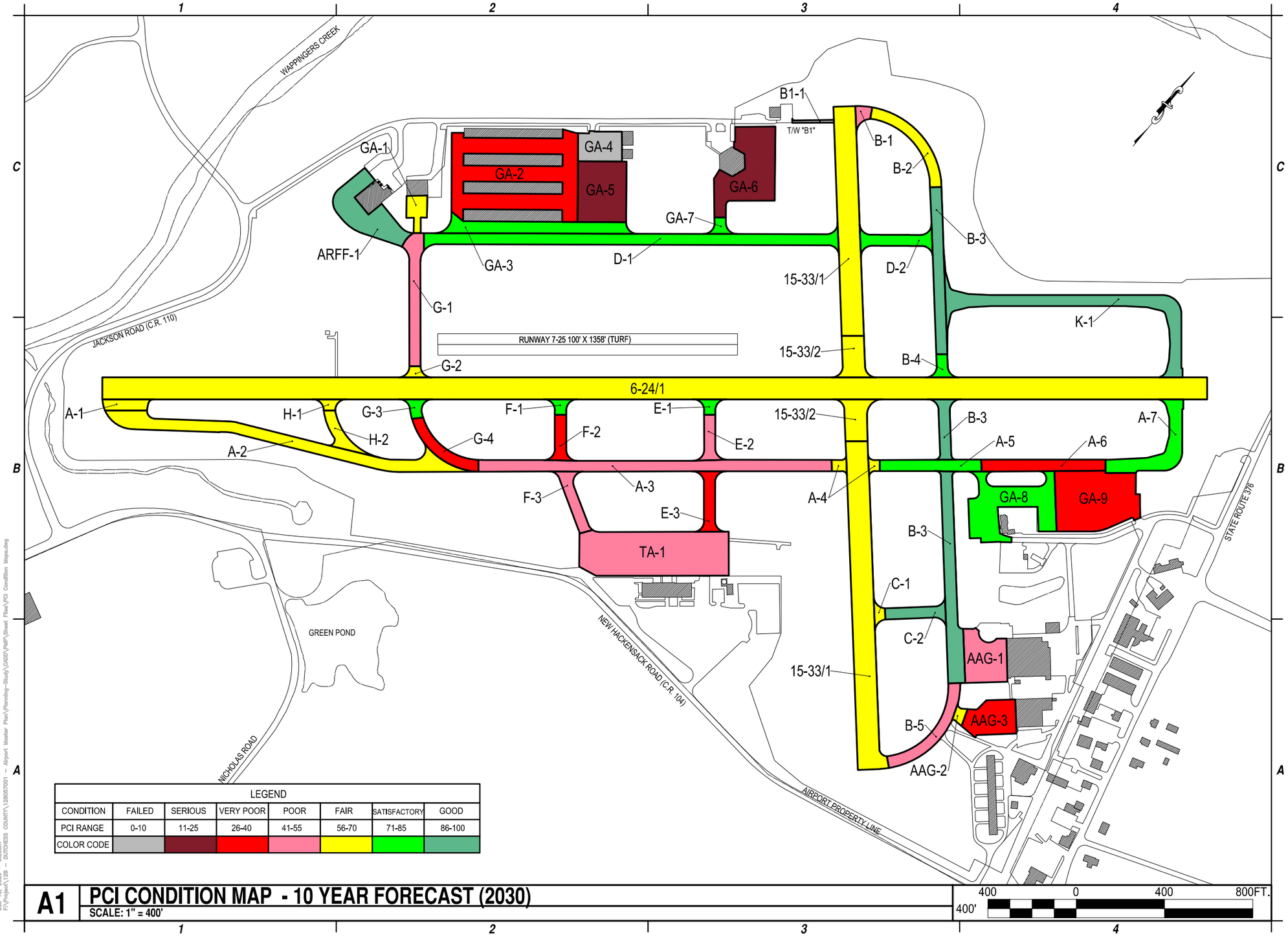

LEGEND							
CONDITION	FAILED	SERIOUS	VERY POOR	POOR	FAIR	SATISFACTORY	GOOD
PCI RANGE	0-10	11-25	26-40	41-55	56-70	71-85	86-100
COLOR CODE							

A1 **PCI CONDITION MAP - 10 YEAR FORECAST (2030)**
SCALE: 1" = 400'

400 0 400 800FT.
400'

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2030 PCI MAP

FIGURE 3

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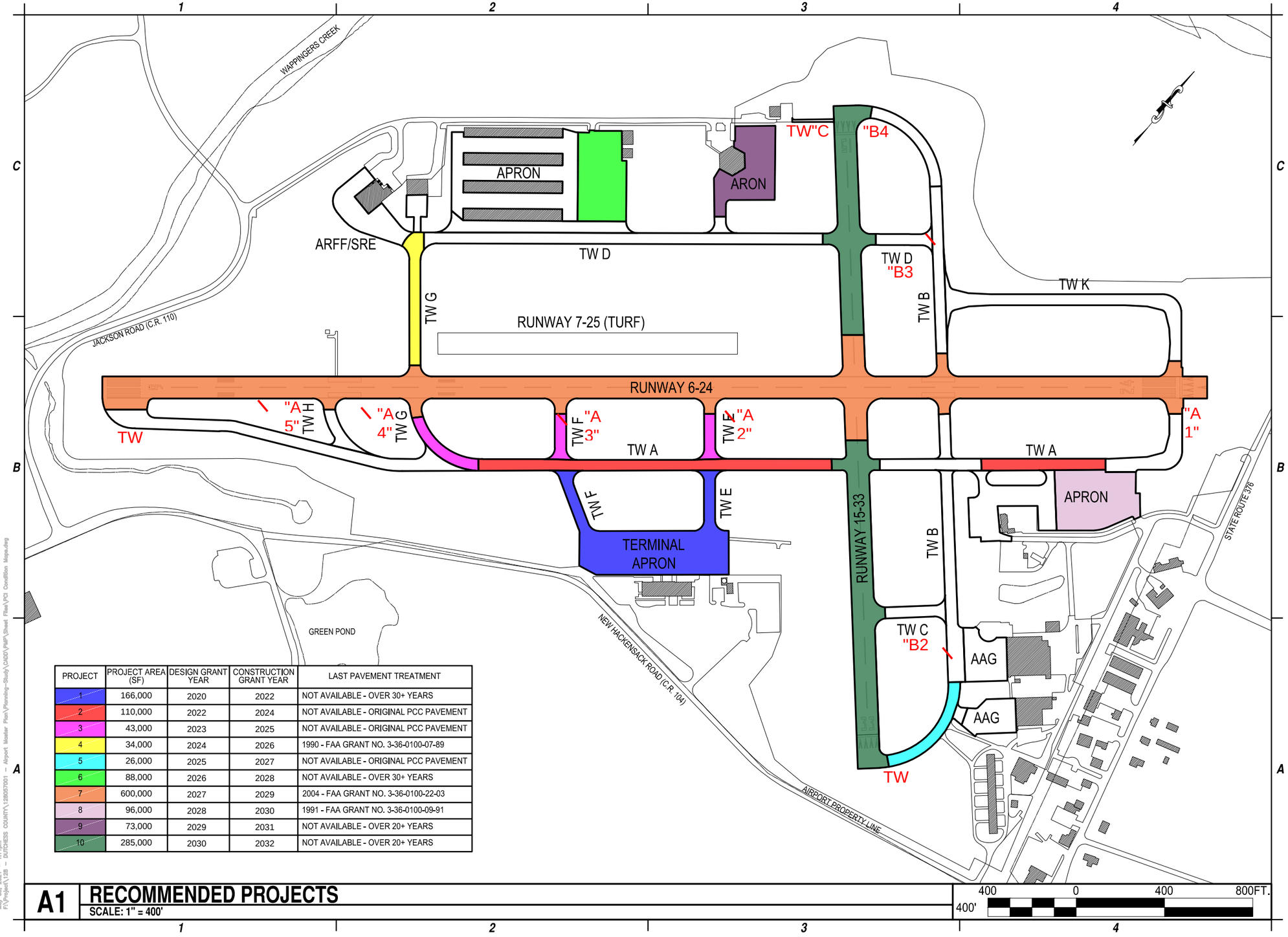

PROJECT	PROJECT AREA (SF)	DESIGN GRANT YEAR	CONSTRUCTION GRANT YEAR	LAST PAVEMENT TREATMENT
1	166,000	2020	2022	NOT AVAILABLE - OVER 30+ YEARS
2	110,000	2022	2024	NOT AVAILABLE - ORIGINAL PCC PAVEMENT
3	43,000	2023	2025	NOT AVAILABLE - ORIGINAL PCC PAVEMENT
4	34,000	2024	2026	1990 - FAA GRANT NO. 3-36-0100-07-89
5	26,000	2025	2027	NOT AVAILABLE - ORIGINAL PCC PAVEMENT
6	88,000	2026	2028	NOT AVAILABLE - OVER 30+ YEARS
7	600,000	2027	2029	2004 - FAA GRANT NO. 3-36-0100-22-03
8	96,000	2028	2030	1991 - FAA GRANT NO. 3-36-0100-09-91
9	73,000	2029	2031	NOT AVAILABLE - OVER 20+ YEARS
10	285,000	2030	2032	NOT AVAILABLE - OVER 20+ YEARS

A1 **RECOMMENDED PROJECTS**
SCALE: 1" = 400'

400 0 400 800FT.
400'

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WAPPINGERS FALLS, NEW YORK

MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO:	128.057.001
DATE:	DECEMBER 2020
DRAWN BY:	M.M. KEHOE
DESIGNED BY:	
CHECKED BY:	

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RECOMMENDED PROJECTS

FIGURE 4

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DUTCHESS COUNTY (POU) POUGHKEEPSIE, NY

Airport Details Users Report » Edit Counts

Final Cleanup after the Aircraft List has been updated: Last Edit: 02/03/2017

Step 1. Eliminate any N-Number Duplicates in your own list. ?'s **0** Find these

Step 2. Review N-Numbers Reported by Other Airports. Rpt ?'s. **0** Find These

Step 3. Review '*' Commented N-Numbers. Rpt ?'s. **3** Find these

Step 4. Review N-Numbers not found in FAA Aircraft Reg. ?'s. **0** Find these

Step 5. Confirm your Counts. ?'s Show all aircraft

Preferred Contact: Moira Enkler menkler@dutchessny.gov ACCOUNT845-463-6002 CLERK

Comments Airport: Edit — Thanks Moira! Great job.

Refresh — COUNT DATA — ?

	5010 1/5/2017	Inventory	Currently Validated
Single Engine	**92**	**91**	**89**
Multi Engine	**7**	**6**	**5**
Jet	**0**	**0**	**0**
Helicopter	**11**	**11**	**11**
Total Single, Multi, Jet, and Heli	***110***	***108***	***105***
Glider	0	0	***
Military	2	***	***
Ultra-light	0	0	***
Non 5010 aircraft types		1	
Total Found in FAA Acft. Reg. Data		109	TOTAL 105
Total Not Found in FAA Acft. Reg. Data		0	
Total Entered in BasedAircraft.com		109	

Confirm aircraft data — **Last Confirmed**: 2/3/2017 by Moira Enkler

N-Number Search: Go Remove Filter

Show: All aircraft Include deleted: No

Based Aircraft at this Airport

Add aircraft

Use multiple pages for faster loading? ☐ = Edit = Delete ☐ IFR

N-Number	Make / Model	Type	Owner	Added	Type from FAA Aircraft Registration	Reported by Other Apts
N106EM	Piper PA-28-181	Single Engine	Michael Steele 43 South Rd Holmes, NY 12531	7/31/2012	Single Engine	
N1128Q	Piper Arrow III	Single Engine	Andrew Zastrow 1 Larch Ct Fishkill, NY 12524	7/30/2010	Single Engine	
N1161M	Mooney M20K	Single Engine	Precision Avionics Dutchess County Airport Citation Rd Wappingers Falls, NY 12590	4/28/2008	Single Engine	
N12291	Cessna 172	Single Engine	Paul Carassone 24 Treeline Ct Fishkill, NY 12524	8/23/2011	Single Engine	
N127ED	Cessna 152	Single Engine	James Daly 26 Pellbridge Dr Hopewell Junction, NY 12533	5/28/2014	Single Engine	
N1322X	American 8-KCAB-180 Super Decth		D & J Aircraft Leasing c/o David Trost 1575 Fox Tail Lane Yorktown Heights, NY 10598-6263	4/8/2016	Single Engine	

N1339E	Aeronca Champ		Kathleen Phillips 1 Lake Point Dr New Milford, CT 06776	7/10/2012	Single Engine	
N1379G	Cessna 340A II	Multi Engine	Lifegrip Corp, Lewis Donnelly 555 Mount Airy Road New Windsor, NY 12553	5/21/2015	Multi Engine	
N1455V	CESSNA 172	Single Engine	BERNARD KIERNAN 15 Pinewood Rd Hopewell Junction, NY 12533	5/14/2007	Single Engine	
N163YX	Sonex Waiex	Single Engine	Don King 21 Old State Rd Hopewell Junction, NY 12533	5/28/2014	Single Engine	
N16446	Piper PA-28-140	Single Engine	Cash Management Consulting 11 Horton Dr Yorktown Heights, NY 10598	2/2/2017	Single Engine	
N1713V	CESSNA 172M	Single Engine	Grasshoppers Flyinc Club PO Box 1956 Poughkeepsie, NY 12603	5/14/2007	Single Engine	
N1795H	Piper PA28R	Single Engine	Aydin Ibrahim 3288 Page Court Yorktown Heights, NY 10598	5/21/2015	Single Engine	
N199HP	Piper PA32R20	Single Engine	Three Skies LLC 24 Appalachian Rd Hopewell Junction, NY 12533	4/8/2016	Single Engine	
	Came to KPOU 11/15/15 MLE					
N205KD	Mooney M20J	Single Engine	Rainmaker Interactive, LLC PO Box 506 Hopewell Jct, NY 12533	5/23/2011	Single Engine	
N20972	Cessna 182	Single Engine	Michael Shehl 3 Croft Hill Rd Poughkeepsie, NY 12603	5/28/2014	Single Engine	
N20W	Seawind		MICHAEL WITKOWSKI 684 Srgt. Palamteer Way WAPP FALLS NY 12590	5/14/2007	Single Engine	
N2117Q	Cessna 177RG	Single Engine	Brian Gately 910 Park Pl 6B Brookly, NY 11216	7/31/2012	Single Engine	
N2188R	PIPER PA-28-180		RICHARD CALABRESE 55 SEIFERT LANE PUTNAM VALLEY NY 10579	5/14/2007	Single Engine	
N2207J	Cessna 150G	Single Engine	Robert Johnston 31 Scott Dr Wappinger Falls, NY 12590	7/31/2012	Single Engine	
N227SR	Mooney Acclaim M20TN	Single Engine	Lady Bird of Rhinebeck, LLC c/o Dimitri Alden, 3 Wolcott Dr. Rhinebeck, NY 12572	2/1/2017	Single Engine	
N234TS	Cessna 172	Single Engine	David Golod 43 Ferris Pl Ossining, NY 10562	7/30/2010	Single Engine	
N236BE	Beechcraft Bonanza A36	Single Engine	Ben McGill 6 Poplar Rd Larchmont, NY 10538	4/28/2008	Single Engine	
N2499P	PIPER PA 38-112		PAUL PANCIO 37 BLOOMER RD LAGRANGEVILLE NY 12540	5/14/2007	Single Engine	
N251DB	Piper PA-28R-180	Single Engine	Gary Borgia 110 Brandy Ln Wappingers Falls, NY 12590	2/1/2017	Single Engine	
N260BB	Piper PA32	Single Engine	CONRAD BLEY 50 CRAFTS ROAD CARMEL NY	5/14/2007	Single Engine	
N26648	Cessna 182		Robert Wild 300 East 56 St, Apt 37-H New York, NY 10022	7/10/2012	Single Engine	
	came to Dutchess Jan 2012					
N2729V	Cessna C177 RG	Single Engine	Sal Lagonia 3255 Poplar St Yorktown Heights, NY 10598	5/28/2014	Single Engine	
N2946C	Cessna 180	Single Engine	Arthur Mannis PO Box 667 Crompond, NY 10517	7/31/2012	Single Engine	
N3024C	Piper PA-28-181	Single Engine	Cash Management Consulting LLC, Bill Faulkner 11 Horton Drive Yorktown Heights, NY 10598	5/21/2015	Single Engine	
N307HL	Stoddard Sportsman-TRI	Single Engine	Hai & Herbert Longworth 14 Vail Rd Poughkeepsie, NY 12603	4/8/2016	Single Engine	
	Came to KPOU 12/1/15 MLE					
N30NY	Sikorsky S-76B	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter	

HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU.

N3139V	Cessna R172K	Single Engine	Robert Lumb 95 New Hackensack Rd Lot 15 Wappinger Falls, NY 12590	7/31/2012	Single Engine
N3205A	CESSNA 170B		PETER RICHARDS 53 RIDGEVIEW RD POK NY 12603	5/14/2007	Single Engine
N32168	WACO VPF-7		VINCE PANGIA 2 Jefferson Plaza Suite 101 POK NY 12601	5/14/2007	Single Engine
N333ZX	Beechcraft Baron	Multi Engine	Imtiaz A Mallick 798 Rte 9 Fishkill,NY 12524	5/22/2014	Multi Engine
N35544	Cessna 172I	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	Single Engine
	4/2016 MLE part time at KPOU and KBAF, 2/2/17 MLE Now based full time at KPOU per Bill Faulkner				
N3778V	CESSNA 150M		HAROLD SMITH 301 SPACKENKILL RD POK NY 12603	5/14/2007	Single Engine
N37916	Piper J3C/65	Single Engine	William R. McKenzie 8 Douglas Lane New Fairfield CT 06812	2/2/2017	Single Engine
	2/2/17 MLE per Mr. McKenzie aircraft is permanently based at KPOU.				
N3966J	Cessna 150G	Single Engine	James Donick 28 Traver Rd Pleasant Valley, NY 12569	7/30/2010	Single Engine
N3RX	CESSNA 172M		HARRY MORELLI 33 OSCAWANNA HGTS RD PUTNAM VALLEY NY 10579	5/14/2007	Single Engine
N4395J	PIPER PA-28-140		RODNEY DOW 23 Lower Station Rd GARRISON NY	5/14/2007	Single Engine
	4/2016 changed the tail# from N4359J to the correct tail# N4395J, also updated address MLE				
N4464T	PIPER PA28R		GEORGE JOHANSEN 110 NASSAU Pl PEEKSKILL NY 10566	5/14/2007	Single Engine
N44TS	Mooney M20J	Single Engine	Mark Napier 25 Bank St Apt 202H White Plains, NY 10606	5/28/2014	Single Engine
	Moving to KPOU 6/1/14				
N4522X	Piper Archer		Watson Jones 1445 Vyse Ave. Bronx, NY 10459	7/17/2012	Single Engine
N4538E	CESSNA 172N		GRASSHOPPER FLYING CLUB PO BOX 1956 POK NY 12601	5/14/2007	Single Engine
N453MF	MOONEY OVATION		WILLIAM SPAIN 191 EAST LAKE BLVD MAHOPAC NY 10501	5/14/2007	Single Engine
N47509	Piper Archer	Single Engine	BMB Aviation Corp 64 Red Hawk Hollow Rd Wappingers Falls, NY 12590	5/21/2015	Single Engine
N49078	Cessna 152	Single Engine	Andrew Zastrow 1 Larch Ct. Fishkill, NY 12524	5/28/2014	Single Engine
	Purchased plane and brought to KPOU Feb 2013				
N5136L	PIPER PA-28-180		BRUCE BERKOWITZ 17 ANDOVER LN POK NY 12601	5/14/2007	Single Engine
N520P	Experimental RV7-A	Single Engine	Joseph Pav 137 W Hook Rd Hopewell Junction, NY 12533	5/28/2014	Single Engine
N5215L	Piper PA-28-180	Single Engine	William Morehouse 21 Morehouse Dr Darien, CT 06820	5/21/2015	Single Engine
N5297V	Piper PA-28-180	Single Engine	Indulgences, Inc. c/o Vincent Morelli 4 Boswell Rd. Putnam Valley, NY 10579	5/28/2014	(Non 5010)
N5304N	CESSNA 182Q		D.G. FLIGHTS INC BOX 95 LINCOLNDALE NY 10540	5/14/2007	Single Engine
N53640	Cessna 337G		Peter Goetz 35E 9th St. Apt. 3 New York, NY 10003-6351	5/14/2007	Multi Engine
N5415X	Sikorsky S-76A	Helicopter	Sikorsky Aircraft Corp 6900 Main Street Stratford, CT 06615	5/28/2015	Helicopter
	4/12/2016 HelpDeskAJ: AAG Flight Ops sent email specifying that acft is based at POU.				
N5425K * PART TIME	Cessna 172P	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	Single Engine
	4/2016 MLE Part time at KPOU and KBAF				
N56424				5/14/2007	Single Engine

	MAULE M5-180C		PETER KIRCHNER 683 PEEKSKILL HOLLOW RD PUTNAM VALLEY NY 10579			
N56766	PIPER PA32		JOHN PELUSE 2 FORREST WAY POK NY 12603	5/14/2007	Single Engine	
N5862J	CESSNA C-182		JEFF TURNER 75 PLEASANT RIDGE DR POK NY 12603	5/14/2007	Single Engine	
N6047C	Beech Sundowner	Single Engine	Daniel Siebold 930 Route 308, PO Box 282 Rhinebeck, NY 12572	5/28/2014	Single Engine	
	came to KPOU 12/7/13					
N6052F	Cessna 162 Skycatcher	Single Engine	M&N Air Venture, Inc 50 Sherwood Heights Wappingers FAlls, NY 12590	4/8/2016	Single Engine	
N611H	NORTH AMERICAN NAVION-A		PETER KLEPP 18 Ridgeview Rd Hopewell Jct, NY 12533	5/14/2007	Single Engine	
N6251A	Cessna 182T	Single Engine	Sevgin Oktay 2807 Mulberry Ct Poughkeepsie, NY 12603	8/19/2010	Single Engine	
N6430C	Stinson L-5 / 10	Single Engine	William R. McKenzie 8 Douglas Lane New Fairfield, CT 06812	2/2/2017	Single Engine	
	2/2/17 MLE per Mr. Mckenzie aircraft is permanently based at KPOU					
N64572	Cessna 172P	Single Engine	Lunair LTD 22 Innsbruck Blvd Hopewell Junction, NY 12533	7/31/2012	Single Engine	
N66120	Cessna 150		AL OSTEN 8 MIMS PATH POK NY 12603	5/14/2007	Single Engine	
	Mailing Address: c/o Southern Dutchess News, 84 E Main St. Wappingers Falls NY 12590					
N661AT	SIKORSKY S-76B		HELO LEASING LLC 767 5TH AVE NEW YORK NY 10153	5/14/2007	Helicopter	
	4/12/2016 HelpDeskAJ: AAG Flight Ops sent email specifying that acft is based at POU.					
N6741W	Beech Bonanza A36	Single Engine	Peister Fam II, LLC 4 Reeder Place Suffern, NY 10901	2/1/2017	Single Engine	
	2017/2/2 ME: Alan Peister sent email response saying he is based here full time, and not at other airports.					
N717JT	BEECHCRAFT 35-C33		PETER ZAJKOWSKI 25 HENDERSON ST POK NY 12601	5/14/2007	Single Engine	
N71DL	BONANZA V-35P		FRANK ALGIER 1839 SOUTH RD WAPP FALLS NY 12590	5/14/2007	Single Engine	
N723CB	Rockwell Internat'l Commander		PRIVATE FLYER LLC 575 Madison Ave Suite 1006 NY, NY 10022	5/14/2007	Single Engine	
N733JJ	VANS RV-8		SCOTT JORDAN 23 Waters Edge Congers, NY 10920	5/14/2007	Single Engine	
N73425	Cessna 172M		Nina Marousek 127 Croton Ave Cortlandt Manor, NY 10567	7/10/2012	Single Engine	
	came to Dutchess June 2012					
N737QC	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	Single Engine	
N738PJ	Cessna 172-N		Benjamin DiSanto 95 Forest Valley Rd Pleasant Valley, NY 12569	7/10/2012	Single Engine	
N7479X	Cessna 172B	Single Engine	Joseph H. Langer III 12 Toddy Lane Poughkeepsie, NY 12603	5/21/2015	Single Engine	
N7500F	CHAMPION CITABRIA		MIKE GRINDLEY 131 HILLVIEW AVE YONKERS NY	5/14/2007	Single Engine	
N759KS	Cessna 182Q II Skylane	Single Engine	Allesio Pretto 27 Wilkinson Hollow Rd Pawling, NY 12564	2/1/2017	Single Engine	
	2017/2/2 ME Spoke to Mr. Pretto and he says he will be based here.					
N7601S	SIKORSKY S-76CT		SFSI 32 GRIFFITH WAY WAPPINGIERS FALLS NY 12590	5/14/2007	Helicopter	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....*4/7/16 Based at KPOU per Flight Ops MLE..*4/7/16 Based at KPOU per Flight OPS MLE					
N7621Y	Sikorsky S-76D	Helicopter	Sikorsky Aircraft Corp PO Box 109610 West Palm Beach, FL 33410	5/28/2015	Helicopter	
	4/12/2016 HelpDeskAJ: AAG Flight Ops sent email specifying that acft is based at POU.					

N7660S	Sikorsky S-76C++	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....*4/7/16 Based at KPOU per Flight Ops MLE					
N7667S	Sikorsky S-76C++	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....Reported at KPOU by AAG Flight Ops 4/7/16 Based at KPOU					
N7679S	Sikorsky S-76C	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....*4/7/16 Based at KPOU per Flight Ops MLE					
N7696C	CHEROKEE PA-28-235		JACOB HANSMANN PO BOX 237 JEFFERSON VALLEY NY 10535	5/14/2007	Single Engine	
N776HC	Enstrom 280FX		Cyclic Aviation LLC (Brian Page) 100 Salt Point Tpke Poughkeepsie, NY 12603	7/10/2012	Helicopter	
N780B	Sikorsky S-76B	Helicopter	HP Aviation, Inc 108 Dunbar Ave Oldsmar, FL 34677	2/3/2017	Helicopter	
N801PT	Experimental RV8	Single Engine	Paul Trotter 17 Wantage School Rd Sussex, NJ 07461	7/30/2010	Single Engine	
N8046Y	PIPER PA-30		WAYNE TURNER 634 S. HILLSIDE RD WAPPFALLS NY 12590	5/14/2007	Multi Engine	
N8092N	PIPER PA28-140		JOHN TROSIE 300 ALL ANGELS HILL ROAD WAPP FALLS NY 12590	5/14/2007	Single Engine	
N80975	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	Single Engine	
N81843	Piper Warrior	Single Engine	Dean Chenarides PO Box 209 Hopewell Junction, NY 12533	4/28/2008	Single Engine	
	Tie down @ Dutchess since 5/2008.					
N82SM * PART TIME	Cessna 337		Red Oaks Mill Rommco Inc. (Peter Schoonmaker) 491 Plass Rd Pleasant Valley, NY 12569	7/10/2012	Multi Engine	
	1/2017 mle -plane was here with lease 6/16-11/16 , possibly in FL for winter months					
N83225	Piper PA-28RT-201T	Single Engine	Wiser Air, LLC c/o Philip Wiser , 1 Oakledge Rd Bronxville, NY 10708	2/1/2017	Single Engine	
N85PS	SIKORSKY S-76CT		THE BLOCKSTONE GROUP 345 PARK AVE NEW YORK NY 10154	5/14/2007	Helicopter	
	2016 04 06 MEnkler: In call to the company, they said acft is based at POU. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU.					
N869RA * PART TIME	Cessna 172RG	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	Single Engine	FYI
	4/2016 MLE Part time at KPOU and KBAF					
N8824C	Piper PA-28-181	Single Engine	Carols Rodriguez 8 Sheldon Dr Poughkeepsie, NY 12603	5/28/2014	Single Engine	
N888SW	Homebuilt-Amphibian Seawind	Single Engine	Michael Witkowski 684 Srgt. Palamteer Way Wappingers Falls, NY 12590	2/1/2017	Single Engine	
N9123D	PIPER PA32		RON CHUGERMAN 18 Deerpath Dr New Paltz,NY 12561	5/14/2007	Single Engine	
	as of 6/28/16 New Address: 131 Riverview , Port Ewen, NY 12466 and Mailing Address: 42 Catharine St. Ste100, Pough. NY 12601 (updated by MLE 2/1/17)					
N9183T	Cessna 180	Single Engine	ERICK REITBERGER 20 LOUISE LN HOPEWELL JUNCTION NY 12533	5/14/2007	Single Engine	
N9214	Vans RV-4	Single Engine	Thomas Hankamp 8 Ruppert Rd Poughkeepsie, NY 12603	2/1/2017	Single Engine	
N92699	Piper J3/L4		Vince Pangia 2 Jefferson Plaza, Suite 101 Poughkeepsie, NY 12601	7/10/2012	Single Engine	
N9426E	Cessna 172	Single Engine	Bruce Cohen 10 Larissa La Wappingers Falls, NY 12590	7/30/2010	Single Engine	
N944LF	BEECHCRAFT BE36		KARL KULLING 14 QUAKER LAKE RD POWLING NY 12564	5/14/2007	Single Engine	

N9468D	Cessna Cutlass 172RG	Single Engine	Henry Kelly 6 Mancuso Dr Ossining, NY 10562	7/30/2010	Single Engine	
N9691Y	BEECHCRAFT B-35-33		ROGER HANSON 23 STOUTENBURGH DR HYDE PARK NY	5/14/2007	Single Engine	
N97269	CESSNA 172P		LAWRENCE CUTTER 11 DEER PATH DR NEW PALTZ NY	5/14/2007	Single Engine	
N987JS	Beechcraft Baron		STEVEN ROMAINE 311 E. Green St, A Ithaca, NY 14850	5/14/2007	Multi Engine	
	Tenant of Dutchess Cty Airport - supplied aircraft info on 3/28/10					
N988TW	Maule M-7	Single Engine	Howard Martin 529 Rockland Ave Mamarinek, NY 10543	2/1/2017	Single Engine	

Federal Aviation Administration

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HUDSON VALLEY RGNL (POU) POUGHKEEPSIE, NY

Airport Details Users
Report » Edit Counts

Final Cleanup after the Aircraft List has been updated: Last Edit: 05/09/2018

Step 1. Eliminate any N-Number Duplicates in your own list. ?'s 0 Find these

Step 2. Review N-Numbers Reported by Other Airports. Rpt ?'s. 0 Find These

Step 3. Deregistered acft ?'s. 1 Find These

Step 4. Review sold out-of-state ?'s. 2 Find These

Step 5. Review all out-of-state registrations ?'s. 13 Find These

Step 6. Review all 'Sold' (Cert's issued After listed) ?'s. 10 Find These

Step 7. Review all with IFR elsewhere, but not here, in last 4 years ?'s. 6 Find These

Step 8. Review '*' Commented N-Numbers. Rpt ?'s. 8 Find these

Step 9. Review N-Numbers not found in FAA Aircraft Reg. ?'s. 0 Find these

Step 10. Confirm your Counts. ?'s Show all aircraft

Preferred Contact: Moira Enkler menkler@dutchessny.gov ACCOUNT845-463-6002 CLERK

Comments Edit
Airport: Moira, most Heli credited here, 2 that have

Refresh **COUNT DATA** ?

	5010 4/26/2018	Inventory	Currently Validated
Single Engine	**86**	**89**	**85**
Multi Engine	**4**	**3**	**3**
Jet	**0**	**0**	**0**
Helicopter	**7**	**10**	**6**
Total Single, Multi, Jet, and Heli	***97***	***102***	***94***
Glider	0	0	***
Military	2	***	***
Ultra-light	0	0	***
Non 5010 aircraft types		1	
Total Found in FAA Acft. Reg. Data		103	TOTAL 94
Total Not Found in FAA Acft. Reg. Data		0	
Total Entered in BasedAircraft.com		103	

Confirm aircraft data — Last Confirmed: 5/9/2018 by Moira Enkler

N-Number Search: Go Remove Filter

Show: All aircraft Include deleted: No

Based Aircraft at this Airport

Add aircraft

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N-Number	Make / Model	Type	Owner	Added	Type and City St from FAA Aircraft Registration	Reported by Other Apts

N106EM	Piper PA-28-181	Single Engine	Michael Steele 43 South Rd Holmes, NY 12531	7/31/2012	Single Engine HOLMES NY	
N1128Q	Piper Arrow III	Single Engine	Andrew Zastrow 1 Larch Ct Fishkill, NY 12524	7/30/2010	Single Engine FISHKILL NY	
N1161M	Mooney M20K	Single Engine	Precision Avionics Dutchess County Airport Citation Rd Wappingers Falls, NY 12590	4/28/2008	Single Engine WAPPINGERS FALLS NY	
N12291	Cessna 172	Single Engine	Paul Carassone 24 Treeline Ct Fishkill, NY 12524	8/23/2011	Single Engine FISHKILL NY	
	3/9/18, acft is based at KPOU, mle					
N127ED	Cessna 152	Single Engine	James Daly 26 Pellbridge Dr Hopewell Junction, NY 12533	5/28/2014	Single Engine HOPEWELL JUNCTION NY	
N1322X	American 8-KCAB-180 Super Decth		D & J Aircraft Leasing c/o David Trost 1575 Fox Tail Lane Yorktown Heights, NY 10598-6263	4/8/2016	Single Engine YORKTOWN HEIGHTS NY	
N1339E	Aeronca Champ		Kathleen Phillips 1 Lake Point Dr New Milford, CT 06776	7/10/2012	Single Engine NEW MILFORD CT	
	3/12/18 acft is based at KPOU because it is safer than the CT airports , per K. Phillips					
N1455V	CESSNA 172	Single Engine	BERNARD KIERNAN 15 Pinewood Rd Hopewell Junction, NY 12533	5/14/2007	Single Engine HOPEWELL JUNCTION NY	
	3/9/18 acft is based at KPOU, mle					
N146YX	Sonex Waiex		Tim Koehler & Rick Adler 111 North Smith Rd Lagrangeville, NY 12540	10/5/2017	Single Engine LAGRANGEVILLE NY	
N163YX	Sonex Waiex	Single Engine	Don King 21 Old State Rd Hopewell Junction, NY 12533	5/28/2014	Single Engine HOPEWELL JUNCTION NY	
N16446	Piper PA-28-140	Single Engine	Cash Management Consulting 11 Horton Dr Yorktown Heights, NY 10598	2/2/2017	Single Engine YORKTOWN HEIGHTS NY	
N1713V	CESSNA 172M	Single Engine	Grasshoppers Flyinc Club PO Box 1956 Poughkeepsie, NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	
N1795H	Piper PA28R	Single Engine	Aydin Ibrahim 3288 Page Court Yorktown Heights, NY 10598	5/21/2015	Single Engine YORKTOWN HEIGHTS NY	
N199HP	Piper PA32R20	Single Engine	Three Skies LLC 24 Appalachian Rd Hopewell Junction, NY 12533	4/8/2016	Single Engine HOPEWELL JUNCTION NY	
	Came to KPOU 11/15/15 MLE					
N20972	Cessna 182	Single Engine	Michael Shehl 18 Maplewood Dr Danbury CT 06811	5/28/2014	Single Engine DANBURY CT	
	3/12/18 acft is based at KPOU because it is safer and good facilities , lives 30 min from NY, per M Shehl					
N20W	Seawind		MICHAEL WITKOWSKI 684 Srgt. Palamteer Way WAPP FALLS NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	
	3/9/18 acft is based at KPOU, mle					
N2117Q	Cessna 177RG	Single Engine	Brian Gately 910 Park Pl 6B Brookly, NY 11216	7/31/2012	Single Engine BROOKLYN NY	
N2188R	PIPER PA-28-180		RICHARD CALABRESE 55 SEIFERT LANE PUTNAM VALLEY NY 10579	5/14/2007	Single Engine PUTNAM VALLEY NY	
N2207J	Cessna 150G	Single Engine	Robert Johnston 31 Scott Dr Wappinger Falls, NY 12590	7/31/2012	Single Engine WAPPINGERS FALLS NY	
N234TS	Cessna 172	Single Engine	David Golod 43 Ferris Pl Ossining, NY 10562	7/30/2010	Single Engine OSSINING NY	
N236BE	Beechcraft Bonanza A36	Single Engine	Ben McGill 6 Poplar Rd Larchmont, NY 10538	4/28/2008	Single Engine LARCHMONT NY	
N2499P*DE-REGISTERED	PIPER PA 38-112		PAUL PANCIO 37 BLOOMER RD LAGRANGEVILLE NY 12540	5/14/2007	Single Engine DEREG	
	*2018-03-09 Help Desk JL: Aircraft does not have an active registration certificate.					
N251DB	Piper PA-28R-180	Single Engine	Gary Borgia 110 Brandy Ln Wappingers Falls, NY 12590	2/1/2017	Single Engine WAPPINGERS FALLS NY	
N260BB	Piper PA32	Single Engine	CONRAD BLEY 50 CRAFTS ROAD CARMEL NY	5/14/2007	Single Engine DEREG	

N26648	Cessna 182		Robert Wild 300 East 56 St, Apt 37-H New York, NY 10022	7/10/2012	**Single Engine** NEW YORK NY	
	came to Dutchess Jan 2012					
N2729V	Cessna C177 RG	Single Engine	Sal Lagonia 3255 Poplar St Yorktown Heights, NY 10598	5/28/2014	**Single Engine** YORKTOWN HEIGHTS NY	
N2946C	Cessna 180	Single Engine	Arthur Mannis PO Box 667 Crompond, NY 10517	7/31/2012	**Single Engine** CROMPOND NY	
N296CT	Flight Design GMBH CTSW		Kent Wien 42 Toc Dr. Apt 404 Highland, NY 12528	10/5/2017	**Single Engine** HIGHLAND NY	
N3024C	Piper PA-28-181	Single Engine	Cash Management Consulting LLC, Bill Faulkner 11 Horton Drive Yorktown Heights, NY 10598	5/21/2015	**Single Engine** YORKTOWN HEIGHTS NY	
N30347	Cessna 177A	Single Engine	Rick Dennis 9 Titusville Hts Pough, NY 12603	10/5/2017	**Single Engine** POUGHKEEPSIE NY	
	3/9/18 acft based at KPOU, mle					
N30NY	Sikorsky S-76B	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	**Helicopter** NEW YORK NY	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. 3/9/18 AAG FLight Ops sent email specifying acft is based at POU full time, mle					
N3139V	Cessna R172K	Single Engine	Robert Lumb 95 New Hackensack Rd Lot 15 Wappinger Falls, NY 12590	7/31/2012	**Single Engine** WAPPINGERS FALLS NY	
N3205A	CESSNA 170B		PETER RICHARDS 53 RIDGEVIEW RD POK NY 12603	5/14/2007	**Single Engine** POUGHKEEPSIE NY	
N32168	WACO VPF-7		VINCE PANGIA 2 Jefferson Plaza Suite 101 POK NY 12601	5/14/2007	**Single Engine** POUGHKEEPSIE NY	
	3/9/18 acft is based at KPOU, mle					
N333ZX	Beechcraft Baron	Multi Engine	Imtiaz A Mallick 798 Rte 9 Fishkill,NY 12524	5/22/2014	**Multi Engine** WILMINGTON DE	
N35544	Cessna 172I	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	**Single Engine** WAPPINGERS FALLS NY	
	4/2016 MLE part time at KPOU and KBAF, 2/2/17 MLE Now based full time at KPOU per Bill Faulkner					
N372KA	Van's RV-7	Single Engine	James King 708 Sterling Dr Wappingers Falls, NY 12590	7/10/2017	**Single Engine** WAPPINGERS FALLS NY	
	Came to KPOU 4/1/17, Full time at KPOU 10/5/17 per J. King, mle, 3/9/18 full time at KPOU, mle					
N3778V	CESSNA 150M		HAROLD SMITH 301 SPACKENKILL RD POK NY 12603	5/14/2007	**Single Engine** POUGHKEEPSIE NY	
N37916	Piper J3C/65	Single Engine	William R. McKenzie 8 Douglas Lane New Fairfield CT 06812	2/2/2017	**Single Engine** NEW FAIRFIELD CT	
	2/2/17 MLE per Mr. McKenzie aircraft is permanently based at KPOU.3/12/18 acft is based at KPOU because CT is expensive and lack of hangar space avail, per W. Mckenzie					
N3957W	Piper PA-32-260	Single Engine	Hudson Valley Flight, LLC 128 Sunflower Circle Wappingers Falls, NY 12590	10/17/2017	**Single Engine** WAPPINGERS FALLS NY	
	3/13/18 arcft is based at KPOU, mle					
N3966J	Cessna 150G	Single Engine	James Donick 28 Traver Rd Pleasant Valley, NY 12569	7/30/2010	**Single Engine** PLEASANT VALLEY NY	
N398MW	Cirrus SR22	Single Engine	Michael Wise 260 Walsh Rd Lagrangeville, NY 12540	7/10/2017	**Single Engine** LAGRANGEVILLE NY	
N3RX	CESSNA 172M		HARRY MORELLI 33 OSCAWANNA HGTS RD PUTNAM VALLEY NY 10579	5/14/2007	**Single Engine** PUTNAM VALLEY NY	
N4395J	PIPER PA-28-140		RODNEY DOW 23 Lower Station Rd GARRISON NY	5/14/2007	**Single Engine** GARRISON NY	
	4/2016 changed the tail# from N4359J to the correct tail# N4395J, also updated address MLE					
N44TS	Mooney M20J	Single Engine	Mark Napier 25 Bank St Apt 202H White Plains, NY 10606	5/28/2014	**Single Engine** HASTINGS ON HUDSON NY	
	Moving to KPOU 6/1/14					
N4522X	Piper Archer		Watson Jones 1445 Vyse Ave. Bronx, NY 10459	7/17/2012	**Single Engine** WILMINGTON DE	
	3/13/18 arcft is based at KPOU, mle					
N4538E	CESSNA 172N		GRASSHOPPER FLYING CLUB	5/14/2007	**Single Engine** POUGHKEEPSIE NY	

			PO BOX 1956 POK NY 12601			
N453MF	MOONEY OVATION		WILLIAM SPAIN 191 EAST LAKE BLVD MAHOPAC NY 10501	5/14/2007	**Single Engine** MAHOPAC NY	
N47509	Piper Archer	Single Engine	BMB Aviation Corp 64 Red Hawk Hollow Rd Wappingers Falls, NY 12590	5/21/2015	**Single Engine** WAPPINGERS FALLS NY	
N4846L	Piper PA-28-180	Single Engine	Daniel Stanley 2 Hampshire Court Patterson, NY 12563	10/5/2017	**Single Engine** PATTERSON NY	
	N4846L is based at KPOU full time since 8/1/17, mle					
N49078	Cessna 152	Single Engine	Andrew Zastrow 1 Larch Ct. Fishkill, NY 12524	5/28/2014	**Single Engine** FISHKILL NY	
	Purchased plane and brought to KPOU Feb 2013					
N5136L	PIPER PA-28-180		BRUCE BERKOWITZ 17 ANDOVER LN POK NY 12601	5/14/2007	**Single Engine** POUGHKEEPSIE NY	
N5215L	Piper PA-28-180	Single Engine	William Morehouse 21 Morehouse Dr Darien, CT 06820	5/21/2015	**Single Engine** DARIEN CT	
	3/12/18 acft is based at KPOU because of price, services, snow removal, employees & maintenance, per W. Morehouse					
N5297V	Piper PA-28-180	Single Engine	Indulgences, Inc. c/o Vincent Morelli 4 Boswell Rd. Putnam Valley, NY 10579	5/28/2014	**(Non 5010)** GENOA CITY WI	
N5304N	CESSNA 182Q		D.G. FLIGHTS INC BOX 95 LINCOLNDALE NY 10540	5/14/2007	**Single Engine** LINCOLNDALE NY	
N53640	Cessna 337G		Peter Goetz 35E 9th St. Apt. 3 New York, NY 10003-6351	5/14/2007	**Multi Engine** COLD SPRING NY	
N5415X	Sikorsky S-76A	Helicopter	Sikorsky Aircraft Corp 6900 Main Street Stratford, CT 06615	5/28/2015	**Helicopter** STRATFORD CT	
	4/12/2016 HelpDeskAJ: AAG Flight Ops sent email specifying that acft is based at POU.					
N5425K * PART TIME	Cessna 172P	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	**Single Engine** LUDLOW MA	
	4/2016 MLE Part time at KPOU and KBAF. 3/9/18 Aircraft is part of a flight school, therefore it occasionally comes POU, mle					
N56424	MAULE M5-180C		PETER KIRCHNER 683 PEEKSKILL HOLLOW RD PUTNAM VALLEY NY 10579	5/14/2007	**Single Engine** COLD SPRING NY	
N56766	PIPER PA32		JOHN PELUSE 2 FORREST WAY POK NY 12603	5/14/2007	**Single Engine** POUGHKEEPSIE NY	
N5862J	CESSNA C-182		JEFF TURNER 75 PLEASANT RIDGE DR POK NY 12603	5/14/2007	**Single Engine** POUGHKEEPSIE NY	
N6052F	Cessna 162 Skycatcher	Single Engine	M&N Air Venture, Inc 50 Sherwood Heights Wappingers FAlls, NY 12590	4/8/2016	**Single Engine** WILMINGTON DE	
N611H	NORTH AMERICAN NAVION-A		PETER KLEPP 18 Ridgeview Rd Hopewell Jct, NY 12533	5/14/2007	**Single Engine** HOPEWELL JUNCTION NY	
N6251A	Cessna 182T	Single Engine	Sevgin Oktay 2807 Mulberry Ct Poughkeepsie, NY 12603	8/19/2010	**Single Engine** POUGHKEEPSIE NY	
N6430C	Stinson L-5 / 10	Single Engine	William R. McKenzie 8 Douglas Lane New Fairfield, CT 06812	2/2/2017	**Single Engine** NEW FAIRFIELD CT	
	2/2/17 MLE per Mr. Mckenzie aircraft is permanently based at KPOU, 3/12/18 acft is based at KPOU because CT is expensive and lack of hangar space avail, per W. Mckenzie					
N66120	Cessna 150		AL OSTEN 8 MIMS PATH POK NY 12603	5/14/2007	**Single Engine** POUGHKEEPSIE NY	
	Mailing Address: c/o Southern Dutchess News, 84 E Main St. Wappingers Falls NY 12590					
N661AT	SIKORSKY S-76B		HELO LEASING LLC 767 5TH AVE NEW YORK NY 10153	5/14/2007	**Helicopter** NEW YORK NY	
	4/12/2016 HelpDeskAJ: AAG Flight Ops sent email specifying that acft is based at POU. 3/9/18 AAG flight Ops sent email specifying that acft is based at POU full time					
N6741W	Beech Bonanza A36	Single Engine	Peister Fam II, LLC 4 Reeder Place Suffern, NY 10901	2/1/2017	**Single Engine** WILMINGTON DE	
	2017/2/2 ME: Alan Peister sent email response saying he is based here full time, and not at other airports.					
N6966J	Piper PA-28-181	Single Engine	Higher for Hire, LLC 57 Jaqueline St. Windsor, NY 12553	3/27/2018	**Single Engine** NEW WINDSOR NY	
N717JT				5/14/2007		

	BEECHCRAFT 35-C33		PETER ZAJKOWSKI 25 HENDERSON ST POK NY 12601		Single Engine POUGHKEEPSIE NY		
N71DL	BONANZA V-35P		FRANK ALGIER 1839 SOUTH RD WAPP FALLS NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY		
N723CB	Rockwell Internat'l Commander		PRIVATE FLYER LLC 575 Madison Ave Suite 1006 NY, NY 10022	5/14/2007	Single Engine LEWES DE		
	ME at POU advised airport is verifying status with owner who is non responsive to inquiries at times. Will leave as is until they receive a reply from owner.						
N733JJ	VANS RV-8		SCOTT JORDAN 23 Waters Edge Congers, NY 10920	5/14/2007	Single Engine CONGERS NY		
N73425	Cessna 172M		Nina Marousek 127 Croton Ave Cortlandt Manor, NY 10567	7/10/2012	Single Engine CORTLANDT MANOR NY		
	came to Dutchess June 2012, 3/9/18 acft is based at KPOU						
N737QC	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY		
N738PJ	Cessna 172-N		Benjamin DiSanto 95 Forest Valley Rd Pleasant Valley, NY 12569	7/10/2012	Single Engine PLEASANT VALLEY NY		
N7500F	CHAMPION CITABRIA		MIKE GRINDLEY 131 HILLVIEW AVE YONKERS NY	5/14/2007	Single Engine YONKERS NY		
N759KS	Cessna 182Q II Skylane	Single Engine	Allesio Pretto 27 Wilkinson Hollow Rd Pawling, NY 12564	2/1/2017	Single Engine PAWLING NY		
	2017/2/2 ME Spoke to Mr. Pretto and he says he will be based here.						
N7601S*PART TIME	SIKORSKY S-76CT		SFSI 32 GRIFFITH WAY WAPPINGIERS FALLS NY 12590	5/14/2007	Helicopter WAPPINGERS FALLS NY	FYI	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....**4/7/16 Based at KPOU per Flight OPS MLE...11/17 part time KPOU per AAG flight ops, mle						
N7660S*PART TIME	Sikorsky S-76C++	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter WAPPINGERS FALLS NY	FYI	
	*2017 04 26 AJ: More IFR at TEB so tagging it part time here. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. 11/17 part time KPOU per AAG flight ops,mle						
N7667S*PART TIME	Sikorsky S-76C++	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter WAPPINGERS FALLS NY	FYI	
	*2017 04 26 AJ: More IFR at TEB so tagging it part time here. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....11/17 part time KPOU per AAG flight ops, mle						
N7679S*PART TIME	Sikorsky S-76C	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter WAPPINGERS FALLS NY	FYI	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....*4/7/16 Based at KPOU per Flight Ops MLE...11/17 part time only per AAG flights ops,mle						
N7696C	CHEROKEE PA-28-235		JACOB HANSMANN PO BOX 237 JEFFERSON VALLEY NY 10535	5/14/2007	Single Engine MAHOPAC NY		
N776HC	Enstrom 280FX		Cyclic Aviation LLC (Brian Page) 100 Salt Point Tpke Poughkeepsie, NY 12603	7/10/2012	Helicopter MILLBROOK NY		
N800SG	Sikorsky Aircraft Group S-76D	Helicopter	Whirlybird LLC 11400 W Olympic Blvd LA, California	11/9/2017	Helicopter LOS ANGELES CA		
N8092N	PIPER PA28-140		JOHN TROSIE 300 ALL ANGELS HILL ROAD WAPP FALLS NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY		
N80975	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY		
N81843	Piper Warrior	Single Engine	Dean Chenarides PO Box 209 Hopewell Junction, NY 12533	4/28/2008	Single Engine HOPEWELL JUNCTION NY		
	Tie down @ Dutchess since 5/2008., 3/9/18 acft is based at KPOU, mle						
N83225* PART TIME	Piper PA-28RT-201T	Single Engine	Wiser Air, LLC c/o Philip Wiser , 1 Oakledge Rd Bronxville, NY 10708	2/1/2017	Single Engine NEVADA CITY CA		
	3/12/18 tenant maintains residence in CA and NY .Plane is at KGOO for part of year, per P. Wiser						
N85PS	SIKORSKY S-76CT		THE BLOCKSTONE GROUP 345 PARK AVE NEW YORK NY 10154	5/14/2007	Helicopter NEW YORK NY		

	2016 04 06 MEnkler: In call to the company, they said acft is based at POU. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. 3/9/18 AAG FLight Ops sent email specifying acft is based at POU full time, mle					
N869RA * PART TIME	Cessna 172RG	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	Single Engine LUDLOW MA	FYI
	4/2016 MLE Part time at KPOU and KBAF, 3/9/18 aircraft is part of a flightschool therefore it will occasionally come to POU, mle					
N8824C	Piper PA-28-181	Single Engine	Carols Rodriguez 8 Sheldon Dr Poughkeepsie, NY 12603	5/28/2014	Single Engine POUGHKEEPSIE NY	
N888SW	Homebuilt-Amphibian Seawind	Single Engine	Michael Witkowski 684 Srgt. Palamteer Way Wappingers Falls, NY 12590	2/1/2017	Single Engine WAPPINGERS FALLS NY	
N9123D	PIPER PA32		RON CHUGERMAN 18 Deerpath Dr New Paltz,NY 12561	5/14/2007	Single Engine POUGHKEEPSIE NY	
	as of 6/28/16 New Address: 131 Riverview , Port Ewen, NY 12466 and Mailing Address: 42 Catharine St. Ste100, Pough. NY 12601 (updated by MLE 2/1/17)					
N9183T	Cessna 180	Single Engine	ERICK REITBERGER 20 LOUISE LN HOPEWELL JUNCTION NY 12533	5/14/2007	Single Engine HOPEWELL JUNCTION NY	
N92699	Piper J3/L4		Vince Pangia 2 Jefferson Plaza, Suite 101 Poughkeepsie, NY 12601	7/10/2012	Single Engine POUGHKEEPSIE NY	
N9426E	Cessna 172	Single Engine	Bruce Cohen 10 Larissa La Wappingers Falls, NY 12590	7/30/2010	Single Engine WAPPINGERS FALLS NY	
N944LF	BEECHCRAFT BE36		KARL KULLING 14 QUAKER LAKE RD POWLING NY 12564	5/14/2007	Single Engine DALLAS TX	
N9468D	Cessna Cutlass 172RG	Single Engine	Henry Kelly 6 Mancuso Dr Ossining, NY 10562	7/30/2010	Single Engine OSSINING NY	
N9583Q	Beechcraft V 35	Single Engine	Higher for Hire, LLC 57 Jaqueline St. Windsor, NY 12553	3/27/2018	Single Engine NEW WINDSOR NY	
N97269	CESSNA 172P		LAWRENCE CUTTER 11 DEER PATH DR NEW PALTZ NY	5/14/2007	Single Engine NEW PALTZ NY	
N987JS	Beechcraft Baron		STEVEN ROMAINE 311 E. Green St, A Ithaca, NY 14850	5/14/2007	Multi Engine ITHACA NY	
	Tenant of Dutchess Cty Airport - supplied aircraft info on 3/28/10					
N988TW	Maule M-7	Single Engine	Howard Martin 529 Rockland Ave Mamarinek, NY 10543	2/1/2017	Single Engine SCARSDALE NY	

Federal Aviation Administration

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National Based Aircraft Inventory Program

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HUDSON VALLEY RGNL (POU) POUGHKEEPSIE, NY

Airport Details Users Report »
Edit Counts

Final Cleanup after the Aircraft List has been updated: Last Edit: 06/06/2019

Step 1. Eliminate any N-Number Duplicates in your own list. ?'s 1 Find these

Step 2. Review N-Numbers Reported by Other Airports. ?'s. 5 Find These — Rpt

Step 3. Deregistered acft ?'s. 1 Find These

Step 4. Review sold out-of-state ?'s. 3 Find These

Step 5. Review all out-of-state registrations ?'s. 15 Find These

Step 6. Review all 'Sold' (Cert's issued After listed) ?'s. 11 Find These

Step 7. Review all with IFR elsewhere, but not here, in last 4 years ?'s. 8 Find These

Step 8. Review '*' Commented N-Numbers. ?'s. 8 Find these — Rpt

Step 9. Review N-Numbers not found in FAA Aircraft Reg. ?'s. 0 Find these

Step 10. Confirm your Counts. ?'s — Show all aircraft

Preferred Contact: Moira Enkler menkler@dutchessny.gov
ACCOUNT 845-463-6002
CLERK

Comments Edit
Airport: Moira, most Heli credited here, 2 that have mo

Refresh

COUNT DATA ?

	5010 5/23/2019	Inventory	Currently Validated
Single Engine	84	85	80
Multi Engine	3	5	5
Jet	0	0	0
Helicopter	7	10	2
Total Single, Multi, Jet, and Heli	*94*	*100*	*87*
Glider	0	0	***
Military	2	***	***
Ultra-light	0	0	***
Non 5010 aircraft types		1	
Total Found in FAA Acft. Reg. Data		101	TOTAL 87
Total Not Found in FAA Acft. Reg. Data		0	
Total Entered in BasedAircraft.com		101	

Confirm aircraft data — Last Confirmed: 6/6/2019 by Moira Enkler

N-Number Search: Go

Show: All aircraft

Remove Filter

Include deleted: No

Based Aircraft at this Airport

Add aircraft

Use multiple pages for faster loading?

= Edit = Delete IFR

N-Number	Make / Model	Type	Owner	Added	Type and City St from FAA Aircraft Registration	Reported by Other Apts	Actions	Comment
N106EM	Piper	Single	Michael Steele	7/31/2012	Single Engine	Not found		

	PA-28-181	Engine	43 South Rd Holmes, NY 12531		HOLMES NY	in Other Apts
N1161M	Mooney M20K	Single Engine	Precision Avionics Dutchess County Airport Citation Rd Wappingers Falls, NY 12590	4/28/2008	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts
N12291	Cessna 172	Single Engine	Paul Carassone 24 Treeline Ct Fishkill, NY 12524	8/23/2011	Single Engine FISHKILL NY	Not found in Other Apts
	3/9/18, acft is based at KPOU, mle					
N127ED	Cessna 152	Single Engine	James Daly 26 Pellbridge Dr Hopewell Junction, NY 12533	5/28/2014	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts
N1322X	American 8-KCAB-180 Super Decth		D & J Aircraft Leasing c/o David Trost 1575 Fox Tail Lane Yorktown Heights, NY 10598-6263	4/8/2016	Single Engine YORKTOWN HEIGHTS NY	Not found in Other Apts
N1339E	Aeronca Champ		Kathleen Phillips 1 Lake Point Dr New Milford, CT 06776	7/10/2012	Single Engine NEW MILFORD CT	Not found in Other Apts
	3/12/18 acft is based at KPOU because it is safer than the CT airports , per K. Phillips					
N1455V	CESSNA 172	Single Engine	BERNARD KIERNAN 15 Pinewood Rd Hopewell Junction, NY 12533	5/14/2007	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts
	3/9/18 acft is based at KPOU, mle					
N146YX	Sonex Waiex		Tim Koehler & Rick Adler 111 North Smith Rd Lagrangeville, NY 12540	10/5/2017	Single Engine LAGRANGEVILLE NY	Not found in Other Apts
N153WM	Cessna T206H Turbo	Single Engine	AJT Trading, LLC 1251 Avenue of the Americas NY, NY 10020	4/10/2019	Single Engine DOVER DE	Not found in Other Apts
N163YX	Sonex Waiex	Single Engine	Don King 21 Old State Rd Hopewell Junction, NY 12533	5/28/2014	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts
N16446	Piper PA-28-140	Single Engine	Cash Management Consulting 11 Horton Dr Yorktown Heights, NY 10598	2/2/2017	Single Engine YORKTOWN HEIGHTS NY	Not found in Other Apts
N1713V	CESSNA 172M	Single Engine	Grasshoppers Flyinc Club PO Box 1956 Poughkeepsie, NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N1795H	Piper PA28R	Single Engine	Aydin Ibrahim 3288 Page Court Yorktown Heights, NY 10598	5/21/2015	Single Engine YORKTOWN HEIGHTS NY	Not found in Other Apts
N1945F	Cessna 172N II	Single Engine	Raven Aviation, LLC	12/3/2018	Single Engine COLD SPRING NY	Not found in Other Apts
N19HY	Aviat Husky		Product Systems, Inc Paul Richfield	12/3/2018	Single Engine WILMINGTON DE	Not found in Other Apts
N20972	Cessna 182	Single Engine	Michael Shehl 18 Maplewood Dr Danbury CT 06811	5/28/2014	Single Engine DANBURY CT	Not found in Other Apts
	3/12/18 acft is based at KPOU because it is safer and good facilities , lives 30 min from NY, per M Shehl					
N20W	Seawind		MICHAEL WITKOWSKI 684 Srgt. Palamteer Way WAPP FALLS NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts
	3/9/18 acft is based at KPOU, mle					
N2117Q	Cessna 177RG	Single Engine	Brian Gately 910 Park Pl 6B Brookly, NY 11216	7/31/2012	Single Engine BROOKLYN NY	Not found in Other Apts
N2188R	PIPER PA-28-180		RICHARD CALABRESE 55 SEIFERT LANE PUTNAM VALLEY NY 10579	5/14/2007	Single Engine PUTNAM VALLEY NY	Not found in Other Apts
N234TS	Cessna 172	Single Engine	David Golod 43 Ferris Pl Ossining, NY 10562	7/30/2010	Single Engine OSSINING NY	Not found in Other Apts
N236BE	Beechcraft Bonanza A36	Single Engine	Ben McGill 6 Poplar Rd Larchmont, NY 10538	4/28/2008	Single Engine LARCHMONT NY	Not found in Other Apts

N2499P*DE-REGISTERED	PIPER PA 38-112		PAUL PANCIO 37 BLOOMER RD LAGRANGEVILLE NY 12540	5/14/2007	Single Engine DEREG	Not found in Other Apts	
	*2018-03-09 Help Desk JL: Aircraft does not have an active registration certificate.						
N251DB	Piper PA-28R-180	Single Engine	Gary Borgia 110 Brandy Ln Wappingers Falls, NY 12590	2/1/2017	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N260BB	Piper PA32	Single Engine	CONRAD BLEY 50 CRAFTS ROAD CARMEL NY	5/14/2007	Single Engine DEREG	Not found in Other Apts	
N26648	Cessna 182		Robert Wild 300 East 56 St, Apt 37-H New York, NY 10022	7/10/2012	Single Engine NEW YORK NY	Not found in Other Apts	
	came to Dutchess Jan 2012						
N2729V	Cessna C177 RG	Single Engine	Sal Lagonia 3255 Poplar St Yorktown Heights, NY 10598	5/28/2014	Single Engine YORKTOWN HEIGHTS NY	Not found in Other Apts	
N2946C	Cessna 180	Single Engine	Arthur Mannis PO Box 667 Crompond, NY 10517	7/31/2012	Single Engine CROMPOND NY	Not found in Other Apts	
N296CT	Flight Design GMBH CTSW		Kent Wien 42 Toc Dr. Apt 404 Highland, NY 12528	10/5/2017	Single Engine HIGHLAND NY	Not found in Other Apts	
N3024C	Piper PA-28-181	Single Engine	Cash Management Consulting LLC, Bill Faulkner 11 Horton Drive Yorktown Heights, NY 10598	5/21/2015	Single Engine YORKTOWN HEIGHTS NY	Not found in Other Apts	
N30347	Cessna 177A	Single Engine	Rick Dennis 9 Titusville Hts Pough, NY 12603	10/5/2017	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
	3/9/18 acft based at KPOU, mle						
N30NY	Sikorsky S-76B	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter NEW YORK NY	1	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. 3/9/18 AAG FLight Ops sent email specifying acft is based at POU full time, mle						
N3139V	Cessna R172K	Single Engine	Robert Lumb 95 New Hackensack Rd Lot 15 Wappinger Falls, NY 12590	7/31/2012	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N315JP	Piper Aerostar 600		Miksan Aviation, LLC Michael Sanjenis	12/3/2018	Multi Engine NEW YORK NY	Not found in Other Apts	
N3205A	CESSNA 170B		PETER RICHARDS 53 RIDGEVIEW RD POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
N32168	WACO VPF-7		VINCE PANGIA 2 Jefferson Plaza Suite 101 POK NY 12601	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
	3/9/18 acft is based at KPOU, mle						
N333ZX	Beechcraft Baron	Multi Engine	Imtiaz A Mallick 798 Rte 9 Fishkill,NY 12524	5/22/2014	Multi Engine WILMINGTON DE	Not found in Other Apts	
N3368K	Globe Swift CG-1B	Single Engine	Jeffrey Fink 147 Main St. Apt.5B Ossining, NY 10562	4/10/2019	Single Engine OSSINING NY	Not found in Other Apts	
N35544	Cessna 172I	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
	4/2016 MLE part time at KPOU and KBAF, 2/2/17 MLE Now based full time at KPOU per Bill Faulkner						
N36RA	Beech Bonanza A36	Single Engine	Brian MacNamara 70 Four Corners Rd Warwick, NY 10990	4/10/2019	Single Engine WARWICK NY	Not found in Other Apts	
N372KA	Van's RV-7	Single Engine	James King 708 Sterling Dr Wappingers Falls, NY 12590	7/10/2017	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
	Came to KPOU 4/1/17, Full time at KPOU 10/5/17 per J. King, mle, 3/9/18 full time at KPOU, mle						
N3778V	CESSNA 150M		HAROLD SMITH 301 SPACKENKILL RD POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
N37916	Piper J3C/65	Single Engine	William R. McKenzie 8 Douglas Lane	2/2/2017	Single Engine NEW FAIRFIELD CT	Not found in	

			New Fairfield CT 06812			Other Apts	
	2/2/17 MLE per Mr. McKenzie aircraft is permanently based at KPOU.3/12/18 acft is based at KPOU because CT is expensive and lack of hangar space avail, per W. Mckenzie						
N3957W	Piper PA-32-260	Single Engine	Hudson Valley Flight, LLC 128 Sunflower Circle Wappingers Falls, NY 12590	10/17/2017	**Single Engine** WAPPINGERS FALLS NY	Not found in Other Apts	
	3/13/18 arcft is based at KPOU, mle						
N3966J	Cessna 150G	Single Engine	James Donick 28 Traver Rd Pleasant Valley, NY 12569	7/30/2010	**Single Engine** PLEASANT VALLEY NY	Not found in Other Apts	
N398MW	Cirrus SR22	Single Engine	Michael Wise 260 Walsh Rd Lagrangeville, NY 12540	7/10/2017	**Single Engine** LAGRANGEVILLE NY	Not found in Other Apts	
N3RX	CESSNA 172M		HARRY MORELLI 33 OSCAWANNA HGTS RD PUTNAM VALLEY NY 10579	5/14/2007	**Single Engine** PUTNAM VALLEY NY	Not found in Other Apts	
N4395J	PIPER PA-28-140		RODNEY DOW 23 Lower Station Rd GARRISON NY	5/14/2007	**Single Engine** GARRISON NY	Not found in Other Apts	
	4/2016 changed the tail# from N4359J to the correct tail# N4395J, also updated address MLE						
N44TS	Mooney M20J	Single Engine	Mark Napier 25 Bank St Apt 202H White Plains, NY 10606	5/28/2014	**Single Engine** HASTINGS ON HUDSON NY	Not found in Other Apts	
	Moving to KPOU 6/1/14						
N4522X	Piper Archer		Watson Jones 1445 Vyse Ave. Bronx, NY 10459	7/17/2012	**Single Engine** WILMINGTON DE	Not found in Other Apts	
	3/13/18 arcft is based at KPOU, mle, 5/15/18 tenant says he has alwayshad it registered to a corp for liability purposes.						
N4538E	CESSNA 172N		GRASSHOPPER FLYING CLUB PO BOX 1956 POK NY 12601	5/14/2007	**Single Engine** POUGHKEEPSIE NY	Not found in Other Apts	
N453MF	MOONEY OVATION		WILLIAM SPAIN 191 EAST LAKE BLVD MAHOPAC NY 10501	5/14/2007	**Single Engine** MAHOPAC NY	Not found in Other Apts	
N4846L	Piper PA-28-180	Single Engine	Daniel Stanley 2 Hampshire Court Patterson, NY 12563	10/5/2017	**Single Engine** PATTERSON NY	Not found in Other Apts	
	N4846L is based at KPOU full time since 8/1/17, mle						
N5136L	PIPER PA-28-180		BRUCE BERKOWITZ 17 ANDOVER LN POK NY 12601	5/14/2007	**Single Engine** POUGHKEEPSIE NY	Not found in Other Apts	
N5215L	Piper PA-28-180	Single Engine	William Morehouse 21 Morehouse Dr Darien, CT 06820	5/21/2015	**Single Engine** DARIEN CT	Not found in Other Apts	
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N53640	Cessna 337G		Peter Goetz 35E 9th St. Apt. 3 New York, NY 10003-6351	5/14/2007	**Multi Engine** COLD SPRING NY	Not found in Other Apts	
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N5425K * PART TIME	Cessna 172P	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	**Single Engine** LUDLOW MA	**FYI**	
	4/2016 MLE Part time at KPOU and KBAF. 3/9/18 Aircraft is part of a flight school, therefore it occasionally comes POU, mle						
N547TJ	Cirrus SR22T		TJ Flying Adventures, LLC TJ Shembekar	12/3/2018	**Single Engine** DANBURY CT	Not found in Other Apts	
N56424	MAULE M5-180C		PETER KIRCHNER 683 PEEKSKILL HOLLOW RD PUTNAM VALLEY NY 10579	5/14/2007	**Single Engine** COLD SPRING NY	Not found in Other Apts	
N56766	PIPER PA32		JOHN PELUSE 2 FORREST WAY	5/14/2007	**Single Engine** POUGHKEEPSIE NY	Not found in	

			POK NY 12603			Other Apts	
N6052F	Cessna 162 Skycatcher	Single Engine	M&N Air Venture, Inc 50 Sherwood Heights Wappingers FAlls, NY 12590	4/8/2016	Single Engine WILMINGTON DE	Not found in Other Apts	
N611H	NORTH AMERICAN NAVION-A		PETER KLEPP 18 Ridgeview Rd Hopewell Jct, NY 12533	5/14/2007	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts	
N6251A	Cessna 182T	Single Engine	Sevgin Oktay 2807 Mulberry Ct Poughkeepsie, NY 12603	8/19/2010	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
N6430C	Stinson L-5 / 10	Single Engine	William R. McKenzie 8 Douglas Lane New Fairfield, CT 06812	2/2/2017	Single Engine NEW FAIRFIELD CT	Not found in Other Apts	
	2/2/17 MLE per Mr. Mckenzie aircraft is permanently based at KPOU, 3/12/18 acft is based at KPOU because CT is expensive and lack of hangar space avail, per W. Mckenzie						
N66120	Cessna 150		AL OSTEN 8 MIMS PATH POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
	Mailing Address: c/o Southern Dutchess News, 84 E Main St. Wappingers Falls NY 12590						
N661AT	SIKORSKY S-76B		HELO LEASING LLC 767 5TH AVE NEW YORK NY 10153	5/14/2007	Helicopter NEW YORK NY	1	
	4/12/2016 HelpDeskAJ: AAG Flight Ops sent email specifying that acft is based at POU. 3/9/18 AAG flight Ops sent email specifying that acft is based at POU full time						
N66VV	Beechcraft V35	Single Engine	William Farrell 9230 Independence Way Fort Myers, FL 33913	6/6/2019	Single Engine FORT MYERS FL	1	
N7023Q	Aerostar 601P		Hudson Valley Flight, LLC Deepesh Patel	12/3/2018	Multi Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N717JT	BEECHCRAFT 35-C33		PETER ZAJKOWSKI 25 HENDERSON ST POK NY 12601	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
N71DL	BONANZA V-35P		FRANK ALGIER 1839 SOUTH RD WAPP FALLS NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N723CB	Rockwell Internat'l Commander		PRIVATE FLYER LLC 575 Madison Ave Suite 1006 NY, NY 10022	5/14/2007	Single Engine LEWES DE	Not found in Other Apts	
	ME at POU advised airport is verifying status with owner who is non responsive to inquiries at times. Will leave as is until they receive a reply from owner.						
N733JJ	VANS RV-8		SCOTT JORDAN 23 Waters Edge Congers, NY 10920	5/14/2007	Single Engine CONGERS NY	Not found in Other Apts	
N737QC	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N7500F	CHAMPION CITABRIA		MIKE GRINDLEY 131 HILLVIEW AVE YONKERS NY	5/14/2007	Single Engine YONKERS NY	Not found in Other Apts	
N759KS	Cessna 182Q II Skylane	Single Engine	Allesio Pretto 27 Wilkinson Hollow Rd Pawling, NY 12564	2/1/2017	Single Engine PAWLING NY	Not found in Other Apts	
	2017/2/2 ME Spoke to Mr. Pretto and he says he will be based here.						
N7601S*PART TIME	SIKORSKY S-76CT		SFSI 32 GRIFFITH WAY WAPPINGIERS FALLS NY 12590	5/14/2007	Helicopter WAPPINGERS FALLS NY	FYI	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....**4/7/16 Based at KPOU per Flight OPS MLE...11/17 part time KPOU per AAG flight ops, mle						
N763LS	Cirrus SR-22	Single Engine	Millbrook Air 169 Route 17K Newburgh, NY 12550	8/13/2018	Single Engine NEWBURGH NY	Not found in Other Apts	
N7660S*PART TIME	Sikorsky S-76C++	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter WAPPINGERS FALLS NY	FYI	
	*2017 04 26 AJ: More IFR at TEB so tagging it part time here. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. 11/17 part time KPOU per AAG flight ops,mle						
N7667S*PART TIME	Sikorsky S-76C++	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter WAPPINGERS FALLS NY	FYI	
	*2017 04 26 AJ: More IFR at TEB so tagging it part time here. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....11/17 part time KPOU per AAG flight ops, mle						
N7679S*PART	Sikorsky	Helicopter	Associated Aircraft Group, Inc	7/31/2012	Helicopter		

TIME	S-76C		32 Griffith Way Wappinger Falls, NY 12590		WAPPINGERS FALLS NY	FYI	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....*4/7/16 Based at KPOU per Flight Ops MLE...11/17 part time only per AAG flights ops,mle						
N7696C	CHEROKEE PA-28-235		JACOB HANSMANN PO BOX 237 JEFFERSON VALLEY NY 10535	5/14/2007	Single Engine MAHOPAC NY	Not found in Other Apts	
N776HC	Enstrom 280FX		Cyclic Aviation LLC (Brian Page) 100 Salt Point Tpke Poughkeepsie, NY 12603	7/10/2012	Helicopter MILLBROOK NY	Not found in Other Apts	
N800SG	Sikorsky Aircraft Group S-76D	Helicopter	Whirlybird LLC 11400 W Olympic Blvd LA, California	11/9/2017	Helicopter LOS ANGELES CA	1	
N8092N	PIPER PA28-140		Westfield Flight Academy 100 Airport Rd Westfield, MA 01085	5/14/2007	Single Engine MAHOPAC NY	Not found in Other Apts	
N80975	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N81843	Piper Warrior	Single Engine	Dean Chenarides PO Box 209 Hopewell Junction, NY 12533	4/28/2008	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts	
	Tie down @ Dutchess since 5/2008., 3/9/18 acft is based at KPOU, mle						
N83225* PART TIME	Piper PA-28RT-201T	Single Engine	Wiser Air, LLC c/o Philip Wiser , 1 Oakledge Rd Bronxville, NY 10708	2/1/2017	Single Engine NEVADA CITY CA	Not found in Other Apts	
	3/12/18 tenant maintains residence in CA and NY .Plane is at KGOO for part of year, per P. Wiser						
N85PS	SIKORSKY S-76CT		THE BLOCKSTONE GROUP 345 PARK AVE NEW YORK NY 10154	5/14/2007	Helicopter NEW YORK NY	1	
	2016 04 06 MEnkler: In call to the company, they said acft is based at POU. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. 3/9/18 AAG FLight Ops sent email specifying acft is based at POU full time, mle						
N869RA * PART TIME	Cessna 172RG	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	Single Engine LUDLOW MA	FYI	
	4/2016 MLE Part time at KPOU and KBAF, 3/9/18 aircraft is part of a flightschool therefore it will occasionally come to POU, mle						
N8824C	Piper PA-28-181	Single Engine	Carols Rodriguez 8 Sheldon Dr Poughkeepsie, NY 12603	5/28/2014	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
N888SW	Homebuilt-Amphibian Seawind	Single Engine	Michael Witkowski 684 Srgt. Palamteer Way Wappingers Falls, NY 12590	2/1/2017	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N9123D	PIPER PA32		RON CHUGERMAN 18 Deerpath Dr New Paltz,NY 12561	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
	as of 6/28/16 New Address: 131 Riverview , Port Ewen, NY 12466 and Mailing Address: 42 Catharine St. Ste100, Pough. NY 12601(updated by MLE 2/1/17)						
N9183T	Cessna 180	Single Engine	ERICK REITBERGER 20 LOUISE LN HOPEWELL JUNCTION NY 12533	5/14/2007	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts	
N92699	Piper J3/L4		Vince Pangia 2 Jefferson Plaza, Suite 101 Poughkeepsie, NY 12601	7/10/2012	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
N9426E	Cessna 172	Single Engine	Bruce Cohen 10 Larissa La Wappingers Falls, NY 12590	7/30/2010	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N9468D	Cessna Cutlass 172RG	Single Engine	Henry Kelly 6 Mancuso Dr Ossining, NY 10562	7/30/2010	Single Engine OSSINING NY	Not found in Other Apts	
N97269	CESSNA 172P		LAWRENCE CUTTER 11 DEER PATH DR NEW PALTZ NY	5/14/2007	Single Engine NEW PALTZ NY	Not found in Other Apts	
N987JS	Beechcraft Baron		STEVEN ROMAINE 311 E. Green St, A Ithaca, NY 14850	5/14/2007	Multi Engine ITHACA NY	Not found in Other Apts	
	Tenant of Dutchess Cty Airport - supplied aircraft info on 3/28/10						
N988TW	Maule M-7	Single Engine	Howard Martin 529 Rockland Ave Mamarinek, NY 10543	2/1/2017	Single Engine SCARSDALE NY	Not found in Other Apts	

Federal Aviation Administration

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National Based Aircraft Inventory Program

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HUDSON VALLEY RGNL (POU) POUGHKEEPSIE, NY

Airport Details Users Report »
Edit Counts

Final Cleanup after the Aircraft List has been updated: Last Edit: 02/25/2020

Step 1. Eliminate any N-Number Duplicates in your own list. ?'s 0 Find these

Step 2. Review N-Numbers Reported by Other Airports. ?'s. 13 Find These — Rpt

Step 3. Deregistered acft ?'s. 0 Find These

Step 4. Review sold out-of-state ?'s. 5 Find These

Step 5. Review all out-of-state registrations ?'s. 18 Find These

Step 6. Review all 'Sold' (Cert's issued After listed) ?'s. 13 Find These

Step 7. Review all with IFR elsewhere, but not here, in last 4 years ?'s. 9 Find These

Step 8. Review '*' Commented N-Numbers. ?'s. 9 Find these — Rpt

Step 9. Review N-Numbers not found in FAA Aircraft Reg. ?'s. 0 Find these

Step 10. Confirm your Counts. ?'s — Show all aircraft

Preferred Contact: Moira Enkler, menkler@dutchessny.gov
Contact: ACCOUNT CLERK 845-463-6002

Comments Edit
Airport: Moira, most Heli credited here, 2 that have mo

Refresh

COUNT DATA ?

	5010 1/30/2020	Inventory	Currently Validated
Single Engine	**75**	**88**	**76**
Multi Engine	**5**	**7**	**5**
Jet	**0**	**0**	**0**
Helicopter	**2**	**10**	**2**
Total Single, Multi, Jet, and Heli	***82***	***105***	***83***
Glider	0	0	***
Military	2	***	***
Ultra-light	0	0	***
Non 5010 aircraft types		1	
Total Found in FAA Acft. Reg. Data		106	TOTAL 83
Total Not Found in FAA Acft. Reg. Data		0	
Total Entered in BasedAircraft.com		106	

Confirm aircraft data — **Last Confirmed**: 2/25/2020 by Moira Enkler

N-Number Search: Go — Remove Filter

Show: All aircraft — Include deleted: No

Based Aircraft at this Airport

Add aircraft

Use multiple pages for faster loading? = Edit = Delete IFR

N-Number	Make / Model	Type	Owner	Added	Type and City St from FAA Aircraft Registration	Reported by Other Apts	Actions	Comment
N106EM	Piper	Single	Michael Steele	7/31/2012	Single Engine	Not found		

	PA-28-181	Engine	43 South Rd Holmes, NY 12531		HOLMES NY	in Other Apts	
N1161M	Mooney M20K	Single Engine	Precision Avionics Dutchess County Airport Citation Rd Wappingers Falls, NY 12590	4/28/2008	**Single Engine** WAPPINGERS FALLS NY	Not found in Other Apts	
N12291	Cessna 172	Single Engine	Paul Carassone 24 Treeline Ct Fishkill, NY 12524	8/23/2011	**Single Engine** FISHKILL NY	Not found in Other Apts	
	3/9/18, acft is based at KPOU, mle						
N127ED	Cessna 152	Single Engine	James Daly 26 Pellbridge Dr Hopewell Junction, NY 12533	5/28/2014	**Single Engine** HOPEWELL JUNCTION NY	Not found in Other Apts	
N1322X	American 8- KCAB-180 Super Decth		D & J Aircraft Leasing c/o David Trost 1575 Fox Tail Lane Yorktown Heights, NY 10598- 6263	4/8/2016	**Single Engine** YORKTOWN HEIGHTS NY	Not found in Other Apts	
N1339E	Aeronca Champ		Kathleen Phillips 1 Lake Point Dr New Milford, CT 06776	7/10/2012	**Single Engine** NEW MILFORD CT	Not found in Other Apts	
	3/12/18 acft is based at KPOU because it is safer than the CT airports , per K. Phillips						
N1455V	CESSNA 172	Single Engine	BERNARD KIERNAN 15 Pinewood Rd Hopewell Junction, NY 12533	5/14/2007	**Single Engine** HOPEWELL JUNCTION NY	Not found in Other Apts	
	3/9/18 acft is based at KPOU, mle						
N146YX	Sonex Waiex		Tim Koehler & Rick Adler 111 North Smith Rd Lagrangeville, NY 12540	10/5/2017	**Single Engine** LAGRANGEVILLE NY	Not found in Other Apts	
N1474X	Piper PA28-151	Single Engine	Frederik Kjeldsen 68 Dutchess Hill Rd Poughkeepsie, NY 12601	8/16/2019	**Single Engine** POUGHKEEPSIE NY	**1**	
N153WM	Cessna T206H Turbo	Single Engine	AJT Trading, LLC 1251 Avenue of the Americas NY, NY 10020	4/10/2019	**Single Engine** DOVER DE	**1**	
N163YX	Sonex Waiex	Single Engine	Don King 21 Old State Rd Hopewell Junction, NY 12533	5/28/2014	**Single Engine** DANVILLE PA	Not found in Other Apts	
N16446	Piper PA-28-140	Single Engine	Cash Management Consulting 11 Horton Dr Yorktown Heights, NY 10598	2/2/2017	**Single Engine** GRANITE SPRINGS NY	Not found in Other Apts	
N1713V	CESSNA 172M	Single Engine	Grasshoppers Flyinc Club PO Box 1956 Poughkeepsie, NY 12603	5/14/2007	**Single Engine** POUGHKEEPSIE NY	Not found in Other Apts	
N1795H	Piper PA28R	Single Engine	Aydin Ibrahim 3288 Page Court Yorktown Heights, NY 10598	5/21/2015	**Single Engine** YORKTOWN HEIGHTS NY	Not found in Other Apts	
N1945F	Cessna 172N II	Single Engine	Raven Aviation, LLC	12/3/2018	**Single Engine** COLD SPRING NY	Not found in Other Apts	
N19HY	Aviat Husky		Product Systems, Inc Paul Richfield	12/3/2018	**Single Engine** WILMINGTON DE	Not found in Other Apts	
N20972	Cessna 182	Single Engine	Michael Shehl 18 Maplewood Dr Danbury CT 06811	5/28/2014	**Single Engine** DANBURY CT	Not found in Other Apts	
	3/12/18 acft is based at KPOU because it is safer and good facilities , lives 30 min from NY, per M Shehl						
N20W	Seawind		MICHAEL WITKOWSKI 684 Srgt. Palamteer Way WAPP FALLS NY 12590	5/14/2007	**Single Engine** WAPPINGERS FALLS NY	Not found in Other Apts	
	3/9/18 acft is based at KPOU, mle						
N2117Q	Cessna 177RG	Single Engine	Brian Gately 910 Park Pl 6B Brookly, NY 11216	7/31/2012	**Single Engine** BROOKLYN NY	Not found in Other Apts	
N2188R	PIPER PA-28-180		RICHARD CALABRESE 55 SEIFERT LANE PUTNAM VALLEY NY 10579	5/14/2007	**Single Engine** PUTNAM VALLEY NY	Not found in Other Apts	
N234TS	Cessna 172	Single Engine	David Golod 43 Ferris Pl Ossining, NY 10562	7/30/2010	**Single Engine** OSSINING NY	Not found in Other Apts	
N236BE	Beechcraft Bonanza A36	Single Engine	Ben McGill 6 Poplar Rd	4/28/2008	**Single Engine** LARCHMONT NY	Not found in	

			Larchmont, NY 10538			Other Apts	
N2499P*DE-REGISTERED	PIPER PA 38-112		PAUL PANCIO 37 BLOOMER RD LAGRANGEVILLE NY 12540	5/14/2007	Single Engine DEREG	Not found in Other Apts	
	*2018-03-09 Help Desk JL: Aircraft does not have an active registration certificate.						
N251DB	Piper PA-28R-180	Single Engine	Gary Borgia 110 Brandy Ln Wappingers Falls, NY 12590	2/1/2017	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N260BB*DE-REGISTERED	Piper PA32	Single Engine	CONRAD BLEY 50 CRAFTS ROAD CARMEL NY	5/14/2007	Single Engine DEREG	Not found in Other Apts	
	*2019-09-27 Help Desk JL: This aircraft does not have a valid FAA registration / airworthiness certificate. It does not meet the criteria required to be counted as a based aircraft because it is not legally airworthy.						
N26648	Cessna 182		Robert Wild 300 East 56 St, Apt 37-H New York, NY 10022	7/10/2012	Single Engine NEW YORK NY	Not found in Other Apts	
	came to Dutchess Jan 2012						
N2729V	Cessna C177 RG	Single Engine	Sal Lagonia 3255 Poplar St Yorktown Heights, NY 10598	5/28/2014	Single Engine YORKTOWN HEIGHTS NY	Not found in Other Apts	
N29466	Piper Seneca	Multi Engine	BMB Aviation Corp 64 Red Hawk Hollow Rd Wappingers Falls, NY 12590	2/25/2020	Multi Engine WAPPINGERS FALLS NY	1	
N2946C	Cessna 180	Single Engine	Arthur Mannis PO Box 667 Crompond, NY 10517	7/31/2012	Single Engine CROMPOND NY	Not found in Other Apts	
N296CT	Flight Design GMBH CTSW		Kent Wien 42 Toc Dr. Apt 404 Highland, NY 12528	10/5/2017	Single Engine SAN ANTONIO TX	Not found in Other Apts	
N3024C	Piper PA-28-181	Single Engine	Cash Management Consulting LLC, Bill Faulkner 11 Horton Drive Yorktown Heights, NY 10598	5/21/2015	Single Engine YORKTOWN HEIGHTS NY	Not found in Other Apts	
N30347	Cessna 177A	Single Engine	Rick Dennis 9 Titusville Hts Pough, NY 12603	10/5/2017	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
	3/9/18 acft based at KPOU, mle						
N30NY	Sikorsky S-76B	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter NEW YORK NY	1	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. 3/9/18 AAG FLight Ops sent email specifying acft is based at POU full time, mle						
N3139V	Cessna R172K	Single Engine	Robert Lumb 95 New Hackensack Rd Lot 15 Wappinger Falls, NY 12590	7/31/2012	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N315JP	Piper Aerostar 600		Miksan Aviation, LLC Michael Sanjenis	12/3/2018	Multi Engine NIPOMO CA	Not found in Other Apts	
N3205A	CESSNA 170B		PETER RICHARDS 53 RIDGEVIEW RD POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
N32168	WACO VPF-7		VINCE PANGIA 2 Jefferson Plaza Suite 101 POK NY 12601	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
	3/9/18 acft is based at KPOU, mle						
N333ZX	Beechcraft Baron	Multi Engine	Imtiaz A Mallick 798 Rte 9 Fishkill,NY 12524	5/22/2014	Multi Engine WILMINGTON DE	Not found in Other Apts	
N3368K	Globe Swift GC-1B		Jeffrey Fink 147 Main St, Apt 5B Ossining, NY 10562	8/16/2019	Single Engine OSSINING NY	Not found in Other Apts	
N35544	Cessna 172I	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
	4/2016 MLE part time at KPOU and KBAF, 2/2/17 MLE Now based full time at KPOU per Bill Faulkner						
N355RL	Mooney M20J	Single Engine	Derek Wisong 21 Birch Ct Ossining, NY 10562	2/25/2020	Single Engine OSSINING NY	Not found in Other Apts	
N372KA	Van's RV-7	Single Engine	James King 708 Sterling Dr Wappingers Falls, NY 12590	7/10/2017	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	

	Came to KPOU 4/1/17, Full time at KPOU 10/5/17 per J. King, mle, 3/9/18 full time at KPOU, mle						
N3778V	CESSNA 150M		HAROLD SMITH 301 SPACKENKILL RD POK NY 12603	5/14/2007	**Single Engine** POUGHKEEPSIE NY	Not found in Other Apts	
N3957W	Piper PA-32-260	Single Engine	Hudson Valley Flight, LLC 128 Sunflower Circle Wappingers Falls, NY 12590	10/17/2017	**Single Engine** WAPPINGERS FALLS NY	Not found in Other Apts	
	3/13/18 arcft is based at KPOU, mle						
N3966J	Cessna 150G	Single Engine	James Donick 28 Traver Rd Pleasant Valley, NY 12569	7/30/2010	**Single Engine** PLEASANT VALLEY NY	Not found in Other Apts	
N398MW	Cirrus SR22	Single Engine	Michael Wise 260 Walsh Rd Lagrangeville, NY 12540	7/10/2017	**Single Engine** LAGRANGEVILLE NY	Not found in Other Apts	
N3RX	CESSNA 172M		HARRY MORELLI 33 OSCAWANNA HGTS RD PUTNAM VALLEY NY 10579	5/14/2007	**Single Engine** PUTNAM VALLEY NY	Not found in Other Apts	
N4395J	PIPER PA-28-140		RODNEY DOW 23 Lower Station Rd GARRISON NY	5/14/2007	**Single Engine** GARRISON NY	Not found in Other Apts	
	4/2016 changed the tail# from N4359J to the correct tail# N4395J, also updated address MLE						
N44TS	Mooney M20J	Single Engine	Mark Napier 25 Bank St Apt 202H White Plains, NY 10606	5/28/2014	**Single Engine** HASTINGS ON HUDSON NY	Not found in Other Apts	
	Moving to KPOU 6/1/14						
N4522X	Piper Archer		Watson Jones 1445 Vyse Ave. Bronx, NY 10459	7/17/2012	**Single Engine** WILMINGTON DE	Not found in Other Apts	
	3/13/18 arcft is based at KPOU, mle, 5/15/18 tenant says he has alwayshad it registered to a corp for liability purposes.						
N4538E	CESSNA 172N		GRASSHOPPER FLYING CLUB PO BOX 1956 POK NY 12601	5/14/2007	**Single Engine** POUGHKEEPSIE NY	Not found in Other Apts	
N453MF	MOONEY OVATION		WILLIAM SPAIN 191 EAST LAKE BLVD MAHOPAC NY 10501	5/14/2007	**Single Engine** MAHOPAC NY	Not found in Other Apts	
N4846L	Piper PA-28-180	Single Engine	Daniel Stanley 2 Hampshire Court Patterson, NY 12563	10/5/2017	**Single Engine** PATTERSON NY	Not found in Other Apts	
	N4846L is based at KPOU full time since 8/1/17, mle						
N5136L	PIPER PA-28-180		BRUCE BERKOWITZ 17 ANDOVER LN POK NY 12601	5/14/2007	**Single Engine** POUGHKEEPSIE NY	Not found in Other Apts	
N5215L	Piper PA-28-180	Single Engine	William Morehouse 21 Morehouse Dr Darien, CT 06820	5/21/2015	**Single Engine** DARIEN CT	Not found in Other Apts	
	3/12/18 acft is based at KPOU because of price, services, snow removal, employees & maintenance, per W. Morehouse						
N5254Q	Cessna 172S	Single Engine	Howard Paritsky 4757 South Atlantic Ave, #704 Ponce Inlet, FL 32127	8/16/2019	**Single Engine** PONCE INLET FL	**1**	
N5297V	Piper PA-28-180	Single Engine	Indulgences, Inc. c/o Vincent Morelli 4 Boswell Rd. Putnam Valley, NY 10579	5/28/2014	**(Non 5010)** GENOA CITY WI	Not found in Other Apts	
N5304N	CESSNA 182Q		D.G. FLIGHTS INC BOX 95 LINCOLNDALE NY 10540	5/14/2007	**Single Engine** LINCOLNDALE NY	Not found in Other Apts	
N53640	Cessna 337G		Peter Goetz 35E 9th St. Apt. 3 New York, NY 10003-6351	5/14/2007	**Multi Engine** COLD SPRING NY	Not found in Other Apts	
N5415X	Sikorsky S-76A	Helicopter	Sikorsky Aircraft Corp 6900 Main Street Stratford, CT 06615	5/28/2015	**Helicopter** STRATFORD CT	Not found in Other Apts	
	4/12/2016 HelpDeskAJ: AAG Flight Ops sent email specifying that acft is based at POU.						
N5425K * PART TIME	Cessna 172P	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	**Single Engine** LUDLOW MA	**FYI**	
	4/2016 MLE Part time at KPOU and KBAF. 3/9/18 Aircraft is part of a flight school, therefore it occasionally comes POU, mle						
N547TJ	Cirrus SR22T		TJ Flying Adventures, LLC TJ Shembekar	12/3/2018	**Single Engine** DANBURY CT	Not found in Other Apts	
N56424	MAULE M5-180C		PETER KIRCHNER 683 PEEKSKILL HOLLOW RD	5/14/2007	**Single Engine** COLD SPRING NY	Not found in	

			PUTNAM VALLEY NY 10579			Other Apts	
N56766	PIPER PA32		JOHN PELUSE 2 FORREST WAY POK NY 12603	5/14/2007	**Single Engine** POUGHKEEPSIE NY	Not found in Other Apts	
N6052F	Cessna 162 Skycatcher	Single Engine	M&N Air Venture, Inc 50 Sherwood Heights Wappingers FAlls, NY 12590	4/8/2016	**Single Engine** WILMINGTON DE	Not found in Other Apts	
N611H	NORTH AMERICAN NAVION-A		PETER KLEPP 18 Ridgeview Rd Hopewell Jct, NY 12533	5/14/2007	**Single Engine** HOPEWELL JUNCTION NY	Not found in Other Apts	
N6251A	Cessna 182T	Single Engine	Sevgin Oktay 2807 Mulberry Ct Poughkeepsie, NY 12603	8/19/2010	**Single Engine** POUGHKEEPSIE NY	Not found in Other Apts	
N66120	Cessna 150		AL OSTEN 8 MIMS PATH POK NY 12603	5/14/2007	**Single Engine** POUGHKEEPSIE NY	Not found in Other Apts	
	Mailing Address: c/o Southern Dutchess News, 84 E Main St. Wappingers Falls NY 12590						
N6616H	Cessna 172M	Single Engine	Anthony Burke 17 Four Winds Dr Poughkeepsie, NY 12603	6/6/2019	**Single Engine** POUGHKEEPSIE NY	Not found in Other Apts	
N661AT	SIKORSKY S-76B		HELO LEASING LLC 767 5TH AVE NEW YORK NY 10153	5/14/2007	**Helicopter** NEW YORK NY	1	
	4/12/2016 HelpDeskAJ: AAG Flight Ops sent email specifying that acft is based at POU. 3/9/18 AAG flight Ops sent email specifying that acft is based at POU full time						
N66VV	Beechcraft V35	Single Engine	William Farrell 9230 Independence Way Fort Myers, FL 33913	6/6/2019	**Single Engine** FORT MYERS FL	1	
N670WB	Piper PA30	Single Engine	Herb Waldenmaier 550 South St Newburgh, NY 12550	8/16/2019	**Multi Engine** NEWBURGH NY	2	
N7023Q	Aerostar 601P		Hudson Valley Flight, LLC Deepesh Patel	12/3/2018	**Multi Engine** WAPPINGERS FALLS NY	Not found in Other Apts	
N717JT	BEECHCRAFT 35-C33		PETER ZAJKOWSKI 25 HENDERSON ST POK NY 12601	5/14/2007	**Single Engine** POUGHKEEPSIE NY	Not found in Other Apts	
N71DL	BONANZA V-35P		FRANK ALGIER 1839 SOUTH RD WAPP FALLS NY 12590	5/14/2007	**Single Engine** WAPPINGERS FALLS NY	Not found in Other Apts	
N723CB	Rockwell Internat'l Commander		PRIVATE FLYER LLC 575 Madison Ave Suite 1006 NY, NY 10022	5/14/2007	**Single Engine** LEWES DE	Not found in Other Apts	
	ME at POU advised airport is verifying status with owner who is non responsive to inquiries at times. Will leave as is until they receive a reply from owner.						
N733JJ	VANS RV-8		SCOTT JORDAN 23 Waters Edge Congers, NY 10920	5/14/2007	**Single Engine** CONGERS NY	1	
N737QC	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	**Single Engine** WAPPINGERS FALLS NY	Not found in Other Apts	
N7500F	CHAMPION CITABRIA		MIKE GRINDLEY 131 HILLVIEW AVE YONKERS NY	5/14/2007	**Single Engine** HOPEWELL JUNCTION NY	Not found in Other Apts	
N75082	Piper PA-28-181	Single Engine	Up and Away Aviation, LLC PO Box 385 Fort Montgomery, NY 10922	2/25/2020	**Single Engine** FORT MONTGOMERY NY	Not found in Other Apts	
N759KS	Cessna 182Q II Skylane	Single Engine	Allesio Pretto 27 Wilkinson Hollow Rd Pawling, NY 12564	2/1/2017	**Single Engine** PAWLING NY	Not found in Other Apts	
	2017/2/2 ME Spoke to Mr. Pretto and he says he will be based here.						
N7601S*PART TIME	SIKORSKY S-76CT		SFSI 32 GRIFFITH WAY WAPPINGIERS FALLS NY 12590	5/14/2007	**Helicopter** WAPPINGERS FALLS NY	**FYI**	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....**4/7/16 Based at KPOU per Flight OPS MLE...11/17 part time KPOU per AAG flight ops, mle						
N763LS	Cirrus SR-22	Single Engine	Millbrook Air 169 Route 17K Newburgh, NY 12550	8/13/2018	**Single Engine** CHARLOTTE NC	1	
N7660S*PART TIME	Sikorsky S-76C++	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	**Helicopter** WAPPINGERS FALLS NY	**FYI**	
	*2017 04 26 AJ: More IFR at TEB so tagging it part time here. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based						

	at POU. 11/17 part time KPOU per AAG flight ops,mle						
N7667S*PART TIME	Sikorsky S-76C++	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter WAPPINGERS FALLS NY	FYI	
	*2017 04 26 AJ: More IFR at TEB so tagging it part time here. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....11/17 part time KPOU per AAG flight ops, mle						
N7679S*PART TIME	Sikorsky S-76C	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter WAPPINGERS FALLS NY	FYI	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....*4/7/16 Based at KPOU per Flight Ops MLE...11/17 part time only per AAG flights ops,mle						
N7696C	CHEROKEE PA-28-235		JACOB HANSMANN PO BOX 237 JEFFERSON VALLEY NY 10535	5/14/2007	Single Engine MAHOPAC NY	Not found in Other Apts	
N776HC	Enstrom 280FX		Cyclic Aviation LLC (Brian Page) 100 Salt Point Tpke Poughkeepsie, NY 12603	7/10/2012	Helicopter MILLBROOK NY	Not found in Other Apts	
N800SG	Sikorsky Aircraft Group S-76D	Helicopter	Whirlybird LLC 11400 W Olympic Blvd LA, California	11/9/2017	Helicopter LOS ANGELES CA	1	
N8092N	PIPER PA28-140		Westfield Flight Academy 100 Airport Rd Westfield, MA 01085	5/14/2007	Single Engine GRANITE SPRINGS NY	Not found in Other Apts	
N80975	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N812MA	Aviat Husky A-1B	Single Engine	Emil Gould 6 Hilltop Dr Chappaqua NY 10514	10/4/2019	Single Engine CHAPPAQUA NY	1	
N81843	Piper Warrior	Single Engine	Dean Chenarides PO Box 209 Hopewell Junction, NY 12533	4/28/2008	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts	
	Tie down @ Dutchess since 5/2008., 3/9/18 acft is based at KPOU, mle						
N83225* PART TIME	Piper PA-28RT-201T	Single Engine	Wiser Air, LLC c/o Philip Wiser , 1 Oakledge Rd Bronxville, NY 10708	2/1/2017	Single Engine NEVADA CITY CA	Not found in Other Apts	
	3/12/18 tenant maintains residence in CA and NY .Plane is at KGOO for part of year, per P. Wiser						
N85PS	SIKORSKY S-76CT		THE BLOCKSTONE GROUP 345 PARK AVE NEW YORK NY 10154	5/14/2007	Helicopter NEW YORK NY	1	
	2016 04 06 MEnkler: In call to the company, they said acft is based at POU. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. 3/9/18 AAG FLight Ops sent email specifying acft is based at POU full time, mle						
N869RA * PART TIME	Cessna 172RG	Single Engine	Five Star Flight 111 Airport Rd Westfield, MA 01085	4/11/2016	Single Engine WINCHESTER CA	Not found in Other Apts	
	4/2016 MLE Part time at KPOU and KBAF, 3/9/18 aircraft is part of a flightschool therefore it will occasionally come to POU, mle						
N8824C	Piper PA-28-181	Single Engine	Carols Rodriguez 8 Sheldon Dr Poughkeepsie, NY 12603	5/28/2014	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
N888SW	Homebuilt-Amphibian Seawind	Single Engine	Michael Witkowski 684 Srgt. Palamteer Way Wappingers Falls, NY 12590	2/1/2017	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N9123D	PIPER PA32		RON CHUGERMAN 18 Deerpath Dr New Paltz,NY 12561	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
	as of 6/28/16 New Address: 131 Riverview , Port Ewen, NY 12466 and Mailing Address: 42 Catharine St. Ste100, Pough. NY 12601(updated by MLE 2/1/17)						
N9183T	Cessna 180	Single Engine	ERICK REITBERGER 20 LOUISE LN HOPEWELL JUNCTION NY 12533	5/14/2007	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts	
N92699	Piper J3/L4		Vince Pangia 2 Jefferson Plaza, Suite 101 Poughkeepsie, NY 12601	7/10/2012	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
N9426E	Cessna 172	Single Engine	Bruce Cohen 10 Larissa La Wappingers Falls, NY 12590	7/30/2010	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N9468D	Cessna Cutlass 172RG	Single Engine	Henry Kelly 6 Mancuso Dr Ossining, NY 10562	7/30/2010	Single Engine OSSINING NY	Not found in Other Apts	
N97269	CESSNA 172P		LAWRENCE CUTTER 11 DEER PATH DR NEW PALTZ NY	5/14/2007	Single Engine NEW PALTZ NY	Not found in Other Apts	
N987JS	Beechcraft Baron		STEVEN ROMAINE 311 E. Green St, A	5/14/2007	Multi Engine ITHACA NY	Not found in	

			Ithaca, NY 14850			Other Apts	
N988TW	Tenant of Dutchess Cty Airport - supplied aircraft info on 3/28/10 Maule M-7	Single Engine	Howard Martin 529 Rockland Ave Mamarinek, NY 10543	2/1/2017	**Single Engine** SCARSDALE NY	Not found in Other Apts	

Federal Aviation Administration

National Based Aircraft Inventory Program

HUDSON VALLEY RGNL (POU)
POUGHKEEPSIE, NY

1. Airport Inventory

Single Engine 85 + Multi Engine 5 + Jet 0 + Helicopter 8 + N-Numbers Not Found 0	=	98

2. Review to Improve Your Validated Aircraft Count — Last Edit: 10/28/2021 by mEnkler

Review '*' Commented N-Numbers	10	Find These	How to Resolve	Report
Review N-Numbers Reported by Other Airports (Duplicates)	0	Find These	How to Resolve	Report
Review N-Numbers Not Found in FAA Registration Database	0	Find These	How to Resolve	

Total # of Aircraft That Are Not Validated	-	10

3. Validated Inventory

Single Engine 79 + Multi Engine 5 + Jet 0 + Helicopter 4	=	88	Report

4. Confirm Aircraft Data — Last Confirmed: 10/28/2021 by Moira Downey

*** Confirm Aircraft Data ***

Further Aircraft Review (Optional) These items Do Not Impact Your Currently Validated Inventory

Review All Out Of State Registrations	16	Find These	Why is this relevant?
Review all Updated Certs (Certs Updated Since Aircraft Was Entered Into Inventory)	12	Find These	Why is this relevant?

Refresh — COUNT DATA — ?

Aircraft Type	Airport Inventory	Commented Aircraft	Duplicates Other Airports	N-Numbers Not Found	Not Validated Total	Validated Inventory
Single Engine	85	6	0	0	6	79
Multi Engine	5	0	0	0	0	5
Jet	0	0	0	0	0	0
Helicopter	8	4	0	0	4	4
N-Numbers Not Found	0	0	0	0	0	Not Counted
Total Single, Multi, Jet, and Heli	***98***	***10***	***0***	***0***	***10***	***88***

Glider	0
Military	0
Ultra-light	0
Non 5010 aircraft types	1
Total Found in FAA Acft. Reg. Data	99

Preferred Contact

Moira Downey mdowney@dutchessny.gov
Account Clerk 845-546-7234

Comments Edit

Airport Moira, most Heli credited here, 2 that have more IFR at TEB are counted at TEB.

N-Number Search: Go Remove Filter

Show: All aircraft Include deleted: No

Based Aircraft at this Airport

Add aircraft

Use multiple pages for faster loading? ☐

= Edit = Delete ☐ IFR

N-Number	Make / Model	Type	Owner	Added	Type and City St from FAA Aircraft Registration	Reported by Other Apts	Actions	Comment
N106EM	Piper PA-28-181	Single Engine	Michael Steele 43 South Rd Holmes, NY 12531	7/31/2012	Single Engine HOLMES NY	Not found in Other Apts		
N1161M	Mooney M20K	Single Engine	Precision Avionics Dutchess County Airport Citation Rd Wappingers Falls, NY 12590	4/28/2008	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts		
N119NY	Augusta Westland AW 119MK11	Helicopter	City of New York	10/5/2021	Helicopter KINGSTON NY	Not found in Other Apts		
N12180	Cessna 172M	Single Engine	U.S. Aviation Group, LLC	10/5/2021	Single Engine DENTON TX	Not found in Other Apts		
	Per James Hwang Manager of US Aviation, aircraft is based Full-Time at KPOU							
N12291	Cessna 172	Single Engine	Paul Carassone 24 Treeline Ct Fishkill, NY 12524	8/23/2011	Single Engine FISHKILL NY	Not found in Other Apts		
	3/9/18, acft is based at KPOU, mle							
N1322X	American 8-KCAB-180 Super Decth		D & J Aircraft Leasing c/o David Trost 1575 Fox Tail Lane Yorktown Heights, NY 10598-6263	4/8/2016	Single Engine YORKTOWN HEIGHTS NY	Not found in Other Apts		
N1339E	Aeronca Champ		Kathleen Phillips 1 Lake Point Dr New Milford, CT 06776	7/10/2012	Single Engine NEW MILFORD CT	Not found in Other Apts		
	3/12/18 acft is based at KPOU because it is safer than the CT airports , per K. Phillips							
N1455V	Cessna 172	Single Engine	BLE Flyer, LLC 19 Pond Rd Cold Spring,NY 10516	9/24/2020	Single Engine COLD SPRING NY	Not found in Other Apts		
N1474X	Piper PA28-151	Single Engine	Frederik Kjeldsen 68 Dutchess Hill Rd Poughkeepsie, NY 12601	8/16/2019	Single Engine POUGHKEEPSIE NY	Not found in Other Apts		
	Per F. Kjeldsen he is full time at KPOU							
N15534	Piper PA-28-180		James Daly 26 Pellbridge DR Hopewell Junction, NY 12533	6/29/2020	Single Engine HOPEWELL NY	Not found in Other Apts		
N16446*PART TIME	Piper PA-28-140	Single Engine	Cash Management Consulting 15 James Way Granite Springs, NY 10527	2/2/2017	Single Engine GRANITE SPRINGS NY	FYI		
N1713V	CESSNA 172M	Single Engine	Grasshoppers Flyinc Club PO Box 1956 Poughkeepsie, NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts		
N1833T	Piper PA-28-180	Single Engine	N1833T, LLCJoseph Regh 36 Sherwood Heights Wappingers Falls, NY 12590	11/25/2020	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts		
	N1833T is full time at KPOU as of 01/01/21, mld							
N1945F	Cessna 172N II	Single Engine	Raven Aviation, LLC	12/3/2018	Single Engine COLD SPRING NY	Not found in Other Apts		
N19HY	Aviat Husky		Product Systems, Inc Paul Richfield	12/3/2018	Single Engine WILMINGTON DE	Not found in Other Apts		
N20972	Cessna 182	Single Engine	Michael Shehl 18 Maplewood Dr Danbury CT 06811	5/28/2014	Single Engine NEWMARKET NH	Not found in Other Apts		
	3/12/18 acft is based at KPOU because it is safer and good facilities , lives 30 min from NY, per M Shehl							
N2117Q	Cessna 177RG	Single Engine	Brian Gately 910 Park Pl 6B Brookly, NY 11216	7/31/2012	Single Engine BROOKLYN NY	Not found in Other Apts		
N234TS	Cessna 172	Single Engine	David Golod 43 Ferris Pl Ossining, NY 10562	7/30/2010	Single Engine OSSINING NY	Not found in Other Apts		
N236BE	Beechcraft Bonanza A36	Single Engine	Ben McGill 6 Poplar Rd Larchmont, NY 10538	4/28/2008	Single Engine LARCHMONT NY	Not found in Other Apts		
N2499P*DE-REGISTERED	PIPER PA 38-112		PAUL PANCIO 37 BLOOMER RD LAGRANGEVILLE NY 12540	5/14/2007	Single Engine DEREG	Not found in Other Apts		
	*2018-03-09 Help Desk JL: Aircraft does not have an active registration certificate.							
N251DB	Piper PA-28R-180	Single Engine	Gary Borgia 110 Brandy Ln Wappingers Falls, NY 12590	2/1/2017	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts		
N2546R	Cessna 182K	Single Engine	Flashcalac Digital Solutions, LLC 38N Lawn Ave. Elmsford, NY 10523	3/23/2021	Single Engine ELMSFORD NY	Not found in Other Apts		
N26648	Cessna 182		Robert Wild 300 East 56 St, Apt 37-H New York, NY 10022	7/10/2012	Single Engine STAATSBURG NY	Not found in Other Apts		
N2729V	Cessna C177 RG	Single Engine	Sal Lagonia 3255 Poplar St Yorktown Heights, NY 10598	5/28/2014	Single Engine YORKTOWN HEIGHTS NY	Not found in Other Apts		
N29394	Piper PA28-201T Dakota	Single Engine	Jose Jimenez 202 Crescent Ave Leonia, NJ 07605	10/5/2021	Single Engine LEONIA NJ	Not found in Other Apts		
N2946C	Cessna 180	Single Engine	Arthur Mannis PO Box 667 Crompond, NY 10517	7/31/2012	Single Engine SOMERS NY	Not found in Other Apts		
N296CT	Flight Design GMBH CTSW		Kent Wien 42 Toc Dr. Apt 404 Highland, NY 12528	10/5/2017	Single Engine POWHATAN VA	Not found in Other Apts		
N3024C	Piper PA-28-181	Single Engine	Cash Management Consulting LLC, Bill Faulkner 15 James Way Granite Springs, NY 10527	5/21/2015	Single Engine GRANITE SPRINGS NY	Not found in Other Apts		
N30347	Cessna 177A	Single Engine	Rick Dennis 9 Titusville Hts Pough, NY 12603	10/5/2017	Single Engine POUGHKEEPSIE NY	Not found in Other Apts		
	3/9/18 acft based at KPOU, mle							
N3139V	Cessna R172K	Single Engine	Robert Lumb 95 New Hackensack Rd Lot 15 Wappinger Falls, NY 12590	7/31/2012	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts		
N3205A	CESSNA 170B		PETER RICHARDS 53 RIDGEVIEW RD POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts		
N32168	WACO VPF-7		VINCE PANGIA 2 Jefferson Plaza Suite 101 POK NY 12601	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts		
	3/9/18 acft is based at KPOU, mle							
N333ZX	Beechcraft Baron	Multi Engine	Imtiaz A Mallick 798 Rte 9 Fishkill,NY 12524	5/22/2014	Multi Engine WILMINGTON DE	Not found in Other Apts		
N3368K	Globe Swift GC-1B		Jeffrey Fink 147 Main St, Apt 5B Ossining, NY 10562	8/16/2019	Single Engine OSSINING NY	Not found in Other Apts		

N35544	Cessna 172L	Single Engine	Sunquest Aircraft, LLC 126 Old Hopewell Rd Wappingers Falls, NY12590	3/24/2021	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts
N355RL	Mooney M20J	Single Engine	Derek Wisong 21 Birch Ct Ossining, NY 10562	2/25/2020	Single Engine OSSINING NY	Not found in Other Apts
N357DW	Cessna 172S	Single Engine	Angela Greco 4 Redondo Dr Poughkeepsie, NY 12603	11/25/2020	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
	Full time @ HVRA as of 11/20					
N36RA	Bonanza A36	Single Engine	Brian MacNamara 70 Corners Rd Warwick, NY 10990	10/5/2021	Single Engine WARWICK NY	Not found in Other Apts
	Signed lease as of 09/15/21 at POU, mld					
N3778V	CESSNA 150M		HAROLD SMITH 301 SPACKENKILL RD POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N3966J	Cessna 150G	Single Engine	James Donick 28 Traver Rd Pleasant Valley, NY 12569	7/30/2010	Single Engine PLEASANT VALLEY NY	Not found in Other Apts
N398MW	Cirrus SR22	Single Engine	Michael Wise 260 Walsh Rd Lagrangeville, NY 12540	7/10/2017	Single Engine LAGRANGEVILLE NY	Not found in Other Apts
N3RX	CESSNA 172M		HARRY MORELLI 33 OSCAWANNA HGTS RD PUTNAM VALLEY NY 10579	5/14/2007	Single Engine PUTNAM VALLEY NY	Not found in Other Apts
N4395J	PIPER PA-28-140		RODNEY DOW 23 Lower Station Rd GARRISON NY	5/14/2007	Single Engine GARRISON NY	Not found in Other Apts
	4/2016 changed the tail# from N4359J to the correct tail# N4395J, also updated address MLE					
N44TS	Mooney M20J	Single Engine	Mark Napier 25 Bank St Apt 202H White Plains, NY 10606	5/28/2014	Single Engine HASTINGS ON HUDSON NY	Not found in Other Apts
	Moving to KPOU 6/1/14					
N4522X*DE-REGISTERED	Piper Archer		Watson Jones 1445 Vyse Ave. Bronx, NY 10459	7/17/2012	Single Engine DEREG	Not found in Other Apts
	*2021-04-20 Help Desk JL: This aircraft does not have a valid FAA registration / airworthiness certificate. It does not meet the criteria required to be counted as a based aircraft because it is not legally airworthy. 3/13/18 arcft is based at KPOU, mle					
N4538E	CESSNA 172N		GRASSHOPPER FLYING CLUB PO BOX 1956 POK NY 12601	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N453MF	MOONEY OVATION		WILLIAM SPAIN 191 EAST LAKE BLVD MAHOPAC NY 10501	5/14/2007	Single Engine MAHOPAC NY	Not found in Other Apts
N4814H	Piper PA-17	Single Engine	Robert Stubbs 36 Doran Dr Wappingers Falls, NY 12533	10/5/2021	Single Engine GREENFIELD CENTER NY	Not found in Other Apts
N5136L	PIPER PA-28-180		BRUCE BERKOWITZ 17 ANDOVER LN POK NY 12601	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N5215L	Piper PA-28-180	Single Engine	William Morehouse 21 Morehouse Dr Darien, CT 06820	5/21/2015	Single Engine TUCSON AZ	Not found in Other Apts
	3/12/18 acft is based at KPOU because of price, services, snow removal, employees & maintenance, per W. Morehouse					
N5254Q * PART-TIME	Cessna 172S	Single Engine	Howard Paritsky 4757 South Atlantic Ave, #704 Ponce Inlet, FL 32127	8/16/2019	Single Engine BOULDER CO	FYI
N5297V	Piper PA-28-180	Single Engine	Indulgences, Inc. c/o Vincent Morelli 4 Boswell Rd. Putnam Valley, NY 10579	5/28/2014	(Non 5010) GENOA CITY WI	Not found in Other Apts
N5304N	CESSNA 182Q		D.G. FLIGHTS INC BOX 95 LINCOLNDALE NY 10540	5/14/2007	Single Engine LINCOLNDALE NY	Not found in Other Apts
N547TJ	Cirrus SR22T		TJ Flying Adventures, LLC TJ Shembekar	12/3/2018	Single Engine DANBURY CT	Not found in Other Apts
N56424	MAULE M5-180C		PETER KIRCHNER 683 PEEKSKILL HOLLOW RD PUTNAM VALLEY NY 10579	5/14/2007	Single Engine COLD SPRING NY	Not found in Other Apts
N56766	PIPER PA32		JOHN PELUSE 2 FORREST WAY POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N58743	Beech D-45	Single Engine	DCC Foundation 53 Pendell Rd Poughkeepsie, NY 12601	4/6/2020	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N6052F	Cessna 162 Skycatcher	Single Engine	M&N Air Venture, Inc 50 Sherwood Heights Wappingers FAlls, NY 12590	4/8/2016	Single Engine WILMINGTON DE	Not found in Other Apts
N611H	NORTH AMERICAN NAVION-A		PETER KLEPP 18 Ridgeview Rd Hopewell Jct, NY 12533	5/14/2007	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts
N611KG	Cirrus SR22	Single Engine	Prockter Aviation, LLC 39 Theresa Court Lagrangeville, NY 12540	3/23/2021	Single Engine LAGRANGEVILLE NY	Not found in Other Apts
	Full time POU since 03/08/21, mld					
N6251A	Cessna 182T	Single Engine	Sevgin Oktay 2807 Mulberry Ct Poughkeepsie, NY 12603	8/19/2010	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N654PP	Cirrus SR22	Single Engine	PP Transportation, LLC	3/24/2021	Single Engine NEWBURGH NY	Not found in Other Apts
N66120	Cessna 150		AL OSTEN 8 MIMS PATH POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
	Mailing Address: c/o Southern Dutchess News, 84 E Main St. Wappingers Falls NY 12590					
N6616H	Cessna 172M	Single Engine	Anthony Burke 17 Four Winds Dr Poughkeepsie, NY 12603	6/6/2019	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N661AT	SIKORSKY S-76B		HELO LEASING LLC 767 5TH AVE NEW YORK NY 10153	5/14/2007	Helicopter NEW YORK NY	Not found in Other Apts
	4/12/2016 HelpDeskAJ: AAG Flight Ops sent email specifying that acft is based at POU. 3/9/18 AAG flight Ops sent email specifying that acft is based at POU full time					
N670WB	Piper PA30	Single Engine	Herb Waldenmaier 550 South St Newburgh, NY 12550	8/16/2019	Multi Engine NEWBURGH NY	Not found in Other Apts
	Full time at KPOU since 6/19 , mld					
N7023Q	Aerostar 601P		Hudson Valley Flight, LLC Deepesh Patel	12/3/2018	Multi Engine WAPPINGERS FALLS NY	Not found in Other Apts
N717JT	BEECHCRAFT 35-C33		PETER ZAJKOWSKI 25 HENDERSON ST POK NY 12601	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N71DL	BONANZA V-35P		FRANK ALGIER 1839 SOUTH RD WAPP FALLS NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts
N723CB	Rockwell Internat'l Commander		PRIVATE FLYER LLC 575 Madison Ave Suite 1006 NY, NY 10022	5/14/2007	Single Engine LEWES DE	Not found in Other Apts
	ME at POU advised airport is verifying status with owner who is non responsive to inquiries at times. Will leave as is until they receive a reply from owner.					

N733JJ	VANS RV-8		SCOTT JORDAN 23 Waters Edge Congers, NY 10920	5/14/2007	Single Engine CONGERS NY	Not found in Other Apts	
N737QC	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N7500F	CHAMPION CITABRIA		MIKE GRINDLEY 131 HILLVIEW AVE YONKERS NY	5/14/2007	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts	
N75082	Piper PA-28-181	Single Engine	Up and Away Aviation, LLC PO Box 385 Fort Montgomery, NY 10922	2/25/2020	Single Engine FORT MONTGOMERY NY	Not found in Other Apts	
	Per owner he is full time at POU , 09/23/21 mld						
N759KS	Cessna 182Q II Skylane	Single Engine	Allesio Pretto 27 Wilkinson Hollow Rd Pawling, NY 12564	2/1/2017	Single Engine PAWLING NY	Not found in Other Apts	
	2017/2/2 ME Spoke to Mr. Pretto and he says he will be based here.						
N7601S*PART TIME	SIKORSKY S-76CT		SFSI 32 GRIFFITH WAY WAPPINGIERS FALLS NY 12590	5/14/2007	Helicopter WAPPINGERS FALLS NY	FYI	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....**4/7/16 Based at KPOU per Flight OPS MLE...11/17 part time KPOU per AAG flight ops, mle						
N7660S*PART TIME	Sikorsky S-76C++	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter WAPPINGERS FALLS NY	FYI	
	*2017 04 26 AJ: More IFR at TEB so tagging it part time here. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. 11/17 part time KPOU per AAG flight ops,mle						
N7667S	Sikorsky S-76C++	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter WAPPINGERS FALLS NY	Not found in Other Apts	
	*2017 04 26 AJ: More IFR at TEB so tagging it part time here. HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....11/17 part time KPOU per AAG flight ops, mle						
N7679S*PART TIME	Sikorsky S-76C	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter WAPPINGERS FALLS NY	Not found in Other Apts	
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....*4/7/16 Based at KPOU per Flight Ops MLE...11/17 part time only per AAG flights ops,mle						
N7696C	CHEROKEE PA-28-235		JACOB HANSMANN PO BOX 237 JEFFERSON VALLEY NY 10535	5/14/2007	Single Engine MAHOPAC NY	Not found in Other Apts	
N776HC	Enstrom 280FX		Cyclic Aviation LLC (Brian Page) 100 Salt Point Tpke Poughkeepsie, NY 12603	7/10/2012	Helicopter MILLBROOK NY	Not found in Other Apts	
N78445	Cessna 172K	Single Engine	U.S. Aviation Group, LLC	10/5/2021	Single Engine DENTON TX	Not found in Other Apts	
	Per James Hwang Manager of US Aviatio, aircraft is based Full-Time at KPOU						
N800SG* PART-TIME	Sikorsky Aircraft Group S-76D	Helicopter	Whirlybird LLC 11400 W Olympic Blvd LA, California	11/9/2017	Helicopter LOS ANGELES CA	FYI	
	Per AAG Part Time at KPOU, mld 03/25/21						
N8092N*PART TIME	PIPER PA28-140		Cash Management Consulting 15 James Way Granite Springs, NY 10527	5/14/2007	Single Engine GRANITE SPRINGS NY	FYI	
N80975	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N812MA	Aviat Husky A-1B	Single Engine	Emil Gould 6 Hilltop Dr Chappaqua NY 10514	10/4/2019	Single Engine CHAPPAQUA NY	Not found in Other Apts	
	Per E. Gould full time at HVRA as of 9/2019						
N83225* PART TIME	Piper PA-28RT-201T	Single Engine	Wiser Air, LLC c/o Philip Wiser , 1 Oakledge Rd Bronxville, NY 10708	2/1/2017	Single Engine NEVADA CITY CA	Not found in Other Apts	
	3/12/18 tenant maintains residence in CA and NY .Plane is at KGOO for part of year, per P. Wiser						
N8824C	Piper PA-28-181	Single Engine	Carols Rodriguez 8 Sheldon Dr Poughkeepsie, NY 12603	5/28/2014	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
N9123D	PIPER PA32		RON CHUGERMAN 18 Deerpath Dr New Paltz,NY 12561	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts	
	as of 6/28/16 New Address: 131 Riverview , Port Ewen, NY 12466 and Mailing Address: 42 Catharine St. Ste100, Pough. NY 12601(updated by MLE 2/1/17)						
N927TC	Cessna 172M	Single Engine	U.S. Aviation Group, LLC	10/5/2021	Single Engine DENTON TX	Not found in Other Apts	
	Per James Hwang Manager of US Aviation, aircraft is Full-Time at KPOU						
N9370N	Piper Arrow PA-28-200R	Single Engine	U.S. Aviation Group, LLC	10/5/2021	Single Engine DENTON TX	Not found in Other Apts	
	Per James Hwang, Manager of US Aviation, aircraft is based Full-Time at KPOU						
N93CD	Mooney M20M	Single Engine	Jonas De Leon 116 Pinehurst Ave. apt#D55 New York, NY 10033	3/23/2021	Single Engine NEW YORK NY	Not found in Other Apts	
N9426E	Cessna 172	Single Engine	Bruce Cohen 10 Larissa La Wappingers Falls, NY 12590	7/30/2010	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts	
N9468D	Cessna Cutlass 172RG	Single Engine	Henry Kelly 6 Mancuso Dr Ossining, NY 10562	7/30/2010	Single Engine OSSINING NY	Not found in Other Apts	
N9476X	Cessna 182R	Single Engine	Lynn Moore Kau 66 Elmwood Ave Rye, NJ 10580	10/5/2021	Single Engine WEST MONROE LA	Not found in Other Apts	
	Signed lease as of 08/09/21 at POU, mld						
N954JH	Cessna 172M	Single Engine	U.S. Aviation Group, LLC	10/5/2021	Single Engine DENTON TX	Not found in Other Apts	
	Per James Hwang Manager of US Aviation, aircraft is based Full -Time at KPOU						
N96BP	Cessna 404	Multi Engine	DCC Foundation 53 Pendell Rd Poughkeepsie, NY 12601	4/6/2020	Multi Engine POUGHKEEPSIE NY	Not found in Other Apts	
N987JS	Beechcraft Baron		STEVEN ROMAINE 311 E. Green St, A Ithaca, NY 14850	5/14/2007	Multi Engine ITHACA NY	Not found in Other Apts	
	Tenant of Dutchess Cty Airport - supplied aircraft info on 3/28/10						
N988TW	Maule M-7	Single Engine	Howard Martin 529 Rockland Ave Mamarinek, NY 10543	2/1/2017	Single Engine SCARSDALE NY	Not found in Other Apts	

Federal Aviation Administration

National Based Aircraft Inventory Program

HUDSON VALLEY RGNL (POU)
POUGHKEEPSIE, NY

1. Airport Inventory

Single Engine 86 + Multi Engine 4 + Jet 0 + Helicopter 7 + N-Numbers Not Found 0	=	97

2. Review to Improve Your Validated Aircraft Count — Last Edit: 03/03/2022 by mEnkler

Review '*' Commented N-Numbers	8	Find These	How to Resolve	Report
Review N-Numbers Reported by Other Airports (Duplicates)	0	Find These	How to Resolve	Report
Review N-Numbers Not Found in FAA Registration Database	0	Find These	How to Resolve	

Total # of Aircraft That Are Not Validated	-	8

3. Validated Inventory

Single Engine 81 + Multi Engine 4 + Jet 0 + Helicopter 4	=	89	Report

4. Confirm Aircraft Data — Last Confirmed: 3/3/2022 by Moira Downey

*** Confirm Aircraft Data ***

Further Aircraft Review **(Optional)** These items Do Not Impact Your Currently Validated Inventory

Review All Out Of State Registrations	19	Find These	Why is this relevant?
Review all Updated Certs (Certs Updated Since Aircraft Was Entered Into Inventory)	13	Find These	Why is this relevant?

Refresh

COUNT DATA

?

Aircraft Type	Airport Inventory	Commented Aircraft	Duplicates Other Airports	N-Numbers Not Found	Not Validated Total	Validated Inventory
Single Engine	86	5	0	0	5	81
Multi Engine	4	0	0	0	0	4
Jet	0	0	0	0	0	0
Helicopter	7	3	0	0	3	4
N-Numbers Not Found	0	0	0	0	0	Not Counted
Total Single, Multi, Jet, and Heli	***97***	***8***	***0***	***0***	***8***	***89***
Glider	0					
Military	0					
Ultra-light	0					
Non 5010 aircraft types	1					
Total Found in FAA Acft. Reg. Data	**98**					

Preferred Contact

Moira Downey — mdowney@dutchessny.gov
Account Clerk — 845-546-7234

Comments Edit

Airport Moira, most Heli credited here, 2 that have more IFR at TEB are counted at TEB.

N-Number Search: Go Remove Filter

Show: All aircraft **Include deleted:** No

Based Aircraft at this Airport

Add aircraft

Use multiple pages for faster loading? ☐ = Edit = Delete ☐ **IFR**

N-Number	Make / Model	Type	Owner	Added	Type and City St from FAA Aircraft Registration	Reported by Other Apts	Actions	Comment
N106EM	Piper PA-28-181	Single Engine	Michael Steele 43 South Rd Holmes, NY 12531	7/31/2012	Single Engine HOLMES NY	Not found in Other Apts		
N1161M	Mooney M20K	Single Engine	Precision Avionics Dutchess County Airport Citation Rd Wappingers Falls, NY 12590	4/28/2008	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts		
N119NY	Augusta Westland AW 119MK11	Helicopter	City of New York	10/5/2021	Helicopter WAPPINGERS FALLS NY	Not found in Other Apts		
N12180	Cessna 172M	Single Engine	U.S. Aviation Group, LLC	10/5/2021	Single Engine DENTON TX	Not found in Other Apts		
	Per James Hwang Manager of US Aviation, aircraft is based Full-Time at KPOU							
N12291	Cessna 172	Single Engine	Paul Carassone 24 Treeline Ct Fishkill, NY 12524	8/23/2011	Single Engine FISHKILL NY	Not found in Other Apts		
	3/9/18, acft is based at KPOU, mle							
N1322X	American 8-KCAB-180 Super Decth		D & J Aircraft Leasing c/o David Trost 1575 Fox Tail Lane Yorktown Heights, NY 10598-6263	4/8/2016	Single Engine YORKTOWN HEIGHTS NY	Not found in Other Apts		
N1339E	Aeronca Champ		Kathleen Phillips 1 Lake Point Dr New Milford, CT 06776	7/10/2012	Single Engine NEW MILFORD CT	Not found in Other Apts		
	3/12/18 acft is based at KPOU because it is safer than the CT airports , per K. Phillips							
N1455V	Cessna 172	Single Engine	BLE Flyer, LLC 19 Pond Rd Cold Spring,NY 10516	9/24/2020	Single Engine COLD SPRING NY	Not found in Other Apts		
N1474X	Piper PA28-151	Single Engine	Frederik Kjeldsen 68 Dutchess Hill Rd Poughkeepsie, NY 12601	8/16/2019	Single Engine POUGHKEEPSIE NY	Not found in Other Apts		
	Per F. Kjeldsen he is full time at KPOU							
N15534	Piper PA-28-180		James Daly 26 Pellbridge DR Hopewell Junction, NY 12533	6/29/2020	Single Engine HOPEWELL NY	Not found in Other Apts		
N16446*PART TIME	Piper PA-28-140	Single Engine	Cash Management Consulting 15 James Way Granite Springs, NY 10527	2/2/2017	Single Engine GRANITE SPRINGS NY	FYI		
N1713V	CESSNA 172M	Single Engine	Grasshoppers Flyinc Club PO Box 1956 Poughkeepsie, NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts		
N1833T	Piper PA-28-180	Single Engine	N1833T, LLCJoseph Regh 36 Sherwood Heights Wappingers Falls, NY 12590	11/25/2020	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts		
	N1833T is full time at KPOU as of 01/01/21, mld							
N1945F	Cessna 172N II	Single Engine	Raven Aviation, LLC	12/3/2018	Single Engine COLD SPRING NY	Not found in Other Apts		
N19HY	Aviat Husky		Product Systems, Inc Paul Richfield	12/3/2018	Single Engine WILMINGTON DE	Not found in Other Apts		
N19WC	Beech V35A	Single Engine	V35A, LLC Vince Pangia	3/3/2022	Single Engine WASHINGTON DC	Not found in Other Apts		
N20972	Cessna 182	Single Engine	Michael Shehl 18 Maplewood Dr Danbury CT 06811	5/28/2014	Single Engine NEWMARKET NH	Not found in Other Apts		
	3/12/18 acft is based at KPOU because it is safer and good facilities , lives 30 min from NY, per M Shehl							
N2117Q	Cessna 177RG	Single Engine	Brian Gately 910 Park Pl 6B Brookly, NY 11216	7/31/2012	Single Engine BROOKLYN NY	Not found in Other Apts		
N234TS	Cessna 172	Single Engine	David Golod 43 Ferris Pl Ossining, NY 10562	7/30/2010	Single Engine OSSINING NY	Not found in Other Apts		
N236BE	Beechcraft Bonanza A36	Single Engine	Ben McGill 6 Poplar Rd Larchmont, NY 10538	4/28/2008	Single Engine LARCHMONT NY	Not found in Other Apts		
N2499P*DE-REGISTERED	PIPER PA 38-112		PAUL PANCIO 37 BLOOMER RD LAGRANGEVILLE NY 12540	5/14/2007	Single Engine DEREG	Not found in Other Apts		
	*2018-03-09 Help Desk JL: Aircraft does not have an active registration certificate.							
N251DB	Piper PA-28R-180	Single Engine	Gary Borgia 110 Brandy Ln Wappingers Falls, NY 12590	2/1/2017	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts		
N2546R	Cessna 182K	Single Engine	Flashcalac Digital Solutions, LLC 38N Lawn Ave. Elmsford, NY 10523	3/23/2021	Single Engine ELMSFORD NY	Not found in Other Apts		
N26648	Cessna 182		Robert Wild 300 East 56 St, Apt 37-H New York, NY 10022	7/10/2012	Single Engine STAATSBURG NY	Not found in Other Apts		
N2729V	Cessna C177 RG	Single Engine	Sal Lagonia 3255 Poplar St Yorktown Heights, NY 10598	5/28/2014	Single Engine YORKTOWN HEIGHTS NY	Not found in Other Apts		
N29394	Piper PA28-201T Dakota	Single Engine	Jose Jimenez 202 Crescent Ave Leonia, NJ 07605	10/5/2021	Single Engine LEONIA NJ	Not found in Other Apts		
N2946C	Cessna 180	Single Engine	Arthur Mannis PO Box 667 Crompond, NY 10517	7/31/2012	Single Engine SOMERS NY	Not found in Other Apts		
N296CT	Flight Design GMBH CTSW		Kent Wien 42 Toc Dr. Apt 404 Highland, NY 12528	10/5/2017	Single Engine POWHATAN VA	Not found in Other Apts		
N3024C	Piper PA-28-181	Single Engine	Cash Management Consulting LLC, Bill Faulkner 15 James Way Granite Springs, NY 10527	5/21/2015	Single Engine GRANITE SPRINGS NY	Not found in Other Apts		
N30347	Cessna 177A	Single Engine	Rick Dennis 9 Titusville Hts Pough, NY 12603	10/5/2017	Single Engine POUGHKEEPSIE NY	Not found in Other Apts		
	3/9/18 acft based at KPOU, mle							
N3139V	Cessna R172K	Single Engine	Robert Lumb 95 New Hackensack Rd Lot 15 Wappinger Falls, NY 12590	7/31/2012	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts		
N3205A	CESSNA 170B		PETER RICHARDS 53 RIDGEVIEW RD POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts		
N32168	WACO VPF-7		VINCE PANGIA 2 Jefferson Plaza Suite 101 POK NY 12601	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts		
	3/9/18 acft is based at KPOU, mle							
N333ZX	Beechcraft Baron	Multi Engine	Imtiaz A Mallick 798 Rte 9 Fishkill,NY 12524	5/22/2014	Multi Engine WILMINGTON DE	Not found in Other Apts		
N3368K	Globe Swift		Jeffrey Fink	8/16/2019	Single Engine	Not found in		

	GC-1B		147 Main St, Apt 5B Ossining, NY 10562		OSSINING NY	Other Apts
N35544	Cessna 172L	Single Engine	Sunquest Aircraft, LLC 126 Old Hopewell Rd Wappingers Falls, NY12590	3/24/2021	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts
N355RL	Mooney M20J	Single Engine	Derek Wisong 21 Birch Ct Ossining, NY 10562	2/25/2020	Single Engine OSSINING NY	Not found in Other Apts
N357DW	Cessna 172S	Single Engine	Angela Greco 4 Redondo Dr Poughkeepsie, NY 12603	11/25/2020	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
	Full time @ HVRA as of 11/20					
N3778V	CESSNA 150M		HAROLD SMITH 301 SPACKENKILL RD POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N3966J	Cessna 150G	Single Engine	James Donick 28 Traver Rd Pleasant Valley, NY 12569	7/30/2010	Single Engine PLEASANT VALLEY NY	Not found in Other Apts
N398MW	Cirrus SR22	Single Engine	Michael Wise 260 Walsh Rd Lagrangeville, NY 12540	7/10/2017	Single Engine LAGRANGEVILLE NY	Not found in Other Apts
N3RX	CESSNA 172M		HARRY MORELLI 33 OSCAWANNA HGTS RD PUTNAM VALLEY NY 10579	5/14/2007	Single Engine PUTNAM VALLEY NY	Not found in Other Apts
N4395J	PIPER PA-28-140		RODNEY DOW 23 Lower Station Rd GARRISON NY	5/14/2007	Single Engine GARRISON NY	Not found in Other Apts
	4/2016 changed the tail# from N4359J to the correct tail# N4395J, also updated address MLE					
N44TS	Mooney M20J	Single Engine	Mark Napier 25 Bank St Apt 202H White Plains, NY 10606	5/28/2014	Single Engine HASTINGS ON HUDSON NY	Not found in Other Apts
	Moving to KPOU 6/1/14					
N4522X*DE-REGISTERED	Piper Archer		Watson Jones 1445 Vyse Ave. Bronx, NY 10459	7/17/2012	Single Engine DEREG	Not found in Other Apts
	*2021-04-20 Help Desk JL: This aircraft does not have a valid FAA registration / airworthiness certificate. It does not meet the criteria required to be counted as a based aircraft because it is not legally airworthy. 3/13/18 arcft is based at KPOU, mle					
N4538E	CESSNA 172N		GRASSHOPPER FLYING CLUB PO BOX 1956 POK NY 12601	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N453MF	MOONEY OVATION		WILLIAM SPAIN 191 EAST LAKE BLVD MAHOPAC NY 10501	5/14/2007	Single Engine MAHOPAC NY	Not found in Other Apts
N4814H	Piper PA-17	Single Engine	Robert Stubbs 36 Doran Dr Wappingers Falls, NY 12533	10/5/2021	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts
N5136L	PIPER PA-28-180		BRUCE BERKOWITZ 17 ANDOVER LN POK NY 12601	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N5179G	Cessna 305	Single Engine	Jonathan Elie	3/3/2022	Single Engine DEREG	Not found in Other Apts
N5215L	Piper PA-28-180	Single Engine	William Morehouse 21 Morehouse Dr Darien, CT 06820	5/21/2015	Single Engine TUCSON AZ	Not found in Other Apts
	3/12/18 acft is based at KPOU because of price, services, snow removal, employees & maintenance, per W. Morehouse					
N521AM	Aviat Aircraft Inc A-1B	Single Engine	Stick and Rudder LLC Adrian Garate	3/3/2022	Single Engine PURCHASE NY	Not found in Other Apts
N5254Q * PART-TIME	Cessna 172S	Single Engine	Howard Paritsky 4757 South Atlantic Ave, #704 Ponce Inlet, FL 32127	8/16/2019	Single Engine BOULDER CO	FYI
N5297V	Piper PA-28-180	Single Engine	Indulgences, Inc. c/o Vincent Morelli 4 Boswell Rd. Putnam Valley, NY 10579	5/28/2014	(Non 5010) GENOA CITY WI	Not found in Other Apts
N5304N	CESSNA 182Q		D.G. FLIGHTS INC BOX 95 LINCOLNDALE NY 10540	5/14/2007	Single Engine LINCOLNDALE NY	Not found in Other Apts
N5403H	Cessna 152	Single Engine	U.S. Aviation Group, LLC	12/7/2021	Single Engine DENTON TX	Not found in Other Apts
	Per James Hwang manager of U.S. Aviation, aircraft is full time at KPOU					
N547TJ	Cirrus SR22T		TJ Flying Adventures, LLC TJ Shembekar	12/3/2018	Single Engine DANBURY CT	Not found in Other Apts
N56424	MAULE M5-180C		PETER KIRCHNER 683 PEEKSKILL HOLLOW RD PUTNAM VALLEY NY 10579	5/14/2007	Single Engine COLD SPRING NY	Not found in Other Apts
N56766	PIPER PA32		JOHN PELUSE 2 FORREST WAY POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N58743	Beech D-45	Single Engine	DCC Foundation 53 Pendell Rd Poughkeepsie, NY 12601	4/6/2020	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N6052F	Cessna 162 Skycatcher	Single Engine	M&N Air Venture, Inc 50 Sherwood Heights Wappingers FAlls, NY 12590	4/8/2016	Single Engine WILMINGTON DE	Not found in Other Apts
N611H	NORTH AMERICAN NAVION-A		PETER KLEPP 18 Ridgeview Rd Hopewell Jct, NY 12533	5/14/2007	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts
N611KG	Cirrus SR22	Single Engine	Prockter Aviation, LLC 39 Theresa Court Lagrangeville, NY 12540	3/23/2021	Single Engine LAGRANGEVILLE NY	Not found in Other Apts
	Full time POU since 03/08/21, mld					
N621PA	Cessna 152	Single Engine	U.S. Aviation Group, LLC	12/7/2021	Single Engine DENTON TX	Not found in Other Apts
	Per James Hwang Manager of U.S. Aviation, aircraft is full time at KPOU					
N6251A	Cessna 182T	Single Engine	Sevgin Oktay 2807 Mulberry Ct Poughkeepsie, NY 12603	8/19/2010	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N654PP	Cirrus SR22	Single Engine	PP Transportation, LLC	3/24/2021	Single Engine NEWBURGH NY	Not found in Other Apts
N66120	Cessna 150		AL OSTEN 8 MIMS PATH POK NY 12603	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
	Mailing Address: c/o Southern Dutchess News, 84 E Main St. Wappingers Falls NY 12590					
N6616H	Cessna 172M	Single Engine	Anthony Burke 17 Four Winds Dr Poughkeepsie, NY 12603	6/6/2019	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N661AT	SIKORSKY S-76B		HELO LEASING LLC 767 5TH AVE NEW YORK NY 10153	5/14/2007	Helicopter NEW YORK NY	Not found in Other Apts
	4/12/2016 HelpDeskAJ: AAG Flight Ops sent email specifying that acft is based at POU. 3/9/18 AAG flight Ops sent email specifying that acft is based at POU full time					
N7023Q	Aerostar 601P		Hudson Valley Flight, LLC Deepesh Patel	12/3/2018	Multi Engine WAPPINGERS FALLS NY	Not found in Other Apts
N717JT	BEECHCRAFT 35-C33		PETER ZAJKOWSKI 25 HENDERSON ST POK NY 12601	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N71DL	BONANZA V-35P		FRANK ALGIER 1839 SOUTH RD WAPP FALLS NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts

N723CB	Rockwell Internat'l Commander		PRIVATE FLYER LLC 575 Madison Ave Suite 1006 NY, NY 10022	5/14/2007	Single Engine LEWES DE	Not found in Other Apts
	ME at POU advised airport is verifying status with owner who is non responsive to inquiries at times. Will leave as is until they receive a reply from owner.					
N737QC	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts
N7500F	CHAMPION CITABRIA		MIKE GRINDLEY 131 HILLVIEW AVE YONKERS NY	5/14/2007	Single Engine HOPEWELL JUNCTION NY	Not found in Other Apts
N75082	Piper PA-28-181	Single Engine	Up and Away Aviation, LLC PO Box 385 Fort Montgomery, NY 10922	2/25/2020	Single Engine FORT MONTGOMERY NY	Not found in Other Apts
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N7679S*PART TIME	Sikorsky S-76C	Helicopter	Associated Aircraft Group, Inc 32 Griffith Way Wappinger Falls, NY 12590	7/31/2012	Helicopter WAPPINGERS FALLS NY	Not found in Other Apts
	HelpDeskAJ 4/2016: AAG Flight Ops sent email specifying that acft is based at POU. ....*4/7/16 Based at KPOU per Flight Ops MLE...11/17 part time only per AAG flights ops,mle					
N7696C	CHEROKEE PA-28-235		JACOB HANSMANN PO BOX 237 JEFFERSON VALLEY NY 10535	5/14/2007	Single Engine MAHOPAC NY	Not found in Other Apts
N776HC	Enstrom 280FX		Cyclic Aviation LLC (Brian Page) 100 Salt Point Tpke Poughkeepsie, NY 12603	7/10/2012	Helicopter MILLBROOK NY	Not found in Other Apts
N78445	Cessna 172K	Single Engine	U.S. Aviation Group, LLC	10/5/2021	Single Engine DENTON TX	Not found in Other Apts
	Per James Hwang Manager of US Aviatio, aircraft is based Full-Time at KPOU					
N80975	CESSNA 172		TWIN CO FLYING CLUB PO Box 602 Wappingers Falls, NY 12590	5/14/2007	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts
N812MA	Aviat Husky A-1B	Single Engine	Emil Gould 6 Hilltop Dr Chappaqua NY 10514	10/4/2019	Single Engine CHAPPAQUA NY	Not found in Other Apts
	Per E. Gould full time at HVRA as of 9/2019					
N83225* PART TIME	Piper PA-28RT-201T	Single Engine	Wiser Air, LLC c/o Philip Wiser , 1 Oakledge Rd Bronxville, NY 10708	2/1/2017	Single Engine NEVADA CITY CA	Not found in Other Apts
	3/12/18 tenant maintains residence in CA and NY .Plane is at KGOO for part of year, per P. Wiser					
N8824C	Piper PA-28-181	Single Engine	Carols Rodriguez 8 Sheldon Dr Poughkeepsie, NY 12603	5/28/2014	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
N9123D	PIPER PA32		RON CHUGERMAN 18 Deerpath Dr New Paltz,NY 12561	5/14/2007	Single Engine POUGHKEEPSIE NY	Not found in Other Apts
	as of 6/28/16 New Address: 131 Riverview , Port Ewen, NY 12466 and Mailing Address: 42 Catharine St. Ste100, Pough. NY 12601(updated by MLE 2/1/17)					
N927TC	Cessna 172M	Single Engine	U.S. Aviation Group, LLC	10/5/2021	Single Engine DENTON TX	Not found in Other Apts
	Per James Hwang Manager of US Aviation, aircraft is Full-Time at KPOU					
N9370N	Piper Arrow PA-28-200R	Single Engine	U.S. Aviation Group, LLC	10/5/2021	Single Engine DENTON TX	Not found in Other Apts
	Per James Hwang, Manager of US Aviation, aircraft is based Full-Time at KPOU					
N93CD	Mooney M20M	Single Engine	Jonas De Leon 116 Pinehurst Ave. apt#D55 New York, NY 10033	3/23/2021	Single Engine NEW YORK NY	Not found in Other Apts
N9426E	Cessna 172	Single Engine	Bruce Cohen 10 Larissa La Wappingers Falls, NY 12590	7/30/2010	Single Engine WAPPINGERS FALLS NY	Not found in Other Apts
N9468D	Cessna Cutlass 172RG	Single Engine	Henry Kelly 6 Mancuso Dr Ossining, NY 10562	7/30/2010	Single Engine OSSINING NY	Not found in Other Apts
N954JH	Cessna 172M	Single Engine	U.S. Aviation Group, LLC	10/5/2021	Single Engine DENTON TX	Not found in Other Apts
	Per James Hwang Manager of US Aviation, aircraft is based Full -Time at KPOU					
N96BP	Cessna 404	Multi Engine	DCC Foundation 53 Pendell Rd Poughkeepsie, NY 12601	4/6/2020	Multi Engine POUGHKEEPSIE NY	Not found in Other Apts
N987JS	Beechcraft Baron		STEVEN ROMAINE 311 E. Green St, A Ithaca, NY 14850	5/14/2007	Multi Engine ITHACA NY	Not found in Other Apts
	Tenant of Dutchess Cty Airport - supplied aircraft info on 3/28/10					
N988TW	Maule M-7	Single Engine	Howard Martin 529 Rockland Ave Mamarinek, NY 10543	2/1/2017	Single Engine SCARSDALE NY	Not found in Other Apts

FAA Terminal Area Forecast

APO TERMINAL AREA FORECAST DETAIL REPORT
Forecast Issued February 2023

POU

				AIRCRAFT OPERATIONS										
	Enplanements			Itinerant Operations					Local Operations					
Fiscal Year	**Air Carrier**	**Commuter**	**Total**	**Air Carrier**	**Air Taxi & Commuter**	**GA**	**Military**	**Total**	**Civil**	**Military**	**Total**	**Total Ops**	**Total Tracon Ops**	**Based Aircraft**
REGION:AEA **STATE:**NY **LOCID:**POU														
CITY:POUGHKEEPSIE **AIRPORT:**HUDSON VALLEY RGNL														
1990	0	20,301	20,301	0	7,384	49,767	387	57,538	57,160	668	57,828	115,366	0	188
1991	0	4,996	4,996	0	4,434	67,267	231	71,932	73,548	766	74,314	146,246	0	188
1992	0	6,595	6,595	0	3,932	63,314	409	67,655	74,407	846	75,253	142,908	0	192
1993	0	6,719	6,719	0	3,839	65,768	351	69,958	70,097	846	70,943	140,901	0	192
1994	0	6,884	6,884	0	3,675	66,738	685	71,098	72,882	750	73,632	144,730	0	192
1995	0	7,676	7,676	0	4,045	62,588	390	67,023	71,553	502	72,055	139,078	0	192
1996	0	7,376	7,376	0	3,597	63,045	436	67,078	70,491	453	70,944	138,022	0	190
1997	0	6,529	6,529	0	3,183	69,133	134	72,450	77,061	44	77,105	149,555	0	190
1998	0	5,638	5,638	0	3,273	59,819	87	63,179	73,117	40	73,157	136,336	0	190
1999	0	5,978	5,978	0	3,281	58,051	30	61,362	70,770	56	70,826	132,188	0	187
2000	0	6,673	6,673	0	2,896	54,880	251	58,027	73,034	0	73,034	131,061	0	187
2001	0	5,062	5,062	0	2,119	54,900	99	57,118	77,235	13	77,248	134,366	0	165
2002	0	5,062	5,062	0	831	54,166	167	55,164	79,432	28	79,460	134,624	0	145
2003	0	0	0	0	869	49,544	113	50,526	83,611	60	83,671	134,197	0	146
2004	0	0	0	0	582	49,849	90	50,521	77,845	210	78,055	128,576	0	184
2005	0	0	0	6	822	48,230	140	49,198	77,212	278	77,490	126,688	0	184
2006	0	0	0	5	600	44,027	211	44,843	68,775	130	68,905	113,748	0	195
2007	0	6	6	2	888	39,508	154	40,552	59,120	242	59,362	99,914	0	198
2008	0	2	2	0	732	35,926	124	36,782	49,284	140	49,424	86,206	0	128
2009	0	2	2	13	626	29,184	287	30,110	26,218	516	26,734	56,844	0	117
2010	0	11	11	6	1,055	33,974	337	35,372	32,317	443	32,760	68,132	0	106
2011	0	3	3	285	813	34,397	202	35,697	34,865	546	35,411	71,108	0	105
2012	0	0	0	434	797	37,355	244	38,830	47,383	318	47,701	86,531	0	116
2013	0	5	5	4	636	33,411	345	34,396	45,246	222	45,468	79,864	0	120
2014	0	0	0	1	596	33,302	236	34,135	43,831	190	44,021	78,156	0	133
2015	0	0	0	4	605	33,167	142	33,918	40,614	166	40,780	74,698	0	119
2016	0	0	0	1	609	30,750	172	31,532	38,580	201	38,781	70,313	0	112
2017	0	2	2	0	750	27,352	170	28,272	31,942	56	31,998	60,270	0	99
2018	0	6	6	7	869	26,011	106	26,993	29,946	174	30,120	57,113	0	96
2019	0	8	8	4	804	21,899	153	22,860	21,361	89	21,450	44,310	0	84

APO TERMINAL AREA FORECAST DETAIL REPORT
Forecast Issued February 2023

POU

	AIRCRAFT OPERATIONS													
	Enplanements			Itinerant Operations					Local Operations					
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total	Total Ops	Total Tracon Ops	Based Aircraft
2020	0	18	18	8	1,028	20,624	90	21,750	21,971	25	21,996	43,746	0	80
2021	0	33	33	11	1,767	24,726	174	26,678	24,651	122	24,773	51,451	0	84
2022*	0	18	18	9	2,074	29,143	169	31,395	32,428	59	32,487	63,882	0	86
2023*	0	18	18	9	2,074	29,143	169	31,395	32,465	59	32,524	63,919	0	88
2024*	0	18	18	9	2,074	29,143	169	31,395	32,502	59	32,561	63,956	0	90
2025*	0	18	18	9	2,074	29,143	169	31,395	32,539	59	32,598	63,993	0	92
2026*	0	18	18	9	2,074	29,143	169	31,395	32,576	59	32,635	64,030	0	94
2027*	0	18	18	9	2,074	29,143	169	31,395	32,613	59	32,672	64,067	0	96
2028*	0	18	18	9	2,074	29,143	169	31,395	32,650	59	32,709	64,104	0	98
2029*	0	18	18	9	2,074	29,143	169	31,395	32,687	59	32,746	64,141	0	100
2030*	0	18	18	9	2,074	29,143	169	31,395	32,724	59	32,783	64,178	0	102
2031*	0	18	18	9	2,074	29,143	169	31,395	32,761	59	32,820	64,215	0	104
2032*	0	18	18	9	2,074	29,143	169	31,395	32,798	59	32,857	64,252	0	106
2033*	0	18	18	9	2,074	29,143	169	31,395	32,835	59	32,894	64,289	0	108
2034*	0	18	18	9	2,074	29,143	169	31,395	32,872	59	32,931	64,326	0	110
2035*	0	18	18	9	2,074	29,143	169	31,395	32,909	59	32,968	64,363	0	112
2036*	0	18	18	9	2,074	29,143	169	31,395	32,946	59	33,005	64,400	0	114
2037*	0	18	18	9	2,074	29,143	169	31,395	32,983	59	33,042	64,437	0	116
2038*	0	18	18	9	2,074	29,143	169	31,395	33,020	59	33,079	64,474	0	118
2039*	0	18	18	9	2,074	29,143	169	31,395	33,057	59	33,116	64,511	0	120
2040*	0	18	18	9	2,074	29,143	169	31,395	33,095	59	33,154	64,549	0	122
2041*	0	18	18	9	2,074	29,143	169	31,395	33,133	59	33,192	64,587	0	124
2042*	0	18	18	9	2,074	29,143	169	31,395	33,171	59	33,230	64,625	0	126
2043*	0	18	18	9	2,074	29,143	169	31,395	33,209	59	33,268	64,663	0	128
2044*	0	18	18	9	2,074	29,143	169	31,395	33,247	59	33,306	64,701	0	130
2045*	0	18	18	9	2,074	29,143	169	31,395	33,285	59	33,344	64,739	0	132
2046*	0	18	18	9	2,074	29,143	169	31,395	33,323	59	33,382	64,777	0	134
2047*	0	18	18	9	2,074	29,143	169	31,395	33,361	59	33,420	64,815	0	136
2048*	0	18	18	9	2,074	29,143	169	31,395	33,399	59	33,458	64,853	0	138
2049*	0	18	18	9	2,074	29,143	169	31,395	33,437	59	33,496	64,891	0	140

APO TERMINAL AREA FORECAST DETAIL REPORT
Forecast Issued February 2023

POU

	AIRCRAFT OPERATIONS													
	Enplanements			Itinerant Operations					Local Operations					
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total	Total Ops	Total Tracon Ops	Based Aircraft
2050*	0	18	18	9	2,074	29,143	169	31,395	33,475	59	33,534	64,929	0	142

ATADS Data

ATADS : Airport Operations : Standard Report

From 01/2010 To 12/2021 | Facility=POU

Calendar Year	Facility	State	Region	DDSO Service Area	Class	Air Carrier	Air Taxi	Itinerant General Aviation	Itinerant Military	Itinerant Total	Local Civil	Local Military	Local Total	Total Operations
2010	POU	NY	AEA	EN	Towers with Radar	8	1,038	35,860	328	37,234	35,884	491	36,375	73,609
2011	POU	NY	AEA	EN	Towers with Radar	423	847	34,674	178	36,122	36,618	480	37,098	73,220
2012	POU	NY	AEA	EN	Towers with Radar	293	736	35,791	321	37,141	47,503	362	47,865	85,006
2013	POU	NY	AEA	EN	Towers with Radar	4	659	33,401	291	34,355	43,751	262	44,013	78,368
2014	POU	NY	AEA	EN	Towers with Radar	1	592	32,992	190	33,775	42,451	58	42,509	76,284
2015	POU	NY	AEA	EN	Towers with Radar	4	643	33,165	191	34,003	43,161	204	43,365	77,368
2016	POU	NY	AEA	EN	Towers with Radar	1	600	30,735	149	31,485	36,951	177	37,128	68,613
2017	POU	NY	AEA	EN	Towers with Radar	1	783	26,889	154	27,827	30,710	76	30,786	58,613
2018	POU	NY	AEA	EN	Towers with Radar	7	888	24,297	127	25,319	27,991	156	28,147	53,466
2019	POU	NY	AEA	EN	Towers with Radar	7	795	22,142	131	23,075	21,262	75	21,337	44,412
2020	POU	NY	AEA	EN	Towers with Radar	9	1,129	20,245	99	21,482	21,615	109	21,724	43,206
2021	POU	NY	AEA	EN	Towers with Radar	6	1,911	27,740	164	29,821	28,445	40	28,485	58,306
Sub-Total for Unknown						764	10,621	357,931	2,323	371,639	416,342	2,490	418,832	790,471
Sub-Total for EN						764	10,621	357,931	2,323	371,639	416,342	2,490	418,832	790,471
Sub-Total for AEA						764	10,621	357,931	2,323	371,639	416,342	2,490	418,832	790,471
Sub-Total for NY						764	10,621	357,931	2,323	371,639	416,342	2,490	418,832	790,471
Sub-Total for POU						764	10,621	357,931	2,323	371,639	416,342	2,490	418,832	790,471
Total:						**764**	**10,621**	**357,931**	**2,323**	**371,639**	**416,342**	**2,490**	**418,832**	**790,471**

Report created on Tue Feb 1 11:39:21 EST 2022

Sources: Air Traffic Activity System (ATADS)

Show data notices.

ATADS : Airport Operations : Standard Report

From 01/2021 To 12/2021 | Facility=POU

Date	Facility	State	Region	DDSO Service Area	Class	Itinerant Air Carrier	Itinerant Air Taxi	Itinerant General Aviation	Itinerant Military	Itinerant Total	Local Civil	Local Military	Local Total	Total Operations
Jan-21	POU	NY	AEA	EN	Towers with Radar	0	83	1,260	13	1,356	1,187	0	1,187	2,543
Feb-21	POU	NY	AEA	EN	Towers with Radar	0	67	981	4	1,052	766	12	778	1,830
Mar-21	POU	NY	AEA	EN	Towers with Radar	0	83	1,560	20	1,663	1,604	0	1,604	3,267
Apr-21	POU	NY	AEA	EN	Towers with Radar	2	137	2,363	20	2,522	2,376	0	2,376	4,898
May-21	POU	NY	AEA	EN	Towers with Radar	3	201	2,846	8	3,058	3,192	4	3,196	6,254
Jun-21	POU	NY	AEA	EN	Towers with Radar	1	182	2,694	16	2,893	2,722	8	2,730	5,623
Jul-21	POU	NY	AEA	EN	Towers with Radar	0	223	2,297	11	2,531	1,918	0	1,918	4,449
Aug-21	POU	NY	AEA	EN	Towers with Radar	0	278	2,724	23	3,025	2,418	8	2,426	5,451
Sep-21	POU	NY	AEA	EN	Towers with Radar	0	188	2,999	30	3,217	3,228	0	3,228	6,445
Oct-21	POU	NY	AEA	EN	Towers with Radar	0	219	3,022	2	3,243	3,335	0	3,335	6,578
Nov-21	POU	NY	AEA	EN	Towers with Radar	0	148	2,970	11	3,129	3,607	4	3,611	6,740
Dec-21	POU	NY	AEA	EN	Towers with Radar	0	102	2,024	6	2,132	2,092	4	2,096	4,228
Sub-Total for Unknown						6	1,911	27,740	164	29,821	28,445	40	28,485	58,306
Sub-Total for EN						6	1,911	27,740	164	29,821	28,445	40	28,485	58,306
Sub-Total for AEA						6	1,911	27,740	164	29,821	28,445	40	28,485	58,306
Sub-Total for NY						6	1,911	27,740	164	29,821	28,445	40	28,485	58,306
Sub-Total for POU						6	1,911	27,740	164	29,821	28,445	40	28,485	58,306
Total:						**6**	**1,911**	**27,740**	**164**	**29,821**	**28,445**	**40**	**28,485**	**58,306**

ATADS : Airport Operations : Peak Days Report

From 01/2021 To 12/2021 | Facility=POU

Total Airport Operations - Top 5

		Itinerant			Local			
Facility	Date	Air Carrier	Air Taxi	General Aviation	Military	Civil	Military	Total Operations
POU	9/11/2021	0	4	151	0	296	0	451
POU	10/2/2021	0	13	151	0	254	0	418
POU	4/24/2021	0	7	156	0	232	0	395
POU	11/1/2021	0	4	152	0	237	0	393
POU	9/12/2021	0	18	147	0	222	0	387
Top 5 Total		**0**	**46**	**757**	**0**	**1241**	**0**	**2044**
Overall		**0**	**46**	**757**	**0**	**1241**	**0**	**2044**

Report created on Sat Jan 29 17:23:40 EST 2022

Sources: Air Traffic Activity System (ATADS)

Show data notices.

Traffic Flow Management System Counts 201 -2021

TFMSC 2010-2021

Sum of Total Row Labels	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
A	**2620**	**2276**	**2483**	**1933**	**2283**	**2556**	**1174**	**1360**	**1689**	**1686**	**1495**	**2070**
I	**2585**	**2234**	**2477**	**1914**	**2253**	**2507**	**1122**	**1316**	**1650**	**1641**	**1463**	**2025**
AA1 - American AA-1 Trainer	2	1			1	2					1	
AA5 - American AA-5 Traveler	6	8	3	17	16	14	2	4	6	2	9	10
AA5B - American Traveler	4											
AC11 - North American Commander 112	36	13	9	9	12	9	3		9	16	2	5
B36T - Allison 36 Turbine Bonanza			1		1							
BE23 - Beech 23 Sundowner	5	4	1	5	13	11	2	10		3	2	2
BE24 - Beech 24 Sierra	14	1	5	1		3	1	1	6	2	4	2
BE33 - Beech Bonanza 33	35	26	21	20	26	21	13	14	10	12	11	9
BE35 - Beech Bonanza 35	54	43	29	20	70	82	57	48	60	43	29	36
BE36 - Beech Bonanza 36	144	113	132	114	145	106	88	74	101	58	45	102
BE55 - Beech Baron 55	24	13	12	18	16	21	13	11	3	3	5	15
BE65 - Beech 65 Queen Air				2								
BE76 - Beech 76 Duchess	1		3	1		2		1				2
BE77 - Beech 77 Skipper				11	1	3						
C150 - Cessna 150	5	5	5	11	3	6	2	1				2
C152 - Cessna 152	80	121	147	35	41	51	2	1	2		5	
C172 - Cessna Skyhawk 172/Cutlass	874	798	976	454	416	570	178	224	241	320	280	572
C177 - Cessna 177 Cardinal	26	7	35	34	11	14	3	3	5	5	3	4
C182 - Cessna Skylane 182	127	141	138	136	177	215	76	91	113	122	116	96
C210 - Cessna 210 Centurion	20	20	17	14	10	8	8	4	15	4	4	7
C240 - Cessna TTx Model T240							2				1	1
C310 - Cessna 310	15	10	25	18	23	19	4	3	4	4	5	2
C82R - Cessna Skylane RG	2	4	6	3	5	2	2	5		2	1	2
CH7B - Bellanca 7GCBC Citabria						1						
COL3 - Lancair LC-40 Columbia 400	7	12	7	22	6	2	2	2	1	3		4
COL4 - Lancair LC-41 Columbia 400	6	10	9	14	5	16	2	6	7	1	1	7
DA20 - Diamond DA 20		1		1	1	2						
DA40 - Diamond Star DA40	14	10	17	16	13	10	9	12	19	20	19	28
DA42 - Diamond Twin Star			4		3		1	1	3	5	2	2

	E550 - Embraer Legacy 500									2	2	8	10
	EA50 - Eclipse 500	8	17	6	6	1	4	10	6	2		2	2
	KODI - Quest Kodiak		2								2		
	M20P - Mooney M-20C Ranger	67	78	80	66	109	88	41	39	53	44	29	25
	M20T - Turbo Mooney M20K	29	39	31	24	32	24	30	39	20	10	3	11
	MU2 - Mitsubishi Marquise/Solitaire	22	28	34	33	34	44	40	26	18	32	8	12
	P210 - Riley Super P210	1		1	7	4		1	1				
	P28A - Piper Cherokee	243	187	180	190	232	248	217	253	394	393	427	446
	P28B - Piper Turbo Dakota	16	22	21	15	17	24	8	10	12	15	10	12
	P28R - Cherokee Arrow/Turbo	61	58	67	71	81	64	46	39	82	44	50	75
	P32R - Piper 32	5	4	6	7	2	14	11	12	4	4	4	15
	P46T - Piper Malibu Meridian	2	5	2	3	12	13	9	11	24		5	4
	PA23 - Piper PA-23		5	2	1		2						
	PA24 - Piper PA-24	16	12	12	8	14	24	5	7	2	3	5	2
	PA27 - Piper Aztec	25	6	7	3	4	2	6	10	10	9	3	10
	PA28 - Piper Cherokee	117	68	92	111	139	136	5	2	5	3	2	3
	PA30 - Piper PA-30	4	3	1	6	7	2	3	3	1	11	8	8
	PA31 - Piper Navajo PA-31	27	32	58	31	12	34	15	12	11	6	8	20
	PA32 - Piper Cherokee Six	75	39	42	47	66	62	31	29	43	59	33	52
	PA34 - Piper PA-34 Seneca	12	12	12	15	17	15	6	12	5	6	9	20
	PA36 - Piper PA-36			1			1						
	PA38 - Piper Tomahawk PA38	45	5	42	112	264	199	10					
	PA44 - Piper Seminole	4	5	6	5	5	36	2	19	6	13	1	8
	PA46 - Piper Malibu	14	13	3	12	5	11	2	4	10	17	6	11
	PA60 - Aero Star	1					1						
	PAT4 - Piper PA-31T3-500	2											
	S22T - Cirrus SR-22 Turbo							2	1	24	24	36	62
	SR20 - Cirrus SR-20	35	64	24	33	39	67	55	93	91	66	52	64
	SR22 - Cirrus SR 22	240	157	134	120	124	182	85	163	183	231	188	215
	T210 - Cessna T210M						2				1	1	7
	TBM7 - Socata TBM-7	8	8	4	6	12	10	6	4	9	1	6	9
	TBM8 - Socata TBM-850	5	4	7	6	6	8	6	5	25	14	5	6
	TBM9 - Socata TBM									9	6	9	6
II		**35**	**42**	**6**	**19**	**30**	**49**	**52**	**44**	**39**	**45**	**32**	**45**
	DHC6 - DeHavilland Twin Otter						1						

PC12 - Pilatus PC-12	35	42	6	19	30	48	52	44	39	45	32	45
Approach												
Design												
Type												
B	**1066**	**877**	**944**	**904**	**887**	**806**	**709**	**920**	**1072**	**907**	**759**	**1191**
I	**579**	**521**	**549**	**476**	**447**	**420**	**335**	**356**	**434**	**380**	**240**	**356**
AC90 - Gulfstream Commander	4	6		22		2	2			2		3
AEST - Piper Aero Star	8	6	6	9	15	20	4	2	42	14	14	6
BE10 - Beech King Air 100 A/B	3	3	9	7	10	2	1		4			
BE40 - Raytheon/Beech Beechjet 400/T-1	56	31	39	42	81	91	62	52	62	48	36	35
BE58 - Beech 58	167	161	196	165	95	81	49	60	59	24	31	30
BE60 - Beech 60 Duke	2	4	6	1	4	3	7				4	32
BE9 - Beechcraft C99 Airliner; Beech Aircraft									1			
BE99 - Beech Airliner 99	105	105	97	101	95	99	100	89	76	88	84	80
BE9L - Beech King Air 90	25	43	57	25	8	22	22	71	84	140	22	90
BL8 - Bellanca 8 Scout	1				1	3						
C206 - Cessna 206 Stationair	18	14	23	22	26	16	7	9	13	4	5	4
C25A - Cessna Citation CJ2	5	2	5	8	9	12	16	10	8	6	3	7
C25M - Cessna Citation M2									5			2
C340 - Cessna 340	9	8	5		4	17	1	9	6	3	5	3
C402 - Cessna 401/402	10	9	1	3	7	1			2			
C404 - Cessna 404 Titan		6							1			
C414 - Cessna Chancellor 414	57	6	10	10	15	2	5	3	12	6	8	3
C421 - Cessna Golden Eagle 421	12	2	23	27	24	11	14			2	7	
C425 - Cessna 425 Corsair		1	3		1			1				2
C500 - Cessna 500/Citation I					6				4	4		
C501 - Cessna I/SP	9	14	6	4		2	2	2				
C510 - Cessna Citation Mustang	6	3		6	4	2	2	2	8	3	2	4
C525 - Cessna CitationJet/CJ1	29	42	13	12	26	17	13	20	6	18	5	21
E50P - Embraer Phenom 100	13	14	6	2	4	8	8	10	10	2	6	8
FA10 - Dassault Falcon/Mystère 10	6	6		6	2		2	2	4	2		
H25C - BAe/Raytheon HS 125-1000/Hawker 1000		6	4	2		2				2		
HDJT - HONDA HA-420 HondaJet									4	2	3	22
P180 - Piaggio P-180 Avanti	34	22	26				4		8	2		
PAY1 - Piper Cheyenne 1		3	2		8	3	3	9	2	2	1	2

PAY2 - Piper Cheyenne 2		2								6		
PAY3 - Piper PA-42-720 Cheyenne 3			1				1					
PAY4 - Piper Cheyenne 400		2	2									
PRM1 - Raytheon Premier 1/390 Premier 1			8	2	2	4	8	5	11		4	
SBR1 - North American Rockwell Sabre 40/60							2		2			2
TEX2 - Raytheon Texan 2			1									
II	**487**	**356**	**395**	**425**	**436**	**380**	**372**	**563**	**630**	**525**	**519**	**818**
AC50 - Aero Commander 500	3		1	4	1		2					
AC80 - Aero Commander Turbo 680							2					
AC95 - Gulfstream Jetprop Commander 1000			2				1					
B350 - Beech Super King Air 350	22	8	10	21	38	28	34	65	48	37	57	47
BE20 - Beech 200 Super King	163	70	49	30	21	25	20	18	17	45	20	23
BE30 - Raytheon 300 Super King Air	19	11	15	11	16	14	18	5	11	5	16	5
BE90 - Beech King Air 90	10	8	18	2	12	10	1					
BE9T - Beech F90 King Air	10	6	5	10	9	10	1	2		5		
C208 - Cessna 208 Caravan	8	7	8	10	3	1	6	4	14	8	5	7
C25B - Cessna Citation CJ3	12	14	14	12	18	18	12	54	52	10	14	26
C25C - Cessna Citation CJ4			2				6	2	45	45	6	13
C441 - Cessna Conquest	2	2	3	3	6					2		3
C550 - Cessna Citation II/Bravo	18	16	12	30	32	19	28	12	19	10	6	10
C551 - Cessna Citation II/SP							2	2				
C560 - Cessna Citation V/Ultra/Encore	50	53	68	70	57	41	29	64	67	40	53	72
C56X - Cessna Excel/XLS	72	83	119	129	126	102	67	101	103	57	48	82
C650 - Cessna III/VI/VII	7	9	4	8	2	6	4	8	4	2		4
C680 - Cessna Citation Sovereign	27	31	8	34	17	20	26	33	24	26	13	50
C68A - Cessna Citation Latitude								16	28	35	82	113
C750 - Cessna Citation X	30	15	18	13	21	20	17	31	28	20	15	37
D328 - Dornier 328 Series												2
E110 - Embraer EMB110								10	20	4	15	8
E545 - Embraer EMB-545 Legacy 450								4	1	25	28	39
E55P - Embraer Phenom 300				6	29	38	54	81	111	112	97	209
F2TH - Dassault Falcon 2000	5	14	23	14	18	12	18	30	26	18	16	20
F900 - Dassault Falcon 900	14	2	2	8	2	10	12	12	8	11	13	20
FA20 - Dassault Falcon/Mystère 20	1		4			2		2				
FA50 - Dassault Falcon/Mystère 50	8	7	6	4	4	2	8	4		8	15	14

	HA4T - Hawker 4000	2		2		2		4	2	4			2
	J328 - Fairchild Dornier 328 Jet												12
	SF34 - Saab SF 340	2											
	SW3 - Fairchild Swearingen SA-226T/TB Merlin 3	2		2	6		2						
	SW4 - Swearingen Merlin 4/4A Metro2					2			1				
III					**2**	**4**	**2**	**1**	**1**	**7**	**2**		**17**
	C207 - Cessna Turbo Stationair 7					1	1						
	CN35 - CASA CN-235				2	3	1	1		1			1
	DH8B - Bombardier DHC8-200												4
	FA7X - Dassault Falcon F7X								1	4	2		12
	SB20 - Saab 2000									2			
IV					**1**		**4**	**1**		**1**			
	C17 - Boeing Globemaster 3				1		4	1		1			
C		**215**	**228**	**185**	**178**	**243**	**176**	**192**	**200**	**211**	**195**	**178**	**325**
I		**149**	**135**	**102**	**94**	**138**	**99**	**114**	**62**	**79**	**67**	**40**	**87**
	H25A - BAe HS 125-1/2/3/400/600			4		1		2					2
	H25B - BAe HS 125/700-800/Hawker 800	52	59	46	33	49	44	36	28	16	16	16	43
	LJ24 - Bombardier Learjet 24	8	7										
	LJ25 - Bombardier Learjet 25	8	4			15	4						
	LJ31 - Bombardier Learjet 31/A/B	2	10	2	4	6	8	15	5	6	4	4	4
	LJ40 - Learjet 40; Gates Learjet	6	6	17	6	14	8			4		2	2
	LJ45 - Bombardier Learjet 45	11	8	12	12	8	15	17	7	14	8	2	16
	LJ55 - Bombardier Learjet 55	8	8	3	6	4	4	4	1		2		
	LJ60 - Bombardier Learjet 60	54	31	16	33	41	16	40	21	39	35	16	20
	WW24 - IAI 1124 Westwind		2	2							2		
II		**54**	**87**	**69**	**78**	**95**	**66**	**75**	**128**	**130**	**126**	**105**	**190**
	ASTR - IAI Astra 1125		2							4	2		
	CL30 - Bombardier (Canadair) Challenger 300	20	51	34	37	45	40	35	58	44	34	44	65
	CL35 - Bombardier Challenger 300							4	30	56	42	31	67
	CL60 - Bombardier Challenger 600/601/604	22	16	8	15	22	2	19	12	13	18	6	30
	E135 - Embraer ERJ 135/140/Legacy	4	6	2	4	2	4	3	2				6
	E35L - Embraer 135 LR											2	4
	G150 - Gulfstream G150		4	9	2		8	2		3	8	10	6
	G280 - Gulfstream G280					2	4	4	12		11	2	8
	GALX - IAI 1126 Galaxy/Gulfstream G200	6	4	10	20	22		4	2	4	4		

GLF2 - Gulfstream II/G200									2			
GLF3 - Gulfstream III/G300	2	4	6		2	6		2	2	1	2	
LJ75 - Learjet 75						2	4	10	2	6	8	4
III	**12**	**6**	**14**	**6**	**10**	**10**	**2**	**10**	**2**	**2**	**33**	**48**
GL5T - Bombardier BD-700 Global 5000		2	2					6			2	10
GLEX - Bombardier BD-700 Global Express	12	4	12	6	10	10	2	4	2	2	31	38
IV						**1**	**1**					
C130 - Lockheed 130 Hercules						1	1					
Category												
Group												
(blank)												
D	**77**	**119**	**115**	**101**	**99**	**105**	**115**	**45**	**49**	**40**	**33**	**59**
I	**19**	**12**	**15**	**21**	**7**	**10**	**6**	**13**	**5**	**4**		**18**
F18 - Boeing FA-18 Hornet	1											
F18S - F18 Hornet								1				
LJ35 - Bombardier Learjet 35/36	18	12	15	21	7	10	6	12	5	4		18
II	**28**	**41**	**49**	**29**	**34**	**32**	**36**	**26**	**28**	**22**	**14**	**19**
GLF4 - Gulfstream IV/G400	28	41	49	29	34	32	36	26	28	22	14	19
III	**30**	**66**	**51**	**51**	**58**	**63**	**73**	**6**	**16**	**14**	**19**	**22**
GLF5 - Gulfstream V/G500	30	66	51	16	30	19	40	6	16	8	17	14
GLF6 - Gulfstream				35	28	44	33			6	2	8
No Data	**829**	**550**	**472**	**459**	**381**	**382**	**268**	**360**	**321**	**224**	**165**	**320**
Grand Total	**4807**	**4050**	**4199**	**3575**	**3893**	**4025**	**2458**	**2887**	**3342**	**3056**	**2630**	**3965**

User	Air Taxi											
TFMSC 2010-2021												
Sum of Total	**Column Labels**											
Row Labels	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
A										**2**	**6**	**2**
I										**2**	**6**	**2**
E550 - Embraer Legacy 500										2	6	2
B	**129**	**158**	**134**	**178**	**187**	**197**	**141**	**240**	**260**	**202**	**217**	**362**
I	**16**	**9**	**12**	**10**	**30**	**59**	**24**	**4**	**2**			
BE40 - Raytheon/Beech Beechjet 400/T-1	16	3	12	8	30	57	22	2				
C525 - Cessna CitationJet/CJ1		4										
E50P - Embraer Phenom 100		2		2		2	2	2	2			
II	**113**	**149**	**122**	**168**	**157**	**138**	**117**	**236**	**258**	**202**	**217**	**362**
C25B - Cessna Citation CJ3	8	13	6	2								
C560 - Cessna Citation V/Ultra/Encore	14	31	30	16	10	6	2	16	15			
C56X - Cessna Excel/XLS	51	63	49	95	88	65	34	81	70	28	14	29
C650 - Cessna III/VI/VII	1	1										
C680 - Cessna Citation Sovereign	21	21	6	26	11	20	18	19	20	16	10	25
C68A - Cessna Citation Latitude								14	28	33	82	113
C750 - Cessna Citation X	18	13	16	13	15	12	13	23	20	14		
E545 - Embraer EMB-545 Legacy 450								4	1	25	28	39
E55P - Embraer Phenom 300				4	23	28	44	71	96	86	83	156
F2TH - Dassault Falcon 2000		7	15	12	10	7	6	8	8			
C	**29**	**38**	**30**	**33**	**48**	**38**	**34**	**62**	**62**	**69**	**65**	**99**
I	**17**	**22**	**14**	**8**	**16**	**18**	**14**	**2**	**4**	**10**		**4**
H25B - BAe HS 125/700-800/Hawker 800	14	18	7	8	12	9	4					
LJ40 - Learjet 40; Gates Learjet		4	5			4						
LJ45 - Bombardier Learjet 45			2		4	5	10	2	4	4		
LJ60 - Bombardier Learjet 60	3									6		4
II	**12**	**16**	**16**	**25**	**32**	**20**	**20**	**58**	**58**	**59**	**63**	**95**
CL30 - Bombardier (Canadair) Challenger 300	5	8	6	6	12	18	12	22	6	14	28	26
CL35 - Bombardier Challenger 300							4	24	46	33	31	63
CL60 - Bombardier Challenger 600/601/604	1								4	6	2	6
E135 - Embraer ERJ 135/140/Legacy	2	4	2		2			2				

GALX - IAI 1126 Galaxy/Gulfstream G200	4	4	8	19	18								
LJ75 - Learjet 75						2	4	10	2	6	2		
III								**2**			**2**		
GL5T - Bombardier BD-700 Global 5000								2			2		
D										**2**			
II										**2**			
GLF4 - Gulfstream IV/G400										2			
No Data						**1**	**1**	**3**	**1**		**2**	**9**	
No Data						**1**	**1**	**3**	**1**		**2**	**9**	
-1 - unknown						1	1	3	1		2	3	
C700 - Cessna Citation Longitude												6	
Grand Total	**158**	**196**	**164**	**211**	**235**	**236**	**176**	**305**	**323**	**275**	**290**	**472**	

FAA Airport Master Record 5010

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 12/22/2021
AFD EFF 12/02/2021
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY:	POUGHKEEPSIE	4 STATE: NY	LOC ID: POU	FAA SITE NR: 15989.2*A
> 2 AIRPORT NAME:	HUDSON VALLEY RGNL		5 COUNTY: DUTCHESS, NY	
3 CBD TO AIRPORT (NM): 4 S		6 REGION/ADO: AEA /NYC	7 SECT AERO CHT: NEW YORK	

GENERAL

10 OWNERSHIP:	PUBLIC
> 11 OWNER:	DUTCHESS COUNTY
> 12 ADDRESS:	22 MARKET ST POUGHKEEPSIE, NY 12601
> 13 PHONE NR:	845-486-2000
> 14 MANAGER:	JEFF DURAND
> 15 ADDRESS:	263 NEW HACKENSACK RD WAPPINGERS FALLS, NY 12590
> 16 PHONE NR:	845-463-6000

> 17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0700-2130

18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	41-37-35.7N ESTIMATED
20 ARPT LONG:	73-53-3.1W
21 ARPT ELEV:	163.5 SURVEYED
22 ACREAGE:	640
> 23 RIGHT TRAFFIC:	NO
> 24 NON-COMM LANDING:	YES
25 NPIAS/FED AGREEMENTS:	YES / NGRY
> 26 FAR 139 INDEX:	IV A U 01/1985

SERVICES

> 70 FUEL:	100LL A
> 71 AIRFRAME RPRS:	MAJOR
> 72 PWR PLANT RPRS:	MAJOR
> 73 BOTTLE OXYGEN:	
> 74 BULK OXYGEN:	
75 TSNT STORAGE:	HGR TIE
76 OTHER SERVICES:	CARGO,CHTR,INSTR, RNTL,SALES

FACILITIES

> 80 ARPT BCN:	CG
> 81 ARPT LGT SKED:	SEE RMK
BCN LGT SKED:	SS-SR
> 82 UNICOM:	122.950
> 83 WIND INDICATOR:	YES-L
84 SEGMENTED CIRCLE:	NONE
85 CONTROL TWR:	YES
86 FSS:	NEW YORK
87 FSS ON ARPT:	NO
88 FSS PHONE NR:	
89 TOLL FREE NR:	1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	74
91 MULTI ENG:	5
92 JET:	0
93 HELICOPTERS:	4
TOTAL:	83
94 GLIDERS:	0
95 MILITARY:	2
96 ULTRA-LIGHT:	0

OPERATIONS

100 AIR CARRIER:	16
102 AIR TAXI:	2,382
103 G A LOCAL:	27,093
104 G A ITNRNT:	21,041
105 MILITARY:	204
TOTAL:	50,736

OPERATIONS FOR 12 MONTHS ENDING 05/31/2021

RUNWAY DATA

> 30 RUNWAY IDENT:		**07/25**	**15/33**	**06/24**
> 31 LENGTH:		1,358	2,744	5,001
> 32 WIDTH:		100	100	100
> 33 SURF TYPE-COND:		TURF-G	ASPH-CONC-G	ASPH-E
> 34 SURF TREATMENT:				GRVD
35 GROSS WT:	S		35.0	50.0
36 (IN THSDS)	D		45.0	60.0
37	2D		80.0	110.0
38	2D/2DS			
> 39 PCN:		////	26/F/D/W/T	42/F/D/W/T
LIGHTING/APCH AIDS				
> 40 EDGE INTENSITY:			MED	HIGH
> 42 RWY MARK TYPE-COND:		- / -	BSC- G / BSC- G	PIR- G / NPI- G
> 43 VGSI:		/	/ V4L	P4L / P4L
44 THR CROSSING HGT:		/	/ 64	57 / 57
45 VISUAL GLIDE ANGLE:		/	/ 3.75	3.00 / 3.42
> 46 CNTRLN-TDZ:		- / -	- / -	- / -
> 47 RVR-RVV:		- / -	- / -	- / -
> 48 REIL:		/	/ Y	/ Y
> 49 APCH LIGHTS:		/	/	MALSR /
OBSTRUCTION DATA				
50 FAR 77 CATEGORY:		A(V) / A(V)	B(V) / B(V)	PIR / C
> 51 DISPLACED THR:		/	/	/ 115
> 52 CTLG OBSTN:		/ ANT	TREES / TREES	TREE / TREE
> 53 OBSTN MARKED/LGTD:		/ LM	/	/ L
> 54 HGT ABOVE RWY END:		/ 24	51 / 37	18 / 71
> 55 DIST FROM RWY END:		0 / 215	900 / 240	380 / 210
> 56 CNTRLN OFFSET:		/ 90R	100R / 200L	300L / 400L
57 OBSTN CLNC SLOPE:		20:1 / 8:1	13:1 / 1:1	10:1 / 0:1
58 CLOSE-IN OBSTN:		N / N	N / Y	N / N
DECLARED DISTANCES				
> 60 TAKE OFF RUN AVBL (TORA):		1,358 / 1,358	2,743 / 2,743	5,001 / 5,001
> 61 TAKE OFF DIST AVBL (TODA):		1,358 / 1,358	2,743 / 2,743	5,001 / 5,001
> 62 ACLT STOP DIST AVBL (ASDA):		1,358 / 1,358	2,743 / 2,743	5,001 / 5,001
> 63 LNDG DIST AVBL (LDA):		1,358 / 1,358	2,743 / 2,743	5,001 / 4,888

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 024 LANDING FEE FOR MULTI-ENGINE AIRCRAFT.
A 026 PPR 24 HRS FOR ACR OPNS WITH MORE THAN 30 PSGR SEATS; CALL AMGR 845-463-6000. INDEX "B" COVERAGE IS PRVDD.
A 030 RWY 07/25 CLSD NGTS; DURING IMC & FROM NOV 1 - APR 15.
A 043 RWY 33 USE OF VASI RSTD TO CATEGORY A ACFT ONLY.
A 057 RWY 24 RY 24 APCH SLOPE 4:1 TO DSPLCD THR.
A 058 RWY 33 RY 33 +13 FT OBSTRUCTION LGTD POLE 160 FT FM THLD 150 FT LEFT.
A 081 WHEN ATCT CLSD ACTIVATE HIRL RY 06/24; REILS RY 24; MALSR RY 06 - CTAF.

111 INSPECTOR: (S) 112 LAST INSP: 06/04/2021 113 LAST INFO REQ:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 12/22/2021
AFD EFF 12/02/2021
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY:	POUGHKEEPSIE	4 STATE: NY	LOC ID: POU	FAA SITE NR: 15989.2*A
> 2 AIRPORT NAME:	HUDSON VALLEY RGNL		5 COUNTY: DUTCHESS, NY	
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> 17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0700-2130

18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	41-37-35.7N ESTIMATED
20 ARPT LONG:	73-53-3.1W
21 ARPT ELEV:	163.5 SURVEYED
22 ACREAGE:	640
> 23 RIGHT TRAFFIC:	NO
> 24 NON-COMM LANDING:	YES
25 NPIAS/FED AGREEMENTS:	YES / NGRY
> 26 FAR 139 INDEX:	IV A U 01/1985

SERVICES

> 70 FUEL:	100LL A
> 71 AIRFRAME RPRS:	MAJOR
> 72 PWR PLANT RPRS:	MAJOR
> 73 BOTTLE OXYGEN:	
> 74 BULK OXYGEN:	
75 TSNT STORAGE:	HGR TIE
76 OTHER SERVICES:	CARGO,CHTR,INSTR, RNTL,SALES

FACILITIES

> 80 ARPT BCN:	CG
> 81 ARPT LGT SKED:	SEE RMK
BCN LGT SKED:	SS-SR
> 82 UNICOM:	122.950
> 83 WIND INDICATOR:	YES-L
84 SEGMENTED CIRCLE:	NONE
85 CONTROL TWR:	YES
86 FSS:	NEW YORK
87 FSS ON ARPT:	NO
88 FSS PHONE NR:	
89 TOLL FREE NR:	1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	74
91 MULTI ENG:	5
92 JET:	0
93 HELICOPTERS:	4
TOTAL:	83
94 GLIDERS:	0
95 MILITARY:	2
96 ULTRA-LIGHT:	0

OPERATIONS

100 AIR CARRIER:	16
102 AIR TAXI:	2,382
103 G A LOCAL:	27,093
104 G A ITNRNT:	21,041
105 MILITARY:	204
TOTAL:	50,736

OPERATIONS FOR 12 MONTHS ENDING 05/31/2021

RUNWAY DATA

> 30 RUNWAY IDENT:
> 31 LENGTH:
> 32 WIDTH:
> 33 SURF TYPE-COND:
> 34 SURF TREATMENT:
35 GROSS WT: S
36 (IN THSDS) D
37 2D
38 2D/2DS
> 39 PCN:

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:
> 42 RWY MARK TYPE-COND:
> 43 VGSI:
44 THR CROSSING HGT:
45 VISUAL GLIDE ANGLE:
> 46 CNTRLN-TDZ:
> 47 RVR-RVV:
> 48 REIL:
> 49 APCH LIGHTS:

OBSTRUCTION DATA

50 FAR 77 CATEGORY:
> 51 DISPLACED THR:
> 52 CTLG OBSTN:
> 53 OBSTN MARKED/LGTD:
> 54 HGT ABOVE RWY END:
> 55 DIST FROM RWY END:
> 56 CNTRLN OFFSET:
57 OBSTN CLNC SLOPE:
58 CLOSE-IN OBSTN:

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):
> 61 TAKE OFF DIST AVBL (TODA):
> 62 ACLT STOP DIST AVBL (ASDA):
> 63 LNDG DIST AVBL (LDA):

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 110-002 RWY 15/33 CLSD TO ACR ACFT.
A 110-003 NOISE ABATEMENT PROCEDURES IN EFFECT CTC ARPT MGR FOR DETAILS.
A 110-004 BIRDS & DEER ON & INVOF ARPT.
A 110-009 RWY 07/25 RESTRICTED TO ACFT LESS THAN 12,500 LBS.
A 110-010 CTC FBO DURING BUSINESS HRS AT (845) 849-3770 FOR AFTER HRS FUEL SERVICE.
A 110-013 TWY B-1; 'G' T-HGR TAXILANE; & 'J' T-HGR TAXILANE CLSD TO AIR CARRIER ACFT.
A 110-015 FOR CD WHEN ATCT CLSD CTC NEW YORK APCH AT 516-683-2448 OR 121.8.

111 INSPECTOR: (S) 112 LAST INSP: 06/04/2021 113 LAST INFO REQ:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 12/22/2021
AFD EFF 12/02/2021
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY:	POUGHKEEPSIE	4 STATE: NY	LOC ID: POU	FAA SITE NR: 15989.2*A
> 2 AIRPORT NAME:	HUDSON VALLEY RGNL		5 COUNTY: DUTCHESS, NY	
3 CBD TO AIRPORT (NM): 4 S		6 REGION/ADO: AEA /NYC	7 SECT AERO CHT: NEW YORK	

GENERAL

10 OWNERSHIP:	PUBLIC
> 11 OWNER:	DUTCHESS COUNTY
> 12 ADDRESS:	22 MARKET ST POUGHKEEPSIE, NY 12601
> 13 PHONE NR:	845-486-2000
> 14 MANAGER:	JEFF DURAND
> 15 ADDRESS:	263 NEW HACKENSACK RD WAPPINGERS FALLS, NY 12590
> 16 PHONE NR:	845-463-6000

> 17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0700-2130

18 AIRPORT USE:	PUBLIC
19 ARPT LAT:	41-37-35.7N ESTIMATED
20 ARPT LONG:	73-53-3.1W
21 ARPT ELEV:	163.5 SURVEYED
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> 32 WIDTH:
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> 34 SURF TREATMENT:
35 GROSS WT: S
36 (IN THSDS) D
37 2D
38 2D/2DS
> 39 PCN:

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:
> 42 RWY MARK TYPE-COND:
> 43 VGSI:
44 THR CROSSING HGT:
45 VISUAL GLIDE ANGLE:
> 46 CNTRLN-TDZ:
> 47 RVR-RVV:
> 48 REIL:
> 49 APCH LIGHTS:

OBSTRUCTION DATA

50 FAR 77 CATEGORY:
> 51 DISPLACED THR:
> 52 CTLG OBSTN:
> 53 OBSTN MARKED/LGTD:
> 54 HGT ABOVE RWY END:
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> 56 CNTRLN OFFSET:
57 OBSTN CLNC SLOPE:
58 CLOSE-IN OBSTN:

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):
> 61 TAKE OFF DIST AVBL (TODA):
> 62 ACLT STOP DIST AVBL (ASDA):
> 63 LNDG DIST AVBL (LDA):

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 110-016 RWY 06 TOUCH AND GO LNDG AND PRACTICE APCHS PROHIBITED DUE TO OBSCD LINE OF SIGHT FM ATCT.

A 110-017 RWY 15/33 CLSD TO SKED ACR OPS WITH MORE THAN 9 PAX SEATS AND NON SKED ACR OPS WITH MORE THAN 30 PAX SEATS EXCP FOR TAXI.

111 INSPECTOR: (S) 112 LAST INSP: 06/04/2021 113 LAST INFO REQ:

FAA Aerospace Forecast FY 2021-2041
Tables 28, 29, and 32

TABLE 28

ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT

	FIXED WING												TOTAL		
	PISTON			TURBINE			ROTORCRAFT						GENERAL		
AS OF DEC. 31	SINGLE ENGINE	MULTI-ENGINE	TOTAL	TURBO PROP	TURBO JET	TOTAL	PISTON	TURBINE	TOTAL	EXPERI-MENTAL**	LIGHT SPORT AIRCRAFT**	OTHER	AVIATION FLEET	TOTAL PISTONS	TOTAL TURBINES
Historical*															
2010	139,519	15,900	155,419	9,369	11,484	20,853	3,588	6,514	10,102	24,784	6,528	5,684	223,370	159,007	27,367
2011E	136,895	15,702	152,597	9,523	11,650	21,173	3,411	6,671	10,082	24,275	6,645	5,681	220,453	156,008	27,844
2012	128,847	14,313	143,160	10,304	11,793	22,097	3,292	6,763	10,055	26,715	2,001	5,006	209,034	146,452	28,860
2013	124,398	13,257	137,655	9,619	11,637	21,256	3,137	6,628	9,765	24,918	2,056	4,277	199,927	140,792	27,884
2014	126,036	13,146	139,182	9,777	12,362	22,139	3,154	6,812	9,966	26,191	2,231	4,699	204,408	142,336	28,951
2015	127,887	13,254	141,141	9,712	13,440	23,152	3,286	7,220	10,506	27,922	2,369	4,941	210,031	144,427	30,372
2016	129,652	12,986	142,638	9,779	13,751	23,530	3,344	7,233	10,577	27,585	2,478	4,986	211,794	145,982	30,763
2017	129,833	13,083	142,916	9,949	14,217	24,166	3,270	7,241	10,511	26,921	2,551	4,692	211,757	146,186	31,407
2018	130,179	12,861	143,040	9,925	14,596	24,521	3,082	6,907	9,989	27,531	2,554	4,114	211,749	146,122	31,428
2019	128,926	12,470	141,396	10,242	14,888	25,130	3,089	7,109	10,198	27,449	2,675	4,133	210,981	144,485	32,239
2020E	127,920	12,395	140,315	10,205	15,245	25,450	3,065	7,090	10,155	24,455	2,145	2,460	204,980	143,380	32,540
Forecast															
2021	126,745	12,320	139,065	10,170	15,620	25,790	3,070	7,145	10,215	25,250	2,465	3,085	205,870	142,135	32,935
2022	125,475	12,250	137,725	10,155	16,020	26,175	3,085	7,235	10,320	26,150	2,715	3,505	206,590	140,810	33,410
2023	124,195	12,175	136,370	10,130	16,440	26,570	3,105	7,335	10,440	26,675	2,985	3,870	206,910	139,475	33,905
2024	122,960	12,100	135,060	10,125	16,870	26,995	3,125	7,435	10,560	27,210	3,225	4,090	207,140	138,185	34,430
2025	121,765	12,030	133,795	10,140	17,315	27,455	3,145	7,540	10,685	27,710	3,385	4,125	207,155	136,940	34,995
2026	120,595	11,970	132,565	10,165	17,770	27,935	3,165	7,650	10,815	28,075	3,525	4,160	207,075	135,730	35,585
2027	119,450	11,915	131,365	10,195	18,230	28,425	3,190	7,770	10,960	28,445	3,670	4,165	207,030	134,555	36,195
2028	118,315	11,865	130,180	10,225	18,690	28,915	3,215	7,895	11,110	28,860	3,800	4,175	207,040	133,395	36,810
2029	117,180	11,815	128,995	10,275	19,150	29,425	3,240	8,020	11,260	29,225	3,930	4,180	207,015	132,235	37,445
2030	116,080	11,765	127,845	10,335	19,605	29,940	3,270	8,150	11,420	29,595	4,050	4,190	207,040	131,115	38,090
2031	114,990	11,720	126,710	10,390	20,065	30,455	3,300	8,280	11,580	29,965	4,180	4,180	207,070	130,010	38,735
2032	113,920	11,680	125,600	10,455	20,515	30,970	3,330	8,415	11,745	30,335	4,305	4,185	207,140	128,930	39,385
2033	112,870	11,640	124,510	10,525	20,965	31,490	3,360	8,555	11,915	30,605	4,425	4,195	207,140	127,870	40,045
2034	111,840	11,600	123,440	10,605	21,415	32,020	3,390	8,695	12,085	30,975	4,550	4,200	207,270	126,830	40,715
2035	110,835	11,560	122,395	10,675	21,865	32,540	3,425	8,840	12,265	31,300	4,670	4,210	207,380	125,820	41,380
2036	109,860	11,520	121,380	10,725	22,305	33,030	3,460	8,985	12,445	31,625	4,790	4,215	207,485	124,840	42,015
2037	108,920	11,480	120,400	10,815	22,735	33,550	3,495	9,135	12,630	31,955	4,925	4,225	207,685	123,895	42,685
2038	108,010	11,450	119,460	10,930	23,140	34,070	3,530	9,285	12,815	32,190	5,050	4,230	207,815	122,990	43,355
2039	107,140	11,420	118,560	11,065	23,555	34,620	3,565	9,440	13,005	32,475	5,170	4,235	208,065	122,125	44,060
2040	106,315	11,390	117,705	11,215	23,975	35,190	3,600	9,595	13,195	32,765	5,295	4,245	208,395	121,305	44,785
2041	105,540	11,365	116,905	11,385	24,395	35,780	3,640	9,750	13,390	33,050	5,415	4,250	208,790	120,545	45,530
Avg Annual Growth															
2010-20	-0.9%	-2.5%	-1.0%	0.9%	2.9%	2.0%	-1.6%	0.9%	0.1%	-0.1%	-10.5%	-8.0%	-0.9%	-1.0%	1.7%
2020-21	-0.9%	-0.6%	-0.9%	-0.3%	2.5%	1.3%	0.2%	0.8%	0.6%	3.3%	14.9%	25.4%	0.4%	-0.9%	1.2%
2021-31	-1.0%	-0.5%	-0.9%	0.2%	2.5%	1.7%	0.7%	1.5%	1.3%	1.7%	5.4%	3.1%	0.1%	-0.9%	1.6%
2021-41	-0.9%	-0.4%	-0.9%	0.6%	2.3%	1.7%	0.9%	1.6%	1.4%	1.4%	4.0%	1.6%	0.1%	-0.8%	1.6%

* Source: 2001-2010, 2012-2018, FAA General Aviation and Air Taxi Activity (and Avionics) Surveys.

**Experimental Light-sport category that was previously shown under Sport Aircraft is moved under Experimental Aircraft category, starting in 2012.

Note: An active aircraft is one that has a current registration and was flown at least one hour during the calendar year.

TABLE 29

ACTIVE GENERAL AVIATION AND AIR TAXI HOURS FLOWN

(In Thousands)

	FIXED WING														
	PISTON			TURBINE			ROTORCRAFT						TOTAL GENERAL		
AS OF DEC. 31	SINGLE ENGINE	MULTI-ENGINE	TOTAL	TURBO PROP	TURBO JET	TOTAL	PISTON	TURBINE	TOTAL	EXPERI-MENTAL**	LIGHT SPORT AIRCRAFT**	OTHER	AVIATION FLEET	TOTAL PISTONS	TOTAL TURBINES
Historical*															
2010	12,161	1,818	13,979	2,325	3,375	5,700	794	2,611	3,405	1,226	311	181	24,802	14,773	8,311
2011E	11,844	1,782	13,626	2,463	3,407	5,871	757	2,654	3,411	1,203	278	181	24,570	14,383	8,524
2012	11,441	1,766	13,206	2,733	3,418	6,151	731	2,723	3,454	1,243	169	180	24,403	13,937	8,874
2013	10,706	1,646	12,352	2,587	3,488	6,076	636	2,312	2,949	1,191	173	135	22,876	12,989	8,388
2014	10,395	1,573	11,967	2,613	3,881	6,494	818	2,424	3,242	1,244	165	158	23,271	12,786	8,918
2015	11,217	1,608	12,825	2,538	3,837	6,375	798	2,496	3,294	1,295	191	162	24,142	13,623	8,871
2016	11,865	1,683	13,548	2,708	3,847	6,554	780	2,348	3,128	1,224	187	193	24,834	14,328	8,902
2017	12,047	1,536	13,583	2,625	4,065	6,690	782	2,538	3,320	1,241	209	168	25,212	14,366	9,228
2018	12,092	1,694	13,785	2,736	4,592	7,328	601	2,322	2,922	1,153	187	131	25,506	14,386	9,650
2019	12,700	1,731	14,431	2,619	3,926	6,546	628	2,369	2,997	1,269	189	135	25,566	15,059	8,914
2020E	11,768	1,708	13,476	2,624	3,159	5,783	567	2,126	2,693	923	158	50	23,082	14,043	7,909
Forecast															
2021	11,805	1,689	13,494	2,701	3,841	6,542	605	2,303	2,908	1,015	185	73	24,217	14,098	8,845
2022	11,761	1,670	13,432	2,778	4,344	7,122	626	2,379	3,005	1,087	206	101	24,953	14,058	9,501
2023	11,671	1,652	13,322	2,826	4,690	7,517	643	2,448	3,091	1,148	229	125	25,431	13,965	9,965
2024	11,538	1,636	13,175	2,858	4,993	7,851	660	2,506	3,166	1,200	249	137	25,778	13,834	10,357
2025	11,421	1,620	13,041	2,887	5,234	8,121	674	2,567	3,241	1,253	265	139	26,060	13,715	10,688
2026	11,286	1,606	12,892	2,911	5,436	8,346	688	2,617	3,306	1,301	278	141	26,264	13,581	10,964
2027	11,152	1,593	12,745	2,928	5,617	8,545	704	2,672	3,376	1,355	291	141	26,454	13,449	11,217
2028	11,035	1,581	12,616	2,940	5,787	8,727	720	2,728	3,449	1,393	303	140	26,628	13,336	11,455
2029	10,927	1,570	12,497	2,955	5,942	8,898	733	2,785	3,519	1,419	315	140	26,787	13,230	11,683
2030	10,819	1,559	12,378	2,972	6,095	9,067	747	2,845	3,592	1,445	326	141	26,948	13,125	11,912
2031	10,710	1,553	12,263	2,991	6,245	9,236	760	2,896	3,656	1,471	338	140	27,104	13,023	12,132
2032	10,624	1,548	12,171	3,008	6,388	9,396	773	2,949	3,722	1,497	349	140	27,276	12,944	12,345
2033	10,522	1,545	12,067	3,031	6,529	9,559	785	3,004	3,789	1,519	360	141	27,436	12,852	12,563
2034	10,441	1,544	11,984	3,053	6,671	9,724	796	3,058	3,854	1,546	371	141	27,621	12,781	12,781
2035	10,364	1,545	11,908	3,074	6,818	9,892	809	3,113	3,922	1,571	383	142	27,817	12,717	13,005
2036	10,298	1,549	11,847	3,092	6,956	10,048	821	3,169	3,990	1,596	393	142	28,016	12,668	13,217
2037	10,244	1,553	11,797	3,120	7,097	10,217	833	3,227	4,060	1,621	405	143	28,243	12,631	13,444
2038	10,200	1,559	11,759	3,155	7,220	10,375	846	3,285	4,131	1,642	416	143	28,466	12,605	13,660
2039	10,182	1,564	11,746	3,195	7,361	10,556	859	3,345	4,203	1,666	427	143	28,742	12,605	13,901
2040	10,176	1,570	11,747	3,242	7,499	10,741	871	3,405	4,276	1,690	438	144	29,035	12,618	14,146
2041	10,184	1,577	11,761	3,297	7,637	10,935	886	3,465	4,350	1,714	449	144	29,353	12,647	14,399
Avg Annual Growth															
2010-20	-0.3%	-0.6%	-0.4%	1.2%	-0.7%	0.1%	-3.3%	-2.0%	-2.3%	-2.8%	-6.6%	-12.0%	-0.7%	-0.5%	-0.5%
2020-21	0.3%	-1.1%	0.1%	2.9%	21.6%	13.1%	6.7%	8.3%	8.0%	10.0%	17.3%	46.3%	4.9%	0.4%	11.8%
2021-31	-1.0%	-0.8%	-1.0%	1.0%	5.0%	3.5%	2.3%	2.3%	2.3%	3.8%	6.2%	6.7%	1.1%	-0.8%	3.2%
2021-41	-0.7%	-0.3%	-0.7%	1.0%	3.5%	2.6%	1.9%	2.1%	2.0%	2.7%	4.5%	3.4%	1.0%	-0.5%	2.5%

* Source: 2001-2010, 2012-2018, FAA General Aviation and Air Taxi Activity (and Avionics) Surveys.

**Experimental Light-sport category that was previously shown under Sport Aircraft is moved under Experimental Aircraft category, starting in 2012.

Note: An active aircraft is one that has a current registration and was flown at least one hour during the calendar year.

TABLE 32

TOTAL COMBINED AIRCRAFT OPERATIONS AT AIRPORTS
WITH FAA AND CONTRACT TRAFFIC CONTROL SERVICE
(In Thousands)

			GENERAL AVIATION			MILITARY				NUMBER OF TOWERS	
FISCAL YEAR	AIR CARRIER	AIR TAXI/ COMMUTER	ITINERANT	LOCAL	TOTAL	ITINERANT	LOCAL	TOTAL	TOTAL	FAA	CONTRACT
Historical											
2010	12,658	9,410	14,864	11,716	26,580	1,309	1,298	2,607	51,255	264	244
2011	12,866	9,279	14,528	11,437	25,965	1,319	1,311	2,630	50,740	264	248
2012	12,873	8,994	14,522	11,608	26,130	1,309	1,270	2,579	50,576	264	250
2013	12,776	8,803	14,117	11,688	25,806	1,275	1,276	2,552	49,937	264	252
2014	13,015	8,440	13,979	11,675	25,654	1,270	1,245	2,515	49,624	264	252
2015	13,755	7,895	13,887	11,691	25,579	1,292	1,203	2,495	49,724	264	252
2016	14,417	7,580	13,905	11,633	25,538	1,317	1,145	2,462	49,997	264	252
2017	15,047	7,180	13,839	11,732	25,571	1,326	1,200	2,526	50,325	264	253
2018	15,686	7,126	14,130	12,354	26,485	1,319	1,155	2,474	51,770	264	254
2019	16,192	7,234	14,245	13,109	27,354	1,349	1,134	2,483	53,264	264	256
2020	11,737	5,472	12,608	12,333	24,941	1,192	1,020	2,212	44,362	264	256
Forecast											
2021	11,219	5,013	13,199	12,744	25,943	1,192	1,020	2,212	44,388	264	256
2022	12,674	5,015	14,061	13,111	27,172	1,192	1,020	2,212	47,073	264	256
2023	14,937	4,866	14,644	13,481	28,125	1,192	1,020	2,212	50,140	264	256
2024	16,731	4,999	14,973	13,534	28,507	1,192	1,020	2,212	52,449	264	256
2025	18,096	5,258	15,100	13,583	28,684	1,192	1,020	2,212	54,251	264	256
2026	19,050	5,336	15,139	13,632	28,770	1,192	1,020	2,212	55,368	264	256
2027	19,626	5,401	15,177	13,680	28,857	1,192	1,020	2,212	56,097	264	256
2028	20,070	5,463	15,216	13,729	28,945	1,192	1,020	2,212	56,691	264	256
2029	20,499	5,525	15,255	13,778	29,033	1,192	1,020	2,212	57,269	264	256
2030	20,907	5,585	15,294	13,827	29,121	1,192	1,020	2,212	57,826	264	256
2031	21,337	5,646	15,333	13,877	29,210	1,192	1,020	2,212	58,406	264	256
2032	21,780	5,708	15,373	13,927	29,300	1,192	1,020	2,212	59,000	264	256
2033	22,223	5,770	15,412	13,977	29,390	1,192	1,020	2,212	59,596	264	256
2034	22,652	5,833	15,452	14,028	29,481	1,192	1,020	2,212	60,178	264	256
2035	23,069	5,896	15,492	14,079	29,572	1,192	1,020	2,212	60,750	264	256
2036	23,490	5,960	15,533	14,131	29,664	1,192	1,020	2,212	61,326	264	256
2037	23,911	6,024	15,573	14,182	29,756	1,192	1,020	2,212	61,904	264	256
2038	24,326	6,089	15,614	14,235	29,849	1,192	1,020	2,212	62,476	264	256
2039	24,738	6,154	15,655	14,287	29,942	1,192	1,020	2,212	63,047	264	256
2040	25,149	6,220	15,696	14,340	30,036	1,192	1,020	2,212	63,618	264	256
2041	25,571	6,287	15,738	14,393	30,131	1,192	1,020	2,212	64,201	264	256
Avg Annual Growth											
2010-20	-0.8%	-5.3%	-1.6%	0.5%	-0.6%	-0.9%	-2.4%	-1.6%	-1.4%		
2020-21	-4.4%	-8.4%	4.7%	3.3%	4.0%	0.0%	0.0%	0.0%	0.1%		
2021-31	6.6%	1.2%	1.5%	0.9%	1.2%	0.0%	0.0%	0.0%	2.8%		
2021-41	4.2%	1.1%	0.9%	0.6%	0.8%	0.0%	0.0%	0.0%	1.9%		

Source: FAA Air Traffic Activity.

POU Fuel Data 20 9-2021

Hudson Valley Regional Airport
Fuel Volume Sold

YEAR	100LL	JET-A	
2009	90,055	157,096	
2010	78,715	162,128	
2011	65,428	142,770	
2012	81,177	150,566	
2013	109,298	133,998	
2014	118,125	129,524	
2015	59,805	71,397	FlightLevel 100LL=25,337 JET-A=68575
FlightLevel			
2016	33,676	65,530	
2017	53,434	131,394	
2018	51,248	148,702	

FlightLevel Dutchess

Fuel Sales Report

For The Period: 1/01/2019 Through: 12/31/2019

Ref	Type/Number	Date	Delivered	Sold To	Aircraft	Fuel Type	FSII	Quantity
I	19-018431	12/23/2019	12/23/2019 - 16:21	Trosie John C (Westfield)	N8092N	100LL		10.10
I	19-018432	12/24/2019	12/24/2019 - 9:53	WESTCHESTER FLYING CLUB INC	N298AM	100LL		9.80
I	19-018435	12/24/2019	12/24/2019 - 11:19	Russell, Adam	N737QC	100LL		9.50
I	19-018436	12/24/2019	12/24/2019 - 11:23	Raper Kevin L	N38513	100LL		22.90
I	19-018437	12/24/2019	12/24/2019 - 12:35	Gahagan Edward Lee	N716JC	100LL		13.40
I	19-018438	12/24/2019	12/24/2019 - 12:39	Hart, Jason	N4538E	100LL		11.70
I	19-018440	12/24/2019	12/24/2019 - 12:43	Gould, Brad	N812MA	100LL		34.20
I	19-018441	12/24/2019	12/24/2019 - 13:22	Evan P Salant Md Pc	N716J	100LL		38.90
I	19-018442	12/24/2019	12/24/2019 - 13:24	WESTCHESTER FLYING CLUB INC	N9003S	100LL		39.20
I	19-018445	12/24/2019	12/24/2019 - 16:15	Steele, Michael	N106EM	100LL		20.40
I	19-018450	12/26/2019	12/26/2019 - 12:05	Mccay Brian D	N2168C	100LL		42.70
I	19-018451	12/26/2019	12/26/2019 - 12:08	Bluestone Land Llc	N4067W	100LL		7.60
I	19-018452	12/26/2019	12/26/2019 - 12:11	Wood Jonathan R	N172JB	100LL		23.60
I	19-018454	12/26/2019	12/26/2019 - 15:07	Jordan, Scott A	N92699	100LL		5.80
I	19-018456	12/26/2019	12/26/2019 - 16:56	Bubalo, Dragan	N658GF	100LL		23.50
I	19-018457	12/26/2019	12/26/2019 - 17:00	Cohen, Bruce M	N9426E	100LL		13.20
I	19-018458	12/26/2019	12/26/2019 - 17:03	Richards Peter C	N3205A	100LL		13.30
I	19-018460	12/27/2019	12/27/2019 - 13:01	Wise, Michael L	N398MW	100LL		29.90
I	19-018461	12/27/2019	12/27/2019 - 13:04	Druback, Gregory	N4538E	100LL		2.40
I	19-018462	12/27/2019	12/27/2019 - 14:12	BMB Aviation Corporation	N29466	100LL		28.40
I	19-018463	12/27/2019	12/27/2019 - 14:54	Wild, Robert A.	N26648	100LL		37.10
I	19-018464	12/27/2019	12/27/2019 - 14:56	Beer Steve Z	N5385H	100LL		20.00
I	19-018465	12/27/2019	12/27/2019 - 14:57	3 Rs Incorporated	N1207C	100LL		15.00
I	19-018466	12/27/2019	12/27/2019 - 15:14	Zawaski Alexander Jr	N6121P	100LL		26.90
I	19-018468	12/27/2019	12/27/2019 - 15:50	WESTCHESTER FLYING CLUB INC	N4508X	100LL		20.60
I	19-018470	12/28/2019	12/28/2019 - 10:14	WESTCHESTER FLYING CLUB INC	N298AM	100LL		21.90
I	19-018471	12/28/2019	12/28/2019 - 11:08	Gianna, David	N4538E	100LL		4.10
I	19-018472	12/28/2019	12/28/2019 - 11:30	Schwartz, Gregg M	N16340	100LL		9.60
I	19-018473	12/28/2019	12/28/2019 - 11:34	Raper Kevin L	N38513	100LL		15.80
I	19-018474	12/28/2019	12/28/2019 - 12:19	Richfield, Paul	N19HY	100LL		26.60
I	19-018475	12/28/2019	12/28/2019 - 12:27	Busch Craig D	N4682D	100LL		24.40
I	19-018476	12/28/2019	12/28/2019 - 12:45	Mid-South Air Llc	N463ST	100LL		30.00
I	19-018477	12/28/2019	12/28/2019 - 13:29	Republic Heli	N165GT	100LL		49.20
I	19-018478	12/28/2019	12/28/2019 - 13:31	King, Don	N163YX	100LL		8.00
I	19-018479	12/28/2019	12/28/2019 - 13:34	Hanson, Roger L	N1945F	100LL		7.80
I	19-018480	12/28/2019	12/28/2019 - 15:02	Shehl, Michael	N20972	100LL		12.90
I	19-018481	12/28/2019	12/28/2019 - 15:53	Steele, Michael	N106EM	100LL		20.40
I	19-018482	12/28/2019	12/28/2019 - 16:35	Williams Michael H	N6RH	100LL		29.70
I	19-018483	12/28/2019	12/28/2019 - 16:37	Pangia, Vincent C.	N4360R	100LL		18.70
I	19-018484	12/28/2019	12/28/2019 - 18:27	Love, Albert G	N4538E	100LL		16.30
I	19-018485	12/28/2019	12/28/2019 - 19:21	Murasso, John, Jr	N1713V	100LL		10.10
I	19-018486	12/29/2019	12/29/2019 - 10:52	WESTCHESTER FLYING CLUB INC	N9003S	100LL		18.60
I	19-018487	12/29/2019	12/29/2019 - 10:58	Trosie John C (Westfield)	N8092N	100LL		9.50
I	19-018488	12/29/2019	12/29/2019 - 11:54	WFA - 3024C	N3024C	100LL		19.40
I	19-018489	12/29/2019	12/29/2019 - 11:58	Richmor Aviation Inc	N94570	100LL		7.50
I	19-018490	12/29/2019	12/29/2019 - 12:40	Whittlesey Michael M	N7520R	100LL		5.30
				Total For: 100LL			:	**60,465.90**
I	19-014325	1/01/2019	1/01/2019 - 8:29	NYC DEP Police	N119NY	JET A		56.00
I	19-014326	1/01/2019	1/01/2019 - 10:53	NYC DEP Police	N119NY	JET A		90.00
I	19-014328	1/01/2019	1/01/2019 - 14:37	WINCO INC	N502MM	JET A	Yes	196.00
I	19-014332	1/02/2019	1/02/2019 - 12:09	NYC DEP Police	N119NY	JET A		96.00
I	19-014339	1/02/2019	1/02/2019 - 16:30	Greater Ozarks Aviation Co Trustee	N866TC	JET A		489.00
I	19-014340	1/02/2019	1/02/2019 - 16:46	WINCO INC	N502MM	JET A	Yes	175.00
I	19-014347	1/03/2019	1/03/2019 - 14:15	NYC DEP Police	N119NY	JET A		93.00
I	19-014352	1/04/2019	1/04/2019 - 10:16	N200bk Inc	N200BK	JET A		50.00
I	19-014358	1/04/2019	1/04/2019 - 15:11	NYC DEP Police	N119NY	JET A		115.00
I	19-014360	1/04/2019	1/04/2019 - 17:59	WINCO INC	N502MM	JET A	Yes	192.00
I	19-014364	1/05/2019	1/05/2019 - 8:51	WIGGINS AIRWAYS	N63978	JET A		100.00
I	19-014372	1/07/2019	1/07/2019 - 16:12	NYC DEP Police	N119NY	JET A		126.00
I	19-014375	1/09/2019	1/09/2019 - 11:53	WINCO INC	N502MM	JET A	Yes	153.00
I	19-014376	1/09/2019	1/09/2019 - 12:00	NYC DEP Police	N119NY	JET A		122.00
I	19-014377	1/09/2019	1/09/2019 - 16:05	NYC DEP Police	N119NY	JET A		66.00
I	19-014378	1/09/2019	1/09/2019 - 17:51	Uswt Aircraft Llc	N422JB	JET A	Yes	120.00
I	19-014379	1/10/2019	1/10/2019 - 8:22	Air Travel Management Of Delaware Llc	N39EH	JET A	Yes	108.00
I	19-014380	1/10/2019	1/10/2019 - 10:48	NYC DEP Police	N119NY	JET A		77.00

FlightLevel Dutchess

Fuel Sales Report

For The Period: 1/01/2019 Through: 12/31/2019

Ref Type/Number	Date	Delivered	Sold To	Aircraft	Fuel Type	FSII	Quantity
I 19-018089	11/20/2019	11/20/2019 - 11:21	NYC DEP Police	N119NY	JET A		116.00
I 19-018092	11/20/2019	11/20/2019 - 13:25	Haverfield International Inc	N686F	JET A	Yes	62.00
I 19-018092	11/20/2019	11/20/2019 - 13:25	Haverfield International Inc	N686F	JET A	Yes	57.00
I 19-018095	11/20/2019	11/20/2019 - 15:33	NYC DEP Police	N119NY	JET A		88.00
I 19-018103	11/21/2019	11/21/2019 - 9:53	Haverfield International Inc	N686F	JET A	Yes	50.00
I 19-018104	11/21/2019	11/21/2019 - 10:48	NYC DEP Police	N119NY	JET A		104.00
I 19-018115	11/21/2019	11/21/2019 - 15:16	NYC DEP Police	N119NY	JET A		88.00
I 19-018121	11/22/2019	11/22/2019 - 10:26	NYC DEP Police	N119NY	JET A		82.00
I 19-018123	11/22/2019	11/22/2019 - 11:52	Haverfield International Inc	N369TJ	JET A	Yes	46.00
I 19-018128	11/22/2019	11/22/2019 - 15:45	Hover-Views Unlimited Inc	N355AG	JET A		101.00
I 19-018158	11/24/2019	11/24/2019 - 11:52	Greater Ozarks Aviation Co Trustee	N866TC	JET A		440.00
I 19-018159	11/24/2019	11/24/2019 - 13:01	Javid Llc	N227GA	JET A		80.00
I 19-018163	11/25/2019	11/25/2019 - 10:46	Haverfield International Inc	N369TJ	JET A	Yes	19.00
I 19-018165	11/25/2019	11/25/2019 - 11:47	NYC DEP Police	N119NY	JET A		76.00
I 19-018175	11/25/2019	11/25/2019 - 14:56	NYC DEP Police	N119NY	JET A		76.00
I 19-018184	11/26/2019	11/26/2019 - 11:19	Haverfield International Inc	N369TJ	JET A	Yes	57.00
I 19-018202	11/27/2019	11/27/2019 - 7:46	Haverfield International Inc	N686F	JET A	Yes	47.00
I 19-018241	11/30/2019	11/30/2019 - 15:47	Greater Ozarks Aviation Co Trustee	N866TC	JET A		556.00
I 19-018251	12/03/2019	12/03/2019 - 11:11	Haverfield International Inc	N369TJ	JET A	Yes	45.00
I 19-018252	12/03/2019	12/03/2019 - 11:23	Haverfield International Inc	N371EE	JET A	Yes	44.00
I 19-018262	12/05/2019	12/05/2019 - 9:23	NYC DEP Police	N119NY	JET A		115.00
I 19-018263	12/05/2019	12/05/2019 - 11:57	NYC DEP Police	N119NY	JET A		78.00
I 19-018269	12/05/2019	12/05/2019 - 14:38	NYC DEP Police	N119NY	JET A		85.00
I 19-018270	12/05/2019	12/05/2019 - 15:41	Winds Away 07 Llc	N713WD	JET A		537.00
I 19-018279	12/06/2019	12/06/2019 - 11:21	NYC DEP Police	N119NY	JET A		85.00
I 19-018282	12/06/2019	12/06/2019 - 14:29	Zip Aviation	N88ZA	JET A		43.00
I 19-018284	12/06/2019	12/06/2019 - 17:50	NYC DEP Police	N119NY	JET A		90.00
I 19-018318	12/10/2019	12/10/2019 - 10:31	NYC DEP Police	N119NY	JET A		70.00
I 19-018322	12/11/2019	12/11/2019 - 11:44	NYC DEP Police	N119NY	JET A		75.00
I 19-018325	12/11/2019	12/11/2019 - 15:47	NYC DEP Police	N119NY	JET A		97.00
I 19-018328	12/12/2019	12/12/2019 - 10:36	Amur Equipment Finance Inc	N240FL	JET A	Yes	39.00
I 19-018329	12/12/2019	12/12/2019 - 11:02	NYC DEP Police	N119NY	JET A		75.00
I 19-018335	12/12/2019	12/12/2019 - 15:55	NYC DEP Police	N119NY	JET A		90.00
I 19-018336	12/12/2019	12/12/2019 - 15:59	HELIFLITE SHARES LLC	N13HF	JET A	Yes	100.00
I 19-018337	12/12/2019	12/12/2019 - 16:02	Heliflite Shares Llc	N139HF	JET A	Yes	180.00
I 19-018338	12/12/2019	12/12/2019 - 16:04	HELIFLITE SHARES LLC	N155RR	JET A	Yes	140.00
I 19-018340	12/12/2019	12/12/2019 - 16:09	HELIFLITE SHARES LLC	N18HF	JET A	Yes	100.00
I 19-018343	12/13/2019	12/13/2019 - 10:52	Ph Air Llc	N850RP	JET A	Yes	122.00
I 19-018346	12/14/2019	12/14/2019 - 10:48	N979dr Lear 45 Llc	N979DR	JET A		300.00
I 19-018348	12/15/2019	12/15/2019 - 9:53	Haverfield International Inc	N371EE	JET A		48.00
I 19-018361	12/16/2019	12/16/2019 - 13:19	Commmonwealth Of Virginia	N1VA	JET A	Yes	264.00
I 19-018363	12/16/2019	12/16/2019 - 14:16	AAG	N7660S	JET A	Yes	5.00
I 19-018371	12/18/2019	12/18/2019 - 14:46	Vogel Llc	N554WA	JET A	Yes	50.00
I 19-018378	12/20/2019	12/20/2019 - 10:26	NYC DEP Police	N119NY	JET A		80.00
I 19-018391	12/21/2019	12/21/2019 - 9:46	Heliflite Shares Llc	N139HF	JET A	Yes	255.00
I 19-018417	12/23/2019	12/23/2019 - 10:20	NYC DEP Police	N119NY	JET A		75.00
I 19-018428	12/23/2019	12/23/2019 - 15:38	NYC DEP Police	N119NY	JET A		98.00
I 19-018439	12/24/2019	12/24/2019 - 12:41	NYC DEP Police	N119NY	JET A		80.00
I 19-018443	12/24/2019	12/24/2019 - 15:14	NYC DEP Police	N119NY	JET A		77.00
I 19-018444	12/24/2019	12/24/2019 - 15:48	Air Methods Corp	N578AM	JET A		90.00
I 19-018446	12/25/2019	12/25/2019 - 10:20	NYC DEP Police	N119NY	JET A		77.00
I 19-018447	12/25/2019	12/25/2019 - 10:47	Air Methods Corp	N578AM	JET A		30.00
I 19-018449	12/25/2019	12/25/2019 - 13:16	NYC DEP Police	N119NY	JET A		87.00
I 19-018453	12/26/2019	12/26/2019 - 12:22	NYC DEP Police	N119NY	JET A		86.00
I 19-018455	12/26/2019	12/26/2019 - 15:27	NYC DEP Police	N119NY	JET A		50.00
I 19-018459	12/27/2019	12/27/2019 - 11:25	NYC DEP Police	N119NY	JET A		76.00
I 19-018467	12/27/2019	12/27/2019 - 15:31	NYC DEP Police	N119NY	JET A		73.00
I 19-018492	12/30/2019	12/30/2019 - 17:48	FLEXJET	N413FX	JET A		173.00
			Total For: JET A		:		**63,666.00**
I 19-014351	1/04/2019	1/04/2019 - 9:44	TRAVEL MANAGEMENT COMPANY. LTD	N487TM	JET A*JetA-Co		194.00
I 19-014382	1/10/2019	1/10/2019 - 15:30	Phoenix Investors LLC	N90PX	JET A*JetA-Co	Yes	130.00
I 19-014398	1/12/2019	1/12/2019 - 14:02	Cessna Aircraft Co	N543TX	JET A*JetA-Co		225.00
I 19-014444	1/15/2019	1/15/2019 - 18:24	TD LEASING LLCOAKBROOK TERRACE , IL, I	N463SD	JET A*JetA-Co		300.00
I 19-014480	1/23/2019	1/23/2019 - 11:29	FLEXJET	N374FX	JET A*JetA-Co		440.00
I 19-014484	1/23/2019	1/23/2019 - 15:06	EASTERLY CAPITAL LLC	N217DC	JET A*JetA-Co	Yes	70.00

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Fuel Sales Report

For The Period: 1/01/2019 Through: 12/31/2019

Ref Type/Number	Date	Delivered	Sold To	Aircraft	Fuel Type	FSII	Quantity
I 19-017415	9/26/2019	9/26/2019 - 10:59	Sevenbar Aviation	N710SB	JET A*JetA-Co		136.00
I 19-017478	9/30/2019	9/30/2019 - 14:04	Lill Air Llc	N87FL	JET A*JetA-Co		150.00
I 19-017508	10/02/2019	10/02/2019 - 16:43	Eastern Air Express Inc	N389RA	JET A*JetA-Co		100.00
I 19-017512	10/03/2019	10/03/2019 - 18:11	FLEXJET	N421FX	JET A*JetA-Co		334.00
I 19-017513	10/03/2019	10/03/2019 - 18:59	Eastern Air Express Inc	N389RA	JET A*JetA-Co		100.00
I 19-017515	10/04/2019	10/04/2019 - 13:09	HELIFLITE SHARES LLC	N134HF	JET A*JetA-Co	Yes	177.00
I 19-017520	10/05/2019	10/05/2019 - 9:47	HELIFLITE SHARES LLC	N508LB	JET A*JetA-Co		55.00
I 19-017541	10/06/2019	10/06/2019 - 8:37	Mach One Cj2 Llc	N420EH	JET A*JetA-Co	Yes	200.00
I 19-017552	10/07/2019	10/07/2019 - 12:26	Lill Air Llc	N87FL	JET A*JetA-Co		150.00
I 19-017556	10/08/2019	10/08/2019 - 12:56	Sevenbar Aviation	N710SB	JET A*JetA-Co		86.00
I 19-017584	10/10/2019	10/10/2019 - 17:41	Lill Air Llc	N87FL	JET A*JetA-Co		150.00
I 19-017599	10/12/2019	10/12/2019 - 12:52	Jp Air Service Llc	N1JP	JET A*JetA-Co	Yes	320.00
I 19-017603	10/12/2019	10/12/2019 - 14:33	Aircraft Holding Co One Llc	N497TM	JET A*JetA-Co		240.00
I 19-017661	10/15/2019	10/15/2019 - 11:46	Ng Fare Llc	N178BH	JET A*JetA-Co		350.00
I 19-017679	10/17/2019	10/17/2019 - 20:39	Express Transportation Corp	N601BE	JET A*JetA-Co		500.00
I 19-017681	10/18/2019	10/18/2019 - 11:23	N614TP	N614TP	JET A*JetA-Co		265.00
I 19-017683	10/18/2019	10/18/2019 - 12:50	Cox Aviation Llc	N1620	JET A*JetA-Co		400.00
I 19-017692	10/19/2019	10/19/2019 - 10:09	Media Aviation Associates Llc	N804JM	JET A*JetA-Co		275.00
I 19-017721	10/20/2019	10/20/2019 - 13:34	Media Aviation Associates Llc	N804JM	JET A*JetA-Co		275.00
I 19-017727	10/21/2019	10/21/2019 - 16:24	FLEXJET	N378FX	JET A*JetA-Co		325.00
I 19-017754	10/24/2019	10/24/2019 - 10:26	Kimbal Logistics Llc	N278PC	JET A*JetA-Co		181.00
I 19-017755	10/24/2019	10/24/2019 - 11:39	Aircraft Holding Co One Llc	N497TM	JET A*JetA-Co		412.00
I 19-017764	10/24/2019	10/24/2019 - 15:43	Lill Air Llc	N87FL	JET A*JetA-Co		150.00
I 19-017811	10/27/2019	10/27/2019 - 8:48	Bella Phia Llc	N33BC	JET A*JetA-Co		401.00
I 19-017814	10/28/2019	10/28/2019 - 7:48	FLIGHT OPTIONS LLC	N376FX	JET A*JetA-Co		218.00
I 19-017830	10/30/2019	10/30/2019 - 9:10	Gb Air Ltd	N78FB	JET A*JetA-Co		131.00
I 19-017834	10/31/2019	10/31/2019 - 18:02	Lill Air Llc	N87FL	JET A*JetA-Co		150.00
I 19-018009	11/14/2019	11/14/2019 - 9:50	Cochrane Usa Inc	N833KC	JET A*JetA-Co		200.00
I 19-018019	11/15/2019	11/15/2019 - 10:46	Rich Aviation Inc	N80RP	JET A*JetA-Co		250.00
I 19-018026	11/15/2019	11/15/2019 - 12:53	FLEXJET	N417FX	JET A*JetA-Co		111.00
I 19-018042	11/15/2019	11/15/2019 - 20:05	M2 Jet Llc	N793KK	JET A*JetA-Co		591.00
I 19-018106	11/21/2019	11/21/2019 - 12:59	Lill Air Llc	N87FL	JET A*JetA-Co		150.00
I 19-018199	11/26/2019	11/26/2019 - 19:20	WHEELS UP LLC	N868UP	JET A*JetA-Co		259.00
I 19-018206	11/27/2019	11/27/2019 - 14:05	TRAVEL MANAGEMENT COMPANY. LTD	N499TM	JET A*JetA-Co		99.00
I 19-018207	11/27/2019	11/28/2019 - 8:15	WHEELS UP LLC	N506UP	JET A*JetA-Co		475.00
I 19-018210	11/27/2019	11/27/2019 - 16:29	N412JS	N412JS	JET A*JetA-Co		230.00
I 19-018232	11/30/2019	11/30/2019 - 11:14	Fly To The Beech Llc	N495CT	JET A*JetA-Co		239.00
I 19-018305	12/07/2019	12/07/2019 - 18:35	2106701 Ontario Inc (novajet)	C-FUTL	JET A*JetA-Co		225.00
I 19-018326	12/11/2019	12/11/2019 - 18:06	Aero National	N501SS	JET A*JetA-Co	Yes	190.00
I 19-018341	12/12/2019	12/12/2019 - 19:15	Aero National	N501SS	JET A*JetA-Co	Yes	209.00
I 19-018347	12/14/2019	12/14/2019 - 22:38	FLEXJET	N420FX	JET A*JetA-Co		132.00
I 19-018352	12/16/2019	12/16/2019 - 9:12	Aircraft Holding Co One Llc	N496TM	JET A*JetA-Co		113.00
I 19-018372	12/19/2019	12/19/2019 - 14:02	FLEXJET	N422FX	JET A*JetA-Co		980.00
I 19-018402	12/22/2019	12/22/2019 - 11:33	FLIGHT OPTIONS LLC	N359FX	JET A*JetA-Co		300.00
		Total For: JET A*JetA-Contract (All)			:		**52,307.00**
I 19-014350	1/03/2019	1/03/2019 - 18:41	NETJETS OPERATIONS CENTER	N326QS	JET A*NetJets		164.00
I 19-014608	2/09/2019	2/09/2019 - 8:36	NETJETS OPERATIONS CENTER	N208QS	JET A*NetJets		491.00
I 19-015101	4/04/2019	4/04/2019 - 10:11	NETJETS OPERATIONS CENTER	N502QS	JET A*NetJets		520.00
I 19-015114	4/05/2019	4/05/2019 - 11:29	NETJETS OPERATIONS CENTER	N755QS	JET A*NetJets		234.00
I 19-015165	4/08/2019	4/08/2019 - 15:57	NETJETS OPERATIONS CENTER	N228QS	JET A*NetJets		975.00
I 19-015281	4/22/2019	4/22/2019 - 8:16	NETJETS OPERATIONS CENTER	N427QS	JET A*NetJets		232.00
I 19-015312	4/24/2019	4/24/2019 - 19:42	NETJETS OPERATIONS CENTER	N423QS	JET A*NetJets		300.00
I 19-015340	4/26/2019	4/26/2019 - 8:12	NETJETS OPERATIONS CENTER	N975QS	JET A*NetJets		250.00
I 19-015351	4/27/2019	4/27/2019 - 13:09	NETJETS OPERATIONS CENTER	N310QS	JET A*NetJets		297.00
I 19-015374	4/29/2019	4/29/2019 - 19:50	NETJETS OPERATIONS CENTER	N597QS	JET A*NetJets		320.00
I 19-015468	5/10/2019	5/10/2019 - 13:31	NETJETS OPERATIONS CENTER	N547QS	JET A*NetJets		1,159.00
I 19-015472	5/11/2019	5/11/2019 - 10:04	JETSUITE	N631JS	JET A*NetJets		168.00
I 19-015529	5/16/2019	5/16/2019 - 11:30	NETJETS OPERATIONS CENTER	N730QS	JET A*NetJets		190.00
I 19-015549	5/17/2019	5/17/2019 - 13:49	NETJETS OPERATIONS CENTER	N679QS	JET A*NetJets		555.00
I 19-015551	5/17/2019	5/17/2019 - 14:50	NETJETS OPERATIONS CENTER	N214QS	JET A*NetJets		275.00
I 19-015588	5/20/2019	5/20/2019 - 8:15	NETJETS OPERATIONS CENTER	N300QS	JET A*NetJets		371.00
I 19-015949	6/14/2019	6/14/2019 - 18:41	NETJETS OPERATIONS CENTER	N361QS	JET A*NetJets		110.00
I 19-015989	6/18/2019	6/18/2019 - 15:11	NETJETS OPERATIONS CENTER	N316QS	JET A*NetJets		262.00
I 19-016001	6/19/2019	6/19/2019 - 19:35	NETJETS OPERATIONS CENTER	N338QS	JET A*NetJets		100.00
I 19-016201	7/02/2019	7/02/2019 - 16:36	NETJETS OPERATIONS CENTER	N382QS	JET A*NetJets		325.00

FlightLevel Dutchess

Fuel Sales Report

For The Period: 1/01/2019 Through: 12/31/2019

Ref Type/Number	Date	Delivered	Sold To	Aircraft	Fuel Type	FSII	Quantity
I 19-016437	7/18/2019	7/18/2019 - 14:14	NETJETS OPERATIONS CENTER	N590QS	JET A*NetJets		580.00
I 19-016532	7/25/2019	7/25/2019 - 16:14	NETJETS OPERATIONS CENTER	N318QS	JET A*NetJets		346.00
I 19-016605	7/28/2019	7/28/2019 - 22:10	NETJETS OPERATIONS CENTER	N339QS	JET A*NetJets		275.00
I 19-016607	7/29/2019	7/29/2019 - 11:43	NETJETS OPERATIONS CENTER	N548QS	JET A*NetJets		740.00
I 19-016623	7/29/2019	7/29/2019 - 21:58	NETJETS OPERATIONS CENTER	N339QS	JET A*NetJets		650.00
I 19-016638	7/30/2019	7/30/2019 - 18:19	NETJETS OPERATIONS CENTER	N761QS	JET A*NetJets		473.00
I 19-016647	7/31/2019	7/31/2019 - 15:03	NETJETS OPERATIONS CENTER	N562QS	JET A*NetJets		450.00
I 19-016793	8/10/2019	8/10/2019 - 17:30	NETJETS OPERATIONS CENTER	N664QS	JET A*NetJets		1,016.00
I 19-016804	8/11/2019	8/11/2019 - 13:30	NETJETS OPERATIONS CENTER	N561QS	JET A*NetJets		810.00
I 19-017037	8/29/2019	8/29/2019 - 11:11	NETJETS OPERATIONS CENTER	N618QS	JET A*NetJets		430.00
I 19-017049	8/29/2019	8/29/2019 - 17:39	NETJETS OPERATIONS CENTER	N914QS	JET A*NetJets		150.00
I 19-017102	9/01/2019	9/01/2019 - 20:40	NETJETS OPERATIONS CENTER	N541QS	JET A*NetJets		65.00
I 19-017146	9/06/2019	9/06/2019 - 10:51	NETJETS OPERATIONS CENTER	N761QS	JET A*NetJets		454.00
I 19-017215	9/12/2019	9/12/2019 - 12:02	NETJETS OPERATIONS CENTER	N583QS	JET A*NetJets		120.00
I 19-017216	9/12/2019	9/12/2019 - 12:09	NETJETS OPERATIONS CENTER	N613QS	JET A*NetJets		510.00
I 19-017236	9/13/2019	9/13/2019 - 12:32	NETJETS OPERATIONS CENTER	N758QS	JET A*NetJets		498.00
I 19-017262	9/15/2019	9/15/2019 - 13:18	NETJETS OPERATIONS CENTER	N312QS	JET A*NetJets		149.00
I 19-017262	9/15/2019	9/15/2019 - 14:00	NETJETS OPERATIONS CENTER	N312QS	JET A*NetJets		59.00
I 19-017359	9/21/2019	9/21/2019 - 17:42	NETJETS OPERATIONS CENTER	N730QS	JET A*NetJets		1,509.00
I 19-017390	9/24/2019	9/24/2019 - 11:33	NETJETS OPERATIONS CENTER	N647QS	JET A*NetJets		50.00
I 19-017396	9/24/2019	9/24/2019 - 15:51	NETJETS OPERATIONS CENTER	N741QS	JET A*NetJets		129.00
I 19-017406	9/25/2019	9/25/2019 - 13:23	NETJETS OPERATIONS CENTER	N530QS	JET A*NetJets		360.00
I 19-017414	9/26/2019	9/26/2019 - 10:17	NETJETS OPERATIONS CENTER	N421QS	JET A*NetJets		900.00
I 19-017464	9/29/2019	9/29/2019 - 17:42	NETJETS OPERATIONS CENTER	N946QS	JET A*NetJets		950.00
I 19-017471	9/30/2019	9/30/2019 - 10:02	NETJETS OPERATIONS CENTER	N319QS	JET A*NetJets		71.00
I 19-017532	10/05/2019	10/05/2019 - 14:00	NETJETS OPERATIONS CENTER	N997QS	JET A*NetJets		685.00
I 19-017562	10/08/2019	10/08/2019 - 15:12	NETJETS OPERATIONS CENTER	N792QS	JET A*NetJets		150.00
I 19-017572	10/09/2019	10/09/2019 - 16:52	NETJETS OPERATIONS CENTER	N412QS	JET A*NetJets		193.00
I 19-017590	10/11/2019	10/11/2019 - 15:12	NETJETS OPERATIONS CENTER	N381QS	JET A*NetJets		550.00
I 19-017619	10/13/2019	10/13/2019 - 11:07	NETJETS OPERATIONS CENTER	N381QS	JET A*NetJets		550.00
I 19-017677	10/16/2019	10/16/2019 - 19:45	NETJETS OPERATIONS CENTER	N532QS	JET A*NetJets		350.00
I 19-017685	10/18/2019	10/18/2019 - 14:52	NETJETS OPERATIONS CENTER	N271DV	JET A*NetJets		885.00
I 19-017753	10/23/2019	10/23/2019 - 20:45	NETJETS OPERATIONS CENTER	N626QS	JET A*NetJets		135.00
I 19-017773	10/25/2019	10/25/2019 - 10:22	NETJETS OPERATIONS CENTER	N626QS	JET A*NetJets		120.00
I 19-017782	10/25/2019	10/25/2019 - 18:10	NETJETS OPERATIONS CENTER	N913CL	JET A*NetJets		360.00
I 19-017976	11/10/2019	11/10/2019 - 15:39	NETJETS OPERATIONS CENTER	N637QS	JET A*NetJets		650.00
I 19-018049	11/16/2019	11/16/2019 - 12:33	NETJETS OPERATIONS CENTER	N757QS	JET A*NetJets		150.00
I 19-018152	11/23/2019	11/23/2019 - 15:59	NETJETS OPERATIONS CENTER	N584QS	JET A*NetJets		400.00
I 19-018219	11/29/2019	11/29/2019 - 12:18	NETJETS OPERATIONS CENTER	N544QS	JET A*NetJets		750.00
I 19-018254	12/03/2019	12/03/2019 - 18:31	NETJETS OPERATIONS CENTER	N661QS	JET A*NetJets		345.00
I 19-018256	12/04/2019	12/04/2019 - 9:13	NETJETS OPERATIONS CENTER	N648QS	JET A*NetJets		260.00
I 19-018259	12/04/2019	12/04/2019 - 13:46	NETJETS OPERATIONS CENTER	N544QS	JET A*NetJets		700.00
I 19-018308	12/08/2019	12/08/2019 - 11:18	NETJETS OPERATIONS CENTER	N585QS	JET A*NetJets		1,129.00
I 19-018344	12/13/2019	12/13/2019 - 11:45	NETJETS OPERATIONS CENTER	N414QS	JET A*NetJets		383.00
			Total For: JET A*NetJets Shell Contra			:	**27,787.00**

Includes Pending/Open Invoices

3,774 Transaction items included in report.

Overall Total: 204,225.90

Shop fuel sales are limited by Transaction Date. This can affect tie-out to other inventory reports since most inventory reports operate by Action Date.

Gayle McKee

From: Gayle McKee
Sent: Thursday, July 23, 2020 3:24 PM
To: Joni Steigerwald
Subject: FW: Hudson Valley Regional Airport
Attachments: 2019 fuel totals.pdf

Here's info from FBO for Jet A

Gayle M. McKee, C.M.
Principal Consultant, Aviation
C&S Companies
gmckee@cscos.com
office: (716) 847-1630 | direct: (716) 955-3017
cell: (716) 238-3530 | toll-free: (877) CS-SOLVE
141 Elm Street, Suite 100, Buffalo, NY 14203

From: Anthony Epstein <aepstein@flightlevelaviation.com>
Sent: Friday, May 22, 2020 8:36 AM
To: Gayle McKee <gmckee@cscos.com>
Subject: Re: Hudson Valley Regional Airport

Hello,

Here are the totals for all the fuel sale of 2019

From: Gayle McKee <gmckee@cscos.com>
Sent: Thursday, May 21, 2020 1:51 PM
To: Anthony Epstein <aepstein@flightlevelaviation.com>
Subject: FW: Hudson Valley Regional Airport

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Hello Anthony,

You had provided me with the Jet A fuel sales records below at Hudson Valley Regional Airport. However at the time you did not have all of 2019 Jet A fuel records yet. Could you provide me with the final 2019 Jet A fuel sales for use in the Airport Master Plan. Thank you!

Gayle M. McKee, C.M.
Principal Consultant, Aviation
C&S Companies
gmckee@cscos.com
office: (716) 847-1630 | direct: (716) 955-3017
cell: (716) 238-3530 | toll-free: (877) CS-SOLVE
141 Elm Street, Suite 100, Buffalo, NY 14203

From: Anthony Epstein <aepstein@flightlevelaviation.com>
Sent: Wednesday, April 3, 2019 8:44 AM

To: Gayle McKee <gmckee@cscos.com>
Subject: Re: Hudson Valley Regional Airport

Hello Gayle,

Here are the totals for jet fuel sales since 2015 to current

2015 Jet A sales including contract 68,555 gallons

2016 Jet A sales including contract 126,031 gallons

2017 Jet A sales including contract 131,394 gallons

2018 Jet A sales including contract 148,702 gallons

2019 Jet A sales including contract 23,878 gallons

Sorry its not in report form but total wont let me print out annual totals. I hope this helps.

Anthony Epstein
General Manager
Flightlevel Aviation
263 New Hackensack rd
Wappingers Falls, Ny 12590
Office(845)-849-3770 Fax(845)-849-3771
AEpstein@Flightlevelaviation.com

From: Gayle McKee <gmckee@cscos.com>
Sent: Tuesday, April 2, 2019 10:38:49 AM
To: Anthony Epstein
Subject: Hudson Valley Regional Airport

Good Morning Anthony,

I was wondering if you might be able to provide me with some further information on Jet A fuel sales. Specifically can you provide me with annual Jet A fuel sales in gallons for the past 3-5 years? I wanted to determine an annual growth rate from gallons of fuel sold over the past few years. Thank you!

Gayle M. McKee, C.M.
Senior Project Planner
C&S Companies

gmckee@cscos.com | office: (716) 847-1630 | direct: (716) 955-3017 | cell: (716) 238-3530
141 Elm Street, Suite 100, Buffalo, NY 14203

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Gayle McKee

From: Anthony Epstein <aepstein@flightlevelaviation.com>
Sent: Wednesday, November 3, 2021 11:16 AM
To: Gayle McKee
Subject: Re: Fuel Sales

Jet A for 2020 total 160,424 gallons

Jet A for 2021 to date total 227,026 gallons

From: Gayle McKee <gmckee@cscos.com>
Sent: Wednesday, November 3, 2021 10:40 AM
To: Anthony Epstein <aepstein@flightlevelaviation.com>
Subject: RE: Fuel Sales

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Thank you Anthony. Would you be able to provide me with just a total of Jet A fuel sales for 2020 and to date for 2021? I have prior numbers through 2019. That would be great. Thank you!

Gayle M. McKee, C.M.

Principal Consultant, Aviation

office direct: (716) 955-3017

cell: (716) 238-3530

gmckee@cscos.com

141 Elm St., Suite 100 | Buffalo, NY 14203

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From: Anthony Epstein <aepstein@flightlevelaviation.com>
Sent: Wednesday, November 3, 2021 10:29 AM
To: Gayle McKee <gmckee@cscos.com>
Subject: Fw: Fuel Sales

From: Anthony Epstein <aepstein@flightlevelaviation.com>
Sent: Wednesday, November 3, 2021 10:26 AM
To: Whalen, David <dwhalen@dutchessny.gov>
Subject: Re: Fuel Sales

Good Morning,

I have to send 2 emails due to the size of file.

Here is a year-to-date fuel sales report.

Please let me know if you need anything else.

Thanks,

Anthony

From: Whalen, David <dwhalen@dutchessny.gov>
Sent: Wednesday, November 3, 2021 9:55 AM
To: Anthony Epstein <aepstein@flightlevelaviation.com>
Cc: Durand, Jeffrey <jdurand@dutchessny.gov>; Gayle McKee <gmckee@cscos.com>
Subject: Fuel Sales

WARNING: This email originated from outside of FlightLevel Aviation. Do not click links or open attachments unless the sender is known and the content is anticipated.

Hi Anthony,
Hope all is good with you and your family.
Copied on this email is Gayle McKee from our Airport consulting firm C&S.
Could you provide all of us an up-dated fuel sales report YTD from Flight Level for HVRA?
It is for evaluation for our Master Plan project.
Thanks very much,
Dave

David C. Whalen
Deputy Commissioner
Dutchess County Department of Public Works
626 Dutchess Turnpike
Poughkeepsie, NY 12603
Phone: (845) 486-2059
Email: dwhalen@dutchessny.gov
www.dutchessny.gov

Forecast Analysis and R Square Values

DUTCHESS COUNTY PER CAPITA INCOME v. POU OPERATIONS 2011-2020

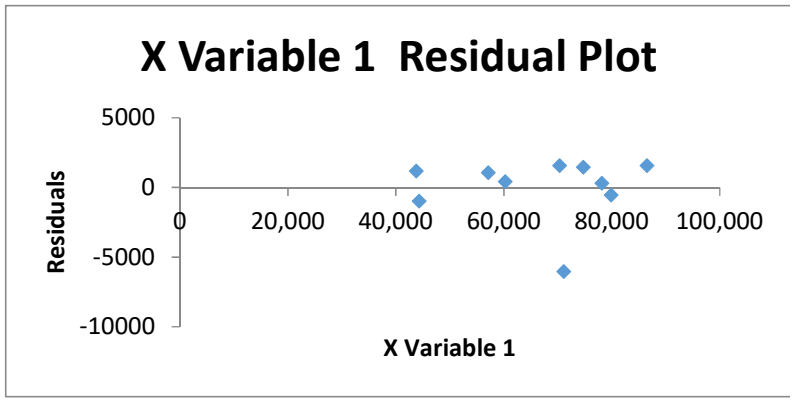
SUMMARY OUTPUT

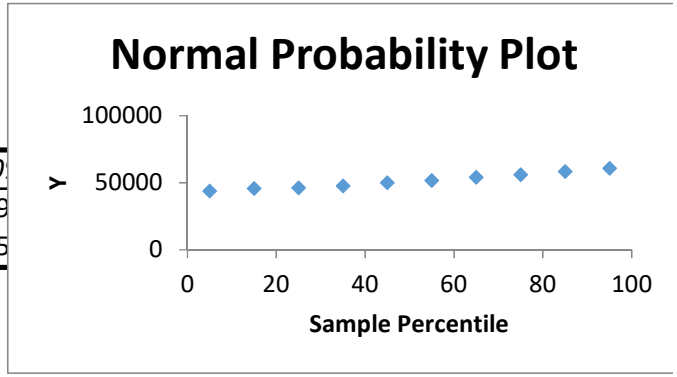
Regression Statistics	
Multiple R	0.91783
R Square	0.842412
Adjusted R Square	0.822714
Standard Error	2437.224
Observations	10

ANOVA

	df	*SS*	*MS*	*F*	*ignificance F*
Regression	1	2.54E+08	2.54E+08	42.76539	0.00018
Residual	8	47520475	5940059		
Total	9	3.02E+08			

	Coefficients	*tandard Err*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*ower 95.0*
Intercept	75423.54	3751.144	20.10681	3.91E-08	66773.39	84073.69	66773.39
X Variable 1	-0.36041	0.055113	-6.53953	0.00018	-0.4875	-0.23332	-0.4875



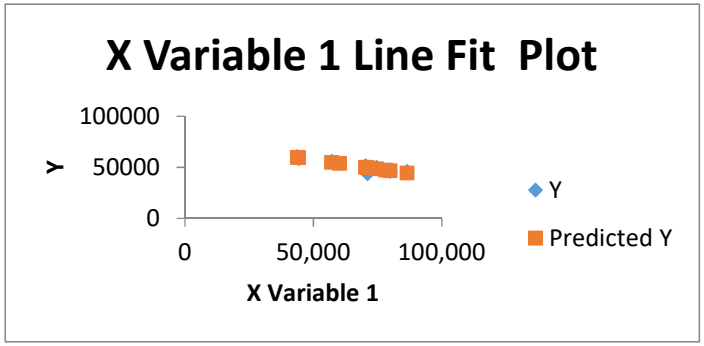


RESIDUAL OUTPUT

Observation	*Predicted Y*	*Residuals*	*dard Residuals*
1	49795.39	-6034.39	-2.62612
2	44236.77	1575.235	0.685529
3	46639.63	-547.629	-0.23832
4	47255.21	295.7876	0.128724
5	48501.52	1463.484	0.636897
6	50081.92	1560.08	0.678934
7	53701.53	411.4663	0.179067
8	54839.35	1071.647	0.466372
9	59453.7	-975.702	-0.42462
10	59656.97	1180.025	0.513538

PROBABILITY OUTPUT

Percentile	*Y*
5	43761
15	45812
25	46092
35	47551
45	49965
55	51642
65	54113
75	55911
85	58478
95	60837



DUTCHESS COUNTY EMPLOYMENT v. POU BASED AC 2011-2020

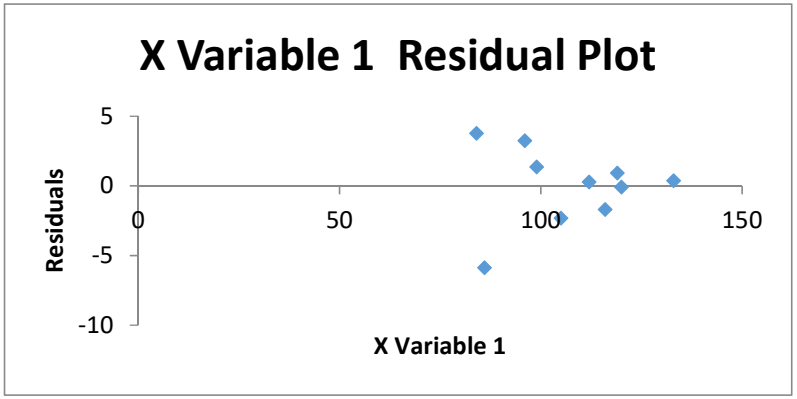
SUMMARY OUTPUT

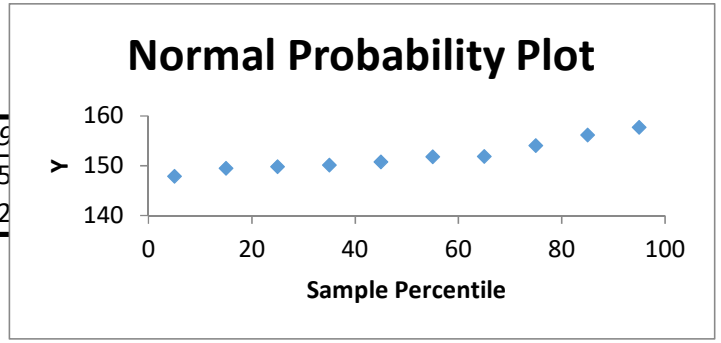
Regression Statistics	
Multiple R	0.435716
R Square	0.189849
Adjusted R Square	0.08858
Standard Error	2.967491
Observations	10

ANOVA

	df	*SS*	*MS*	*F*	*ignificance F*
Regression	1	16.50861	16.50861	1.8747	0.208141
Residual	8	70.44802	8.806003		
Total	9	86.95664			

	Coefficients	*tandard Err*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*ower 9*
Intercept	161.1322	6.753513	23.85902	1.01E-08	145.5586	176.7058	145.5
X Variable 1	-0.08558	0.062505	-1.3692	0.208141	-0.22972	0.058555	-0.22



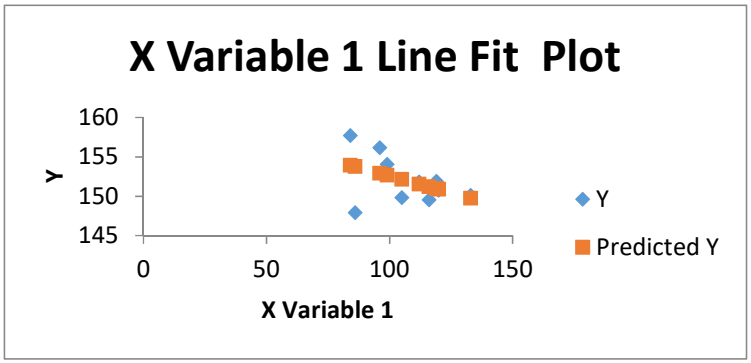


RESIDUAL OUTPUT

Observation	*Predicted Y*	*Residuals*	*dard Residuals*
1	152.1462	-2.31516	-0.8275
2	151.2048	-1.68577	-0.60254
3	150.8624	-0.09544	-0.03411
4	149.7499	0.366111	0.130858
5	150.948	0.927974	0.331683
6	151.5471	0.279906	0.100046
7	152.6596	1.37335	0.490872
8	152.9164	3.240607	1.158279
9	153.9434	3.780633	1.351299
10	153.7722	-5.8722	-2.09888

PROBABILITY OUTPUT

Percentile	*Y*
5	147.9
15	149.519
25	149.831
35	150.116
45	150.767
55	151.827
65	151.876
75	154.033
85	156.157
95	157.724



DUTCHESS COUNTY EMPLOYMENT v. POU OPERATIONS 2011-2020

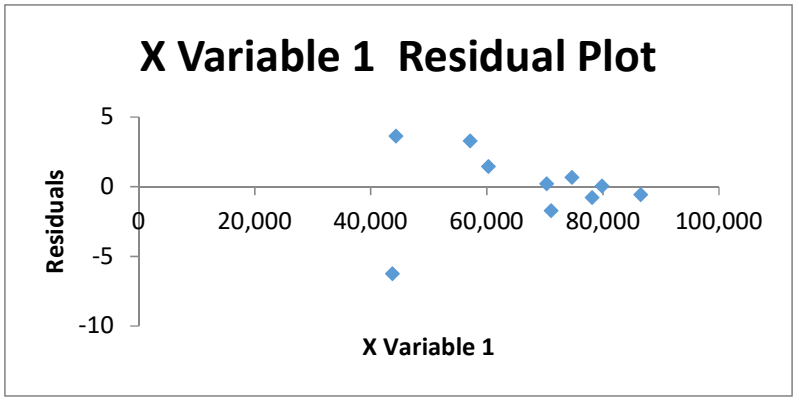
SUMMARY OUTPUT

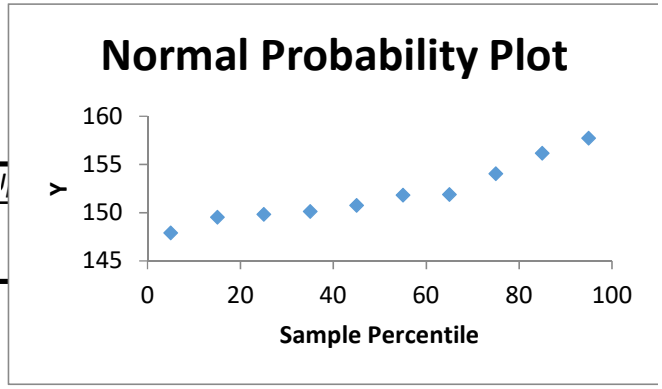
Regression Statistics	
Multiple R	0.449078
R Square	0.201671
Adjusted R Square	0.10188
Standard Error	2.94576
Observations	10

ANOVA

	df	*SS*	*MS*	*F*	*ignificance F*
Regression	1	17.53664	17.53664	2.020932	0.192934
Residual	8	69.42	8.6775		
Total	9	86.95664			

	Coefficients	*tandard Err*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*ower 95.0%*
Intercept	158.2828	4.533834	34.91146	4.96E-10	147.8277	168.7378	147.8277
X Variable 1	-9.5E-05	6.66E-05	-1.42159	0.192934	-0.00025	5.89E-05	-0.00025



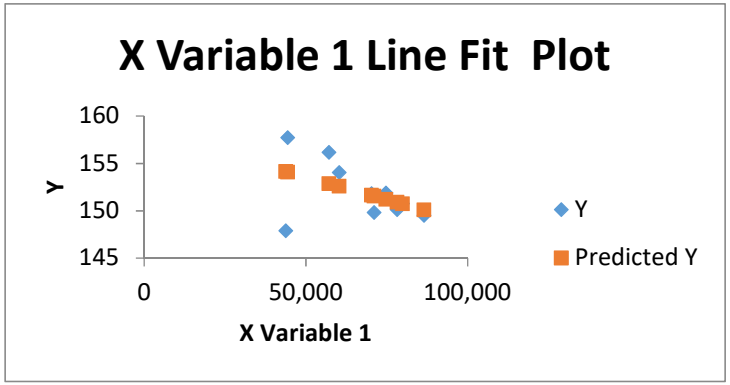


RESIDUAL OUTPUT

Observation	*Predicted Y*	*Residuals*	*dard Residuals*
1	151.5491	-1.71814	-0.61864
2	150.0887	-0.56965	-0.20511
3	150.72	0.047012	0.016927
4	150.8817	-0.76573	-0.27571
5	151.2092	0.666814	0.240095
6	151.6244	0.202573	0.072939
7	152.5755	1.457544	0.524808
8	152.8744	3.28259	1.18194
9	154.0868	3.637201	1.309623
10	154.1402	-6.24021	-2.24687

PROBABILITY OUTPUT

Percentile	*Y*
5	147.9
15	149.519
25	149.831
35	150.116
45	150.767
55	151.827
65	151.876
75	154.033
85	156.157
95	157.724



DUTCHESS COUNTY PER CAPITA INCOME v. POU BASED AC 2011-2020

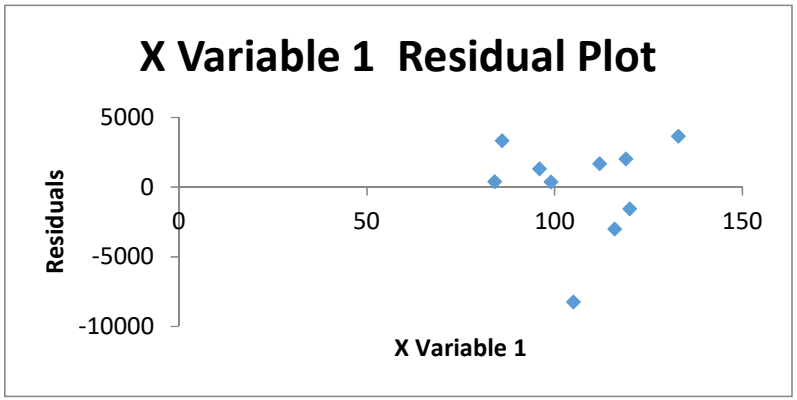
SUMMARY OUTPUT

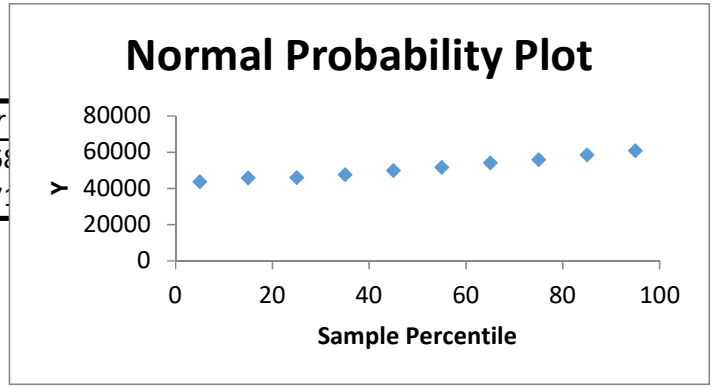
Regression Statistics	
Multiple R	0.791328
R Square	0.6262
Adjusted R Square	0.579475
Standard Error	3753.653
Observations	10

ANOVA

	df	*SS*	*MS*	*F*	*ignificance F*
Regression	1	1.89E+08	1.89E+08	13.4018	0.006393
Residual	8	1.13E+08	14089911		
Total	9	3.02E+08			

	Coefficients	*tandard Err*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*ower*
Intercept	82386.29	8542.686	9.644073	1.11E-05	62686.82	102085.8	626
X Variable 1	-289.44	79.06371	-3.66085	0.006393	-471.761	-107.119	-47



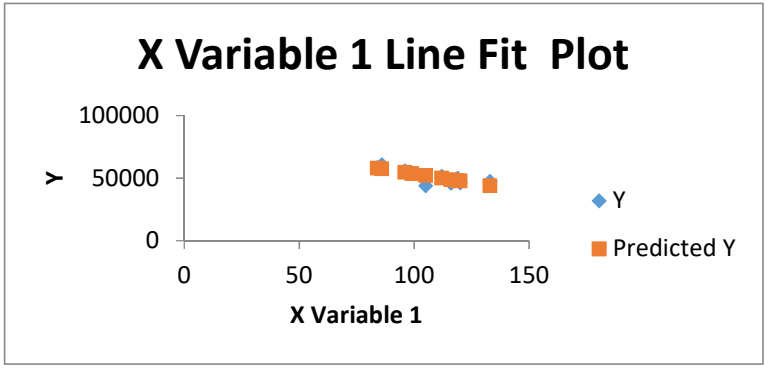


RESIDUAL OUTPUT

Observation	*Predicted Y*	*Residuals*	*dard Residuals*
1	51995.08	-8234.08	-2.32668
2	48811.24	-2999.24	-0.84749
3	47653.48	-1561.48	-0.44122
4	43890.76	3660.243	1.034265
5	47942.92	2022.081	0.571374
6	49969	1673.001	0.472735
7	53731.72	381.2791	0.107737
8	54600.04	1310.959	0.370434
9	58073.32	404.6776	0.114349
10	57494.44	3342.558	0.944498

PROBABILITY OUTPUT

Percentile	*Y*
5	43761
15	45812
25	46092
35	47551
45	49965
55	51642
65	54113
75	55911
85	58478
95	60837



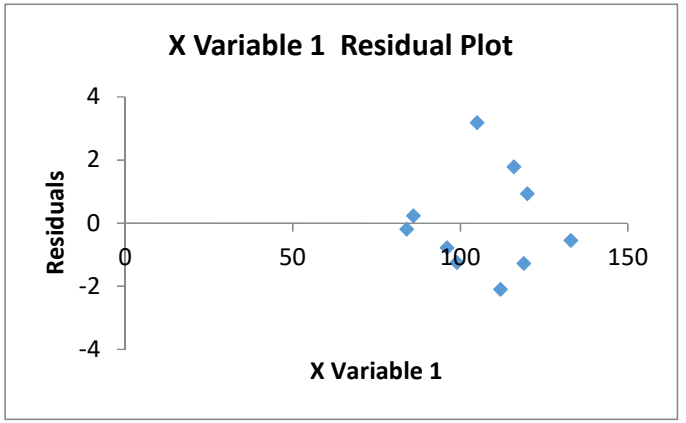
DUTCHESS COUNTY POPULATION v. POU BASED AC SUMMARY OUTPUT 2011-2020

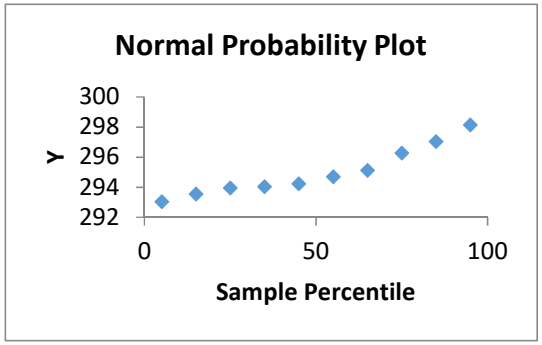
Regression Statistics	
Multiple R	0.248068
R Square	0.061538
Adjusted R Square	-0.05577
Standard Error	1.687942
Observations	10

ANOVA

	df	*SS*	*MS*	*F*	*ignificance F*
Regression	1	1.49462	1.49462	0.524585	0.489529
Residual	8	22.79318	2.849148		
Total	9	24.2878			

	Coefficients	*tandard Err*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*ower 95.0%*	*Upper 95.0%*
Intercept	292.2463	3.841473	76.07661	9.93E-13	283.3878	301.1047	283.3878	301.1047
X Variable 1	0.025751	0.035553	0.724282	0.489529	-0.05624	0.107737	-0.05624	0.107737



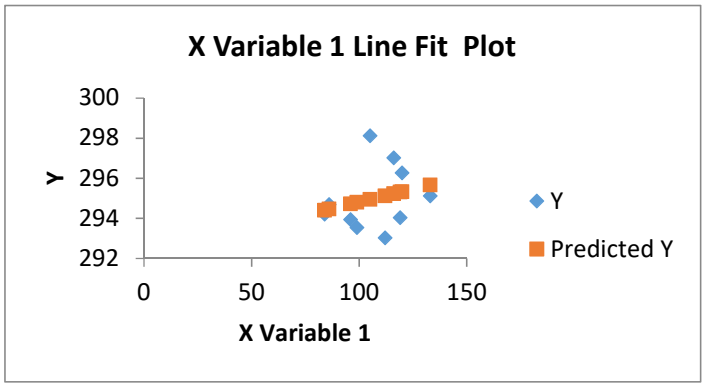


RESIDUAL OUTPUT

Observation	*Predicted Y*	*Residuals*	*dard Residuals*
1	294.9501	3.182901	2.000055
2	295.2334	1.789644	1.124567
3	295.3364	0.931641	0.58542
4	295.6711	-0.54412	-0.34191
5	295.3106	-1.27161	-0.79905
6	295.1304	-2.10135	-1.32044
7	294.7956	-1.25059	-0.78584
8	294.7183	-0.77934	-0.48972
9	294.4093	-0.19133	-0.12023
10	294.4608	0.234164	0.147143

PROBABILITY OUTPUT

Percentile	*Y*
5	293.029
15	293.545
25	293.939
35	294.039
45	294.218
55	294.695
65	295.127
75	296.268
85	297.023
95	298.133



DUTCHESS COUNTY POPULATION v. POU OPERATIONS 2011-2020

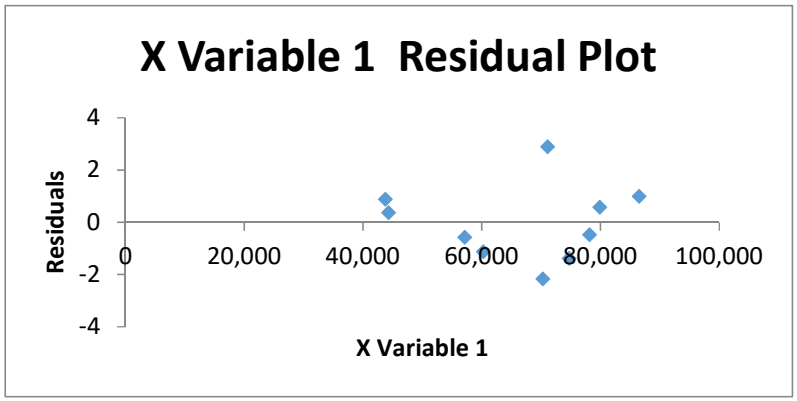
SUMMARY OUTPUT

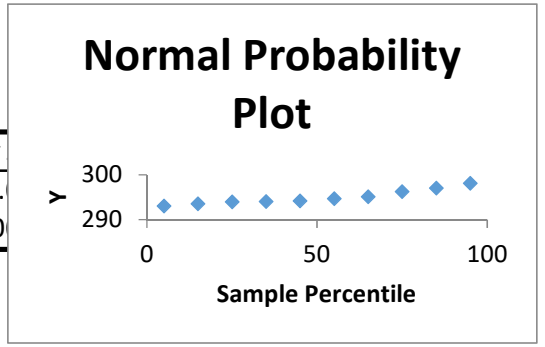
Regression Statistics	
Multiple R	0.464838
R Square	0.216074
Adjusted R Square	0.118083
Standard Error	1.542718
Observations	10

ANOVA

	df	*SS*	*MS*	*F*	*ignificance F*
Regression	1	5.247968	5.247968	2.205048	0.17586
Residual	8	19.03983	2.379979		
Total	9	24.2878			

	Coefficients	*tandard Err*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*ower 95.0%*	*Upper*
Intercept	291.551	2.374406	122.789	2.16E-14	286.0756	297.0264	286.0756	297.
X Variable 1	5.18E-05	3.49E-05	1.48494	0.17586	-2.9E-05	0.000132	-2.9E-05	0.00



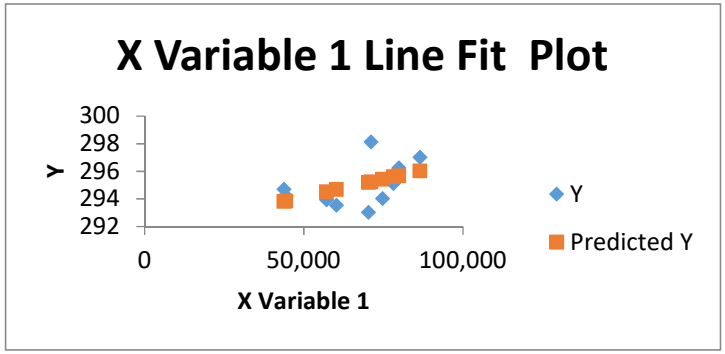


RESIDUAL OUTPUT

Observation	*Predicted Y*	*Residuals*	*dard Residuals*
1	295.2346	2.898438	1.992754
2	296.0335	0.989484	0.680297
3	295.6881	0.579853	0.398665
4	295.5997	-0.47267	-0.32497
5	295.4205	-1.38153	-0.94984
6	295.1934	-2.16438	-1.48807
7	294.6731	-1.12812	-0.77562
8	294.5096	-0.57058	-0.39229
9	293.8464	0.371648	0.255518
10	293.8171	0.877864	0.603555

PROBABILITY OUTPUT

Percentile	*Y*
5	293.029
15	293.545
25	293.939
35	294.039
45	294.218
55	294.695
65	295.127
75	296.268
85	297.023
95	298.133



TFMSC / FAA Aircraft Characteristics Database / FSB Report Comparison

Aircraft Approach Category (AAC)

TFMSC Row Labels	FAA Aircraft Characteristics Database	FSB Report
A		
I		
II		
Approach		
Design		
Type		
B		
II		
B350 - Beech Super King Air 350	B-II	
BE20 - Beech 200 Super King	B-II	
BE30 - Raytheon 300 Super King Air	B-II	
BE9T - Beech F90 King Air	B-II	
C208 - Cessna 208 Caravan	A-II	
C25B - Cessna Citation CJ3	B-II	
C25C - Cessna Citation CJ4	B-II	
C441 - Cessna Conquest	B-II	
C550 - Cessna Citation II/Bravo	B-II	
C560 - Cessna Citation V/Ultra/Encore	B-II	
C56X - Cessna Excel/XLS	B-II	
C650 - Cessna III/VI/VII	C-II	
C680 - Cessna Citation Sovereign	B-II	B
C68A - Cessna Citation Latitude	Design Group II No Value for Approach Speed	
C750 - Cessna Citation X	B-II	C
E110 - Embraer EMB110	B-II	
E545 - Embraer EMB-545 Legacy 450	C-II	B
E55P - Embraer Phenom 300	B-II	B
F2TH - Dassault Falcon 2000	B-II	C
F900 - Dassault Falcon 900	B-II	C
FA50 - Dassault Falcon/Mystère 50	B-II	C

HA4T - Hawker 4000	B-II	C
C		
I		
H25A - BAe HS 125-1/2/3/400/600		
H25B - BAe HS 125/700-800/Hawker 800	C-II	C
LJ31 - Bombardier Learjet 31/A/B	C-I	
LJ40 - Learjet 40; Gates Learjet	C-I	
LJ45 - Bombardier Learjet 45	C-I	C
LJ55 - Bombardier Learjet 55	C-I	
LJ60 - Bombardier Learjet 60	C-I	
WW24 - IAI 1124 Westwind	C-I	
II		
ASTR - IAI Astra 1125		
CL30 - Bombardier (Canadair) Challenger 300	B-II	C
CL35 - Bombardier Challenger 300	C-II	
CL60 - Bombardier Challenger 600/601/604	C-II	C
E35L - Embraer 135 LR	C-II	
G150 - Gulfstream G150	C-II	C
G280 - Gulfstream G280	C-II	C
GALX - IAI 1126 Galaxy/Gulfstream G200	D-II	
GLF2 - Gulfstream II/G200	C-II	D
GLF3 - Gulfstream III/G300	D-II	
LJ75 - Learjet 75	C-II	
III		
GL5T - Bombardier BD-700 Global 5000	B-III	
GLEX - Bombardier BD-700 Global Express	B-III	
Category		
Group		
(blank)		
D		
III		
GLF5 - Gulfstream V/G500	D-III	C
GLF6 - Gulfstream	D-III	C

TFMSC Historical 10-Year Trend

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
A	**2276**	**2483**	**1933**	**2283**	**2556**	**1174**	**1360**	**1689**	**1686**	**1495**	**2070**
I	**2234**	**2477**	**1914**	**2253**	**2507**	**1122**	**1316**	**1650**	**1641**	**1463**	**2025**
AA1 - American AA-1 Trainer	1			1	2					1	
AA5 - American AA-5 Traveler	8	3	17	16	14	2	4	6	2	9	10
AC11 - North American Commander 112	13	9	9	12	9	3		9	16	2	5
B36T - Allison 36 Turbine Bonanza		1		1							
BE23 - Beech 23 Sundowner	4	1	5	13	11	2	10		3	2	2
BE24 - Beech 24 Sierra	1	5	1		3	1	1	6	2	4	2
BE33 - Beech Bonanza 33	26	21	20	26	21	13	14	10	12	11	9
BE35 - Beech Bonanza 35	43	29	20	70	82	57	48	60	43	29	36
BE36 - Beech Bonanza 36	113	132	114	145	106	88	74	101	58	45	102
BE55 - Beech Baron 55	13	12	18	16	21	13	11	3	3	5	15
BE65 - Beech 65 Queen Air			2								
BE76 - Beech 76 Duchess		3	1		2		1				2
BE77 - Beech 77 Skipper			11	1	3						
C150 - Cessna 150	5	5	11	3	6	2	1				2
C152 - Cessna 152	121	147	35	41	51	2	1	2		5	
C172 - Cessna Skyhawk 172/Cutlass	798	976	454	416	570	178	224	241	320	280	572
C177 - Cessna 177 Cardinal	7	35	34	11	14	3	3	5	5	3	4
C182 - Cessna Skylane 182	141	138	136	177	215	76	91	113	122	116	96
C210 - Cessna 210 Centurion	20	17	14	10	8	8	4	15	4	4	7
C240 - Cessna TTx Model T240						2				1	1
C310 - Cessna 310	10	25	18	23	19	4	3	4	4	5	2
C82R - Cessna Skylane RG	4	6	3	5	2	2	5		2	1	2
CH7B - Bellanca 7GCBC Citabria					1						
COL3 - Lancair LC-40 Columbia 400	12	7	22	6	2	2	2	1	3		4
COL4 - Lancair LC-41 Columbia 400	10	9	14	5	16	2	6	7	1	1	7
DA20 - Diamond DA 20	1		1	1	2						
DA40 - Diamond Star DA40	10	17	16	13	10	9	12	19	20	19	28
DA42 - Diamond Twin Star		4		3		1	1	3	5	2	2
E550 - Embraer Legacy 500								2	2	8	10
EA50 - Eclipse 500	17	6	6	1	4	10	6	2		2	2
KODI - Quest Kodiak	2								2		
M20P - Mooney M-20C Ranger	78	80	66	109	88	41	39	53	44	29	25
M20T - Turbo Mooney M20K	39	31	24	32	24	30	39	20	10	3	11
MU2 - Mitsubishi Marquise/Solitaire	28	34	33	34	44	40	26	18	32	8	12
P210 - Riley Super P210		1	7	4		1	1				

P28A - Piper Cherokee	187	180	190	232	248	217	253	394	393	427	446
P28B - Piper Turbo Dakota	22	21	15	17	24	8	10	12	15	10	12
P28R - Cherokee Arrow/Turbo	58	67	71	81	64	46	39	82	44	50	75
P32R - Piper 32	4	6	7	2	14	11	12	4	4	4	15
P46T - Piper Malibu Meridian	5	2	3	12	13	9	11	24		5	4
PA23 - Piper PA-23	5	2	1		2						
PA24 - Piper PA-24	12	12	8	14	24	5	7	2	3	5	2
PA27 - Piper Aztec	6	7	3	4	2	6	10	10	9	3	10
PA28 - Piper Cherokee	68	92	111	139	136	5	2	5	3	2	3
PA30 - Piper PA-30	3	1	6	7	2	3	3	1	11	8	8
PA31 - Piper Navajo PA-31	32	58	31	12	34	15	12	11	6	8	20
PA32 - Piper Cherokee Six	39	42	47	66	62	31	29	43	59	33	52
PA34 - Piper PA-34 Seneca	12	12	15	17	15	6	12	5	6	9	20
PA36 - Piper PA-36		1			1						
PA38 - Piper Tomahawk PA38	5	42	112	264	199	10					
PA44 - Piper Seminole	5	6	5	5	36	2	19	6	13	1	8
PA46 - Piper Malibu	13	3	12	5	11	2	4	10	17	6	11
PA60 - Aero Star					1						
S22T - Cirrus SR-22 Turbo						2	1	24	24	36	62
SR20 - Cirrus SR-20	64	24	33	39	67	55	93	91	66	52	64
SR22 - Cirrus SR 22	157	134	120	124	182	85	163	183	231	188	215
T210 - Cessna T210M					2				1	1	7
TBM7 - Socata TBM-7	8	4	6	12	10	6	4	9	1	6	9
TBM8 - Socata TBM-850	4	7	6	6	8	6	5	25	14	5	6
TBM9 - Socata TBM								9	6	9	6
II	**42**	**6**	**19**	**30**	**49**	**52**	**44**	**39**	**45**	**32**	**45**
DHC6 - DeHavilland Twin Otter					1						
PC12 - Pilatus PC-12	42	6	19	30	48	52	44	39	45	32	45
Approach											
Design											
Type											
B	**830**	**889**	**856**	**838**	**752**	**645**	**833**	**1001**	**848**	**700**	**1094**
I	**521**	**549**	**476**	**447**	**420**	**335**	**356**	**434**	**380**	**240**	**356**
AC90 - Gulfstream Commander	6		22		2	2			2		3
AEST - Piper Aero Star	6	6	9	15	20	4	2	42	14	14	6
BE10 - Beech King Air 100 A/B	3	9	7	10	2	1		4			
BE40 - Raytheon/Beech Beechjet 400/T-1	31	39	42	81	91	62	52	62	48	36	35
BE58 - Beech 58	161	196	165	95	81	49	60	59	24	31	30
BE60 - Beech 60 Duke	4	6	1	4	3	7				4	32

BE9 - Beechcraft C99 Airliner; Beech Aircraft								1			
BE99 - Beech Airliner 99	105	97	101	95	99	100	89	76	88	84	80
BE9L - Beech King Air 90	43	57	25	8	22	22	71	84	140	22	90
BL8 - Bellanca 8 Scout				1	3						
C206 - Cessna 206 Stationair	14	23	22	26	16	7	9	13	4	5	4
C25A - Cessna Citation CJ2	2	5	8	9	12	16	10	8	6	3	7
C25M - Cessna Citation M2								5			2
C340 - Cessna 340	8	5		4	17	1	9	6	3	5	3
C402 - Cessna 401/402	9	1	3	7	1			2			
C404 - Cessna 404 Titan	6							1			
C414 - Cessna Chancellor 414	6	10	10	15	2	5	3	12	6	8	3
C421 - Cessna Golden Eagle 421	2	23	27	24	11	14			2	7	
C425 - Cessna 425 Corsair	1	3		1			1				2
C500 - Cessna 500/Citation I				6				4	4		
C501 - Cessna I/SP	14	6	4		2	2	2				
C510 - Cessna Citation Mustang	3		6	4	2	2	2	8	3	2	4
C525 - Cessna CitationJet/CJ1	42	13	12	26	17	13	20	6	18	5	21
E50P - Embraer Phenom 100	14	6	2	4	8	8	10	10	2	6	8
FA10 - Dassault Falcon/Mystère 10	6		6	2		2	2	4	2		
H25C - BAe/Raytheon HS 125-1000/Hawker 1000	6	4	2		2				2		
HDJT - HONDA HA-420 HondaJet								4	2	3	22
P180 - Piaggio P-180 Avanti	22	26				4		8	2		
PAY1 - Piper Cheyenne 1	3	2		8	3	3	9	2	2	1	2
PAY2 - Piper Cheyenne 2	2								6		
PAY3 - Piper PA-42-720 Cheyenne 3		1				1					
PAY4 - Piper Cheyenne 400	2	2									
PRM1 - Raytheon Premier 1/390 Premier 1		8	2	2	4	8	5	11		4	
SBR1 - North American Rockwell Sabre 40/60						2		2			2
TEX2 - Raytheon Texan 2		1									
II	**309**	**340**	**378**	**387**	**330**	**309**	**476**	**560**	**466**	**460**	**721**
AC50 - Aero Commander 500		1	4	1		2					
AC80 - Aero Commander Turbo 680						2					
AC95 - Gulfstream Jetprop Commander 1000		2				1					
B350 - Beech Super King Air 350	8	10	21	38	28	34	65	48	37	57	47
BE20 - Beech 200 Super King	70	49	30	21	25	20	18	17	45	20	23
BE30 - Raytheon 300 Super King Air	11	15	11	16	14	18	5	11	5	16	5
BE90 - Beech King Air 90	8	18	2	12	10	1					
BE9T - Beech F90 King Air	6	5	10	9	10	1	2		5		
C208 - Cessna 208 Caravan	7	8	10	3	1	6	4	14	8	5	7

C25B - Cessna Citation CJ3	14	14	12	18	18	12	54	52	10	14	26
C25C - Cessna Citation CJ4		2				6	2	45	45	6	13
C441 - Cessna Conquest	2	3	3	6					2		3
C550 - Cessna Citation II/Bravo	16	12	30	32	19	28	12	19	10	6	10
C551 - Cessna Citation II/SP						2	2				
C560 - Cessna Citation V/Ultra/Encore	53	68	70	57	41	29	64	67	40	53	72
C56X - Cessna Excel/XLS	83	119	129	126	102	67	101	103	57	48	82
C680 - Cessna Citation Sovereign	31	8	34	17	20	26	33	24	26	13	50
C68A - Cessna Citation Latitude							16	28	35	82	113
D328 - Dornier 328 Series											2
E110 - Embraer EMB110							10	20	4	15	8
E545 - Embraer EMB-545 Legacy 450							4	1	25	28	39
E55P - Embraer Phenom 300			6	29	38	54	81	111	112	97	209
FA20 - Dassault Falcon/Mystère 20		4			2		2				
J328 - Fairchild Dornier 328 Jet											12
SW3 - Fairchild Swearingen SA-226T/TB Merlin 3		2	6		2						
SW4 - Swearingen Merlin 4/4A Metro2				2			1				
III			**2**	**4**	**2**	**1**	**1**	**7**	**2**		**17**
C207 - Cessna Turbo Stationair 7				1	1						
CN35 - CASA CN-235			2	3	1	1		1			1
DH8B - Bombardier DHC8-200											4
FA7X - Dassault Falcon F7X							1	4	2		12
SB20 - Saab 2000								2			
IV			**1**		**4**	**1**		**1**			
C17 - Boeing Globemaster 3			1		4	1		1			
C	**267**	**224**	**205**	**268**	**220**	**251**	**283**	**273**	**249**	**235**	**422**
I	**76**	**56**	**61**	**89**	**55**	**78**	**34**	**63**	**51**	**24**	**44**
H25A - BAe HS 125-1/2/3/400/600		4		1		2					2
LJ24 - Bombardier Learjet 24	7										
LJ25 - Bombardier Learjet 25	4			15	4						
LJ31 - Bombardier Learjet 31/A/B	10	2	4	6	8	15	5	6	4	4	4
LJ40 - Learjet 40; Gates Learjet	6	17	6	14	8			4		2	2
LJ45 - Bombardier Learjet 45	8	12	12	8	15	17	7	14	8	2	16
LJ55 - Bombardier Learjet 55	8	3	6	4	4	4	1		2		
LJ60 - Bombardier Learjet 60	31	16	33	41	16	40	21	39	35	16	20
WW24 - IAI 1124 Westwind	2	2							2		
II	**185**	**154**	**138**	**169**	**154**	**170**	**239**	**208**	**196**	**178**	**330**
ASTR - IAI Astra 1125	2							4	2		
CL30 - Bombardier (Canadair) Challenger 300	51	34	37	45	40	35	58	44	34	44	65

CL35 - Bombardier Challenger 300						4	30	56	42	31	67
CL60 - Bombardier Challenger 600/601/604	16	8	15	22	2	19	12	13	18	6	30
C650 - Cessna III/VI/VII	9	4	8	2	6	4	8	4	2		4
C750 - Cessna Citation X	15	18	13	21	20	17	31	28	20	15	37
E135 - Embraer ERJ 135/140/Legacy	6	2	4	2	4	3	2				6
E35L - Embraer 135 LR										2	4
F2TH - Dassault Falcon 2000	14	23	14	18	12	18	30	26	18	16	20
F900 - Dassault Falcon 900	2	2	8	2	10	12	12	8	11	13	20
FA50 - Dassault Falcon/Mystère 50	7	6	4	4	2	8	4		8	15	14
HA4T - Hawker 4000		2		2		4	2	4			2
G150 - Gulfstream G150	4	9	2		8	2		3	8	10	6
G280 - Gulfstream G280				2	4	4	12		11	2	8
H25B - BAe HS 125/700-800/Hawker 800	59	46	33	49	44	36	28	16	16	16	43
LJ75 - Learjet 75					2	4	10	2	6	8	4
III	**6**	**14**	**6**	**10**	**10**	**2**	**10**	**2**	**2**	**33**	**48**
GL5T - Bombardier BD-700 Global 5000	2	2					6			2	10
GLEX - Bombardier BD-700 Global Express	4	12	6	10	10	2	4	2	2	31	38
IV					**1**	**1**					
C130 - Lockheed 130 Hercules					1	1					
D	**127**	**131**	**121**	**123**	**111**	**119**	**49**	**57**	**45**	**35**	**59**
I	**12**	**15**	**21**	**7**	**10**	**6**	**13**	**5**	**4**		**18**
F18S - F18 Hornet							1				
LJ35 - Bombardier Learjet 35/36	12	15	21	7	10	6	12	5	4		18
II	**49**	**65**	**49**	**58**	**38**	**40**	**30**	**36**	**27**	**16**	**19**
GALX - IAI 1126 Galaxy/Gulfstream G200	4	10	20	22		4	2	4	4		
GLF2 - Gulfstream II/G200								2			
GLF3 - Gulfstream III/G300	4	6		2	6		2	2	1	2	
GLF4 - Gulfstream IV/G400	41	49	29	34	32	36	26	28	22	14	19
III	**66**	**51**	**51**	**58**	**63**	**73**	**6**	**16**	**14**	**19**	**22**
GLF5 - Gulfstream V/G500	66	51	16	30	19	40	6	16	8	17	14
GLF6 - Gulfstream			35	28	44	33			6	2	8
No Data	**550**	**472**	**459**	**381**	**382**	**268**	**360**	**321**	**224**	**165**	**320**
Grand Total	**4050**	**4199**	**3575**	**3893**	**4025**	**2458**	**2887**	**3342**	**3056**	**2630**	**3965**

Appendix K

Runway Length Analysis

Runway Length Analysis

Runway length requirements are dependent upon flight characteristics of the aircraft that the runway is intended to serve. The weight of the aircraft, the thrust developed by its engines, field elevation, temperature, non-stop flight distance, and the amount of fuel needed for the flight interrelate to determine the length or runway required for takeoff and landing with a desired payload (passengers plus cargo).

FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*[1], outlines the process to identify runway length requirements. Five steps are used to determine the recommended runway length and are outlined as follows.:

1. Identify the list of critical design aircraft that will make regular use of the proposed runway for an established planning period of at least five years.
2. Identify the airplanes that will require the longest runway lengths at maximum take-off weight (MTOW).
3. Use *Table 1-1*, *Airplane Weight Categorization for Runway Length Requirements* from FAA AC 150/53254B and the airplanes identified in step #2 to determine the method that will be used for establishing the recommended runway length. Except for regional jets, when the MTOW of listed airplanes is 60,000 lbs. or less, the recommended runway length is determined according to a family grouping of airplanes having similar performance characteristics and operating weights. When the MTOW of listed airplanes is over 60,000 lbs., the recommended runway length is determined according to individual airplanes
4. Select the recommended runway length from among the various runway lengths generated by step #3 per the process identified in chapters 2, 3, or 4, as applicable.
5. Apply any necessary adjustment to the obtained runway length, when instructed by the applicable chapter of this AC, to the runway length generated by step #4 to obtain a final recommended runway length.

Key parameters used to determine the adjusted runway length include the following:

- Airport elevation above mean sea level (AMSL) – 164 feet AMSL
- Airport mean daily maximum temperature of the hottest month – 84º Fahrenheit (August)
- Effective runway gradient – Runway 6 elevation (146.63 feet), Runway 24 elevation (154.77 feet) – change of 8.14 feet.
- Average stage length – Based on a review of FlightAware data, the stage length of the critical design family of airplanes is predominantly short haul. Specifically, 79.08% of flights are short haul (up to 750 miles or two hours flying time) and 20.78% are medium haul (750 to 2,500 miles and 2 to 5 hours flying time) and 0.14% are long haul (2,500 miles or more and more than 5 hours flying time).

The runway length analysis by runway end is summarized below.

Runway 5-24 Runway Length Analysis

Step 1: Identify the critical design airplanes that will make regular use (500 annual operations) of the runway for an established period of at least five years.

[1] Federal Aviation Authority Advisory Circular 150/5325-4B, *Runway Length Requirements for Airport Design*. Accessible at: https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5325-4

FAA AC 150/5000-17, *Critical Aircraft and Regular Use Determination*, defines the critical aircraft as "*the listing of airplanes (or a single airplane) that results in the longest recommended runway length. The listed airplanes will be evaluated either individually or as a single-family grouping to obtain a recommended runway length*." "*is the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use of the airport (i.e., 500 annual operations)...Similar characteristics refers to the practice of grouping aircraft by comparable operational performance and/or physical dimensions. This is to recognize that it is sometimes necessary for airfield planning and development to group aircraft with similar characteristics together instead of requiring a single aircraft type to exceed the regular use threshold alone. Examples include aircraft with similar wingspans and/or approach speeds may be grouped to determine the most demanding Aircraft Approach Category (AAC) and/or Airplane Design Group (ADG) respectively. Aircraft with similar runway length requirements can be grouped to determine the future runway length at an airport.* FAA AC 150/5000-17 states that *different aircraft may define separate elements of airport design with a critical aircraft or grouping of aircraft for runway length.*

1B: Regular Use of Runway for Five-Year Period

The FAA's Traffic Flow Management System Counts (TFMSC) were used to determine use of Runway 6-24 by jet aircraft for a five-year period (2017 to 2021). The TFMSC is designed to provide information on traffic counts by airport. It includes data for flights that fly under Instrument Flight Rules (IFR) and are captured by the FAA's enroute computers. TFMSC source data are created when pilots file flight plans and/or when flights are detected by the National Airspace System (NAS), usually via RADAR. The TFMSC data does not include flights that fly under visual flight rules (VFR).

Table 1 provides a summary of aircraft operations for larger aircraft operating in AAC B and above and ADG I to III for the five-year period to assist in determining the aircraft or family of aircraft that meets the FAA regular use criteria.

Table 1 | Five-Year IFR Operations at POU

Aircraft Type	75% or 100% Jet Fleet	Fleet Mix Category	Approach Speed	Wingspan (ft.)	MTOW (lbs)	TDG	AAC & ADG	Historical 2017	Historical 2018	Historical 2019	Historical 2020	Existing TFMSC 2021
AAC - A												
BE23/24/33 /35/36./55 - Beech Sundowner/Sierra/Bonanza/Baron	75	SE	77	33.5	3,650	1A	A-I	159	180	121	96	96
C152/172/177/182/210/240/310/82R - Cessna Skyhawk/Cardinal/Skylane/Centurion	75	SE	62	36.08	2,650	1A	A-I	332	380	457	415	686
M20 - Mooney Ranger	75	SE	65	35	2,450	1A	A-I	78	73	54	32	36
PA28/32/34 - Piper Dakota/Cherokee/Seneca	75	SE / ME	81	38.9	4,750	1A	A-I	423	609	583	571	686
SR20/22 - Cirrus	75	SE	78	38.33	2,358	1A	A-I	257	298	321	276	341
Other	75							64	110	105	73	180
							Total A-I	**1313**	**1650**	**1641**	**1463**	**2025**
PC12 - Pilatus	75	SE	87	53.33	10,450	1A	A-II	44	39	45	32	45
							Total A-II	**44**	**36**	**37**	**39**	**45**
AAC - B												
AEST - Piper Aero Star	NA	ME	100	36.67	6,000	1A	B-I	2	42	14	14	6
BE99/9L/40/58/60 - Beech Airliner/King Air/Beechjet/Baron	NA / 75	ME / Jet	121	43.5	16,100	1A	B-I	272	272	300	177	267
CJ1/2 - Citation	75	Jet	108	49.83	10,700	2	B-I	30	14	24	8	28
C206/340/414/421/510 - Cessna Stationair/Golden Eagle/Mustang	NA / 75	ME / Jet	107	47.08	11,850	2	B-I	16	42	22	27	7
E50P - Embraer Phenom 100	75	Jet	100	40.33	10,582	1B	B-I	10	10	2	6	8
FA10 - Dassault Falcon/Mystere 10	75	Jet	107	42.92	18,740	1B	B-I	2	4	2		
HDJT - HondaJet	75	Jet	107	39.76	10,701	NA	B-I		4	2	3	22
PRM1 - Raytheon Premier 1	75	Jet	120	44.5	12,500	1A	B-I		11		4	
P180 - Piaggio Avanti	NA	ME	117	46.04	10,810	2	B-I		8	2		
Other	75						B-I	24	27	12	1	18
							Total B-I	**356**	**434**	**380**	**240**	**356**
BE20 - Beech 200 Super King	NA	ME	98	54.5	12,500	2	B-II	18	17	45	20	23
BE30 - Raytheon 300 Super King Air	NA	ME	107	57.92	14,000	2	B-II	5	11	5	16	5
BE350 - Beech Super King Air 350	NA	ME	107	57.92	15,000	2	B-II	65	48	37	57	47
C25B - Cessna Citation CJ3	75	Jet	108	53.33	13,870	2	B-II	54	52	10	14	26
C25C - Cessna Citation CJ4	75	Jet	111	50.83	17,110	1B	B-II	2	45	45	6	13
C208/441 - Cessna Caravan/Conquest II	NA	ME	98	49.33	9,850	2	B-II	4	14	10	5	10
C550 - Cessna Citation II/Bravo	75	Jet	112	52.17	14,800	2	B-II	12	19	10	6	10
C560 - Cessna Citation Ultra	75	Jet	107	52.17	16,300	2	B-II	64	67	40	53	72
C56X - Cessna Citation Excel	75	Jet	107	55.71	20,000	1B	B-II	101	103	57	48	82
C68A - Cessna Citation Latitude	75	Jet	100	72.33	30,800	1B	B-II	16	28	35	82	113
C680 - Cessna Citation Sovereign	75	Jet	108	63.33	30,300	1B	B-II	33	24	26	13	50
E110 - Embraer EMB110	75	Jet	92	50.25	13,010	2	B-II	10	20	4	15	8
E55P - Embraer Phenom 300 (EMB-505)	75	Jet	116	52.17	17,968	1B	B-II	81	111	112	97	209
E545/550 - Embraer Legacy	100	Jet	135	66.42	35,724	1B	B-II	4	1	25	28	39
Other	75						B-II	5		5		14
							Total B-II	**474**	**560**	**466**	**460**	**721**
Total Decrease in B-II Operations Moved to C-II Operations								**173**	**130**	**109**	**119**	**142**
FA7X - Dassault Falcon F7X	100	Jet	104	86	70,000	2	B-III		4	2		12
SB20 - Saab 2000	100	ME	109	81.3	50,265	1B	B-III		2			
CN35 - Casa CN-235	100	Jet	109	84.8	35,420	1B	B-III		1			1
DH8B - Bombadier DHC8-200	100	Turborprop	92	85	36,300	3	B-III	1				4
							Total B-III	**1**	**7**	**2**	**0**	**17**
C17 - Boeing Globemaster 3	100	Jet	115	169.1	585,000	1B	B-IV		1			
							Total B-IV	**0**	**1**	**0**	**0**	**0**
AAC - C												
LJ31/40/45/55/60 - Bombadier Learjet	100	Jet	125	47.78	22,750	1B	C-I	34	63	49	24	42
							Total C-I	**34**	**63**	**49**	**24**	**42**
ASTR - IAI Astra 1125	100	Jet	125	52.67	23,500	1B	C-II		4	2		
C650 - Citation III/VI/VII	100	Jet	126	53.5	22,000	1B	C-II	8	4	2		4
CL30 - Bombardier Challenger 300	75	Jet	125	63.83	38,850	1B	C-II	58	44	34	44	65
CL35 - Bombardier Challenger 350	75	Jet	125	69.0	40,600	1B	C-II	30	56	42	31	67
CL60 - Bombardier Challenger 600	100	Jet	125	64.33	36,000	1B	C-II	12	13	18	6	30
C750 - Cessna Citation X	100	Jet	112	63.58	36,100	1B	C-II	31	28	20	15	37
E35L - Embraer 135 LR	100	Jet	124	65.75	44,092	2	C-II	2			2	10
FA50 - Dassault Falcon/Mystère 50*	75	Jet	130	60.9	39,701	1B	C-II	4		8	15	14
F2TH - Dassault Falcon 2000*	100	Jet	111	63.42	36,500	2	C-II	30	26	18	16	20
F900 - Dassault Falcon 900*	100	Jet	111	63.42	46,500	2	C-II	12	8	11	13	20
G150 - Gulfstream G150	100	Jet	130	55.58	26,100	1B	C-II		3	8	10	6
G280 - Gulfstream G280	100	Jet	134	63.00	39,600	1B	C-II	12		11	2	8
HA4T - Hawker Beechcraft 4000 Horizon*	100	Jet	114	61.75	37,500	1B	C-II	2	4			2
H25A/B - BAe HS 125 Series*	100	Jet	137	54.33	28,000	2	C-II	28	16	16	16	45
LJ75 - Bombardier Learjet 75	75	Jet	125	50.92	21,500	1B	C-II	10	2	6	8	4
							Total C-II	**239**	**208**	**196**	**178**	**332**
Total Increase in C-II Operations Moved from B-II Operations								**173**	**130**	**109**	**119**	**142**
Total Decrease in C-II Operations Moved to D-II Operations								**4**	**8**	**5**	**2**	
GL5T - Bombadier BD-700 Global 5000	100	Jet	122	94.0	92,500	1B	C-III	6			2	10
GLEX - Bombadier BD-700 Global Express	100	Jet	125	94.0	99,500	2	C-III	4	2	2	31	38
							Total C-III	**10**	**2**	**2**	**33**	**48**
AAC - D												
LJ35/36	75	Jet	143	39.5	18,000	1B	D-I	12	5	4		18
							Total D-I	**12**	**5**	**4**	**0**	**18**
GALX- Gulfsteam Aerospace 200 Galaxy*	100	Jet	146	58.08	35,650	1B	D-II	2	4	4		
GLF2 - Grumman Gulfstream II	100	Jet	125	68.83	64,800	1B	D-II		2			
GLF3 - Grumman Gulfstream III	100	Jet	125	77.93	69,700	2	C-II	2	2	1	2	
GLF4 - Gulfstream IV	100	Jet	150	77.83	73,200	2	D-II	26	28	22	14	19
							Total D-II	**30**	**36**	**27**	**16**	**19**
Total Increase in D-II Operations Moved from C-II Operations								**4**	**8**	**5**	**2**	
GLF5 - Gulfstream V	100	Jet	145	93.33	90,500	2	D-III	6	16	8	17	14
GLF6 - Gulfstream VI	100	Jet	145	99.58	99,600	2	D-III			6	2	8
							Total D-III	**6**	**16**	**14**	**19**	**22**
Total IFR Operations								**2519**	**3016**	**2818**	**2472**	**3645**

* Due to discrepancies between the TFMSC aircraft groupings, FAA Flight Standardization Board (FSB) Reports and FAA Aircraft Characteristics Database (2018) aircraft groupings, the FAA Aircraft Characteristics Database was used. Aircraft marked with an asterisk identify where changes to aircraft groupings were made.

Source: TFMSC January 2020 – December 31, 2021

None of the aircraft in **Table 1** individually meet the 500 annual operations criteria. **Table 2** identifies aircraft in 75% of fleet mix, Approach Category B, Airplane Design Group II, with a maximum takeoff weight (MTOW) of over 12,500 pounds to less than 60,000 pounds meet the regular use threshold.

Table 2 | IFR Operations by AAC, ADG, Fleet Mix, and MTOW

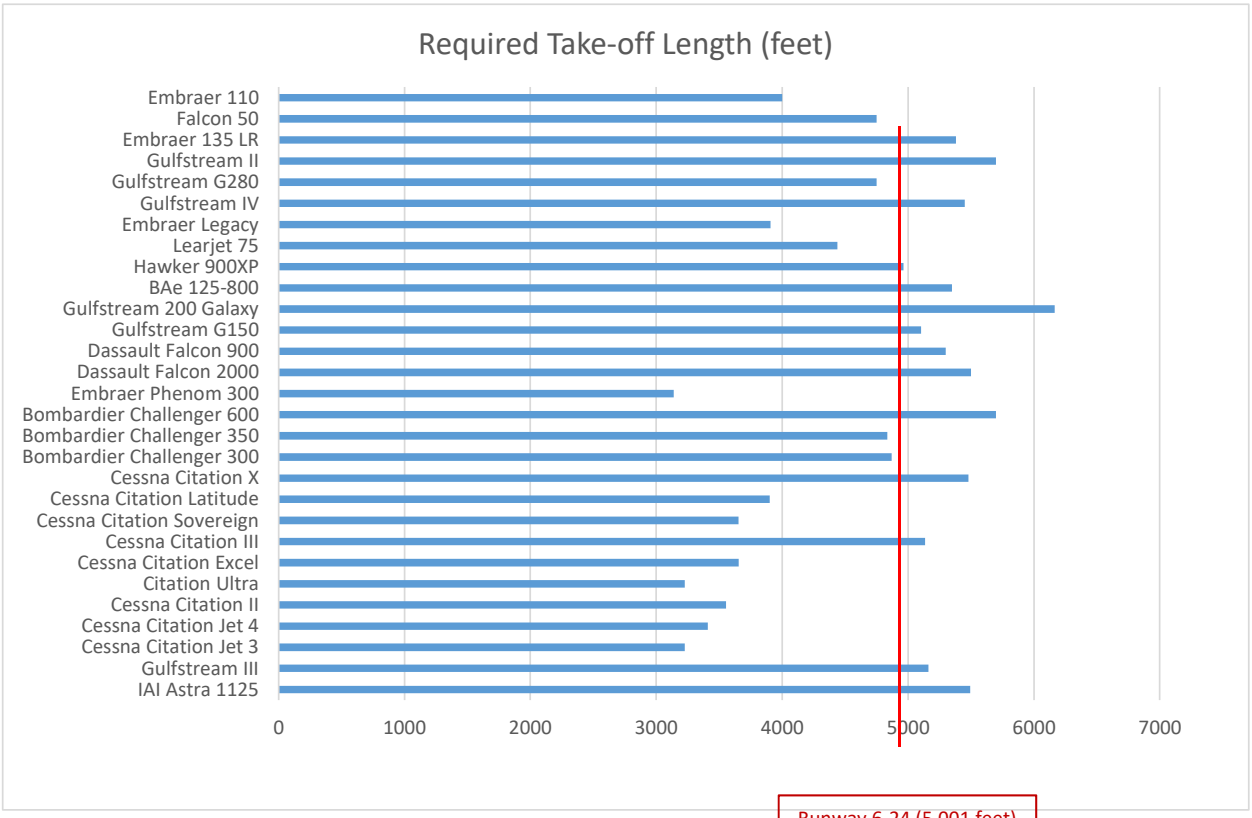
Approach Category	2017	2018	2019	2020	2021
B	1006	1120	941	819	940
C	107	158	172	121	179
D	46	53	44	33	35
Airplane Design Group					
I	404	501	455	267	322
II	738	804	684	654	773
III	17	25	18	52	59
Percent of Fleet Mix					
75% of Fleet Mix	487	576	433	432	542
25% of Remaining 100% Fleet Mix	187	232	225	198	264
Maximum Takeoff Weight					
12,500 lbs. or less	401	451	457	268	307
Over 12,500 lbs. but less than 60,000 lbs.	713	828	659	609	778
60,000 lbs. or more	45	54	41	68	69

Source: TFMSC 2017-2021, C&S Engineers, Inc.

Step 2 – Identify the airplanes that will require the <u>longest runway lengths</u> at maximum certificated takeoff weight (MTOW). This will be used to determine the method for establishing the recommended runway length…When the MTOW of listed airplanes is 60,000 pounds or less, the recommended runway length is determined according to a *family grouping of airplanes* having similar performance characteristics and operating weights.

Jet aircraft are the "*most demanding*" aircraft operating at an airport that will require the longest runway length. Based on **Table 2,** ADG II aircraft meet the FAA's 500 annual operations threshold, and will be evaluated to identify airplanes that require the longest runway lengths at maximum certificated takeoff weight.

Figure 1 | ADG II Airplanes with Longest Runway Length Requirements at MTOW



Source: Fleet data from manufacturer brochures, JetAdvisors.com or https://www.paramountbusinessjets.com/tools/aircraft-comparison.html (interpolated for POU elevation of 164 feet AMSL, MGTW, ISA - 59°F)

Step 3 – Using Table 1-1 of the Runway Length Requirements AC and the airplanes identified in Step 2, determine the method that will be used for establishing the recommended runway length.

The MTOW of airplanes in the critical design family are predominantly in the over 12,500 lbs. but less than 60,000 lbs. (**Table 3**). As a result, the design approach is to use the family grouping of large airplanes and the design guidelines provided in Chapter 3 of the AC.

Table 3 | Airplane Weight Categorization for Runway Length Requirements

Airplane Weight Category Maximum Certificated Takeoff Weight (MTOW)			Design Approach	Location of Design Guidelines
12,500 pounds (5,670 kg) or less	Approach Speeds less than 30 knots		Family grouping of small airplanes	Chapter 2; Paragraph 203
	Approach Speeds of at least 30 knots but less than 50 knots		Family grouping of small airplanes	Chapter 2; Paragraph 204
	Approach Speeds of 50 knots or more	With Less than 10 Passengers	Family grouping of small airplanes	Chapter 2; Paragraph 205 Figure 2-1
		With 10 or more Passengers	Family grouping of small airplanes	Chapter 2; Paragraph 205 Figure 2-2
Over 12,500 pounds (5,670 kg) but less than 60,000 pounds (27,200 kg)			Family grouping of large airplanes	Chapter 3; Figures 3-1 or 3-2 [1] and Tables 3-1 or 3-2
60,000 pounds (27,200 kg) or more or Regional Jets [2]			Individual large airplane	Chapter 4; Airplane Manufacturer Websites (Appendix 1)

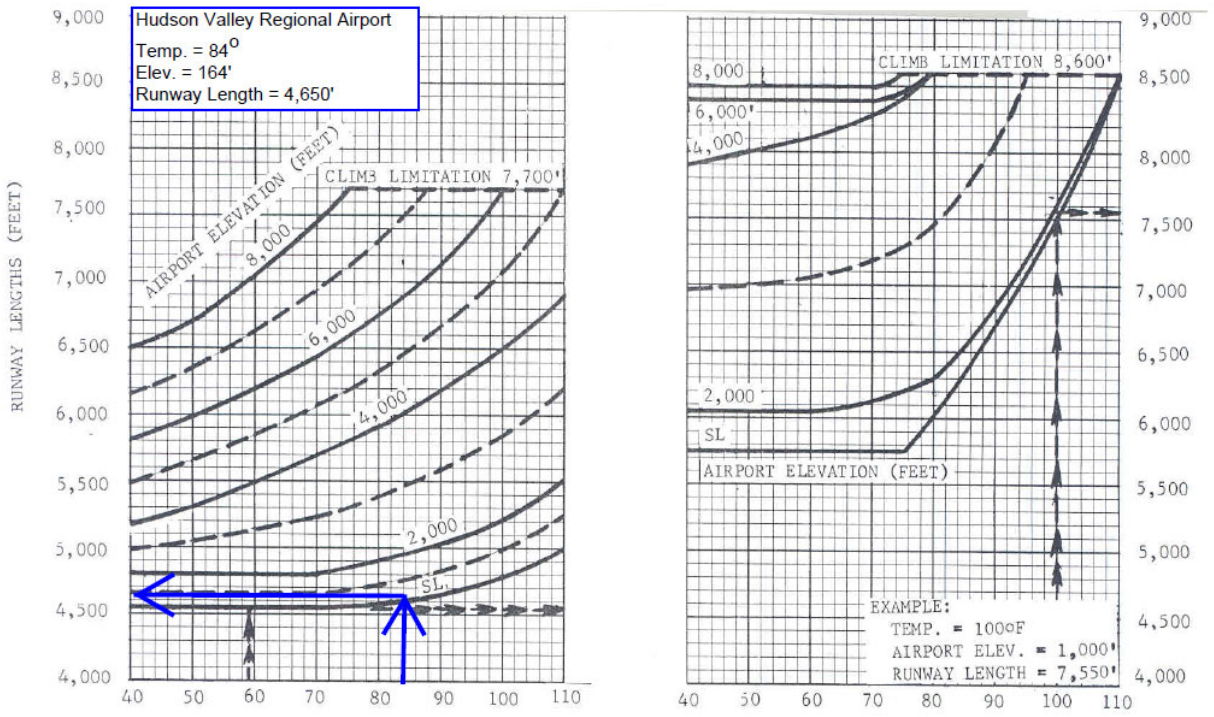
Note [1]: When the design airplane's APM shows a longer runway length than what is shown in figure 3-2, use the airplane manufacturer's APM. However, users of an APM are to adhere to the design guidelines found in Chapter 4.

Step 4 – Select the recommended runway length per the process identified in the Runway Length Requirements AC, Chapter 3: Runway lengths for airplanes with a MTOW of more than 12,500 lbs. up to and including 60,000 lbs.

In selecting which percentage of fleet and useful load factor curves to use in determining the necessary runway length requirements, **Table 1** shows the family of critical airplanes at POU is predominantly aircraft in the 75% fleet mix (i.e., 67%). As a result, Figure 3-1 from AC 150/5325-4B was reviewed for potential runway length requirements with a useful load of 60% based on the length of haul (i.e., 79.08% short haul and 20.78% medium haul). **Figure 2** identifies a recommended runway length of 4,650 feet.

Figure 2 | Runway Lengths for Family of Critical Design Airplanes at 75% of Fleet

Figure 3-1. 75 Percent of Fleet at 60 or 90 Percent Useful Load



Mean Daily Maximum Temperature of Hottest Month of the Year in Degrees Fahrenheit

Source: FAA AC 150/5325-4B, Runway Length for Airports, Figure 3-1

Step 5: Apply any necessary adjustment (i.e., pavement gradient, wet pavement condition)

Section 304 of AC 150/5325-4B states "*the runway lengths obtained from Figures 3-1 and 3-2 are based on no wind, a dry runway surface, and zero effective runway gradient…Therefore, increase the obtained runway lengths from the figures to account for (1) takeoff operations when the effective runway gradient is other than zero and (2) landing operations of turbojet-powered airplanes under wet and slippery runway surface conditions. These increases are not cumulative since the first length adjustment applies to takeoffs and the latter to landings. After both adjustments have been independently applied, the larger resulting runway length becomes the recommended runway length".*

- Effective Runway Gradient (takeoff only): The runway length obtained from figure 3-1 is increased at the rate of 10 feet for each foot of elevation difference between the high and low points of the runway centerline. For Hudson Valley Regional Airport the effective gradient of Runway 6-24 is 8.14' x 10 = 81.4' or rounded to 80'

  75% of Fleet at 60% useful load 4,650' + 80' = 4,730'

- Wet and Slippery Runways (applicable only to landing operations of turbojet-powered airplanes): By regulation, the runway length for turbojet-powered aircraft obtained from the 60 percent useful load curves are increased by 15 percent or up to 5,500 feet, whichever is less. The design criteria follows the 14 Code of Federal Regulations requirement that dry runway landing distances for turbojet-powered airplanes must be increased 15 % when landing on wet or slippery runways. Therefore, the obtained runway length for turbojet-powered airplanes was further increased by 15 percent.

75% of Fleet at 60% useful load 4,650' x 1.15 = 5,348'

FAA AC 150/5325-4B states "*after both adjustments have been independently applied, the larger resulting runway length becomes the recommended runway length*". As a result, the recommended runway length is 5,350' with rounding.

The County is not considering a runway extension at this time. However, this analysis documents the importance of maintaining the existing runway length of 5,001 feet. Per FAA direction as part of a Runway Safety Area Determination, the County is required to provide standard safety areas. This has resulted in the FAA requiring the Runway 6 threshold be displaced 193 feet. When this project is implemented, it will result in a reduced landing length on the primary runway (i.e., 4,808 feet on the Runway 6 end and 4,693 feet on the Runway 24 end). The County is concerned this will negatively affect the airport's ability:

- to accommodate the existing fleet of business jets operating at the Airport (33% by larger aircraft within the 100% fleet mix)
- to provide adequate runway length during takeoff and landing operations during wet or contaminated runway conditions (note 16% or 130 operations of ADG II aircraft require takeoff lengths in excess of 5,000 feet in dry conditions, see **Figure 1**)
- to accommodate short-term growth in ADG B-II and C-II operations (14% and 23% respectively) since pre-COVID (2019) and long-term growth if this trend continues
- to maintain airport's ability to service charter and fractional operators without negatively impacting the fixed base operator (**Attachment 1**)

The use of declared distances and displacement of the Runway 6 threshold is considered a short-term or interim plan with the County's long-term plan to regain the existing runway length of 5,001 feet back. FAA approval of the justification/need to maintain/regain the 5,001 feet of runway length for landing and takeoffs on both runway ends is requested as part of the runway length analysis. Based on that approval an alternative to regain the runway length can be evaluated as part of the alternatives development and a preferred plan can be shown on the 20-year airport layout plan drawing in order to preserve land in the future at such time as additional length can be justified.

Runway 15-33 Runway Length Analysis

The crosswind runway length was determined using Chapter 2, Runway Length for Small Airplanes with Maximum Certificated Takeoff Weight of 12,500 pounds or less in AC 150/5325-4B. **Table 3** summarizes the information and results of the runway length analysis.

Table 3 | Crosswind Runway Length

Fewer than 10 passenger seats
Aircraft approach speed of 50 knots or more
Airport Elevation: 164 feet MSL
Airport Temperature: 84º
Runway Length: 3,050 feet

Source: FAA AC 150/5325-4B, Runway Length Requirements for Airport Design, Figure 2-1

Runway 15/33 is 2,743 feet long with relocated thresholds on both ends of the runway. With a change in the ARC from B-II for A-I, small aircraft there is the potential to regain some of the pavement on the Runway 33 end. This will be evaluated further during the development of alternatives. Although the runway is below the recommended length, an extension is not feasible due to roads located on both runway ends.

Table 4 | Runway Length Requirements and Summary of Excess & Deficiencies

Runway Length (ft.)	Runway 6/24	Runway 15/33
Existing	5,001’	2,743’
Length available	5,001’	2,743’
Length required without adjustments	4,730’	N/A
Length required with adjustments	5,350’	3,050’
Excess and Deficiencies	**542’***	**307’**

*Additional length includes 193’ displaced threshold on Runway 6 end (i.e., 5,350’ – 4,808’ = 542’)

Source: C&S Engineers, Inc.

Attachment 1

It's about quality service.
Every time you land. Every time you take off.
And every moment in between.

CONTACT:
Peter Eichleay
President - *FlightLevel* Aviation
125 Access Rd.
Terminal Building 2nd Floor
Norwood, MA 02062

Work: 781.769.8680 ext 128
Fax: 781.370.8680
Cell: 703.282.7853

5,001 feet is the magic number. Reducing Runway 24's ASDA to under 5,001 would be devastating to FlightLevel's FBO business at KPOU – it would effectively remove from our market all the top tier charter and fractional operators costing us hundreds of thousand in fuels sales and fees.

BACKGROUND:

- Charter companies are held to stricter operational standards by the FAA and their insurance companies than private operators. They require additional takeoff and landing length buffers above and beyond book for safety and to stay insurable at premiums they can stomach.
- Starting in early 2009, corporate aviation was pilloried in Washington and in the media as the apex of financial irresponsibility. Against the backdrop of the "Great Recession," corporations acted in large numbers to outsource their private aviation requirements. They sold their jets, dissolved their in-house flight departments, and bought large blocks of charter jet hours in their stead. With the "embarrassing assets" off their books, they were then free to enjoy the same private aviation benefits in comparative anonymity. This phenomenon, known as "Charter Shift," has been a boon to general aviation, both domestically and internationally, but only for airports with runways greater than 5,000 feet:
- These biggest Charter companies in fact have dispatch software that won't even recognize an airport as an option if its max runway length is 5,000 feet or less, which is one of the reasons a flurry of airports extended runways to 5,001 feet or more over the past several years. KPOU falls into this category with it's main runway at exactly 5,001'.
- Futhermore, with the stock market at an all-time high, and oil prices at a comparatively stable low, these same charter operators are upgrading their fleets to larger and more advanced jets, resulting in boom conditions at airports that can accommodate them (since they burn and can carry more fuel), and bust conditions at those that can't (since small and mids are being replace with mids and heavy's which require more runway).
- Thus decreasing Runway 6-24, the predominant favored runway, to under 5,001 would altogether remove the airport from consideration of the mid and heavy jet categories of the major charter/fractional segment which accounts for nearly 60% of our jet gallons. Losing just 20% would threaten to put us out of business.

Source: Internal

Confidential

Appendix L

ATCT Documentation

SRM Document

Hudson Valley Regional Airport Dutchess Community College Hangar Impact on Air Traffic Control Tower Controller Line of Sight Reconvene

Safety Risk Management Document With Hazards

February 3, 2022

Version 2.1

Safety Risk Management Document Change Page

Date	Change Summary	Version Number
2/5/2021	Prepared for signatures	1.0
6/24/2021	Prepared for signatures	2.0
2/3/2022	Prepared for signatures	2.1

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EXECUTIVE SUMMARY

Title: Hudson Valley Regional Airport Dutchess Community College Hangar Impact on Air Traffic Control Tower Controller Line of Sight Reconvene, Safety Risk Management Document With Hazards

Initiating Organization: Hudson Valley Regional Airport Air Traffic Control Tower

Safety Analysis Type: Operations

PROJECT OVERVIEW

The Hudson Valley Regional Airport (POU) is owned and operated by Dutchess County of New York. POU is a public-use airport four miles south of Poughkeepsie, New York, that provides commercial, corporate, general aviation, and military flight services. The airport has three Runways (RWYs) (06/24, 15/33, and 7/25) and multiple parallel and connector Taxiways (TWYs), including TWY A that runs parallel to RWY 06/24. The POU Air Traffic Control Tower (ATCT) operates daily from 7:00 AM to 10:00 PM. Dutchess County is constructing the Dutchess Community College educational facility / hangar on the POU airfield southwest of the ATCT. The hangar obstructs direct ATCT controller Line of Sight (LOS) visibility to the approach end of RWY 06 and intersection of TWY A and RWY 06.

A Safety Risk Management (SRM) panel met virtually on August 4, 2020, and August 6, 2020, to assess the associated hazards of the hangar's construction. The panel reconvened virtually on October 14 and 15, 2020, to reassess the hazards, and on May 5, 2021, and June 2, 2021, for follow-up discussions to consider additional LOS incidents, and safety requirements and recommendations. The SRM panel was organized by the POU ATCT with support from the Eastern Service Center Quality Control Group. The SRM panel included attendees representing POU ATCT management and industry stakeholders.

The August 2020 SRM panel identified two hazards associated with (1) controller loss of aircraft/vehicle visibility on movement areas and (2) impact to controller judgement / loss of controller situational awareness (see Appendix A for the unsigned draft of the August 2020 SRM document). The panel found the hazards to be high risk. As defined in the Air Traffic Organization Safety Management System (SMS) Manual, April 2019, a high-risk hazard is not an acceptable level of risk and the corresponding change cannot be introduced into the National Airspace System (NAS).

In accordance with the SMS Manual, the Safety and Technical Training (AJI) Safety Engineering Team, AJI-314, reviewed the August 2020 SRM panel determinations in order to validate the risk level. After reviewing the August 2020 SRM document and rationale, AJI-314 determined that the two high-risk hazards could not be validated because the severity and likelihood values were derived solely from Subject Matter Expert (SME) opinion without discussion of available quantitative data. AJI-314 recommended that the SRM panel reconvene to examine quantitative data and to reexamine the hazards in light of a Notice to Airmen (NOTAM) currently closing TWY A from TWY H to the approach end of RWY 06. (See Appendix B for the POU airport diagram.)

The SRM panel reconvened virtually on October 14 and 15, 2020, to assess the proposed change using quantitative data analysis. The October 2020 SRM panel identified one hazard associated with controller loss of aircraft/vehicle visibility on movement areas and impact to controller judgement / loss of controller situational awareness. This hazard, POU ATCT LOS – 01, had an initial risk of **HIGH (2C)**. After developing a list of safety requirements and additional suggested mitigations, the panel found the hazard to have a predicted residual risk of **MEDIUM (2D)**.

During review of the SRM document prepared following the October reconvene, the risk acceptor, Air Traffic Services (AJT), proposed additional safety requirements and requested that the panel consider them for inclusion. The panel reconvened on May 5, 2021, and June 2, 2021, and concurred with the recommended additions. The panel also took this opportunity to discuss new developments at POU, which included the

publication of NOTAMs closing RWY 06 to touch-and-go landings and practice low approaches and a reported go-around due to the presence of birds on the portion of RWY 06 that is not visible from the tower. The panel incorporated these developments, as well as the additional safety requirements, into their hazard analysis, but determined they did not alter the initial or residual risks.

RISK SUMMARY

The hangar blocks Air Traffic Control (ATC) view of aircraft on the approach end of RWY 06 and TWY A from the hold short line at the approach end of RWY 06. Aircraft disappear from ATC view for 15 to 30 seconds, depending on aircraft size and taxi speed. The ATC LOS becomes progressively worse toward the back of the cab near the Operations Supervisor (OS) / Controller-In-Charge (CIC) position. Binoculars do not help the LOS concern. ATC cannot see the pavement near the approach end of RWY 06, and aircraft reemerge into visibility just before entering RWY 06, past the hold short line at TWY A. See Appendix C for diagrams illustrating the LOS concern.

The October 2020 SRM panel determined the current system state of POU for the SRM assessment. The SRM panel noted that POU operates under reduced hours due to the Coronavirus Disease 2019 (COVID-19) pandemic. At the time of the assessment, POU ATCT is in operation eight hours per day. The panel used the normal published operating hours (7:00 AM to 10:00 PM) as the current system state during the assessment. Additionally, POU currently operates under a NOTAM that closes TWY A between the approach end of RWY 06 and TWY H. The panel determined that the TWY A closure NOTAM was designed as a temporary mitigation, and therefore cannot be considered part of the permanent system state.

The October 2020 panel completed the Hazard Analysis Worksheet (HAW) by combining and revising hazard POU ATCT LOS Obstruction – 01 and hazard POU ATCT LOS Obstruction – 02 from the August 2020 HAW. The panel determined that hazard POU ATCT LOS Obstruction – 02 is a causal factor that exacerbates hazard POU ATCT LOS Obstruction – 01. Using the AJI-314 data review (see Appendix D for a more detailed summary of the data review), which identified 47 airports that use Letters to Airmen (LTAs) concerning areas not visible to ATCT, and identified RWY Incursions (RIs) in or near existing non-visible locations, the October 2020 SRM panel conducted a safety analysis on the POU LOS hangar obstruction of the approach end of RWY 06 and TWY A / RWY 06 intersection. SRM panel participants identified one hazard with a predicted residual risk level of **MEDIUM (2D)**, associated with RI effects. The May and June reconvenes reviewed the risk levels in light of the additional safety requirements, but determined that they did not alter the initial or residual risk.

HAZARD SUMMARY

Table ES.1: Hazard Summary

Hazard ID	Hazard	Initial Risk	Predicted Residual Risk
POU ATCT LOS Obstruction – 01	No controller or OS/CIC visibility of aircraft, vehicles, or wildlife on the movement area and within the Runway Safety Area (RSA) on approximately the last 400 feet of TWY A, until somewhere past the threshold markings to RWY 06 approach end entrance, depending on aircraft/vehicle size. This removes the ability for ATC to intervene due to loss of situational awareness. (Loss of sight of aircraft/vehicle is typically for 15 to 30 seconds depending on taxi speed.)	**HIGH (2C)**	**MEDIUM (2D)**

Hazard POU ATCT LOS Obstruction – 01 – The October 2020 SRM panel determined the following as a hazard caused by the LOS obstruction: No controller or OS/CIC visibility of aircraft, vehicles, or wildlife on the movement area and within the RSA on approximately the last 400 feet of TWY A, until somewhere past the threshold markings to RWY 06 approach end entrance, depending on aircraft/vehicle size and alignment to TWY A centerline at the RWY 06 entrance. This removes the ability for ATC to intervene due to loss of

situational awareness. (Loss of sight of aircraft/vehicle is typically for 15 to 30 seconds depending on taxi speed.)

Without binoculars, ATC has less than 5 seconds of visual contact with an aircraft taxiing on TWY A before it enters the non-visibility area. The aircraft typically takes between 15 to 30 seconds to emerge on the other side of the non-visibility area, and by that time the aircraft is positioned on RWY 06. The SRM panel agreed that the LOS obstruction prevents controllers from determining spacing based on an aircraft position on final approach, and this obstruction increases the possibility of an RI event occurring. The hangar blocks ATC LOS to the threshold that would help them determine separation requirements.

Effect 3: Category (CAT) B RI
The panel assessed the potential hazards associated with ATC loss of situational awareness using data on RIs in or near existing non-visible locations. The data revealed that out of 84 RIs over a 10-year period, there was 1 CAT A RI, 26 CAT C RIs, and 21 CAT D RIs. After reviewing the data and SME experience, the panel determined a CAT B RI is the worst credible effect of the hazard. POU ATC estimated that they prevent about 20 RIs per year on the approach end of RWY 06 from TWY A; however, this would not be captured in any collected data. With the addition of the hangar, these prevented RIs may actually occur due to loss of situational awareness or obstructed vision. The presence of the hangar obstructs ATC LOS during a critical 15 to 30 second window of movement, in which time the aircraft could cross the hold short line and enter the non-visibility area. Once in the non-visibility area, the aircraft may enter RWY 06 without ATC awareness. Panel members rationalized that a CAT B RI is one of the worst credible effects when ATC does not have visual sight of the aircraft and cannot use visual separation between an aircraft on final to RWY 06 and an aircraft taxiing on TWY A. POU representatives further explained that POU users include experimental pilots, helicopter operators, and pilots in training. Panel members expressed concern that the variety of operations and user experience level may be detrimental when ATC loses situational awareness.

Effect 5: Bird Strike
The panel also assessed potential effects of interactions with wildlife during operations on RWY 06. The panel noted that ATC awareness of bird activity on or near the movement area is a factor in providing bird advisories to pilots. FAA Order JO 7110.65 requires ATC must alert aircraft of potential wildlife/bird activity once ATC becomes aware of wildlife/bird presence. The loss of LOS due to the presence of the hangar therefore presents an additional risk of go-arounds due to the presence of birds or, if the pilot does not see the birds, of bird strikes. The panel added bird strike as another worst credible effect from this cause.

Severity
The panel determined the effect of a CAT B RI presents a Hazardous (2) severity classification. The panel reached this conclusion using data collected from 15 airports with similar LOS issues that reported 0 CAT B RIs and 1 CAT A RI, which was an airborne issue between the pilot and pilot communications. The panel determined that the collected data does not support the panel's declared presumption of a Hazardous effect because the data reflects airports with mitigations in place to reduce the severity of RIs. The panel compared the data to the current system state of POU, which does not have the same level of safety mitigations implemented. Therefore, the panel suggested SME opinion be leveraged with the knowledge that safety mitigations are not implemented in POU to reduce RI severity at the time of assessment.

The panel determined the effect of a bird strike presents a Hazardous (2) severity classification. Bird strikes have been documented to necessitate emergency procedures for aircraft, particularly helicopters, which are more vulnerable to loss of control.

Likelihood and Initial Risk Level
This panel's rationale for leveraging SME opinion with regard to the CAT B RI effect was similarly applied to likelihood calculations. The panel members rejected the quantitative likelihood calculation of extremely improbable because they agreed that the quantitative data was collected from airports with safety mitigations,

whereas the assessment of POU does not include safety mitigations. The panel stated that although the calculations determined an extremely improbable likelihood, SME experience at the facility indicated that the possibility of a CAT B RI event is greater than extremely improbable. Basing considerations on an estimated 50,000 operations per year, the panel determined the likelihood of a CAT B hazardous RI at RWY 06 to be Remote (C). The initial risk level for the CAT B hazardous RI effect is therefore **HIGH (2C)**.

To determine the likelihood of a bird strike, the panel reviewed data on wildlife interactions at POU, which indicated that bird strikes occur at a rate of one or less per year at POU. However, they agreed that most bird strikes do not necessitate emergency procedures, and that the likelihood of a Hazardous event would be lower than the documented rate of bird strikes. The panel noted likelihood that a bird strike would occur specifically because the birds could not be seen by ATC due to the LOS obstruction would be yet lower. The panel therefore determined the likelihood of a bird strike necessitating emergency procedures is Extremely Remote (D), making the initial risk level for a Hazardous bird strike effect **MEDIUM (2D)**. Because this effect produces a lower initial risk than the CAT B Hazardous RI effect, the CAT B RI takes precedence for determining the assessed initial risk of Hazard POU ATCT LOS Obstruction – 01.

With this analysis, the initial risk level of the hazard is **HIGH (2C)**.

Table ES.2 POU ATCT LOS Obstruction – 01 Initial Risk Matrix

Severity / Likelihood	Minimal 5	Minor 4	Major 3	Hazardous 2	Catastrophic 1
Frequent A	Low	Medium	High	High	High
Probable B	Low	Medium	High	High	High
Remote C	Low	Medium	Medium	High POU-01	High
Extremely Remote D	Low	Low	Medium	Medium	High
Extremely Improbable E	Low	Low	Low	Medium	High* / Medium

*Risk is high when there is a single point or common cause failure.

Safety Requirements

To address this risk, the panel set safety requirements, along with (1) the requirements' associated organizations responsible for implementation and (2) signatures from Points of Contact (POCs) at the corresponding organizations. (See Table ES.2 for the list of safety requirements and responsible organizations). The panel considered the August 2020 HAW safety requirements against the modified hazard POU ATCT LOS Obstruction – 01. Panel members agreed that ATC should hold aircraft short of TWY H to

give the aircraft extra length before TWY H and the hold short line.[1] In case the aircraft moves past the hold short line, the controller can remind the pilot to stop.[2] If POU revokes its temporary policy to close TWY A as a proposed mitigation, this mitigation to hold aircraft at TWY H prior to continuing to TWY A will serve as a secondary and more permanent mitigation.

The panel agreed that there is precedent in the NAS for ATC to use an LTA to notify pilots that ATC services will not be provided in the LOS-obstructed area. Because POU allows operations outside of ATCT operating hours, there is precedent for operations to occur without ATC services. The LTA alerts pilots to increase their awareness when using the affected area. The panel agreed that the communication of risk derived from the LTA will act as a safety mitigation. The panel decided to add the item of ATC services not being provided as an item separate from the LTA safety requirement because it is a specific action that may require signage or be included in the Automatic Terminal Information Service (ATIS).

During the May 5, 2021, reconvene, the panel considered additional safety requirements recommended by the risk acceptor, AJT. The panel agreed to incorporate AJT's recommendation to require a new Letter of Agreement (LOA) between POU ATCT and the Dutchess County specific to the LOS issue, and to require that POU complete its planned Airway Facilities Tower Integration Laboratory (AFTIL) analysis, which will provide additional insight into the extent of the LOS obstruction from various control positions within ATCT, by spring of 2022.

AJT also recommended a safety requirement that, upon completion of the AFTIL analysis, POU conduct its own evaluation of feasible options for providing a clear LOS and "initiate the required actions to proceed with the recommended project." Within this recommended requirement, AJT provided a list of solutions that should be considered, including (1) changing the location of RWY 06/24, the threshold of RWY 06, or the ATCT, and (2) constructing a new parallel taxiway north of RWY 06/24. While many panel members supported this idea, Dutchess County representatives could not affirm their organization's acceptance of the language specifying that POU airport would "initiate the required actions to proceed with the recommended project," as they believed it could be misread to imply that Dutchess County was solely responsible for executing corrective changes. During the June 2, 2021, reconvene, Dutchess County representatives proposed a slight change to the language, incorporating the same required actions but specifying that POU would "work with the FAA on the required actions to proceed with the recommended project." The panel concurred with this language, and the safety recommendation was adopted.

In addition to adding safety requirements intended for immediate implementation, the panel suggested additional safety mitigations that POU and Dutchess County can consider with further discussion among relevant parties. See Appendix E for a full list of the recommended additional safety mitigations.

Residual Risk Level and Monitoring Plan

The panel determined that with the implementation of the safety requirements, the likelihood of hazard POU ATCT LOS Obstruction – 01 would decrease to Extremely Remote (D). Therefore, the predicted residual risk is **MEDIUM (2D)**. The panel agreed to monitor the impact of the safety requirements by collecting RI Mandatory Occurrence Reports (MORs) quarterly for two years.

1. This agreement was made with the understanding that official guidance must be followed.

[2] The panel agreed in October 2020 to include the following safety requirement: "Move hold line towards TWY H." However, other safety requirements made this action no longer desirable and the Office of Airports determined it was not feasible.

Table ES.3 POU ATCT LOS Obstruction – 01 Residual Risk Matrix

Severity / Likelihood	Minimal 5	Minor 4	Major 3	Hazardous 2	Catastrophic 1
Frequent A	Low	Medium	High	High	High
Probable B	Low	Medium	High	High	High
Remote C	Low	Medium	Medium	High	High
Extremely Remote D	Low	Low	Medium	Medium POU-01	High
Extremely Improbable E	Low	Low	Low	Medium	High* / Medium

*Risk is high when there is a single point or common cause failure.

Table ES.4: Safety Requirements Summary

Safety Requirements	Associated Hazard ID	Organization Responsible	POC Signatures
1. The ATM and NATCA FACREP have collaboratively agreed to an immediate safety mitigation plan regarding LOS issues due to construction of a new hangar: a. Use RWY 06 only if operationally necessary (low visibility or ceiling and/or winds 10 knots or more) b. No practice approaches or touch-and-go operations on RWY 06 c. Full length departures for RWY 06 will use TWY G or TWY H and expect to back taxi. (Note: Full length departures might experience extensive delays waiting to takeoff from TWY G or TWY H (as well as GA aircraft waiting behind a jet for an intersection departure)) d. Controllers will use TWY H as an initial holding point prior to intersection departure at TWY H e. Coordinate with N90 regarding minimal use of RWY 06 including no practice approaches to RWY 06 f. Broadcast information of LOS items on ATIS during operational hours g. Incorporate blind spot areas into refresher training and SOPs h. Controllers must use surface memory aids when back taxiing and/or holding at new hold short position to depart RWY 06 i. Include in SOP, LTA, and other notices that ATC services will not be provided on TWY A between the approach end of RWY 06 and TWY H	POU ATCT LOS Obstruction – 01	Derek Strothmann, ATCT Manager (POU)	DEREK H STROTHMANN Digitally signed by DEREK H STROTHMANN Date: 2021.01.27 16:03:47 -05'00'

Hudson Valley Regional Airport Dutchess Community College Hangar Impact on Air Traffic Control Tower Controller Line of Sight Reconvene, Safety Risk Management Document With Hazards

Safety Requirements	Associated Hazard ID	Organization Responsible	POC Signatures
2. Develop LTA (areas of ATC non-visibility, add Hotspot) to note current reduction in services	POU ATCT LOS Obstruction – 01	Derek Strothmann, ATCT Manager (POU)	DEREK H STROTHMANN Digitally signed by DEREK H STROTHMANN Date: 2021.01.27 16:04:04 -05'00'
3. No Line Up and Wait on RWY 06	POU ATCT LOS Obstruction – 01	Derek Strothmann, ATCT Manager (POU)	DEREK H STROTHMANN Digitally signed by DEREK H STROTHMANN Date: 2021.01.27 16:04:17 -05'00'
4. FAASTeam will issue notice	POU ATCT LOS Obstruction – 01	Robert Thorson, FAA Safety Team Program Manager, FSDO	ROBERT A THORSON Digitally signed by ROBERT A THORSON Date: 2021.02.05 11:05:43 -05'00'
5. Introduce signage that will remind operators that they are not visible from the tower	POU ATCT LOS Obstruction – 01	David Whalen, Deputy Commissioner of Public Works (POU)	2/5/21
6. Issue NOTAM informing pilots of LOS issue RWY 06; no approaches or touch-and-go operations during ATCT operating hours	POU ATCT LOS Obstruction – 01	David Whalen, Deputy Commissioner of Public Works (POU)	2/5/21
7. Complete AFTIL analysis by Spring 2022	POU ATCT LOS Obstruction – 01	Anthony Rodriguez, Airport Modeling & Simulation Branch (ANG-E18)	ANTHONY RODRIGUEZ Digitally signed by ANTHONY RODRIGUEZ Date: 2021.09.21 16:34:57 -04'00'

Hudson Valley Regional Airport Dutchess Community College Hangar Impact on Air Traffic Control Tower Controller Line of Sight Reconvene, Safety Risk Management Document With Hazards

Safety Requirements	Associated Hazard ID	Organization Responsible	POC Signatures
8. LOS issue will be addressed in LOA with county	POU ATCT LOS Obstruction – 01	Derek Strothmann, ATCT Manager (POU)	DEREK H STROTHMANN Digitally signed by DEREK H STROTHMANN Date: 2021.07.01 09:27:16 -04'00'
9. Add to Chart Supplement NOTAM information specific to RWY 06 being closed to touch-and-go landings and practice low approaches during ATCT operating hours, and describe LOS area	POU ATCT LOS Obstruction – 01	David Whalen, Deputy Commissioner of Public Works (POU)	David C_ Whalen Digitally signed by David C_ Whalen DN: C=US, OU=Department of Public Works, O=Dutchess County, CN=David C_ Whalen, E=dwhalen@dutchessny.gov Reason: I am the author of this document Location: Date: 2021-09-28 13:20:45 Foxit PhantomPDF Version: 9.4.1
10. POU "From the Flight Deck" video to be updated with LOS area	POU ATCT LOS Obstruction – 01	Ryan Heeralall, Eastern Region Runway Safety Office Manager (OPR)	RYAN I HEERALALL Digitally signed by RYAN HEERALALL Date: 2021.09.21 18:43:09 -04'00'
11. Upon the conclusion of the pending AFTIL analysis that will more clearly decipher the LOS issue(s) due to the construction of the DCC Educational Building, POU Airport will evaluate options to provide a clear ATCT LOS to RWY 06/24 under the Airport Master Plan, provide their recommended alternative to mitigate this issue, and work with the FAA to have a revised Airport Layout Plan approved by Spring 2023. POU will then work with the FAA on the required actions to proceed with the recommended project. Mitigation options could include, but may not be limited to: a. Re-site the ATCT. (This mitigation option will be informed by the AFTIL analysis. The results of the AFTIL analysis will be summarized as part of the ongoing Airport Master Plan process and, if appropriate, a re-located ATCT will be depicted on the Airport Layout Plan.)	POU ATCT LOS Obstruction – 01	David Whalen, Deputy Commissioner of Public Works (POU)	David C_ Whalen Digitally signed by David C_ Whalen DN: C=US, OU=Department of Public Works, O=Dutchess County, CN=David C_ Whalen, E=dwhalen@dutchessny.gov Reason: I am the author of this document Location: Date: 2021-09-28 13:20:10 Foxit PhantomPDF Version: 9.4.1

Safety Requirements	Associated Hazard ID	Organization Responsible	POC Signatures
b. Re-position or extend RWY 06/24 c. Displace threshold for RWY 06 as part of RSA improvement d. New parallel taxiway (north of RWY 06/24)			

Table ES.5: Monitoring Plan Summary

Monitoring Plan		
1.	Safety Performance Target	1. No more than one CAT B RI per 10,000,000 airport operations in the vicinity of TWY A between the approach end of RWY 06 and TWY H 2. No more than one CAT C RI per 100,000 airport operations in the vicinity of TWY A between the approach end of RWY 06 and TWY H
2.	Hazard ID(s)	POU ATCT LOS Obstruction – 01
3.	Initial Risk	**HIGH (2C)**
4.	Safety Requirements	1. The ATM and NATCA FACREP have collaboratively agreed to an immediate safety mitigation plan regarding LOS issues due to construction of a new hangar: a. Use RWY 06 only if operationally necessary (low visibility or ceiling and/or winds 10 knots or more) b. No practice approaches or touch-and-go operations on RWY 06 c. Full length departures for RWY 06 will use TWY G or TWY H and expect to back taxi. (Note: Full length departures might experience extensive delays waiting to takeoff from TWY G or TWY H (as well as GA aircraft waiting behind a jet for an intersection departure)) d. Controllers will use TWY H as an initial holding point prior to intersection departure at TWY H e. Coordinate with N90 regarding minimal use of RWY 06 including no practice approaches to RWY 06 f. Broadcast information of LOS items on ATIS during operational hours g. Incorporate blind spot areas into refresher training and SOPs h. Controllers must use surface memory aids when back taxiing and/or holding at new hold short position to depart RWY 06 i. Include in SOP, LTA, and other notices that ATC services will not be provided on TWY A between the approach end of RWY 06 and TWY H 2. Develop LTA (areas of ATC non-visibility, add Hotspot) to note current reduction in services 3. No Line Up and Wait on RWY 06 4. FAASTeam will issue notice 5. Introduce signage that will remind operators that they are not visible from the tower 6. Issue NOTAM informing pilots of LOS issue RWY 06; no approaches or touch-and-go operations during ATCT operating hours 7. Complete AFTIL analysis by Spring 2022 8. LOS issue will be addressed in LOA with county 9. Add to Chart Supplement NOTAM information specific to RWY 06 being closed to touch-and-go landings and practice low approaches during ATCT operating hours, and describe LOS area 10. POU “From the Flight Deck” video to be updated with LOS area 11. Upon the conclusion of the pending AFTIL analysis that will more clearly decipher the LOS issue(s) due to the construction of the DCC Educational Building, POU Airport will evaluate options to provide a

Monitoring Plan		
		clear ATCT LOS to RWY 06/24 under the Airport Master Plan, provide their recommended alternative to mitigate this issue, and work with the FAA to have a revised Airport Layout Plan approved by Spring 2023. POU will then work with the FAA on the required actions to proceed with the recommended project. Mitigation options could include, but may not be limited to: a. Re-site the ATCT. (This mitigation option will be informed by the AFTIL analysis. The results of the AFTIL analysis will be summarized as part of the ongoing Airport Master Plan process and, if appropriate, a re-located ATCT will be depicted on the Airport Layout Plan.) b. Re-position or extend RWY 06/24 c. Displace threshold for RWY 06 as part of RSA improvement d. New parallel taxiway (north of RWY 06/24)
5.	Organization Responsible for Implementing Safety Requirements	POU ATCT LOS Obstruction – 01
6.	Predicted Residual Risk	**MEDIUM (2D)**
7.	Monitoring Point(s) of Contact	Derek Strothmann, ATCT Manager (POU)
8.	Monitoring Activities	Collect RI MORs
9.	Monitoring Start Date	Upon approval from AOV-100
10.	Reporting Frequency	Quarterly
11.	Reporting Duration	Two years

SAFETY RISK MANAGEMENT DOCUMENT SIGNATURES

Title: Hudson Valley Regional Airport Dutchess Community College Hangar Impact on Air Traffic Control Tower Controller Line of Sight Reconvene, Safety Risk Management Document With Hazards

Concurrence By: GREGORY A PRAY Digitally signed by GREGORY A PRAY Date: 2021.10.01 16:25:43 -04'00'

Gregory Pray, Manager (A), Safety Management Group, AJI-31 — Date

Concurrence By: JAMES C SCHULTZ III Digitally signed by JAMES C SCHULTZ III Date: 2021.10.06 08:28:32 -04'00'

James Schultz, General Manager, NY District — Date

Approved By: SHAUN R SANDERS Digitally signed by SHAUN R SANDERS Date: 2021.10.08 11:34:13 -04'00'

Shaun R. Sanders, Director of Air Traffic Operations, Eastern Service Area, AJT-E — Date

Risk Accepted By: BRIAN V THROOP Digitally signed by BRIAN V THROOP Date: 2022.01.06 09:04:04 -05'00'

Jeffrey Vincent, Vice President, Air Traffic Services, AJT — Date

Approved By: KIMBERLY R PYLE Digitally signed by KIMBERLY R PYLE Date: 2022.01.26 12:45:13 -05'00'

Kimberly Pyle, Director, Policy and Performance, AJI-3 — Date

1

SECTION 1: CURRENT SYSTEM

The Hudson Valley Regional Airport (POU) is owned and operated by Dutchess County of New York. POU is a public-use airport four miles south of Poughkeepsie, New York that provides commercial, corporate, General Aviation (GA), and military flight services. The airport has three Runways (RWYs) (06/24, 15/33, and 7/25) and multiple parallel and connector Taxiways (TWYs), including TWY A that runs parallel to RWY 06/24. The POU Air Traffic Control Tower (ATCT) operates daily from 7:00 AM to 10:00 PM. Dutchess County is constructing the Dutchess Community College (DCC) educational facility/hangar on the POU airfield southwest of the ATCT. The hangar obstructs direct ATCT controller Line of Sight (LOS) visibility to the approach end of RWY 06 and the intersection of TWY A and RWY 06.

RWY 06/24 (5,001 feet by 100 feet) has an instrument approach / Instrument Landing System for RWY 06 along with a Medium Intensity Approach Light System with RWY Alignment Indicator Lights. RWY 06 is primarily used in Instrument Flight Rules (IFR) weather. The threshold is not displaced on the RWY 06 end, but it is displaced on the RWY 24 end. The distance from the ATCT to the approach end of RWY 06 is approximately 3,000 feet. RWY 15/33 (2,744 feet by 100 feet) is the crosswind RWY and has displaced thresholds at both ends. RWY 07/25 (1,358 feet by 100 feet) is a turf/dirt RWY. RWY 24 is used for 55 percent of operations, RWY 06 is used for 25 percent of operations, RWY 33 is used for 17 percent of operations, and RWY 15 is used for 3 percent of operations.

POU ATCT currently operates under reduced hours due to the Coronavirus Disease 2019 (COVID-19) pandemic. At the time of the assessment, POU ATCT is in operation eight hours per day. The panel used the normal published operating hours (7:00 AM to 10:00 PM) as the current system state during the assessment.

POU has 44,000 to 58,000 airport operations per year. The ATCT averaged 137 aircraft operations per day for the 12-month period ending May 31, 2019. The annual traffic count for the ATCT in 2019 was 46,449 operations, with the following breakdown for IFR and Visual Flight Rules (VFR):

- IFR
    - Air carrier: 17 operations
    - Air taxi: 2,612 operations
    - GA: 15,760 operations
    - Military: 234 operations
- VFR
    - Air taxi: 86 operations
    - GA: 17,830 operations
    - Military: 55 operations

Additionally, there were 21,262 local civil operations and 75 local military operations. New York Terminal Radar Approach Control Facility is responsible for approach control.

TWY A is currently closed via NOTAM, but the length of this closure has not been determined by POU. Because the closure was not in effect at the time of the assessment and because the closure may be temporary, the Safety Risk Management (SRM) panel did not include the closure of TWY A in its current system state.

A 5M Model is an essential tool for developing the most targeted safety assessment possible; by identifying all factors involved in the proposed change (the overall mission, relevant stakeholders, software/hardware involved,

authoritative documents, etc.), the hazard identification process may be further elucidated. For the analysis of the LOS obstruction, the 5M Model was completed as is depicted in Table 1.1.

Table 1.1: 5M Model

Mission (purpose of NAS change/operation)	Identify potential safety hazards. If hazards are identified, analyze and assess risk, establish safety requirements, set safety performance targets, and monitor the implementation of safety requirements to determine effectiveness.
(hu)Man (operators, stakeholders)	• POU ATCT Facility Management (Derek Strothmann) • POU ATCT National Air Traffic Controllers Association (NATCA) (Chris Wells) • POU SSC Manager Technical Operations (Gio Pirragla) • New York ADO Eastern Region (Eric Saldana) • TEB FSDO (Bob Thorson) • ESA, Eastern Region Runway Safety Office (Ryan Heeralall) • FAA, Eastern Service Area, OSG (Lisa Burrows) • FAA, Eastern Service Area, Quality Control Group (QCG) • Dutchess County, New York - Airport Owners (POU) • POU Airport Tenants/Industry (Corporate, GA, FBOs)
Machine (equipment used in system)	• Air Traffic Automation Platforms • Communications, surveillance, and navigation facilities • Manned and unmanned infrastructure
Management (procedures, policies governing/managing system)	• FAA Order JO 7110.65, *Air Traffic Control* • FAA Order JO 7210.3, *Facility Operation and Administration* • *Flight Information Publications* (Chart Supplement) • FAA Order JO 7930.2, *Notices to Airmen (NOTAMs)* • AC 150/5200-28F, *Notices to Airmen (NOTAMs) for Airport Operators* • Federal NOTAM System and NOTAMs
Media (environment system is operated)	• NAS • POU ATCT • POU TWY A

SECTION 2: DESCRIPTION OF CHANGE

Dutchess County is constructing a DCC educational facility/hangar on the POU airfield southwest of the ATCT. The hangar is part of the Airport Master Plan to increase hangar space and provide additional resources. The hangar, with its current location and dimensions, obstructs direct ATCT controller LOS visibility to the approach end of RWY 06 and the intersection of TWY A and RWY 06, which are movement areas under ATCT jurisdiction.

SECTION 3: HAZARD AND RISK ANALYSIS

Table 3.1: Hazard Analysis Worksheet

Hazard ID	Hazard Description	Cause	System State	Controls	Control Justification
POU ATCT LOS Obstruction – 01	No controller or OS/CIC visibility of aircraft, vehicles, or wildlife on the movement area and within the RSA on approximately the last 400 feet of TWY A, until somewhere past the threshold markings to RWY 06 approach end entrance, depending on aircraft/vehicle size. This removes the ability for ATC to intervene due to loss of situational awareness. (Loss of sight of aircraft/vehicle is typically for 15 to 30 seconds depending on taxi speed.)	• Construction, location, and height of DCC educational facility/hangar • Heat distortion & nighttime lighting • Snow distortion and/or accumulation on facility/hangar roof • Location and height of DCC educational facility/hangar in relation to ATCT location and height	• POU ATCT operating hours (daily 7:00 AM–10:00 PM)[3] • Increased concern during reduced visibility conditions and night operations	*See Controls List in Appendix F*	*See Controls List in Appendix F*

Effect	Severity	Severity Rationale	Likelihood	Likelihood Rational	Initial Risk
1. RI (operational incident) severity increase 2. RI (operational incident) number increase 3. CAT B RI 4. Go-around due to birds/wildlife	3. Hazardous (2)	3. Subject matter expertise and ATC experience at this particular location indicated that quantitative data does not accurately represent the current system state of POU, which does not have safety mitigations implemented. The panel used this Subject Matter Expert input to increase the severity from the quantitative data set.	3. Remote (C)	3. The panel stated that the quantitative data alone does not take into account the lack of safety mitigations implemented at POU. The panel combined the quantitative calculations with subject matter expertise and ATC experience.	3. **HIGH (2C)**
5. Bird strike	5. Hazardous (2)	5. Bird strike could be hazardous to helicopters because of their vulnerability, or hazardous to a fixed wing aircraft flying in/out of POU. Emergency procedures could be required.	5. Extremely Remote (D)	5. MORs for POU provided a baseline number of 1 or less bird strike per year. However, the panel determined that the likelihood of a bird strike occurring in the LOS area was less than 1 bird strike per year and would rise to	5. **MEDIUM (2D)**

3. Due to COVID-19, POU will temporarily operate from 8:00 AM–4:00 PM for the foreseeable future.

Hudson Valley Regional Airport Dutchess Community College Hangar Impact on Air Traffic Control Tower Controller Line of Sight Reconvene, Safety Risk Management Document With Hazards

Effect	Severity	Severity Rationale	Likelihood	Likelihood Rational	Initial Risk
				the level of a Hazardous severity less frequently. The panel used their subject matter expertise of controlling traffic at POU and flying at POU to determine the lower likelihood.	

Safety Requirements	Organization Responsible for Implementing Safety Requirements	Predicted Residual Risk	Safety Performance Target
1. The ATM and NATCA FACREP have collaboratively agreed to an immediate safety mitigation plan regarding LOS issue due to construction of new hangar: a. Use RWY 06 only if operationally necessary (low visibility or ceiling and/or winds 10 knots or more) b. No practice approaches or touch-and-go operations on RWY 06 c. Full length departures for RWY 06 will use TWY G or TWY H and expect to back taxi. (NOTE: Full length departures might experience extensive delays waiting to takeoff from TWY G or TWY H (as well as GA aircraft waiting behind a jet for an intersection departure)) d. Controllers will use TWY H as an initial holding point prior to intersection departure at TWY H e. Coordinate with N90 regarding minimal use of RWY 06 including no practice approaches to RWY 06 f. Broadcast information of LOS items on ATIS during operational hours g. Incorporate blind spot areas into refresher training and SOPs h. Controllers must use surface memory aids when back taxiing and/or holding at new hold short position to depart RWY 06 i. Include in SOP, LTA, and other notices that ATC services will not be provided on TWY A between the approach end of RWY 06 and TWY H	1. Derek Strothmann, ATCT Manager (POU)	**MEDIUM (2D)**	1. No more than one CAT B RI per 10,000,000 airport operations in the vicinity of TWY A between the approach end of RWY 06 and TWY H 2. No more than one CAT C RI per 100,000 airport operations in the vicinity of TWY A between the approach end of RWY 06 and TWY H
2. Develop LTA (areas of ATC non-visibility, add Hotspot) to note current reduction in services	2. Derek Strothmann, ATCT Manager (POU)		
3. No Line Up and Wait on RWY 06	3. Derek Strothmann, ATCT Manager (POU)		
4. FAASTeam will issue notice	4. Robert Thorson, FAA Safety Team Program Manager, FSDO		
5. Introduce signage that will remind operators that they are not visible from the tower	5. David Whalen, Deputy Commissioner of Public Works (POU)		
6. Issue NOTAM informing pilots of LOS issue RWY 06; no approaches or touch-and-go operations during ATCT operating hours	6. David Whalen, Deputy Commissioner of Public Works (POU)		

Hudson Valley Regional Airport Dutchess Community College Hangar Impact on Air Traffic Control Tower Controller Line of Sight Reconvene, Safety Risk Management Document With Hazards

Safety Requirements	Organization Responsible for Implementing Safety Requirements	Predicted Residual Risk	Safety Performance Target
7. Complete AFTIL analysis by Spring 2022 8. LOS issue will be addressed in LOA with county 9. Add to Chart Supplement NOTAM information specific to RWY 06 being closed to touch-and-go landings and practice low approaches during ATCT operational hours, and describe LOS area 10. POU "From the Flight Deck" video to be updated with LOS area 11. Upon the conclusion of the pending AFTIL analysis that will more clearly decipher the LOS issue(s) due to the construction of the DCC Educational Building, POU Airport will evaluate options to provide a clear ATCT LOS to RWY 06/24 under the Airport Master Plan, provide their recommended alternative to mitigate this issue, and work with the FAA to have a revised Airport Layout Plan approved by Spring 2023. POU will then work with the FAA on the required actions to proceed with the recommended project. Mitigation options could include, but may not be limited to: a. Re-site the ATCT. (This mitigation option will be informed by the AFTIL analysis. The results of the AFTIL analysis will be summarized as part of the ongoing Airport Master Plan process and, if appropriate, a re-located ATCT will be depicted on the Airport Layout Plan. b. Re-position or extend RWY 06/24 c. Displace threshold for RWY 06 as part of RSA improvement d. New parallel taxiway (north of RWY 06/24)	7. Anthony Rodriguez, Airport Modeling & Simulation Branch, ANG-E18 8. Derek Strothmann, ATCT Manager (POU) 9. David Whalen, Deputy Commissioner of Public Works (POU) 10. Ryan Heeralall, Eastern Region Runway Safety Office Manager (OPR) 11. David Whalen, Deputy Commissioner of Public Works (POU)		

Table 3.2: Monitoring Plan

Safety Performance Target Monitoring			
Monitoring Activity	**Reporting Frequency**	**Reporting Duration**	**Monitoring POCs**
Collect RI MORs	Quarterly	Two years	Derek Strothmann, ATCT Manager (POU)

SECTION 4: SRM PANEL ATTENDEES

The SRM panel convened October 14, 2020, and October 15, 2020, to perform a thorough safety analysis of the proposed National Airspace System change. Subject Matter Experts (SMEs) from across the agency were invited to leverage their operational experience, and experts in the SRM process were present to maintain its integrity. The following table lists panel attendees by their organizations.

Table 4.1: Change Proponent

Name	Title, Organization	Email	Phone
Derek Strothmann	ATM, POU ATCT	derek.h.strothmann@faa.gov	845-462-3434

Table 4.2: Panel Members

Name	Title, Organization	Email	Phone
Lisa Burrows	Specialist, Airspace and Procedures, OSG (AJV-E21)	lisa.burrows@faa.gov	404-305-5471
Guillermo Felix	Civil Engineer, Airports Division (AEA-620)	guillermo.felix@faa.gov	718-553-3345
Ryan Heeralall	Manager, Eastern Region, Runway Safety Office	ryan.heeralall@faa.gov	718-553-3326
David Siewert	ATM, JFK ATCT (TENY District)	david.siewert@faa.gov	718-656-0335
Derek Strothmann	ATM, POU ATCT	derek.h.strothmann@faa.gov	845-462-3434
Chris Wells	NATCA	cswells25@hotmail.com	757-460-4102

Table 4.3: SMEs

Name	Title, Organization	Email	Phone
David Carlin	Community Planner, Eastern Region, NY ADO	david.carlin@faa.gov	904-962-1313
Phillip Davenport	Airport Certification and Safety and Compliance Specialist, AAS-300	phillip.davenport@faa.gov	202-267-7072
Ralph Gatto	Civil Engineer, New York, ADO	ralph.gatto@faa.gov	718-995-5779
Sukhbir Gill*	Assistant Manager, Eastern Region, ADO	sukhbir.gill@faa.gov	718-995-5773
Patrick Hludzenski	C&S Engineers	phludzenski@cscos.com	315-455-2000
Evelyn Martinez	Manager, New York ADO	evelyn.martinez@faa.gov	718-995-5771
Felicia Miller-Brown*	District Manager for Support, New York District	felicia.miller-brown@faa.gov	718-553-4929
Billy Pacheco	Air Traffic Controller, POU	billy.pacheco@faa.gov	845-462-3434
Mahendra Raghubeer	Aviation Technical Systems, Supervisor, Eastern Region, Airports	mahendra.raghubeer@faa.gov	718-553-3352
Christina Shelly	Air Traffic Services, AJT	christina.shelly@faa.gov	281-230-5527
Nate Schumacker	Air Traffic Services, AJT	nathaniel.schumacker@faa.gov	
Robert Thorson	FAA Safety Team Program Manager, FSDO	robert.thorson@faa.gov	201-368-6642
Matthew Wenham	Vice President for Engineering & Construction, C&S Companies	mwenham@cscos.com	

David Whalen	Deputy Commissioner of Public Works, Dutchess County, NY	d.whalen@duchessny.com	845-486-2059
Ted Zimmerman	Support Manager, New York District	ted.n.zimmerman@faa.gov	610-231-8254

Table 4.4: Observers

Name	Title, Organization	Email	Phone
Mark Ellis	AOV-140	mark.x.ellis@faa.gov	202-267-9725
Greg Garmon	Operations Evaluations Specialist, QCG (AJV-E14)	gregory.r.garmon@faa.gov	404-305-6123
Ronnie Parks	Safety Management Specialist, AOV-140	ronnie.parks@faa.gov	202-267-4648
Diogenes Ramos*	OE/AAA Specialist, Airports Division	diogenes.ramose@faa.gov	718-553-3366
Kendra C. Beane	Eastern Service Area Quality Control Group Representative	kendra.c.beane@faa.gov	404-305-6179

Table 4.5: Facilitation Team

Name	Title, Organization	Email	Phone
Ashley Bonem	Technical Writer, AJI-314/GGTI	ashley.ctr.bonem@faa.gov	215-490-3943
Charlotte Boyd	Air Traffic System Specialist, AJI-314/GGTI	charlotte.ctr.boyd@faa.gov	571-777-8195
Rune Duke	ATC Specialist, AJI-314	rune.e.duke@faa.gov	202-267-4607
Hanna Greenblott	Technical Writer, AJI-314/GGTI	hanna.ctr.greenblott@faa.gov	571-777-8196
Tom Moyer	SRM Specialist/Facilitator	tom.moyer@faa.gov	404-305-6973

APPENDIX A. HUDSON VALLEY REGIONAL AIPORT DUTCHESS COMMUNITY COLLEGE HANGAR IMPACT ON ATCT CONTROLLER LINE OF SIGHT (LOS)

EXECUTIVE SUMMARY

Title: Hudson Valley Regional Airport Dutchess Community College Hangar Impact on ATCT Controller Line of Sight (LOS)

Initiating Organization: POU ATCT

Safety Analysis Type: OPS

PROJECT OVERVIEW

The Hudson Valley Regional Airport (POU) is owned and operated by Dutchess County of New York. POU, a public-use airport four miles south of Poughkeepsie, NY, providing commercial, corporate, General Aviation (GA), and military flight services. The airport has three runways (06/24, 15/33, and 7/25) and multiple parallel and connector taxiways, including Taxiway A that runs parallel to Runway 06/24. The POU ATCT operates daily 0700L-2200L. Annual traffic operations count for 2019 was 46,449 and 56,408 in 2018. Dutchess County is constructing a Dutchess Community College (DCC) educational facility/hangar on the POU airfield southwest of the ATCT. The hangar obstructs direct ATCT controller Line of Sight (LOS) visibility to the approach end of Runway 06 and intersection of Taxiway A and Runway 06.

A Safety Risk Management (SRM) Panel met virtually on 08/04/2020 and 08/06/2020 to assess the change to the NAS and associated hazards. The SRM Panel was organized by the POU ATCT with support from the Eastern Service Center (ESC), Quality Control Group (QCG). The SRM Panel included attendees representing POU ATCT management and National Air Traffic Controllers Association (NATCA) bargaining unit controllers, Runway Safety, Technical Operations, Flight Standards, the Operations Support Group (OSG), Airports Division, New York Airports District Office (ADO), New York TRACON (N90), NATCA National, C&S Engineers, the New York District (TENY), Dutchess County Public Works, Flight Level Aviation, and Dutchess Community College.

The SRM Panel identified two hazards associated with controller loss of aircraft/vehicle visibility on movement areas and impact to controller judgement/loss of controller situational awareness. The SRM Panel found the hazards to have high risk. Based on the safety analysis, the SRM Panel determined that the change cannot be introduced into the NAS with an acceptable level of risk as defined in the FAA Air Traffic Organization Safety Management System Manual, April 2019 Version.

Risk Summary

The SRM Panel conducted a safety analysis on the POU LOS hangar obstruction to the approach end of Runway 06 and the Taxiway A - Runway 06 intersection. SRM Panel attendees applied the ATO SRM process, beginning with a brainstorming exercise to develop a Preliminary Hazard List (PHL). Using the PHL as a foundation for completing the Preliminary Hazard Analysis (HAW), SRM Panel attendees analyzed each hazard to determine cause, system state, controls, and effects. SRMP members determined severity, likelihood, and initial/predicted residual risk; and attendees identified Safety Requirements and determined Safety Performance Targets.

During PHL brainstorming, attendees discussed airport design surfaces separation. The hold bar location and RSA size may change per an ongoing Airports review of design surface separation for a B2 runway classification, but attendees determined that surfaces separation is not a current concern. Attendees talked about hangar heat distortion and glare affecting controller view and hangar lighting impacting controller view at night as hazard causes and agreed that analyses are needed to generate data.

POU DCC Hangar Impact on ATCT Controller LOS SRMDH

SRM Panel attendees reached consensus that the hangar, although under construction, is an ATC LOS obstruction and, therefore, is an existing hazard. The physical location, length, width, height, corner angles, and aspect of the hangar are part of obstruction. The hanger roof obscures the approach end of Runway 06. An unrestricted view of the approach end of Runway 06 is not available to working positions in the ATCT cab.

The hangar blocks ATC view of aircraft on Runway 6 approach end and Taxiway A departure from hold short line to Runway 6 entrance. Where the taxiway turns into runway, ATC cannot see beyond hold bar to Runway 6; aircraft disappears from ATC view for 15 - 30 seconds depending on aircraft size and taxi speed. The ATC view becomes progressively worse moving toward the back of the cab toward the OS/CIC position. Binoculars do not help LOS concern. ATC cannot see the pavement on the approach end of Runway 6. Aircraft reemerge just before entering runway.

Taxiway A has a blind spot between the hold line and Runway 06. ATC cannot see aircraft entering Runway 06 from Taxiway A. ATCT loses view of aircraft on short final. ATC must back taxi jets on Runway 06 and when part of Taxiway A is closed, ATC must back taxi aircraft after landing on Runway 24. Controllers cannot control aircraft within the movement area if they are not clearly visible from the ATCT.

Attached photos and video taken from ATCT catwalk visually demonstrate the ATC LOS obstruction. Photos from the ATCT cab show the airfield with no hangar/obstruction, airfield with the hangar under construction with open sides and two aircraft and Taxiways A and H, airfield from the Local Control position with completed hangar walls blocking the hammerhead with Taxiway H. The video, taken from outside the Tower Cab on the catwalk with most hangar walls in place, shows a Gulfstream Corporate Jet landing Runway 6 and making a 180-degree turn on the runway and back taxing runway 24, illustrating how long it takes for this maneuver to be completed. The control positions inside that tower are located 8 to 10 feet behind catwalk. View of obstructed area varies based on position location and becomes progressively worse towards the back of the cab, with worst view being where OS/CIC sits.

The POU ATCT ATM and NATCA representative, verified based on observations and experience, the LOS obstruction during SRM Panel discussions. Attendees viewed diagrams, photos, and a video to ensure a visual understanding of the ATC LOS obstruction. There was discussion about snow on the hangar’s roof making LOS obstruction worse, especially for ATC view of aircraft on short final. Also discussed was view obstruction may be made worse by distortion generated by heat or glare deflected from metal hangar roof or sides.

The Dutchess County representative mentioned that lowering the hangar roof is a last resort option that has immense impact to the county and community college.

An attendee suggested that cameras could mitigate controller LOS to the obstructed area. Panel Members representing Air Traffic stated that use of cameras for active control of aircraft is not an approved practice. ATC does not support the use of cameras for control instructions or for aircraft separation. Cameras are sometimes used for advisory only or situational awareness, but are not encouraged.

SRM Panel attendees identified two hazards with high risk associated with an accident and Runway Incursion (RI) effects.

POU DCC Hangar Impact on ATCT Controller LOS SRMDH

Hazard Summary

Hazard ID	Hazard	Initial Risk	Predicted Residual Risk
POU ATCT LOS Obstruction - 01	No controller or OS/CIC visibility of aircraft/vehicles on movement area and within RSA on about last 400 feet of Taxiway A, until past the threshold markings to Runway 6 approach end entrance, depending on aircraft/ vehicle size, which eliminates ability for ATC to intervene. (LOS of aircraft/vehicle is typically 15 - 30 seconds, depending on taxi/vehicle speed)	1B: High	2B: High
POU ATCT LOS Obstruction - 02	Controller judgement impacted by loss of aircraft/vehicle view and/or loss of controller situational awareness leading to an increase in RIs and/or surface incidents	2B: High	2B: High

Hazard 01 POU ATCT LOS Obstruction – No controller or OS/CIC visibility of aircraft/vehicles on movement area and within RSA on about last 400 feet of Taxiway A, until past the threshold markings to Runway 6 approach end entrance, depending on aircraft/vehicle size, which eliminates ability for ATC to intervene. (LOS of aircraft/vehicle is typically 15 - 30 seconds, depending on taxi/vehicle speed).

SRM Panel attendees talked about controller inability to provide separation services to the end of Runway 6 and on Taxiway A. Attendees discussed accident possibilities, including an aircraft landing on top of another aircraft, wing-tip to wing-tip clipping, a RI as incidental to a catastrophic incident, and an aircraft colliding with a vehicle when a driver cannot see the aircraft past the hold bar to the runway.

Greater risk for an accident and an increased potential for an RI are associated with an inability for ATC to see aircraft and vehicles because of an obstructed view. ATC cannot control who is on taxiway if a controller cannot see the approach. Controllers cannot stop an incident from happening if they cannot see aircraft or vehicles in the obstructed area. A controller may lose track of aircraft/vehicle in the busy, complex airfield area and workload is increased by wondering where aircraft/vehicle is/went and looking to find an unseen aircraft/vehicle re-emerging into the area of visibility.

Data indicated 16 events during the last 5 years, with five events occurring at the Runway 6 approach end. Some MORs for aircraft passing the hold short bar; however, other occurrences have happened when a controller caught the aircraft before passing the hold short bar. The possibility of an aircraft passing the hold short bar is high because of its location.

The ATCT has had small aircraft on the runway aligned with Runway 6 that are completely blocked from view by the hangar. Other aircraft have been obscured with only half of the fuselage/wing visible. One attendee emphasized that aircraft are in the RSA after crossing the hold short bar and said that is where the RI starts. Runway safety is based on the RSA, not on the runway. The aircraft is obscured in the RSA. The airport is classified as a D2 facility and has a 250-foot RSA. Several attendees remarked that the issue is lack of taxiway obstacle free zone visibility.

Robinson flight training helicopters are small and frequently operate at POU. The helicopters, which sit on the runway and perform maneuvers such as practice autorotation, are difficult to see and contribute to the hazard. Controllers lack visibility of the runway threshold and aircraft turning onto the runway. Small aircraft are not always visible at the hammerhead by the Local Controller and never visible to the CIC position. An attendee

indicated that ATC observations are subjective and expressed concern over a lack of corroborating evidence, saying the video from the catwalk is not sufficient.

Members indicated that Severity is based on ATC not having the ability to see aircraft or vehicles in the obstruction area, including during low visibility IFR conditions when back taxiing occurs, based on POU controller experience at the airport. Per Runway Safety, data is appropriate per the historical data and event information. NAS experience/data associated with LOS obstructions is limited because obstructions are generally not allowed. According to one panel member, the weight of a possible accident is huge and Probable likelihood is appropriate and supported. Likelihood is based on back-taxiing when a taxiway closed and experience level of pilots at a GA airport. The number of RIs, which vary per during multiple years, could drastically increase during a one-year period.

Attendees identified Safety Requirements and suggested mitigations. Panel Members reached consensus to lower severity to Hazardous - 2 based on Safety Requirements implementation.

Hazard 02 SLCPOU ATCT LOS Obstruction – Controller judgement impacted by loss of aircraft/vehicle view and/or loss of controller situational awareness leading to an increase in RIs and/or surface incidents

The hangar obstruction impacts controller judgement. No ATC view for 15 - 30 seconds delays response to pilots. ATC cannot respond because controllers cannot see an aircraft until it clears the obstruction.

Attendees discussed hazard causes and various viewpoints were voiced. Attendees remarked that distractions are part of normal operations and are not increased by hazard. The hangar adds a distraction, creates a visibility issue, and prohibits the efficient scan of the airfield surface environment. Attendees said that a defined RI occurs when a vehicle, aircraft, or pedestrian crosses the hold short marking. Since the hold line is visible, there should be no increase in RIs. However, the obstruction impacts ATC judgement and anticipated separation because controllers cannot see aircraft using the full length of Runway 24. Two attendees expressed concern that LOS in that area could create a hazard on other parts of the airport.

Members indicated that Severity is based on a failure of controls and Likelihood is based on a combination of Quantitative Data and Subject Matter Expertise (SME). Attendees identified Safety Requirements and suggested mitigations. Panel Members did not change the predicted residual risk based on implementing Safety Requirements.

SIGNATURES

To be added

POU DCC Hangar Impact on ATCT Controller LOS SRMDH

SECTION 1: CURRENT SYSTEM

POU is owned and operated by Dutchess County of New York. It is a public-use airport located four miles south of Poughkeepsie, NY. POU provides commercial, corporate, GA, and military flight services. The airport has three runways (06/24, 15/33, and 7/25) and multiple parallel and connector taxiways, including Taxiway A that runs parallel to Runway 06/24.

Runway 06/24 (5,001 by 100 feet) is the primary runway and has an instrument approach/ILS to Runway 06 along with a Medium Intensity Approach Light System (MALSR) with runway alignment lights. When weather is IFR, Runway 06 is primarily used. The threshold is not displaced on the Runway 6 end, but is on the Runway 24 end. The distance from the ATCT to approach end of Runway 6 is 372 feet. Runway 15/33 (2,744 by 100 feet) is the crosswind runway and has displaced thresholds at both ends. Runway 07/25 (1,358 by 100 feet) is a turf/dirt runway. The following is percentage of runway use: Runway 24 – 55 percent, Runway 06 – 25 percent, Runway 33 – 17 percent, Runway 15 – 03 percent.

The POU ATCT, which operates daily 0700L-2200L, POU has 44,000 - 58,000 airport operations per year. The ATCT averaged 137 aircraft operations per day for the 12-month period ending May 31, 2019. Annual traffic count for the Tower in 2019 was 46,449 operations, with the following breakdown for IFR and VFR: IFR: air carrier 17, air taxi 2,612, GA 15,760, and military 234; VFR: air taxi 86, GA 17,830, and military 55 for a total of 17,830. For local operations: civil 21,262 and military 75. New York TRACON (N90) handles approach control.

5M Model

Mission (purpose of NAS change/operation)	Identify potential safety hazards. If hazards are identified; analyze and assess risk, propose mitigations associated with the proposed NAS change, provide risk controls, monitor risk mitigations to determine effectiveness, and establish Safety Performance Targets.
(hu)Man (operators, stakeholders)	• POU ATCT Facility Management (Derek Strothmann) • POU ATCT NATCA (Chris Wells) • POU SSC Manager Technical Operations (Gio Pirragla) • New York ADO Eastern Region (Eric Saldana) • TEB FSDO (Bob Thorson) • Eastern Service Area, Eastern Region Runway Safety Office (Ryan Heeralall) • FAA, Eastern Service Area, OSG (Lisa Burrows) • FAA, Eastern Service Area, Quality Control Group (QCG) • Dutchess County, New York - Airport Owners (POU) • POU Airport Tenants/Industry (Corporate, GA, FBOs)
Machine (equipment used in system)	• Air Traffic Automation Platforms (TDW) • Communications, surveillance, and navigation facilities • Manned and unmanned infrastructure
Management (procedures, policies governing/managing system)	• FAA Order JO 7110.65, Air Traffic Control • FAA Order JO 7210.3, Facility Operation and Administration • Flight Information Publications (Chart Supplement) • Notices to Airmen (NOTAM) System and NOTAMs
Media (environment system is operated)	• National Airspace System (NAS) • POU ATCT • POU Air Traffic Control environments

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SECTION 2: DESCRITION OF CHANGE/EXISTING SAFETY ISSUE

Dutchess County is constructing a Dutchess Community College (DCC) educational facility/hangar on the POU airfield southwest of the ATCT. The hangar is part of the Airport Master Plan to increase hangar space and provide additional resources. The hangar, with its current location and dimensions, obstructs direct ATCT controller Line of Sight (LOS) visibility to the approach end of Runway 06 and the intersection of Taxiway A and Runway 06, which are movement areas under ATCT jurisdiction.

The POU ATM and NATCA representative collaboratively developed and implemented the following safety mitigation plan to address the LOS obstruction:

- Use Runway 06 only if operationally necessary (low visibility or ceiling and/or winds of 10 kts or more).
- No practice approaches or touch and go's on Runway 06.
- Full-length departures for Runway 06 will use Taxiway G or H and expect back taxi.
- Full-length departures may experience extensive delays awaiting takeoff from Taxiway G or H (as well as GA aircraft waiting behind a jet for an intersection departure).
- Use Taxiway H as a visual marker to create a new hold line for Runway 06 on south side.
- Coordinate with N90 regarding minimal use of Runway 06, including no practice approaches to Runway 06.
- Issue NOTAM informing pilots of LOS issue Runway 06; no practice approaches or touch and go's during operating hours 8-4.
- Broadcast information of LOS items on ATIS during operational hours.
- Maintain situational awareness at all times.

POU ATC implemented the safety mitigation plan, which is in effect until 08/28/2020, pending a permanent solution.

SECTION: 3 HAZARD AND RISK ANALYSIS

Hazard ID	Hazard Description	Cause	System State	Controls	Control Justification
POU ATCT LOS Obstruction - 01	No controller or OS/CIC visibility of aircraft/vehicles on movement area and within RSA on about last 400 feet of Taxiway A, until past the threshold markings to Runway 6 approach end entrance, depending on aircraft/ vehicle size, which eliminates ability for ATC to intervene. (LOS of aircraft/vehicle is typically 15 - 30 seconds, depending on taxi/vehicle speed)	• Construction, location, and height of DCC educational facility/hangar • Heat distortion and nighttime lighting • Snow distortion and/or accumulation on facility/hangar roof • Location and height of DCC educational facility/hangar in relation to ATCT location and height	• POU ATCT operating hours (daily 0700L-2200L) • Increased concern during reduced visibility conditions and night operations	7110.65, 7400.2, 7210.3, SOP, LOA TDW, ASR-9, EMAS (unavailable), ASOS, surface memory aid, ACAC checklist, AC 150/5210-20, AC 150/5210-24, AC 150/5340-1, AC 150/5340-18, Part 139, controller/pilot/driver training, controller/pilot intervention, ATC scanning, frequency monitoring, operational supervision, NOTAM, charts, chart supplemental AIM, outreach, CRM daily briefings/notes	7110.65: Chapter 2, 3 (3-9-4) 7400.2: Chapter 6 7210.3: Chapters 4 (LOA), 10 (LTA) SOP: POU 7110.112 LOA: ATC-County ground movement; ATC emergency services

POU DCC Hangar Impact on ATCT Controller LOS SRMDH

Effect	Severity	Severity Rationale	Likelihood	Likelihood Rational	Initial Risk
Increased RIs Accident	1: Catastrophic	Subject matter expertise	B: Probable	Subject matter expertise ATC experience	1B: High

Safety Requirements	Organization Responsible for Implementing Safety Requirements	Predicted Residual Risk	Safety Performance Target
1. ATM and NATCA FACREP collaboratively agreed to an immediate safety mitigation plan regarding LOS concern due to construction of new hangar: a. Use Runway 06 only if operationally necessary (low vis or ceiling and/or winds 10 knots or more) b. No practice approaches or touch and go's on Runway 06 c. Full length departures for Runway 06 will use Taxiway G or H and expect back taxi d. Full length departures may experience extensive delays waiting to takeoff from Taxiways G or H (and GA aircraft waiting behind jet for intersection departure) e. Use Taxiway H as a visual marker to create new hold line for Runway 06 on south side f. Coordinate with N90 regarding minimal use of Runway 06, including no practice approaches to Runway 06 g. Issue NOTAM informing pilots of LOS concern Runway 06; no approaches or touch and go's during ATCT operating hours h. Broadcast LOS information on ATIS during operational hours i. Maintain situational awareness at all times 2. Develop LTA featuring areas of ATC non-visibility, Hotspot, current reduction in services 3. No LUAW on Runway 06 4. FAASTeam issue NOTC (Notice) Additional Mitigation Suggestions: • Locally produce pamphlet/ informational advisory to heighten awareness of FBOs and flight schools • Add non-standard airfield signage for pilots • Move hold line toward Taxiway H • Add NOTAM information to chart supplemental • Add in-pavement lighting • Construct "bypass taxiway" with back-taxiing (where needed) • Realign Taxiway A	1 - 3: POU ATCT g: Airport Authority (NOTAM) 4: FSDO	2B: High	No more than one incident within a three-month period directly attributed to the loss of situational awareness pertaining to aircraft/vehicles operating in the vicinity of Runway 6 or Taxiway A that is a direct result and due to the lost LOS concern

Safety Performance Target Monitoring		
Monitoring Activity	**Reporting Frequency**	**Reporting Duration**
Review MORs, ATSAP, Pilot Reports (frequency, NASA, ASAP), Airport Operator Report, Hotline Complaint	Quarterly	Two Years (or until concern is resolved)

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POU DCC Hangar Impact on ATCT Controller LOS SRMDH

Hazard ID	Hazard Description	Cause	System State	Controls	Control Justification
POU ATCT LOS Obstruction - 02	Controller judgement impacted by loss of aircraft/vehicle view and/or loss of controller situational awareness leading to an increase in RIs and/or surface incidents	• Construction, location, and height of DCC educational facility/hangar • Heat distortion and nighttime lighting • Snow distortion and/or accumulation on facility/hangar roof • Location and height of DCC educational facility/hangar in relation to ATCT location and height • Distractions due to airport complexity (intersecting runways, law enforcement activity, helicopter operations, parallel grass strip)	• POU ATCT operating hours (daily 0700L-2200L) • Increased concern during reduced visibility conditions and night operations	7110.65, 7400.2, 7210.3, SOP, LOA TDW, ASR-9, EMAS (unavailable), ASOS, surface memory aid, ACAC checklist, AC 150/5210-20, AC 150/5210-24, AC 150/5340-1, AC 150/5340-18, Part 139, controller/ pilot/driver training, controller/pilot intervention, ATC scanning, frequency monitoring, operational supervision, NOTAM, charts, chart supplemental AIM, outreach, CRM daily briefings/notes	7110.65: Chapter 2, 3 (3-9-4) 7400.2: Chapter 6 7210.3: Chapters 4 (LOA), 10 (LTA) SOP: POU 7110.112 LOA: ATC-County ground movement; ATC emergency services

Effect	Severity	Severity Rationale	Likelihood	Likelihood Rational	Initial Risk
Increased RIs Category A	2: Hazardous	Subject matter expertise April 2019 ATO SMS Manual Severity Table	B: Probable	Subject matter expertise April 2019 ATO SMS Manual Likelihood of Effect Tables	2B: High

Safety Requirements	Organization Responsible for Implementing Safety Requirements	Predicted Residual Risk	Safety Performance Target
1. ATM and NATCA FACREP collaboratively agreed to an immediate safety mitigation plan regarding LOS concern due to construction of new hangar: a. Use Runway 06 only if operationally necessary (low vis or ceiling and/or winds 10 KTS or more) b. No practice approaches or touch and go's on Runway 06 c. Full length departures Runway 06 will use Taxiways G or H and expect back taxi d. Full length departures may experience extensive delays awaiting takeoff from Taxiways G or H (and GA aircraft waiting behind jet for intersection departure)	1 - 3: POU ATCT g: Airport Authority (NOTAM) 4: FSDO	2B: High	No more than one Category A RI within a three-month period directly attributed to the loss of situational awareness of aircraft/vehicles operating in the vicinity of Runway 6 or Taxiway A resulting from the lost LOS concern

e. Use Taxiway H as visual marker to create new hold line for Runway 06 on south side f. Coordinate with N90 regarding minimal use of Runway 06 including no practice approaches to Runway 06 g. Issue NOTAM informing pilots of LOS concern Runway 06; no approaches or touch and go's during ATCT operating hours h. Broadcast LOS information on ATIS during operational hours i. Maintain situational awareness at all times 2. Develop LTA featuring areas of ATC non-visibility, Hotspot, current reduction in services 3. No LUAW on Runway 06 4. FAASTeam issue NOTC (Notice) Additional Mitigation Suggestions: • Locally produce pamphlet/ informational advisory to heighten awareness of FBOs and flight schools • Add non-standard airfield signage for pilots • Move hold line toward Taxiway H • Add NOTAM information to chart supplemental • Add in-pavement lighting • Construct "bypass taxiway" with back-taxiing (where needed) • Realign Taxiway A			

Safety Performance Target Monitoring		
Monitoring Activity	**Reporting Frequency**	**Reporting Duration**
Review MORs, ATSAP, Pilot Reports (frequency, NASA, ASAP), Airport Operator Report, Hotline Complaint	Quarterly	Two Years (or until concern is resolved)

SECTION 5: DISSENTION

Not applicable.

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SECTION 6: PANEL ATTENDEES

The SRM Panel convened 08/04/2020 and 08/06/2020 to perform a thorough safety analysis of the proposed NAS change. SMEs from across the agency were invited to leverage their operational experience, and experts in the SRM process were present to maintain its integrity. The following table lists panel participants by their organizations.

Change Proponent

Name	Title, Organization	Email	Phone
Derek Strothmann	ATM, POU ATCT	derek.h.strothmann@faa.gov	845-462-3434

Panel Members

Name	Title, Organization	Email	Phone
Lisa Burrows	Specialist, Airspace and Procedures, OSG (AJV-E21)	lisa.burrows@faa.gov	404-305-5471
David Carlin	Community Planner, Eastern Region, NY ADO	david.carlin@faa.gov	904-962-1313
Ryan Heeralall	Manager, Eastern Region, Runway Safety Office	ryan.heeralall@faa.gov	718-553-3326
David Siewert	ATM, JFK ATCT (TENY District)	david.siewert@faa.gov	718-656-0335
Derek Strothmann	ATM, POU ATCT	derek.h.strothmann@faa.gov	845-462-3434
Chris Wells	NATCA, ATCS, Norfolk ATCT/TRACON	cswells25@hotmail.com	757-460-4102

Subject Matter Experts

Name	Title, Organization	Email	Phone
Guillermo Felix	Civil Engineer, Airports Division (AEA-620)	guillermo.felix@faa.gov	718-553-3345
Ralph Gatto	Airport Engineer, Eastern Region, ADO	ralph.gatto@faa.gov	718-995-5779
Sukhbir Gill*	Assistant Manager, Eastern Region, ADO	sukhbir.gill@faa.gov	718-995-5773
Patrick Hludzenski	C&S Engineers	phludzenski@cscos.com	315-455-2000
Evelyn Martinez	Manager, New York ADO	evelyn.martinez@faa.gov	718-995-5771
Felicia Miller-Brown*	District Manager for Support, New York District	felicia.miller-brown@faa.gov	718-553-4929
Mahendra Raghubeer	Aviation Technical Systems, Supervisor, Eastern Region, Airports	mahendra.raghubeer@faa.gov	718-553-3352
Rich Santa*	NATCA Eastern Region	richard.santana@faa.gov	325-676-1017
Robert Thorson	FAA Safety Team Program Manager, FSDO	robert.thorson@faa.gov	201-368-6642
David Whalen	Deputy Commissioner of Public Works, Dutchess County, NY	d.whalen@duchessny.com	--

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Matthew Wenham	Vice President for Engineering & Construction, C&S Companies	--	--
Ted Zimmerman	Support Manager, New York District	ted.n.zimmerman@faa.gov	610-231-8254

Observers

Name	Title, Organization	Email	Phone
Anthony Epstein	Flight Level Aviation	aepstein@flightlevelaviation.com	--
Greg Garmon	Operations Evaluations Specialist, QCG (AJV-E14)	gregory.r.garmon@faa.gov	404-305-6123
William Helm*	Aviation Technical System Specialist, Technical Evaluations Team, QCG (AJV-E12)	william.helm@faa.gov	404-305-6991
Kevin Maney*	NATCA, ATCS, NY TRACON (N90)	kevin.j.maney@faa.gov	516-683-2990
Diogenes Ramos*	OE/AAA Specialist. Airports Division	diogenes.ramose@faa.gov	718-553-3366
John Trosie*	Professor, Engineering Department, Dutchess Community College	trosie@sunydutchess.edu	845-431-8411
Scott Starkey	NATCA, Eastern Region	starkeyhome@gmail.com	571-345-4347

*Attended 08/04 only

Facilitation Team

Name	Title, Organization	Email	Phone
Tom Moyer	Safety Risk Management Specialist/Facilitator	tom.moyer@faa.gov	404-305-6973
Stephen Szehner	Technical Writer, QCG, WSC	stephen.szehner@faa.gov	206-231-2325

APPENDICES

To be added

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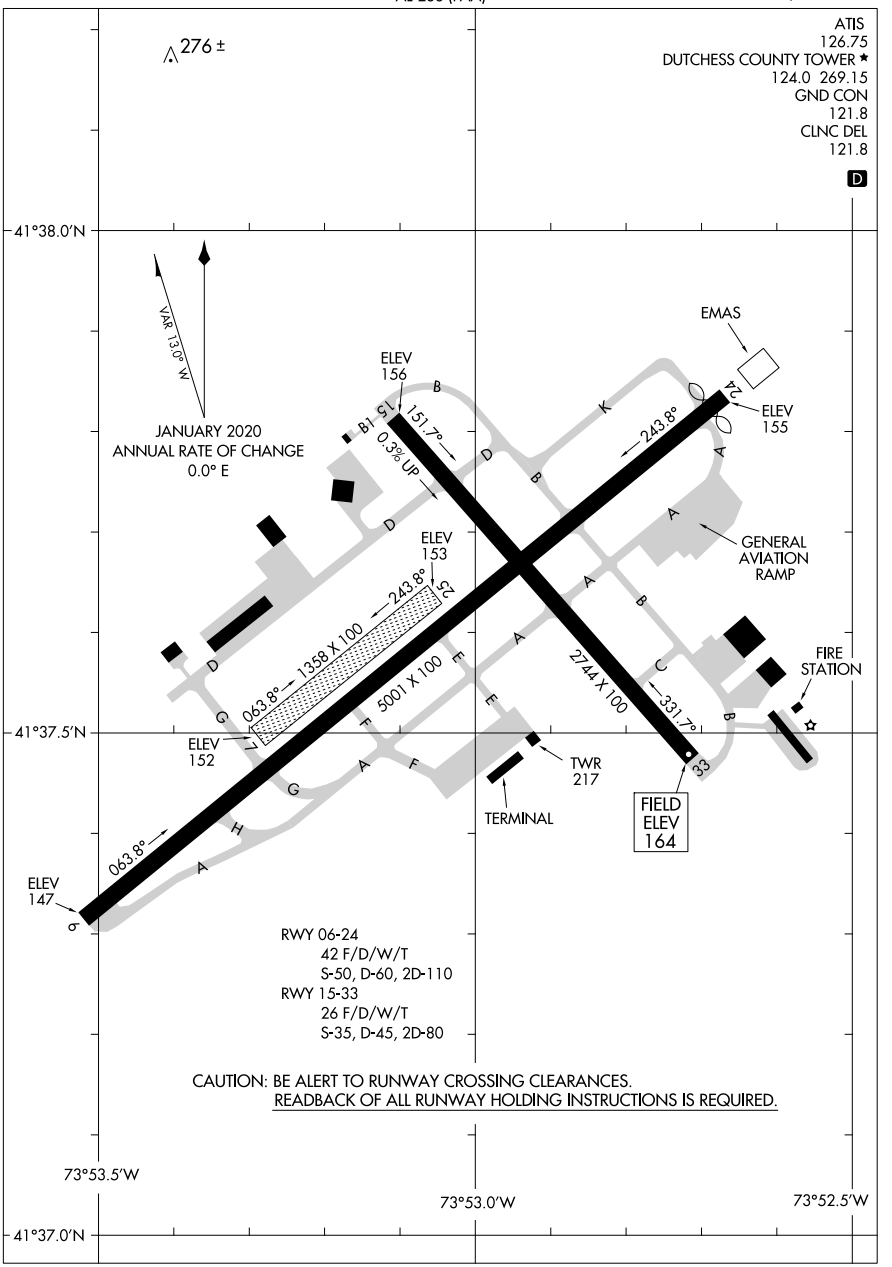
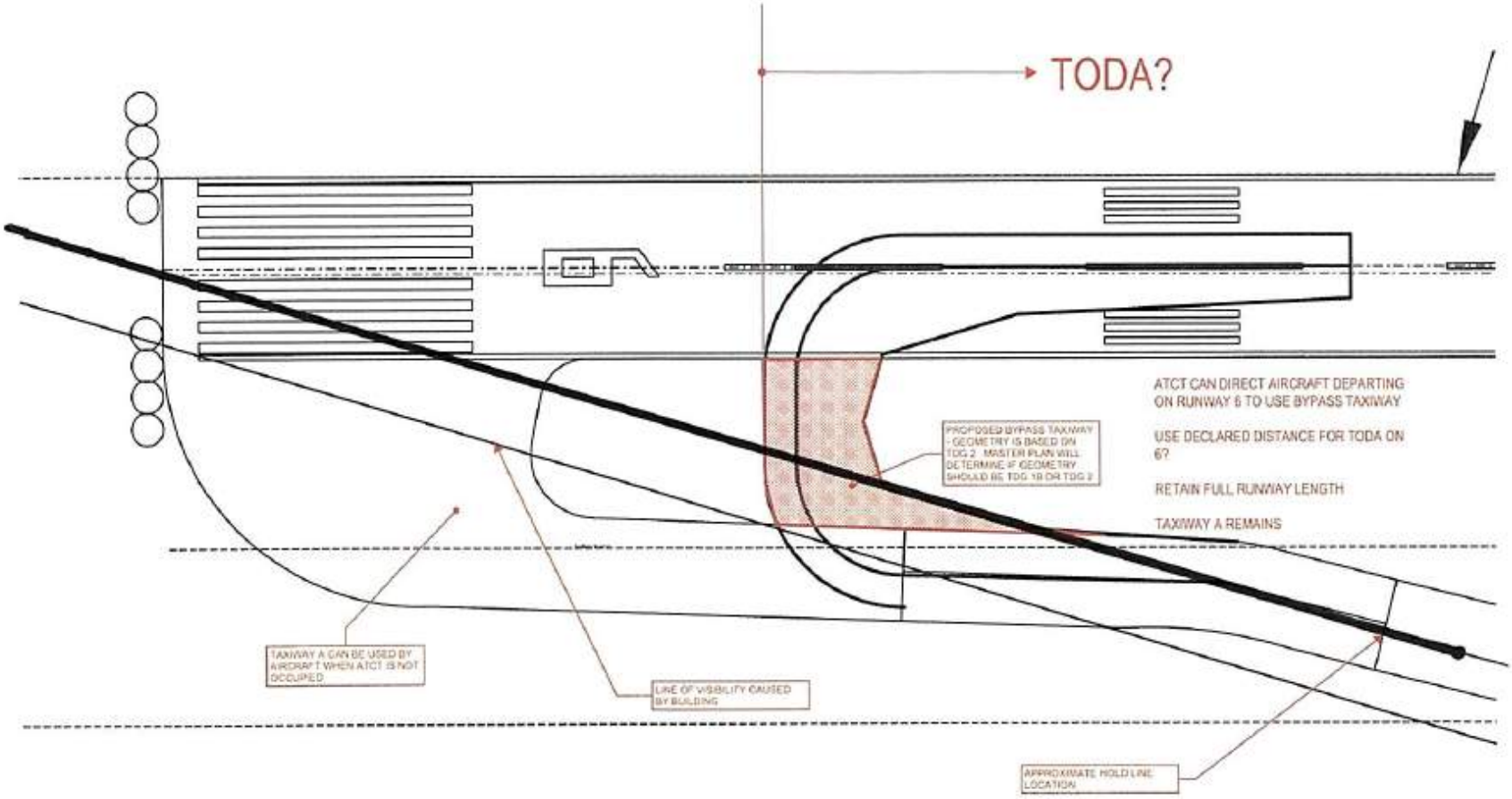
APPENDIX B. HUDSON VALLEY REGIONAL AIRPORT DIAGRAM

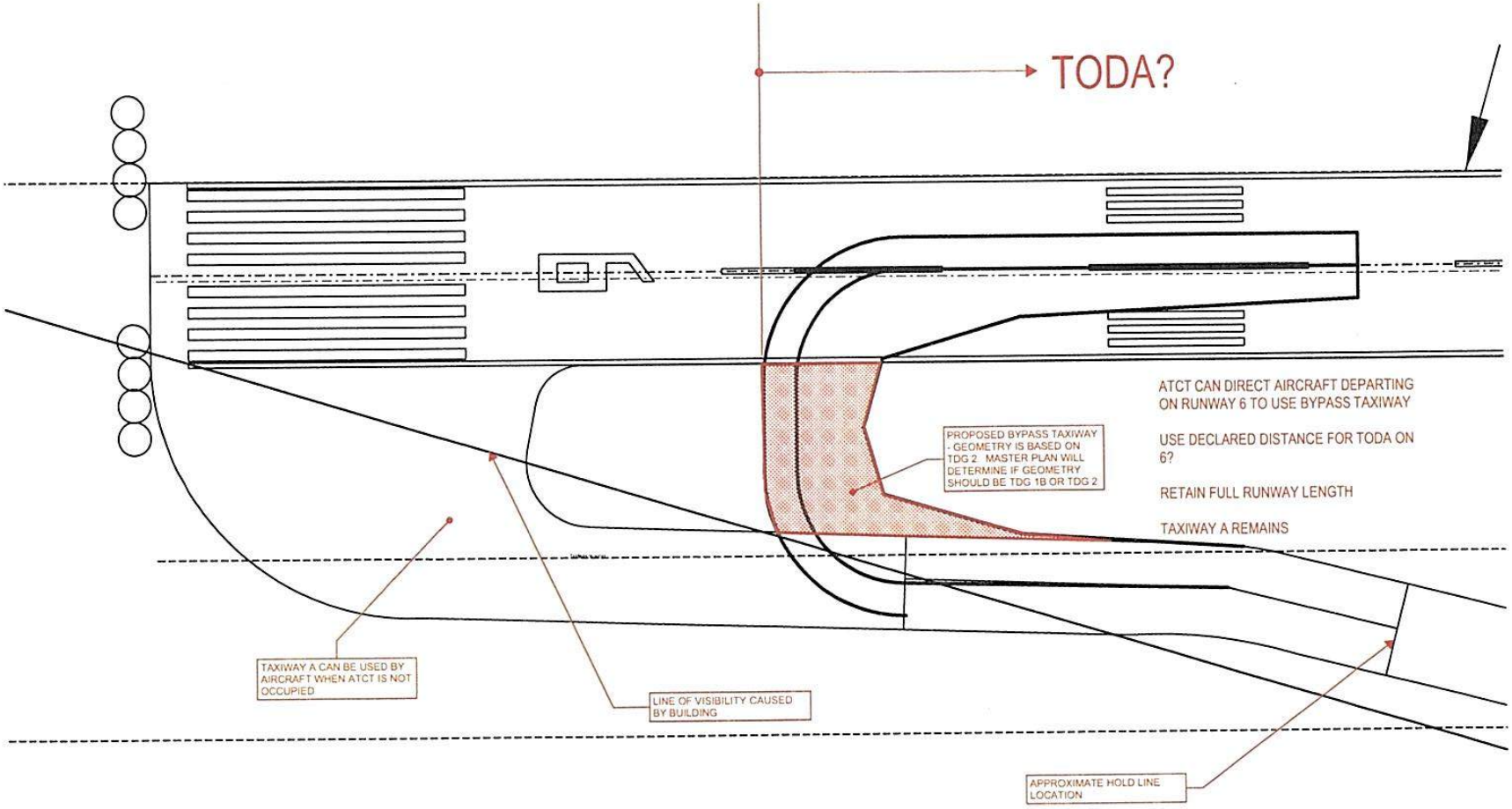


NE-2, 16 JUL 2020 to 13 AUG 2020

APPENDIX C. HUDSON VALLEY REGIONAL AIRPORT LINE OF SIGHT DIAGRAMS

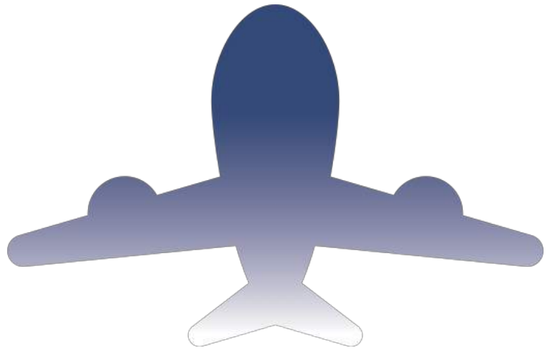


The black bold line was added by Poughkeepsie Air Traffic Control Tower (ATCT) to identify the line of sight area. This area represents the line of sight area defined by the ATCT and was not produced in coordination with the airport owner. A non-edited depiction provided by the airport owner is provided on the following page.


TODA?
ATCT CAN DIRECT AIRCRAFT DEPARTING ON RUNWAY 6 TO USE BYPASS TAXIWAY
USE DECLARED DISTANCE FOR TODA ON 6?
RETAIN FULL RUNWAY LENGTH
TAXIWAY A REMAINS
PROPOSED BYPASS TAXIWAY - GEOMETRY IS BASED ON TDG 2 MASTER PLAN WILL DETERMINE IF GEOMETRY SHOULD BE TDG 1B OR TDG 2
TAXIWAY A CAN BE USED BY AIRCRAFT WHEN ATCT IS NOT OCCUPIED
LINE OF VISIBILITY CAUSED BY BUILDING
APPROXIMATE HOLD LINE LOCATION

APPENDIX D. AJI-314 DATA REVIEW

Data Review for POU SRM Panel



ATO Safety Risk Management Panel

Documents Available to the Panel

Change Documentation

- Pre-panel workbook
- 5M
- Data Review PowerPoint (this presentation)

Safety Documents

- SRM Panel Orientation slides
- SMS Quick Reference Guide

Data Review

AJI completed a data review using several resources

- ATCT SOPs, Chart Supplement, and LTAs were reviewed to determine the number of ATCTs with non-visible areas and the number that affected a runway
- Previous SRM Documents were located on this topic
- Runway Incursion (RI) search for subset of visibility constrained locations
- RIs at POU
- Status of existing Airspace Analysis/OEAAA studies
- Status of NOTAMs

Locations With an LTA

LTA Requirement for Areas Not Visible

- Similar requirement in 7210.3 since at least 1972
- A free text search using NOTAM Search revealed **47** LTAs on this topic covering **47** airports
- Numerous LTAs reference obscured areas adjacent to approach ends of runways, runway thresholds, and runway/taxiway intersections

10–1–5. AREAS OF NONVISIBILITY

Air traffic managers of towers located where portions of the airport surface are normally designated movement areas and/or where portions of the airport traffic pattern are not visible from the tower must, after coordination with the airport management, issue a letter to airmen describing the condition. The recommended wording is:

a. "Due to obstructed vision, (facility identification) tower is unable to provide airport traffic control service in following areas: (describe the areas)."

b. "Due to the movement of uncontrolled ground traffic, (facility identification) tower is unable to provide airport traffic control service in the following areas: (describe the areas)."

c. "Use caution, the following areas are not visible from the (facility name) tower: (describe the areas, traffic pattern, active runway)."

Known LTA Locations

ACT	CRQ	IWA	PAE	SDF
ADQ	DTN	LEX	PHX	SHV
ALW	DXR	LFT	PIT	SYR
ANC	ELP	LGA	PVD	TEB
ASG	EWR	LHD	RDD	TPA
BDL	FUL	LIH	RDG	TUS
BOS	GSO	MAF	RDU	YKM
BTR	HCF/HNL	MFD	SAT	
BVY	HWD	OGD	SAV	
CRP	IAH	OGG	SCK	

Red indicates non-visible area includes a runway

Springdale, AR (ASG)

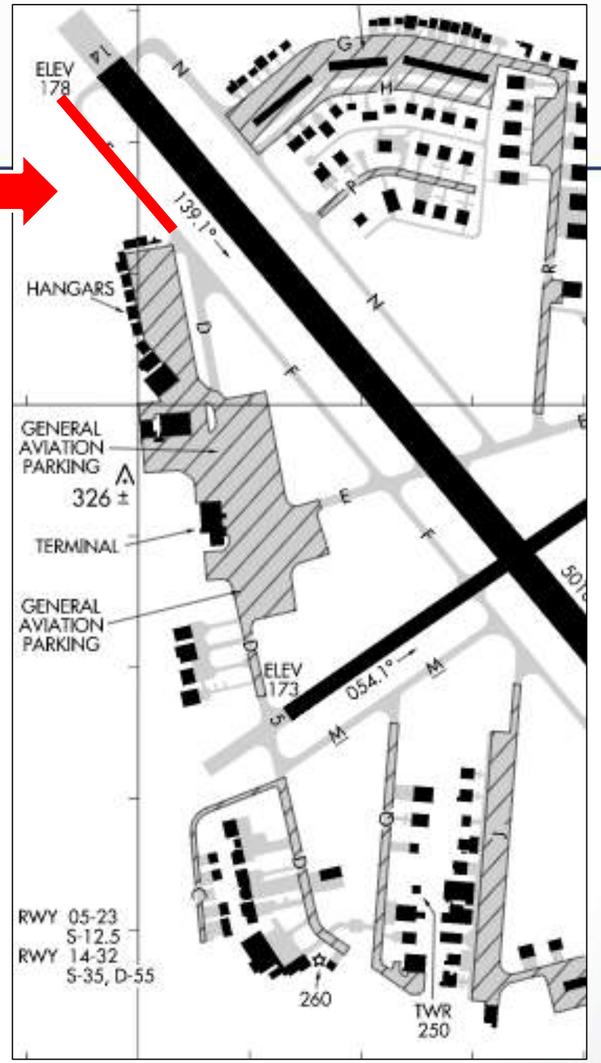
LTA-ASG-3

"Because the area is not visible from the tower, [ASG ATCT] will only be able to issue advisory information on reported traffic."

Shreveport, LA (DTN)

LTA-DTN-2

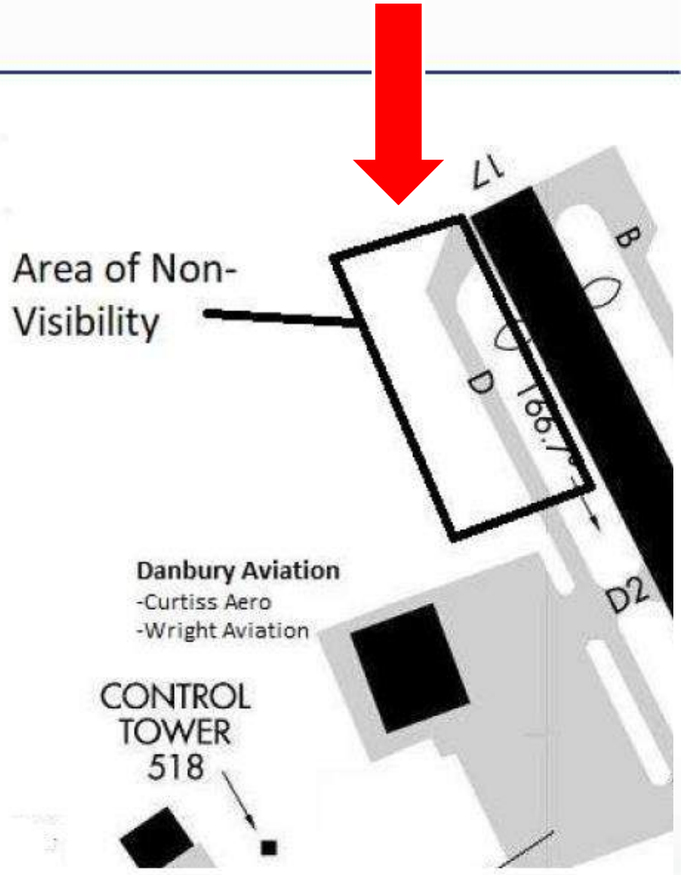
“The northern 685 feet of Taxiway Foxtrot not visible from the tower. Caution: Contact tower with your position when ready for departure…”



Danbury, CT (DXR)

LTA-DXR-9

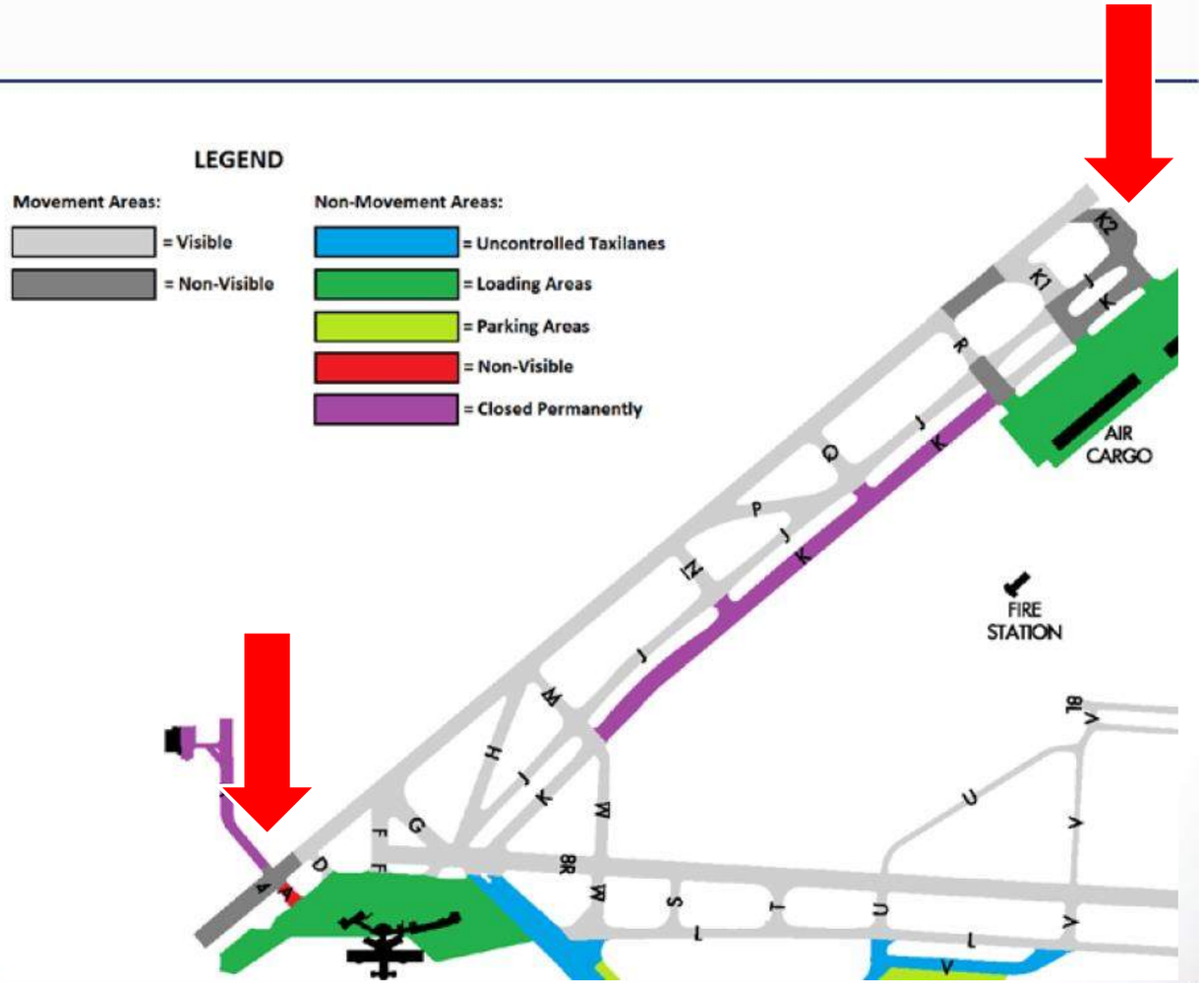
"…Danbury Tower is unable to provide Airport Traffic Control service in the following areas: The northern 200 feet of taxiway Delta due to visibility obstructed by a hangar."



El Paso, TX (ELP)

LTA-ELP-14

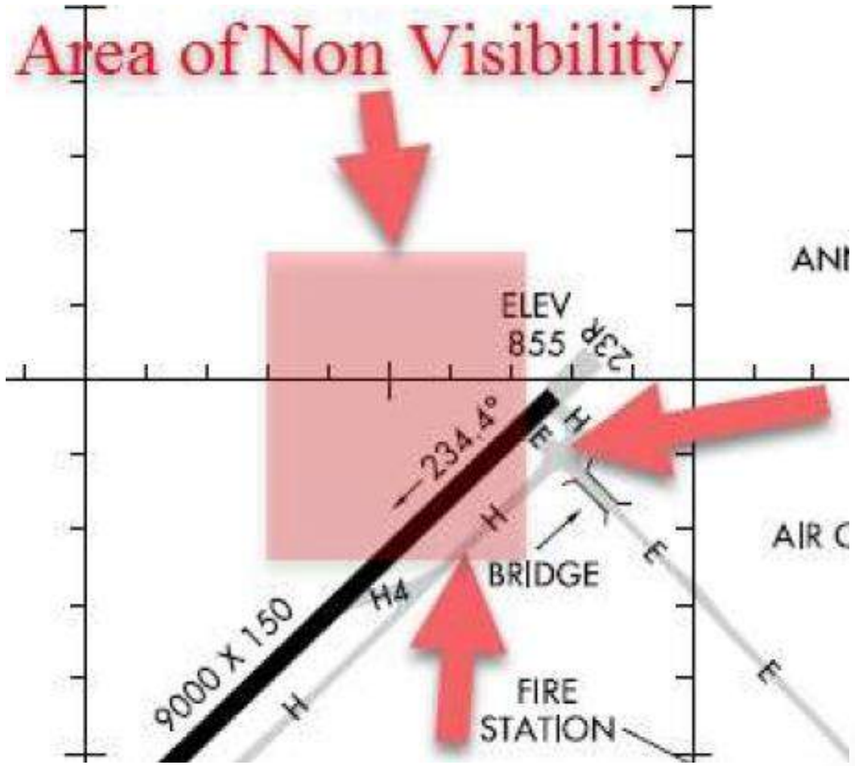
"Use caution, the following areas are not visible from the [ELP ATCT]..."



Greensboro, NC (GSO)

LTA-GSO-6

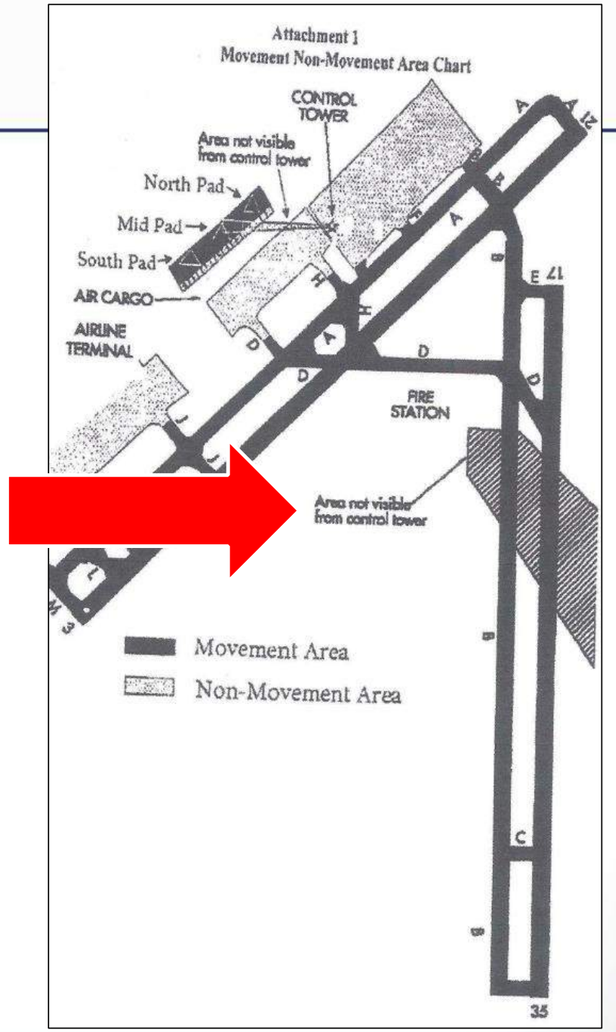
“Use caution, the following areas are not visible from the [GSO ATCT]...”



Lihue, HI (LIH)

LTA-LIH-2

"Due to obstructed vision, [LIH ATCT] is unable to authorize intersection departures on Runway 17/35 at Taxiway Delta, or provide air traffic control service on that portion of Runway 17/35 and that portion of parallel Taxiway Bravo obstructed by the ARFF station."



Kodiak, AK (ADQ)

LTA-ADQ-6

“Kodiak Tower does have visual access to portions of the non-visibility area through the use of remote cameras. These cameras do not allow the tower to provide any type of service to aircraft or vehicles in those areas. Aircraft and vehicles are to use extreme caution and notify the tower when they have vacated the runways or taxiways in the non-visible areas.”

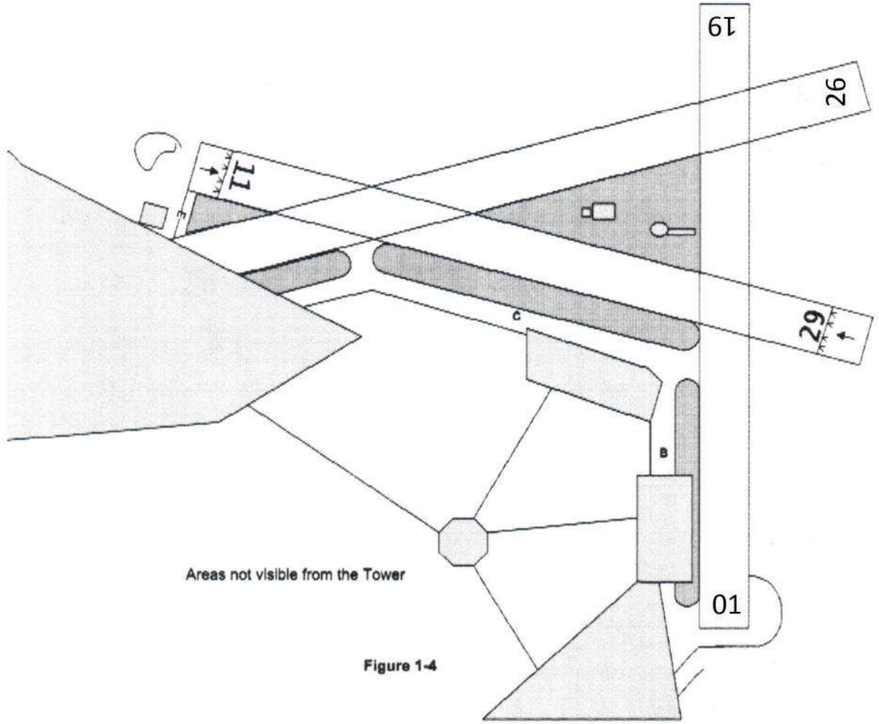


Figure 1-4

Common LTA Language

“All operators should use caution in this area of non-visibility and report potential safety issues to the tower.” LTA-ANC-8 & 9

“Use caution…” LTA-ALW-1, LTA-CRP-6

“…Tower will provide air traffic control service in the following area based on known or reported traffic conditions only.” LTA-ACT-9

“Movement of aircraft and vehicles within these areas depicted are the responsibility of the pilot and/or operator.” LTA-BDL-10

“Flight crews should use caution when traversing these areas.” LTA-BOS-8

“Due to obstructed vision, the Baton Rouge Airport Control Tower has designated the following area a non-movement area and is unable to provide airport traffic control service.” LTA-BTR-8

“[IAH ATCT] will provide air traffic services in the above area based on known traffic.” LTA-IAH-5

“[LFT ATCT] will provide air traffic control services in the above areas based on known traffic conditions.” LTA-LFT-7

“Movement of aircraft and vehicles on these areas will be the responsibility of the pilot, aircraft operator or Airport Management, as appropriate. Airport Traffic Control Services are provided on this basis.” LTA-LGA-12

“All airport users are urged to maintain vigilance and use caution for hazards in the above listed areas.” LTA-PVD-29

“Aircraft operating in these areas are not visible from the control tower and the utmost caution should be exercised.” LTA-SYR-26

Locations Without an LTA

Known Locations Without a Published LTA

Text search of Chart Supplement (airport remarks, airport diagram, or hot spot) showed at least **56** airports with movement areas (taxiways or runways) not visible from the ATCT

AFW	ENA	MKK	SPI
APN	ENW	MRI	STS
ARB	EYW	MWA	SUS
ASE	GCC	MWH	SUX
BOI	GEG	ONT	SWF
BPT	GFK	PDX	TMB
BUF	GNV	PIA	TOL
CAK	GTU	PRC	TUL
CGI	ICT	RAL	TYS
CHD	IXD	SAC	VCV
CHO	JEF	SBP	VLD
CKB	LAX	SFF	
CMH	LEB	SLE	
CMI	LYH	SMF	
CXO	MFE	SMX	

Red indicates non-visible area includes a runway

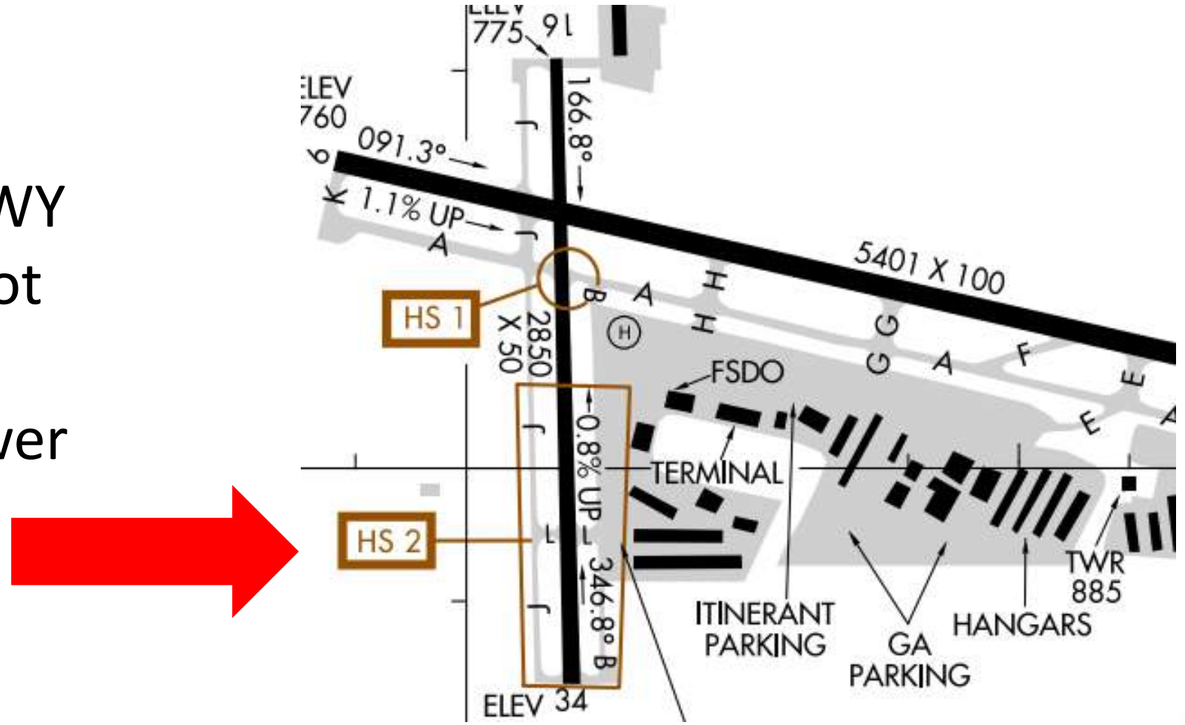
Description of Area Not Visible

1. AFW – Portions of TWY H movement area east of TWY A is not visible
2. ARB – Intersection of TWY A1/A not visible
3. APN – TWY B not visible
4. ASE – Approach end RWY33 not visible from ATCT; Video Surveillance Advisory System (VSAS) aids controllers during VMC to determine if aircraft is rolling after takeoff clearance is issued
5. BOI – Portions of TWY K and the southwest ramp not visible
6. BPT – South end of TWY B not visible
7. BUF – TWY A near approach end of RWY 5
8. CAK – Aircraft taxiing on Air Camis ramp and north hangar areas not visible
9. CGI – Portion of TWY A not visible
10. CHD – TWY A not visible to tower between TWY D and TWY F
11. CHO – TWY J uncontrolled, not visible from tower
12. CKB – TWY A south of TWY C, main terminal apron, and helipad not visible
13. CMH – Ramp not visible
14. CMI – TWY A6 and A7, adjacent to ramp, not visible
15. CXO – TWY F west of TWY D not visible
16. ENA – Portions of terminal ramp, TWYs G and H and all TWY GG not visible
17. ENW – Intersection of TWY D and TWY E not visible
18. EYW – TWY A5 not visible
19. GCC – Portions of TWY C not visible
20. GEG – Portions of TWY K not visible
21. GFK – Western most 100 ft of TWY C1 is an extension of the Bravo apron and not visible
22. GNV – Small portion of RWY 07–25 and TWY A are not visible from the tower because the line of sight is blocked by the VORTAC
23. GTU – Portions of TWY E not visible
24. ICT – TWY H congested and not visible
25. IXD – Aircraft on southwest portion of TWY F may not be visible
26. JEF – Entrances to east and south hangars not visible
27. LAX – Cameras used to mitigate loss of line of sight to areas of the airport that are obscured by buildings
28. LEB – North Ramp and TWY B between TWY B1 and TWY B2 not visible
29. LYH – TWY G uncontrolled not visible from tower
30. MFE – TWY C between TWY C2 and the approach end of RWY 18 not visible from tower
31. MKK – Portion of TWY A not visible
32. MRI – Portion of TWY C between TWY S and TWY N, and portions of TWY Q not visible
33. MWA – TWY B1 and C1 not visible
34. MWH – RWY 09–27 and TWY F not visible
35. ONT – TWY S south of centerline between TWY S2 and TWY S3, and the southern half of TWY S–2 and TWY S–3 are not visible from tower
36. PIA – Portion of TWY A–5 not visible
37. PDX – Area of TWY T between M and E3 not visible
38. PRC – Run up area at TWY F1 not visible; camera system in use
39. RAL – Approach end RWY34 and TWY L not visible; camera system in use
40. SAC – Portion of TWY E not visible
41. SBP – Portion of ramp not visible
42. SFF – Portions of TWY B not visible
43. SLE – TWY A from TWY L to TWY L9 not visible
44. SMF – Portion TWY W 500´ east of TWY A to 2100´ east of TWY A is not visible
45. SMX – Portions of TWY J not visible
46. SPI – Golf Ramp and TWY Y not visible
47. STS – South run–up area not visible
48. SUS – TWY B between SE and NW entrance to west ramp, TWY B NW TWY A from the distance of 200´ to 700´, and TWY Z not visible
49. SUX – TWY A near ARFF building and TWY G not visible
50. SWF – TWY C between TWY B and TWY F not visible
51. TMB – TWY C from C–1 to the approach end of RWY 32 not visible
52. TOL – TWY A west of RWY 16 and the ramp between TWY B9 and B13 not visible
53. TUL – TWY L south of TWY L5 not visible
54. TYS – Portion of TWY A near approach end of RWY 05R not visible from tower
55. VCV – Portion of TWY A between TWY C and RWY 21, portion TWY C between TWY C1 and TWY C2, portion of TWY E between TWY E1 and TWY E3, RWY 17 threshold and north 5000 feet, and RWY 35 threshold are not visible areas
56. VLD – RWY 13–31 NW 860´ not visible

Riverside, WA (RAL)

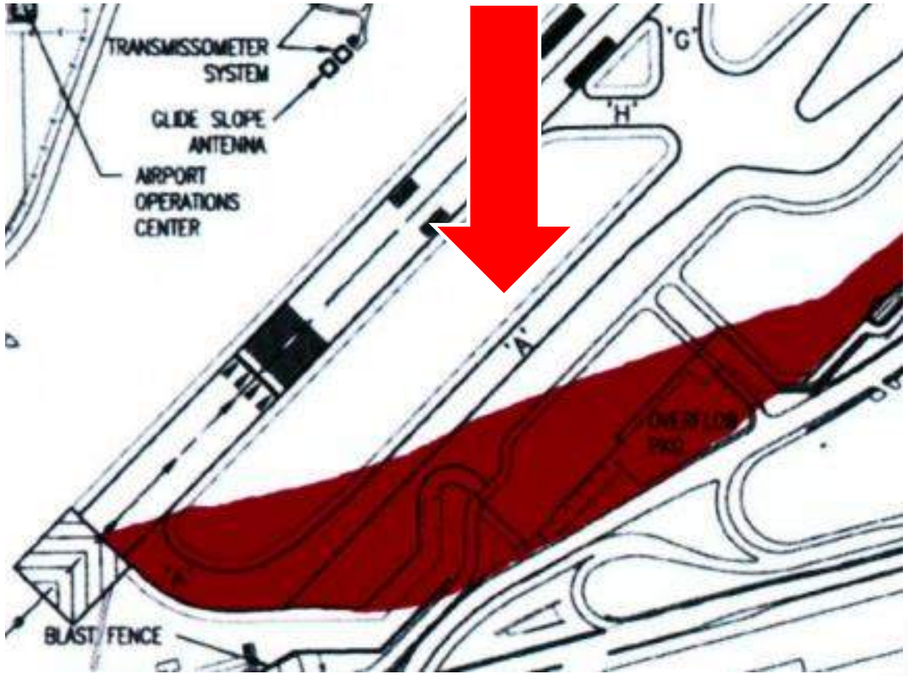
From Chart Supplement

- HS2 - ATC non–visibility area
  - South 1,400 FT of RWY 34 & TWY J and South 500 FT of TWY B not visible from tower
- Taxiway Lima not visible from tower



Buffalo, NY (BUF)

The area consists of 885 feet of Taxiway A and a small portion of Runway 5 displaced threshold (30 feet). The hold short bar to Runway 5 is not visible; however, the taxi distance until the controller gains full visibility of the aircraft is an estimated 150 feet. Controller training and facility awareness are in place to mitigate risk created by the lost line of sight area.

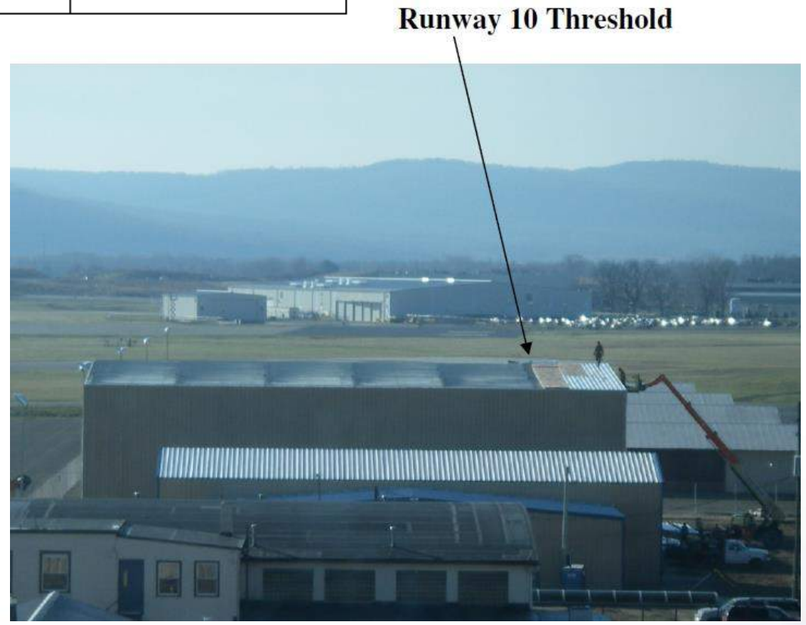


Previous Safety Panels

2012 Elmira (ELM) Safety Panel

Identified Hazard	Initial Risk	Residual Risk
ELM 01 The restricted line of sight does not allow for visual observation from the tower of runway 10/28 between 250' and 450' from the approach end of runway 10.	4-D Low	4-E Low

- A hangar was constructed at the airport that partially blocks the controllers' view of a section of approach end of RWY 10, which is only accessible via back-taxi
- Predicted initial risk is Low - Extremely Remote based on aircraft departing RWY 10 have an unrestricted view of the runway forward of the aircraft and are also operating at slower speeds as they begin their take off roll
- Residual risk was Low – Extremely Improbable given the addition of an observer (airport operations) to ensure the runway is obstruction free before an aircraft arrives or departs.



2014 Aspen (ASE) Safety Panel

Hazard Number	Hazard Description	Initial Risk	Predicted Residual Risk
ASE-CAM-2014-01	ATC unable to visually verify position of aircraft (including aircraft on departure roll) and vehicles south of Taxiway A-7	3B – High	4C – Medium

- Approach end RWY33 not visible from ATCT
- Video Surveillance Advisory System (VSAS) aids controllers during VMC to determine if aircraft is rolling after takeoff clearance is issued
- The hazard may result in TCAS RAs, NMAC, a go-around, an aircraft incident/accident, or a Loss of Standard Separation
- ATC would be unable to scan the full length of the runway/taxiway which may result in a wildlife incursion, runway incursion, and a reduction in ATC services.
- Worst credible outcome would be a runway incursion
- Members determined likelihood based on subject matter expertise and historical data

RI Search for Existing Non-Visible Locations

Number of RIs

- 15 airports chosen based on runway or taxiway at approach end of runway not visible
  - Considered comparable to the non-visible area at POU
  - Includes locations with and without LTAs

- Assumption that the area was non-visible for the duration of time we pulled RIs

ADQ	GSO	RAL
ASE	HNL	TMB
BUF	LHD	TYS
ELP	LIH	VCV
GNV	MWH	VLD

Number of RIs From FY2010 Through Present

- **743** total RIs at these 15 airports
- **84** RIs, or **11%** of all RIs, identified to be in or near blind spot location
- Four airports had no RIs in blind spot area
- Likelihood for an RI to occur in a blind spot area is 4.51E-06 or **Remote**

CAT A RI at LHD from 2018

- A/C 1/C170 WAS CLEARED TO LAND RWY 32.
- A/C 2/PA12 WAS CLEARED TO LAND RWY 32.
- LHD LC FAILED TO SEQUENCE, OR ISSUE TRAFFIC TO EITHER AIRCRAFT.
- C170 ADVISED LC THEY WERE GOING AROUND.
- LATER, C170 INFORMED LHD ATCT THE TWO ARICRAFT ALMOST HIT OVER RWY 32 AND THEY WERE LESS THAN 25 FEET LATTERALLY FROM EACH OTHER WHEN C170 MADE AN EVASIVE MOVE TO AVOID HITTING THE PA12.
- C170 STATED THEY WENT AROUND WHEN BOTH AIRCRAFT WERE WELL OVER THE THRESHOLD.
- EYEWITNESS ESTIMATED BOTH AIRCRAFT TO BE APPROXIMATELY 50 TO 75 FEET AGL.

From the LTA: “Portions of the first 500 feet of Landing Strip 32 are difficult to see from the LHD ATCT.”

Likelihood of RI in Blind Spot Area by Severity

- 84 Total RIs
  - 1 CAT A (Hazardous) – Extremely Remote
  - 26 CAT Cs (Minor) – Remote
  - 44 CAT Ds (Minimal) – Remote
  - 5 Pedestrians
  - 8 Surface Incidents

$$\frac{1\ CAT\ A\ RI}{18{,}637{,}884\ Tower\ Operations} = 5.37E\text{-}08$$

$$\frac{26\ CAT\ C\ RIs}{18{,}637{,}884\ Tower\ Operations} = 1.40E\text{-}06$$

$$\frac{44\ CAT\ D\ RIs}{18{,}637{,}884\ Tower\ Operations} = 2.36E\text{-}06$$

Cat A RIs in the NAS (all airports) From CY2010 to Present

- A Cat A RI has a historical likelihood of **Extremely Remote**

$$\frac{57\ Cat\ A\ RIs}{955{,}241{,}327\ Tower\ Operations} = 6.0E\text{-}08$$

- A Cat A RI with a fatality has a historical likelihood of **Extremely Remote**

$$\frac{1\ Cat\ A\ RI\ with\ fatality}{955{,}241{,}327\ Tower\ Operations} = 1.05E\text{-}09$$

- Likelihood of a Cat A RI at these 15 airports is similar

$$\frac{1\ CAT\ A\ RI}{18{,}637{,}884\ Tower\ Operations} = 5.37E\text{-}08$$

Summary of Existing Locations

Total Number of Locations with Non Visible Area

- At least **20%** of ATCTs have a movement area not visible and publish a notification to the public

$$\frac{103\ Locations\ (47+56)}{521\ Total\ Federal\ and\ Contract\ ATCT\ Locations} = 20\%$$

- At least **2%** of ATCTs have a runway area not visible (not including taxiway)

$$\frac{13\ Locations\ (6+7)}{521\ Total\ Federal\ and\ Contract\ ATCT\ Locations} = 2\%$$

- RI severity is predominantly **Minor or Minimal** with likelihood of **Remote**

Mitigations In Use Today

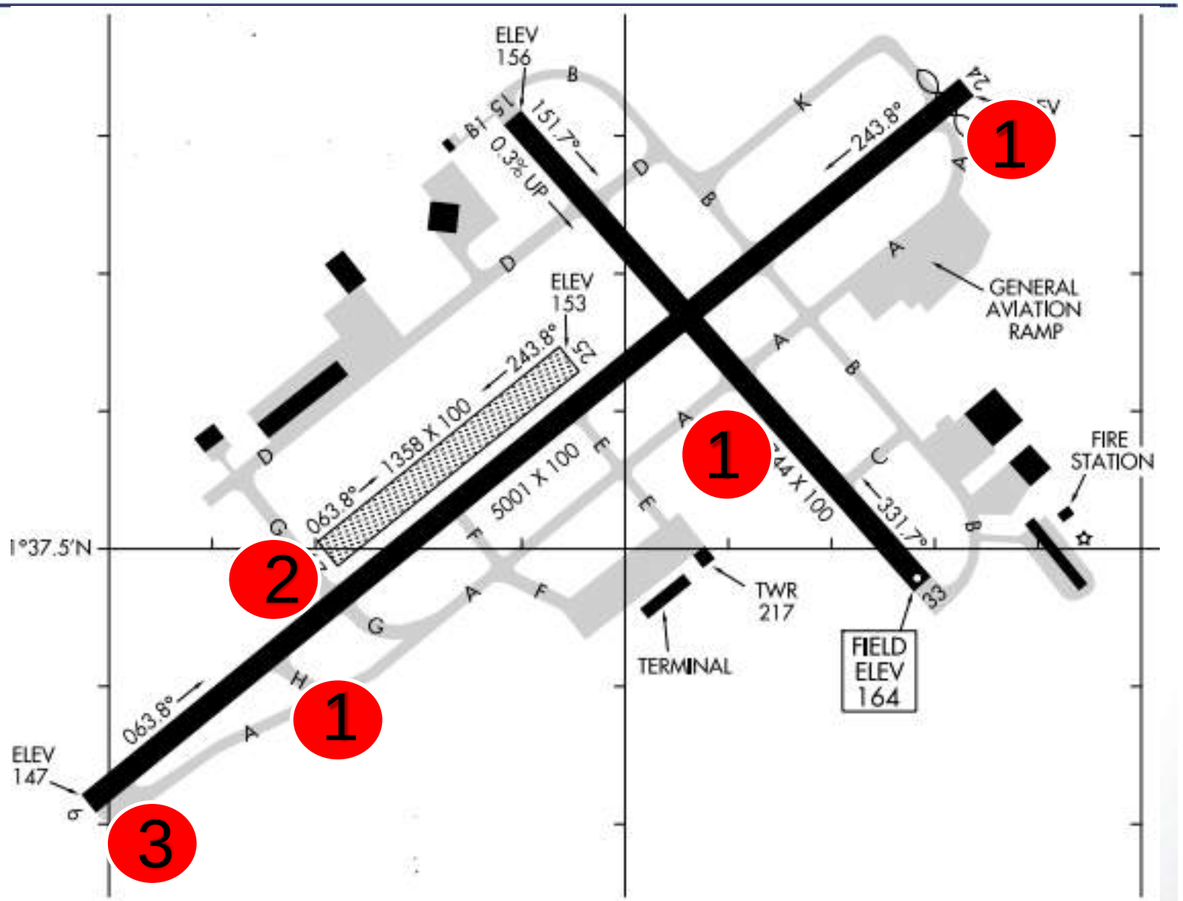
- Letter to Airmen (LTA)
  - Informing operators of the area of non-visibility
  - Encouraging caution
  - Alerting users to any reduction in ATC services
- Erecting signs to inform pilots of areas not visible from the tower (RDU)
- Publishing notification in Chart Supplement (DTN) and/or Airport Diagram (PHX)
- Visual augmentation, such as by airport operations (ELM) or camera (ADQ)
- Closure of surface, such as by NOTAM or permanently (ELM)
- Designating area as non-movement area
- ATC refresher training on non-visibility areas
- SOP/Controller awareness

POU Historical Runway Incursions

Location of POU RIs from FY14 to Present

- 9 RIs at POU reviewed
  - 7 involved a pilot crossing a hold short line without authorization
  - 1 involved an ATC OI
  - 1 involved landing/departing a runway (RWY 6) without authorization

- RIs at Taxiway A/RWY 6 junction:
  - 1 Cat C (Minor)
  - 3 Cat D (Minimal)



POU Tower Operations FY14 to Present

Fiscal Year	Tower Operations
2014	82,647
2015	78,813
2016	73,990
2017	63,316
2018	60,345
2019	46,287
2020	37,596
Total	**442,994**

From OPSNET

Likelihood of an RI at POU

- A RI at POU has a historical likelihood of **probable**

$$\frac{9\ RIs\ at\ POU}{442{,}994\ Total\ Tower\ Operations\ at\ POU} = 2.0E\text{-}05 \text{ or Probable}$$

- A RI related to the approach end of RWY 6 has a historical likelihood of **probable**

$$\frac{4\ RIs\ at\ POU\ RWY6}{\begin{array}{c}110{,}749\ Tower\ Operations\ RWY6\\ (25\%\ of\ Total\ Operations)\end{array}} = 3.6E\text{-}05 \text{ or Probable}$$

- The severity for these past RIs are **Minor** or **Minimal**
  - Higher likelihood is normal for less severe effects

OEAAA and NOTAM Status

Airspace Analysis Underway

- 2020-AEA-(771-788)- NRA - Deal with the construction areas for the new hangar.
  - Temporary construction equipment (loader, excavator) required for the installation of guidance signs. The location(s) are the closest proximity to Runways 6-24 and 15-33 at which equipment will operate while the runways are open to aircraft. All equipment will be marked with orange/white construction flags and construction lights.
  - Awaiting ADO, OSG, and ATCT responses.

- 2020-AEA-(1868-1879)- NRA – Deal with the layout, position, and height of the new hangar.
  - Represent building corners and/or roof peak locations constituting a combined educational facility and aircraft hangar. The building will be equipped with L-810 obstruction lighting.
  - Awaiting ATCT, OSG, FPT, ADO, and TO responses.

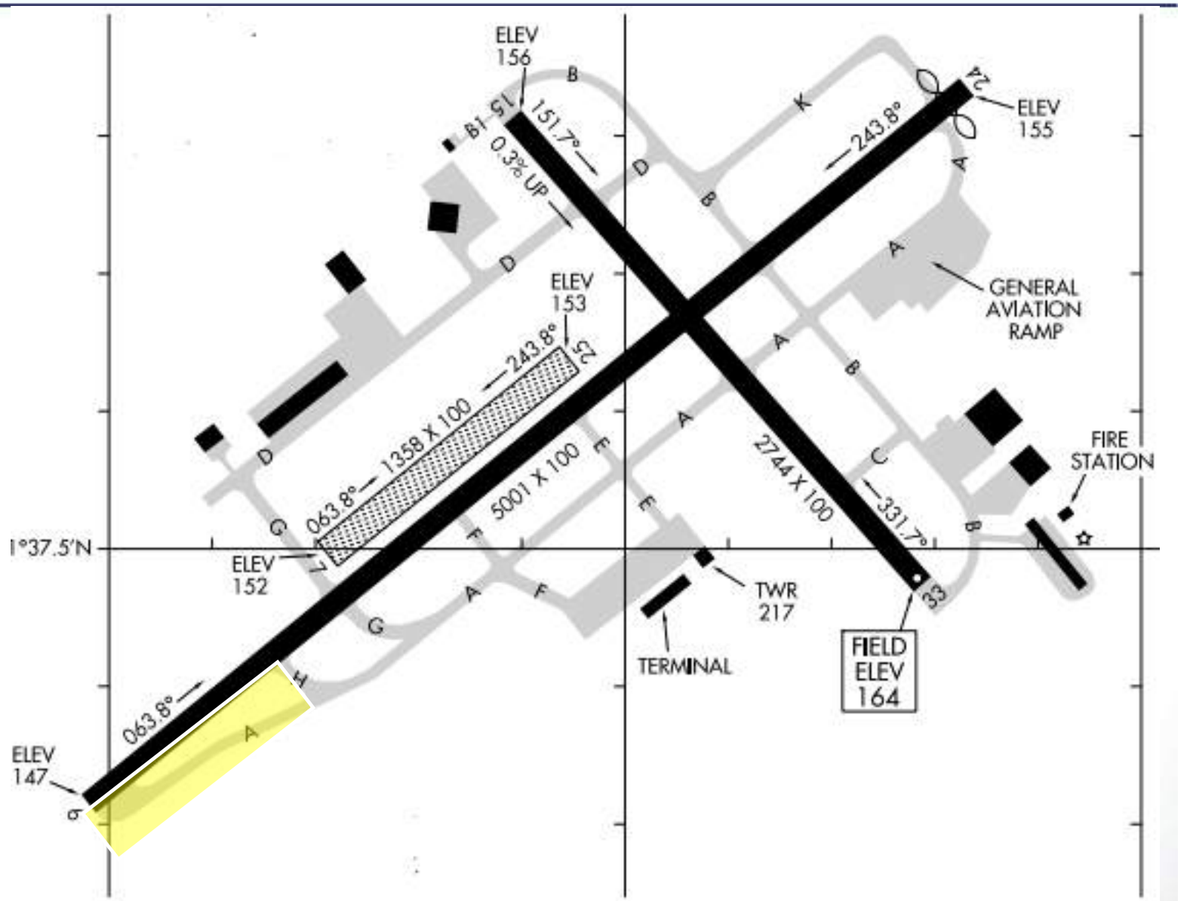
- 2020-AEA-(1887-1890)- NRA – Deal with proposed mitigations due to the LOS issue.
  - Define the pavement limits for a proposed realignment to Taxiway A at the end of Runway 6.
  - OEG objected and awaiting ADO, OSG, and ATCT response.

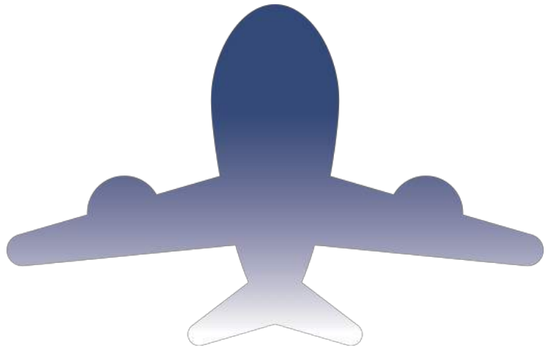
- 2020-AEA-(1920-1926)- NRA - Deal with proposed mitigations due to the LOS issue.
  - Identify the pavement limits of a proposed bypass taxiway.
  - OEG objected and awaiting ADO, OSG, and ATCT response.

NOTAMs Published

- !POU 07/020 POU TWY A BTN TWY H AND APCH END RWY 06 CLSD DLY 1200-2000 2008011200-2008282000 (August 1-28)

- !POU 08/007 POU TWY A BTN TWY H AND APCH END RWY 06 CLSD DLY 1200-2000 2008291200-2010022000 (August 29-October 2)





Thank you!

APPENDIX E. ADDITIONAL PANEL RECOMMENDATIONS

A Safety Risk Management Panel convened from October 14, 2020, to October 15, 2020, to assess the impact of the Dutchess Community College Hangar on Air Traffic Control Tower Line of Sight at the Hudson Valley Regional Airport. The panel reconvened on May 5, 2021, and June 2, 2021, to revisit these safety recommendations and revised the initial list. The following list details additional safety mitigations recommended by the panel. Note: these items were not considered in determining risk levels.

- Locally produced pamphlet/informational advisory (awareness piece for Fix-Based Operators and Flight Schools)
- Construct “Bypass Taxiway (TWY)” with back-taxiing (where needed)
- Realignment of TWY A

APPENDIX F. HUDSON VALLEY REGIONAL AIRPORT OBSTRUCTION CONTROLS LIST

POU ATCT LOS Obstruction Controls List

Control		Hazard 1		Hazard 2					
ATO		**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**
1	JO 7110.65, Air Traffic Control	X	Chap. 2, 3 (3-9-4)	X	Chap. 2, 3 (3-9-4)				
2	JO 7400.2, Handling Airspace Matters Procedures	X	Chap. 6,	X	Chap. 6,				
3	JO 7210.3, Facility Operations and Administration	X	Chap. 4 LOA Chap.10 LTA	X	Chap. 4 LOA Chap.10 LTA				
4	SOP	X	POU 7110.112	X	POU 7110.112				
5	LOA	X	ATC-County ground movement, ATC-emergency services	X	ATC-County ground movement, ATC-emergency services				
6	Automated Radar System (e.g., STARS, ARTS)	X	TDW	X	TDW				
7	Surveillance Radar (e.g., ARSR, ASR)	X	ASR-9	X	ASR-9				
8	ASDE, ASDE-X	N/A		N/A					
9	ATIS	X		X					
10	TCAS	X		X					
11	CA/MSAW	X		X					
12	EMAS	N/A		N/A					

13	ASOS	X		X					
14	Surface Memory Aid	X		X					
15	ACAC Checklist	X		X					

Control		Hazard 1		Hazard 2					
Airports		**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**
16	AC 150/5210-20, Ground Vehicle Operations on Airports	X		X					
17	AC 150/5210-24, Airport Foreign Object Debris Management	X		X					
18	AC 150/5340-1, Standards for Airport Markings	X		X					
19	AC 150/5340-18, Standards for Airport Sign Systems	X		X					
20	AC 150/5370-2, Operational Safety on Airports During Construction	N/A		N/A					
21	FAR Part 139	X		X					
22	Construction Safety Phasing Plan (CSPP)	N/A		N/A					
Training									
23	Controller Training	X		X					

24	Pilot Training	X		X					
25	Driver Training	X		X					

Control		Hazard 1		Hazard 2					
Interventions		**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**
26	Controller Intervention	X		X					
27	Pilot Intervention	X		X					
28	ATC Scanning	X		X					
29	Frequency Monitoring	X		X					
30	Operational Supervision	X		X					
31	NOTAM	X		X					
32	Charts	X		X					
33	Chart Supplemental	X		X					
34	AIM	X		X					
35	Outreach	X		X					
36	CRM	X		X					
37	Daily Briefings/Notes	X		X					
38	TMI	N/A		N/A					
39									
40									
41									
42									
43									

Control									
ATO		**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**
1	JO 7110.65, Air Traffic Control								
2	JO 7400.2, Handling Airspace Matters Procedures								
3	JO 7210.3, Facility Operations and Administration								
4	SOP								
5	LOA								
6	Automated Radar System (e.g., STARS, ARTS)								
7	Surveillance Radar (e.g., ARSR, ASR)								
8	ASDE, ASDE-X								
9	ATIS								
10	TCAS								
11	CA/MSAW								
12	AMASS								
13	ASOS								
14	Surface Memory Aid								
15	ACAC Checklist								

Control		Hazard 5		Hazard 6		Hazard 7		Hazard 8	
Airports		**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**
16	AC 150/5210-20, Ground Vehicle Operations on Airports								
17	AC 150/5210-24, Airport Foreign Object Debris Management								
18	AC 150/5340-1, Standards for Airport Markings								
19	AC 150/5340-18, Standards for Airport Sign Systems								
20	AC 150/5370-2, Operational Safety on Airports During Construction								
21	FAR Part 139								
22	CSPP								
Training									
23	Controller Training								
24	Pilot Training								
25	Driver Training								

Control		Hazard 5		Hazard 6		Hazard 7		Hazard 8	
Interventions		**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**	**Applies?**	**Justification**
26	Controller Intervention								
27	Pilot Intervention								
28	ATC Scanning								
29	Frequency Monitoring								
30	Operational Supervision								
Publications									
31	NOTAM								
32	Charts								
33	Chart Supplemental								
34	AIM								
Other									
35	Outreach								
36	CRM								
37	Daily Briefings/Notes								
38	TMI								
39									
40									
41									
42									
43									

APPENDIX G. ACRONYMS

AC	Advisory Circular
ADO	Airport District Office
AJI	Safety and Technical Training
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
ATIS	Automatic Terminal Information Service
ATM	Air Traffic Manager
CAT	Category
CIC	Controller-In-Charge
COVID-19	Coronavirus Disease 2019
DCC	Dutchess Community College
ESA	Eastern Service Area
FAA	Federal Aviation Administration
FAASTeam	Federal Aviation Administration Safety Team
FACREP	Facility Representative
FBO	Fix-Based Operator
FSDO	Flight Standards District Offices
GA	General Aviation
HAW	Hazard Analysis Worksheet
IFR	Instrument Flight Rules
LOA	Letter of Agreement
LOS	Line of Sight
LTA	Letter to Airmen
MOR	Mandatory Occurrence Report
N90	New York Terminal Radar Approach Control Facility
NAS	National Airspace System
NATCA	National Air Traffic Controllers Association
NOTAM	Notice to Airmen
OS	Operational Supervisor
POC	Point of Contact
POU	Hudson Valley Regional Airport
RI	Runway Incursion
RSA	Runway Safety Area
RWY	Runway
SRM	Safety Risk Management
SMS	Safety Management System
SME	Subject Matter Expert

SOP	Standard Operating Procedure
TWY	Taxiway
QCG	Quality Control Group
VFR	Visual Flight Rules

AFTIL Analysis

Hudson Valley Regional Airport (POU), Poughkeepsie, NY
Airport Traffic Control Tower
Quick Look Evaluation

Airport Facilities Terminal Integration Laboratory (AFTIL)
FAA William J. Hughes Technical Center (WJHTC)
January 25, 2022

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Signatures

ANTHONY RODRIGUEZ Digitally signed by ANTHONY RODRIGUEZ
Date: 2022.01.25 15:46:57 -05'00'

Anthony Rodriguez, Manager, **Date**
Airport Modeling and Simulation Branch, ANG-E18

ALEX J SILVA Digitally signed by ALEX J SILVA
Date: 2022.01.27 15:36:03 -05'00'

Alex Silva, **Date**
Improvement/Quick Look Lead, AJW- 243

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Document Revision

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1. Introduction

1.1 The Hudson Valley Regional Airport, Poughkeepsie, NY (POU) Air Traffic Control Tower (ATCT) is a Federal Aviation Administration (FAA) owned, operated, and maintained ATCT that was commissioned in 1973.

The airport currently has two paved runways and one Turf runway (RWY):

- RWY 6/24 - 5001 x 100 ft.
- RWY 15/33 - 2744 x 100 ft.
- RWY 7/25 - 1358 x 100 ft. (Turf)

1.2 The POU ATCT is a standard Hunt design level 4 facility and operates 15 hours (0700-2200) per day from May 15 through September 14 and operates 14 hours (0700-2100) a day between September 15 through May 14. The cab size is approximately 250 square feet (sq. ft.) and cab eye level is 39 ft. above ground level (AGL). Cab eye level in MSL height is determined by combining the "Ground Elevation at Tower" height, measured in ft. MSL, and "Observer Eye Height", measured in ft. AGL. Observer eye level is five feet above cab floor height and used for human factors analysis. Ground Elevation at POU Tower is 153 ft. MSL.

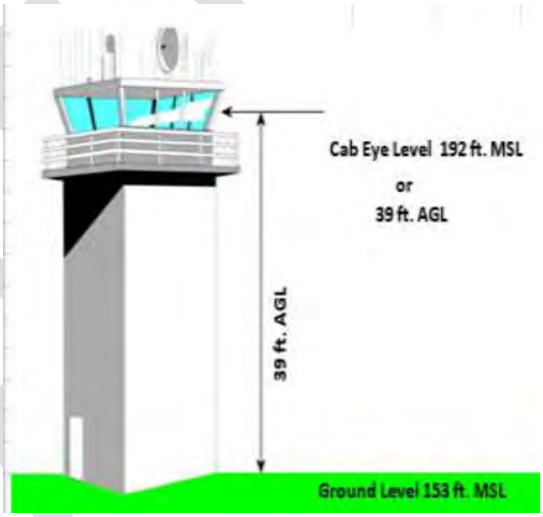

Figure 1. POU ATCT Data

The ATCT has five positions.

- Local Control – (LC)
- Ground Control – (GC)
- Flight Data – (FD)
- Assistant Local – (AL)
- Area Supervisor – (AS)

2. Project Description

2.1 The FAA recognizes that within the National Airspace System (NAS) there are ATCTs that are in need of replacement or modernization. This is needed to keep the FAA air traffic control system operating in a safe and efficient manner. Due to fiscal constraints within the federal budget, hard choices have to be made as to which facilities will be modernized and which facilities may be considered for the replacement process. This "Quick Look" evaluation will be used as a guide to provide data for establishing whether a facility is assessed for replacement or modernization.

2.2 The Airport Facilities Terminal Integration Laboratory (AFTIL) was tasked to perform the following studies for Quick Looks at the current POU ATCT:

- Develop a 3-Dimensional (3D) airport model for each site.
- Determine geographical and height impacts for airport movement areas.
- Determine impacts to the current ATCT from the Pen and Ink Changes (01/13/2020) to the Airport Layout Plan (ALP) dated July 2002[2] or airport construction. (Figure 14)
- Conduct TERPS (United States Standard for Terminal Instrument Procedures) analysis of current ATCT.
- Conduct Human Factor Recognition and Detection Evaluation.
- Conduct NASWATCH (Airway Facilities Radio Frequency Screening Tool) on current site. (Section 10)
- Develop cab configuration of existing ATCT to baseline position layout and size. (Figures 81 & 82)
- Conduct analysis on ATCT look down angle and impact to Movement Areas.

3. Findings[3]

From the current ATCT the airfield can be observed without aid, with the exceptions of those blockages noted in Section 3.1. When control positions are combined, Air Traffic Control Specialists (ATCS) are expected to move and position themselves to be able to observe all areas of responsibility.

The POU Line of Sight-Obstruction Survey (LOS-OS) areas of concern (Section 12):

1. **" Newly constructed hangar[4] blocks controllers view of the approach end RY06 and 400' of Alpha Taxiway "** (Figures 2-8)
   How do you deal with the obstruction today; include the document title and procedure that mitigates the LOS issue:
   " Safety mitigations have been in place since 7/27/20; additional mitigations are a LTA and new LOA with airport operator"

2. **"400' of the taxiway cannot be seen from tower, you lose aircraft up to 30 seconds after hold line"** (Figures 2-8)
   How do you deal with the obstruction today; include the document title and procedure that mitigates the LOS issue:
   "Right now that portion of Alpha Taxiway is NOTAM'd closed"

[2] The AFTIL model was based on the ALP provided: POU ALP P&I change Hudson Valley Regional Airport (POU) - Aviation School 1-13-2020. (Appendix 2) This change included the " Newly Constructed DCC Hangar" for which construction began approximately June of 2020. This P&I change also included changes from the Pen & Ink' Change "G" dated June 22, 2016 (Figure 13) to the ALP dated 2002 (Figure 12).
[3] Photos 2 -8 received from POU ATCT
[4] Newly constructed hangar refers to the Newly Constructed Dutchess Community College (DCC) Hangar.

Figure 2. POU LOS-OS Issues: Newly Constructed DCC Hangar in Construction Phase

Figure 3. POU LOS-OS Issues: Newly Constructed DCC Hangar during Construction Phase

Figure 4. POU LOS-OS Issues: ATCT View of Newly Constructed DCC Hangar

Figure 5. POU LOS-OS Issues: ATCT Zoom View of Newly Constructed DCC Hangar

Figure 6. POU LOS-OS Issues: Newly Constructed DCC Hangar: ATCT View of C750 exiting at the Approach End RWY 6

Figure 7. POU LOS-OS Issues: Overhead of LOS issue area

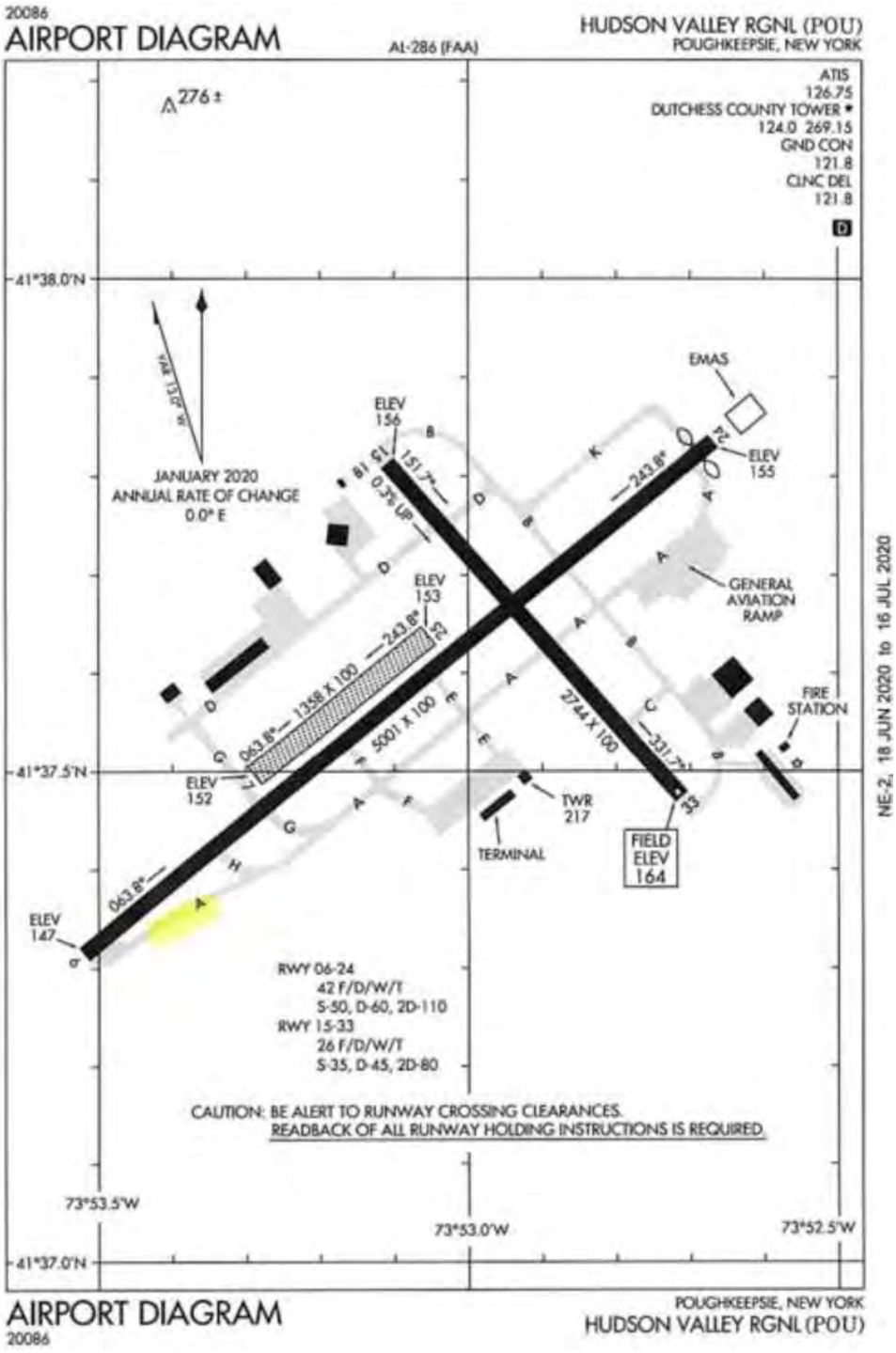

Figure 8. POU LOS-OS Issues: Diagram of LOS issue area

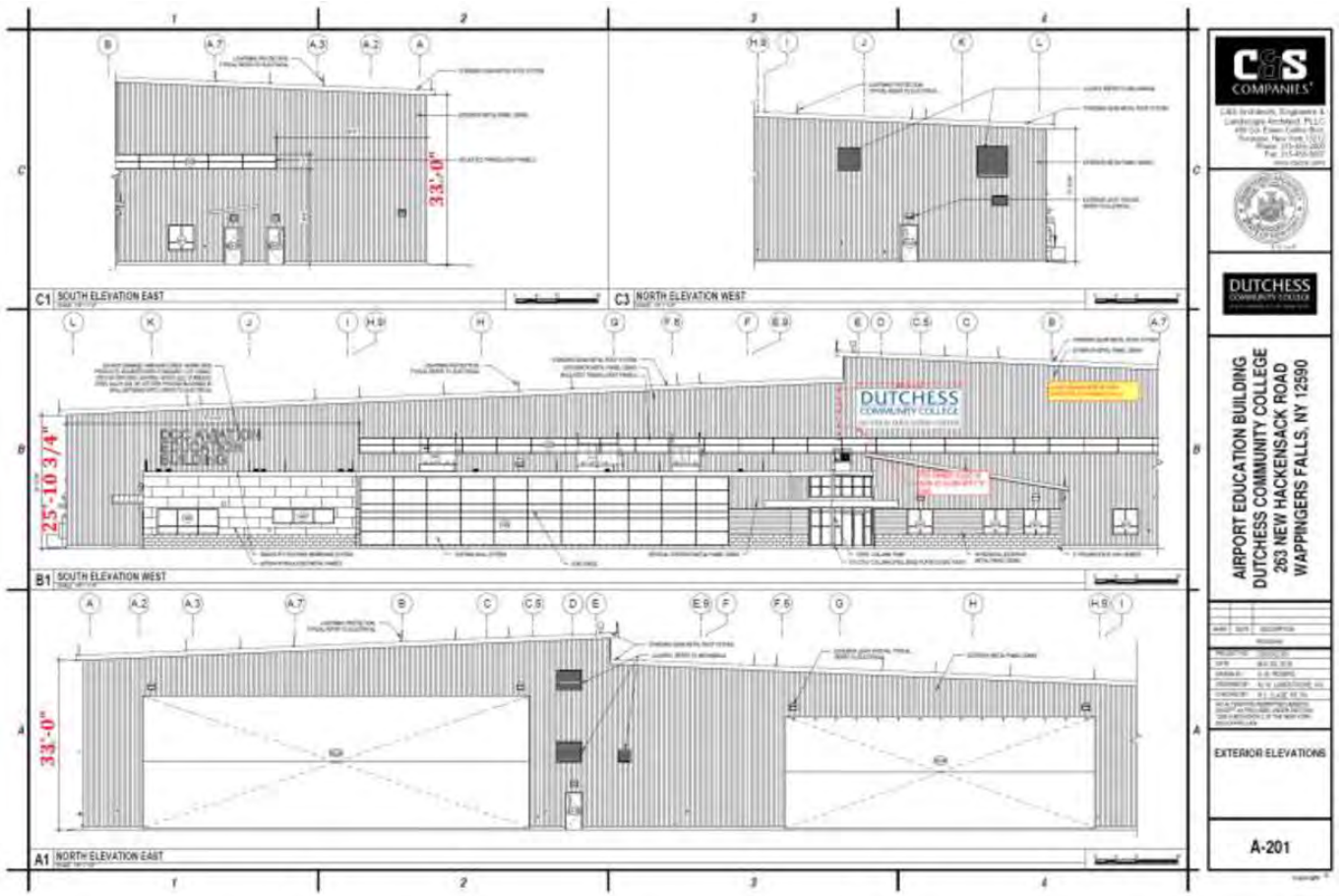

Figure 9. POU LOS-OS Issues: Schematic of Newly Constructed DCC Hangar

3.1 Identified Issue(s) for Exterior Barriers:

1. AFTIL confirms a blockage of a portion of TWY A caused by the Newly Constructed DCC Hangar.
2. AFTIL confirms a blockage of a portion of the short final approach path to RWY 6 caused by the Newly Constructed DCC Hangar.
3. AFTIL found a blockage of the short final approach path to RWY 33 and a portion of the approach end of the runway caused by proposed hangars.
4. AFTIL found a blockage of a portion of TWY B on the eastern side of the approach end of RWY 33 caused by proposed hangars.
5. AFTIL found a blockage of a portion of TWY A north of RWY 33 towards the approach end of RWY 24 caused by proposed hangars.
6. AFTIL found a blockage of short final to RWY 24 caused by proposed hangars
7. AFTIL found a blockage of a proposed ramp and aircraft holding short of RWY 33 on a proposed stub taxiway leading from the ramp caused by proposed hangars.
8. AFTIL found a blockage of aircraft exiting RWY 24 at the approach end RWY 6 on TWY A caused by the Newly Constructed DCC Hangar.
9. AFTIL found partial blockage of aircraft on TWY A caused by aircraft parked on the Newly Constructed DCC Hangar ramp.
10. AFTIL found partial blockage of aircraft on TWY H caused by aircraft parked on the Newly Constructed DCC Hangar ramp.
11. AFTIL reviewed the Newly Proposed Hangar (September 2021), located just southwest of the existing ATCT[5], and found no blockages to movement areas. (Appendix 7)
12. At the current ATCT location and height, all other movement areas appear to be clearly visible.

3.2 Identified Issue(s) for Interior Barriers:

There appears to be clutter in the ATCT that impedes a controller's vision of the airport environment.

[5] Height of Newly Proposed Hangar in the AFTIL model is 40 ft. AGL, 192 ft. AMSL.

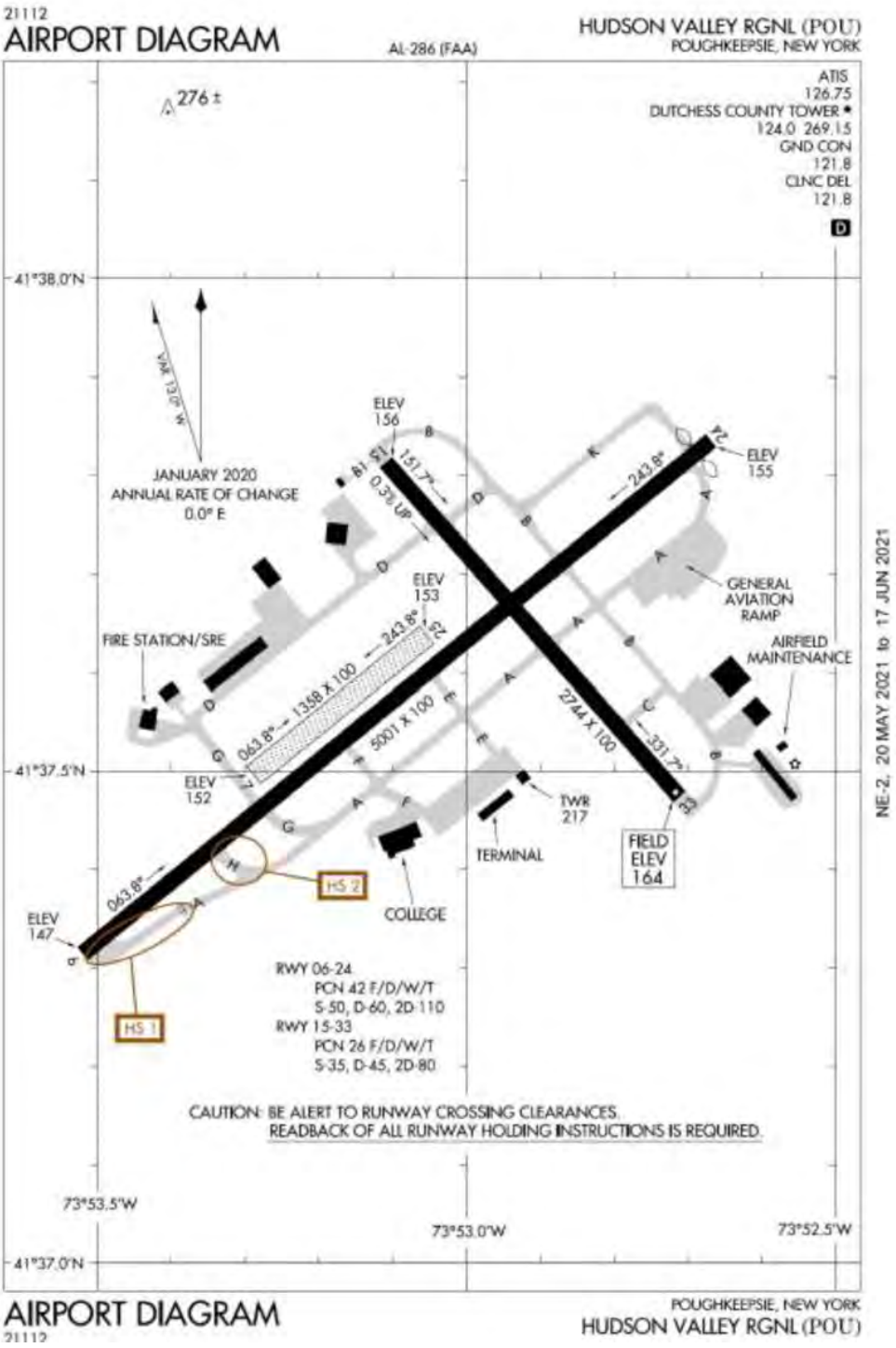

Figure 10. POU Airport Diagram June 2021

Figure 11. Overhead View of POU dated 9/18/19

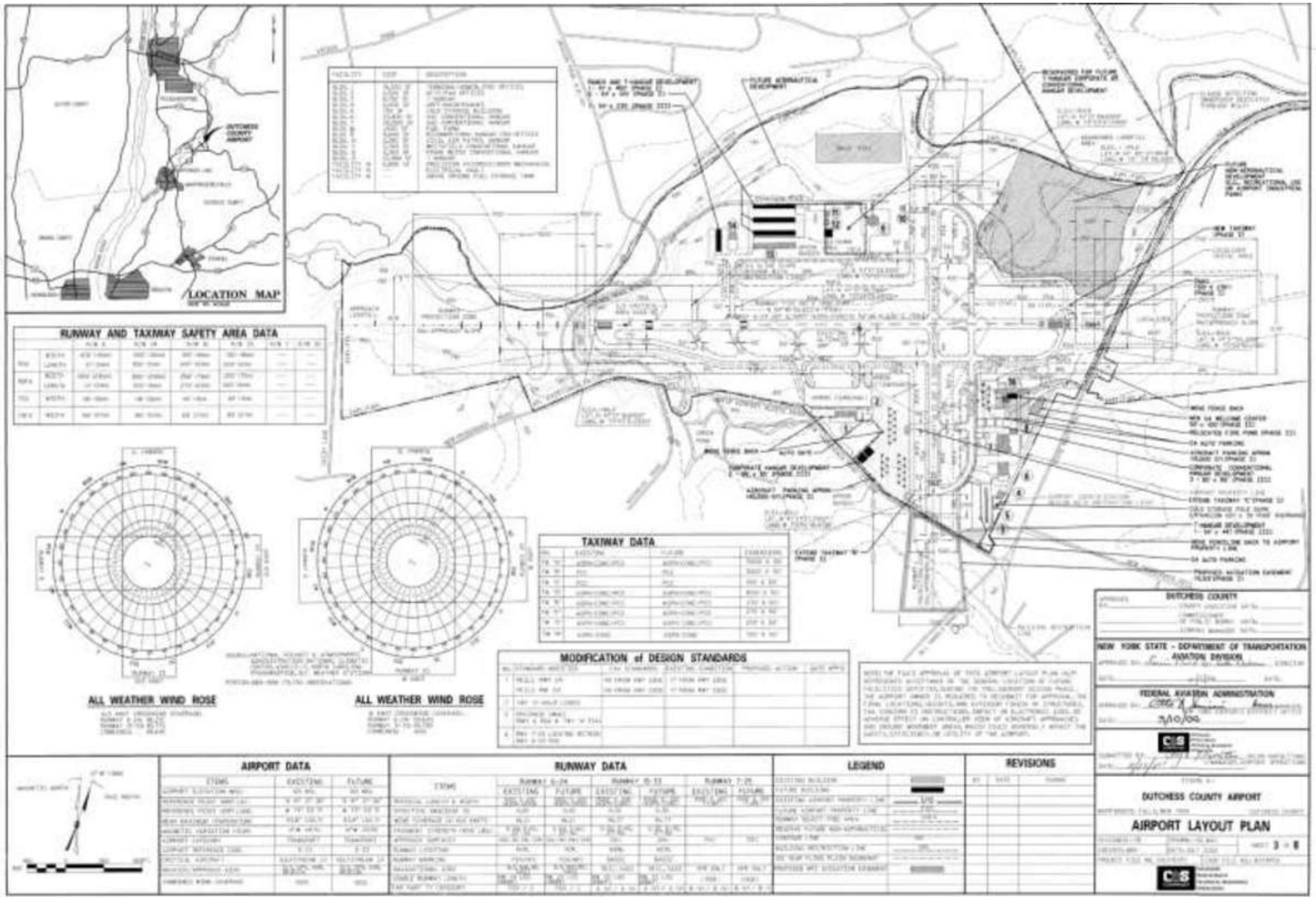

Figure 12. POU Airport Layout Plan (ALP) dated July 2002 Approved March 10, 2006

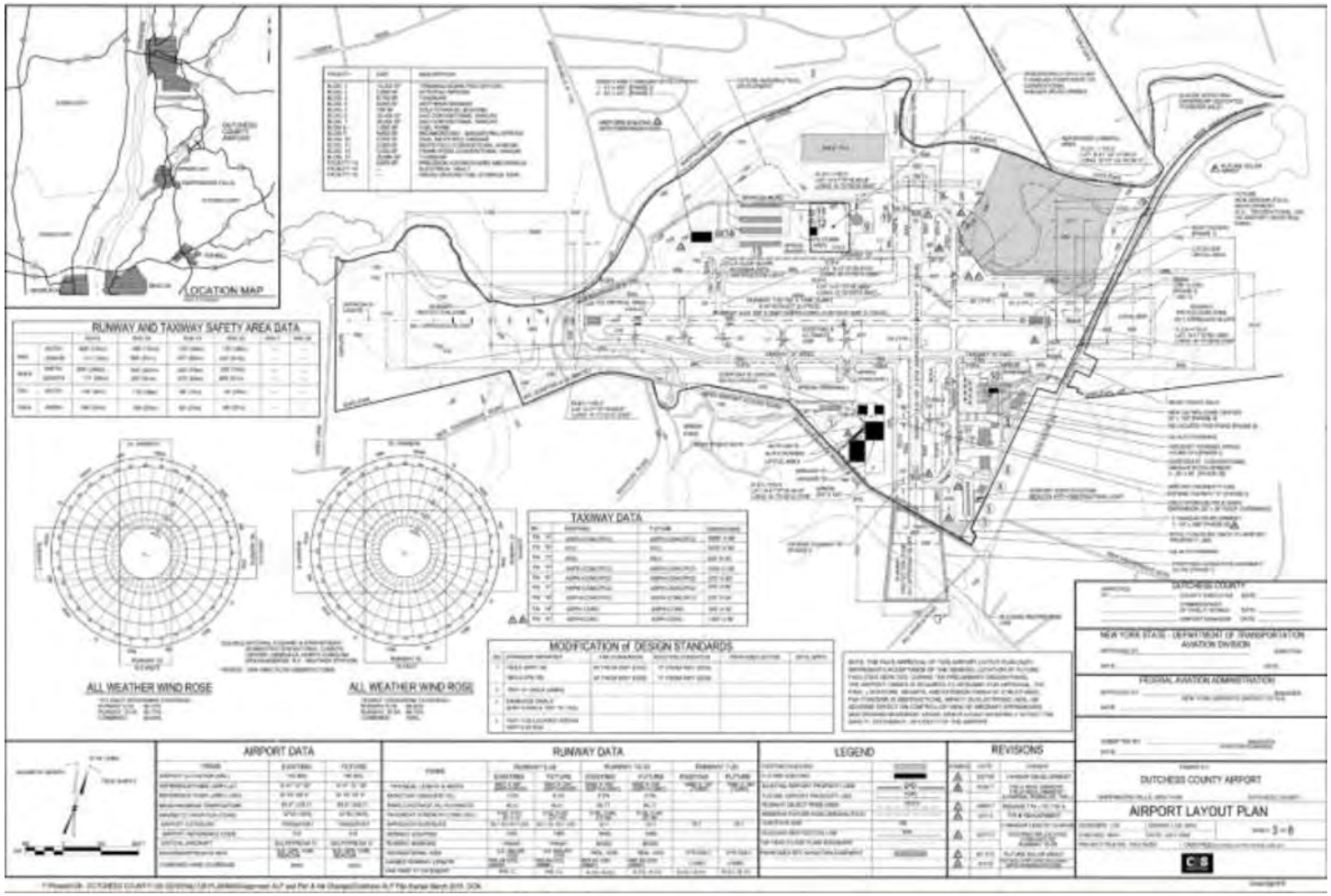

Figure 13. POU Pen and Ink Change "G" (June 22, 2016) to the Airport Layout Plan (ALP) dated July 2002

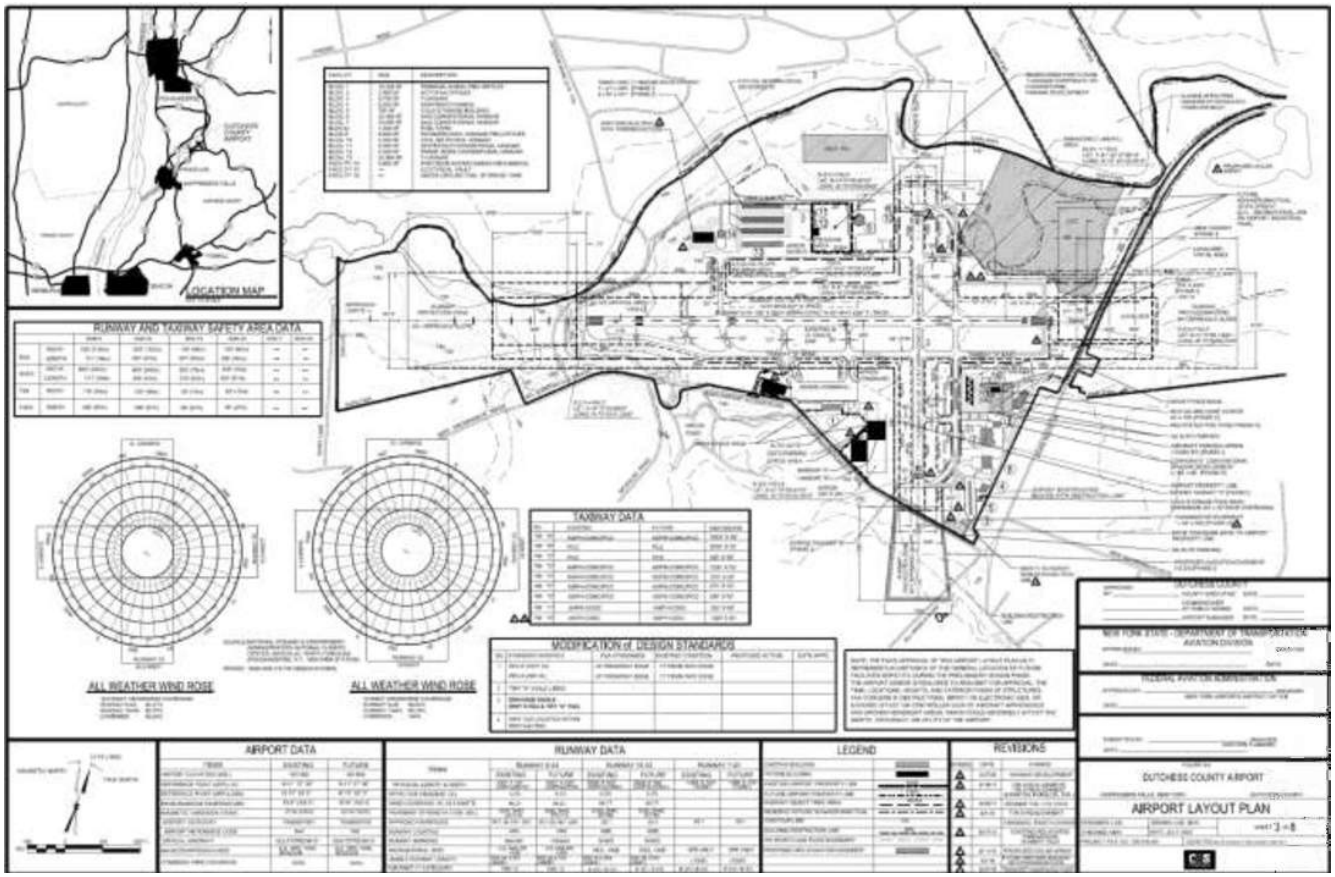

Figure 14. POU Pen and Ink Changes (01/13/2020) to the Airport Layout Plan (ALP) dated July 2002[6]

[6] Building Heights: New t- hangars near RW 33: 25' AGL (185' MSL); 2016/2020 ALP New buildings adjacent to tower and other side of RW 15/33: 40' AGL (194' MSL) (Note that the tower eye height is 192' MSL—two feet lower than the adjacent proposed buildings). One exception on other side of RW 6/24 adjacent to existing buildings 11 and 12: 40' AGL (189' MSL)

4. AFTIL Simulation Results

4.1 AFTIL Activities Summary

AFTIL was tasked by the Technical Operations Air Traffic Control Facilities Planning Organization to create a three dimensional airport model of the existing POU airport. Proposed building construction was also included in the model at a height of 40 feet. Actual heights of the proposed buildings are not available at this time. This model was created from data made available to AFTIL from the proposed Pen and Ink Changes (01/13/2020) to the ALP dated July 2002. An evaluation of all line of sight issues from the current control tower to all movement areas (runways/taxiways) was also requested. Non-movement areas (parking/ramp areas) were not taken into consideration.

4.2 ATCT Siting Hazards

Criteria used to evaluate Line of Sight and other human factors issues with the current tower come from the Preliminary Hazard List (PHL) used at AFTIL during tower siting evaluations. This list was developed over several years incorporating areas where possible hazards may exist during a tower siting. In accordance with FAA Order 6480.4B, Airport Traffic Control Tower Siting Criteria, factors such as visual performance, interior physical barriers and external physical barriers were selected for the evaluation.

4.2.1 Visual Performance

The airfield will be assessed for anything that will hinder a controller's ability to see aircraft and vehicle movement within the airport environment. The assessments will also gauge the controller's ability to see aircraft and vehicles to the farthest areas of responsibility on the airport. Human factors criteria of distance and object recognition are used in this evaluation. The height of the control tower is a factor in the controller's ability to observe aircraft and vehicle movement in the distance. Controllers working at airports configured with parallel runways must be able to distinguish which runway aircraft are aligned onto final approach. Mitigations for any possible hazards will be determined at a future analysis for the following:

- Unobstructed view
- Object discrimination
- Line of Sight angle of incidence
- Two-point lateral discrimination

4.2.2 Interior Physical Barriers

Positioning of equipment (monitors, consoles, computers, etc.) inside of the cab is reviewed for possible obstructions to a controller's visibility. Photographs of the current control tower cab interior at all control positions at eye level are reviewed looking for clutter, blocking lines of sight, blockages of down angles, etc. AFTIL modelers designed the interior using the photographs and engineering design documents of the control tower. If current equipment in the cab causes visibility problems, it was noted and reviewed. Mitigations will be determined at a future analysis for the following:

- Position of ATCS in Tower Cab
- Position of Tower Cab equipment
- Position of Tower Cab mullions

4.2.3 Exterior Physical Barriers

The Pen and Ink change (01/13/2020) to the ALP dated July 2002, as shown in Figure 14, was reviewed for possible visibility blockages from future construction and equipment. Approved buildings, taxiways, runways, etc. that are on the ALP were placed into the airport simulation and assessed from the current control tower:

- Construction and equipment
- Proposed new structures and airport expansion as shown in the ALP. Unless otherwise noted, AFTIL used a height of 40 feet for any proposed buildings and hangars[7] in the simulation model.
- Color Coding (Figure 15)

[7] Height of Newly Proposed Hangar in the AFTIL model is 40 ft. AGL, 192 ft. AMSL.

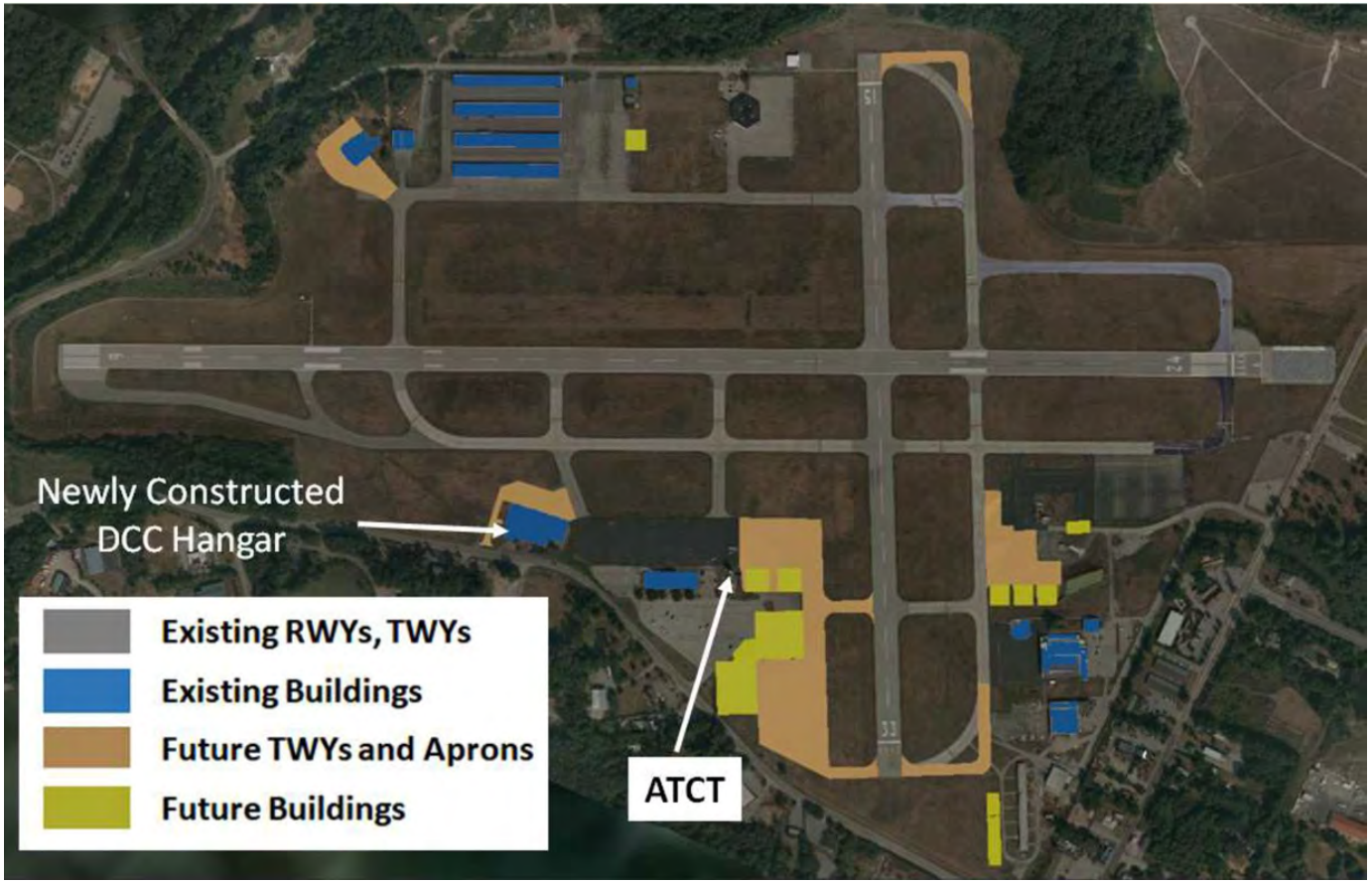

Figure 15. Overhead View of POU 3D Model[8]

[8] Color coding is a standard used by AFTIL in 3D models and may not match those depicted in the ALP.

5. Evaluation Results

5.1 During the LOS evaluation of POU, the entire airport was assessed for any visibility issues. A scenario was created replicating actual aircraft types predominately used at POU. The control positions LC and GC were used for viewing, and the typical aircraft in the model (see Appendix 8: Typical Aircraft Used in Model Data) to determine any visibility issues were a C172, PA28, C421, C650, G3 and G4. Visual blockages caused by permanent structures are noted. Potential visual blockages from parked aircraft are approximated. Line of Sight (LOS) obstructions were evaluated for current structures and for future structures depicted on the Pen and Ink Changes (01/13/2020) to the ALP dated July 2002. Any taxiway time measurements were taken with the aircraft or vehicle moving at a speed of 15 knots until clear of the obstruction.

5.2 The initial POU ATCT LOS-OS, dated June 5, 2020, reported no movement area LOS obstructions. However, a subsequent LOS-OS had in fact identified a significant LOS obstruction. The first visual limitation sited in the POU ATCT LOS-OS dated January 14, 2021 is: "**Newly constructed hangar blocks controllers view of the approach end RY06 and 400' of Alpha Taxiway". "400' of the taxiway cannot be seen from tower, you lose aircraft up to 30 seconds after hold line".** A C172 was totally blocked for approximately 17 seconds until entering RWY 06 (Figures 16-18). A G4 was totally blocked for approximately 29 seconds on TWY A (Figures 19-21).

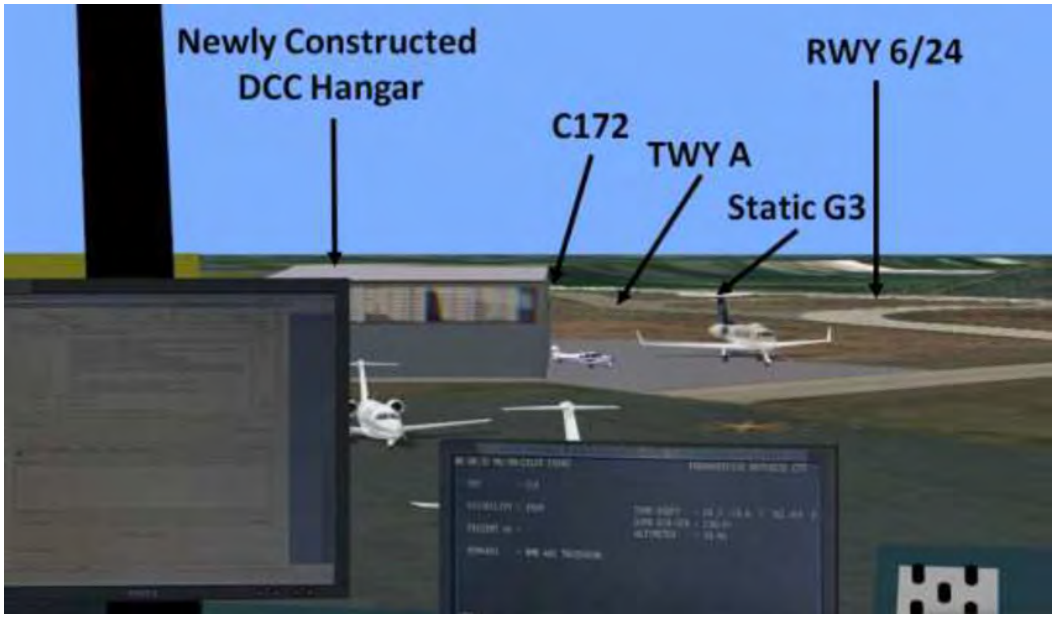

Figure 16. ATCT View of C172 on TWY A: Blockage by Newly Constructed DCC Hangar[9]

[9] The Static G3 is fixed on the Newly Constructed DCC Hangar ramp as a display.

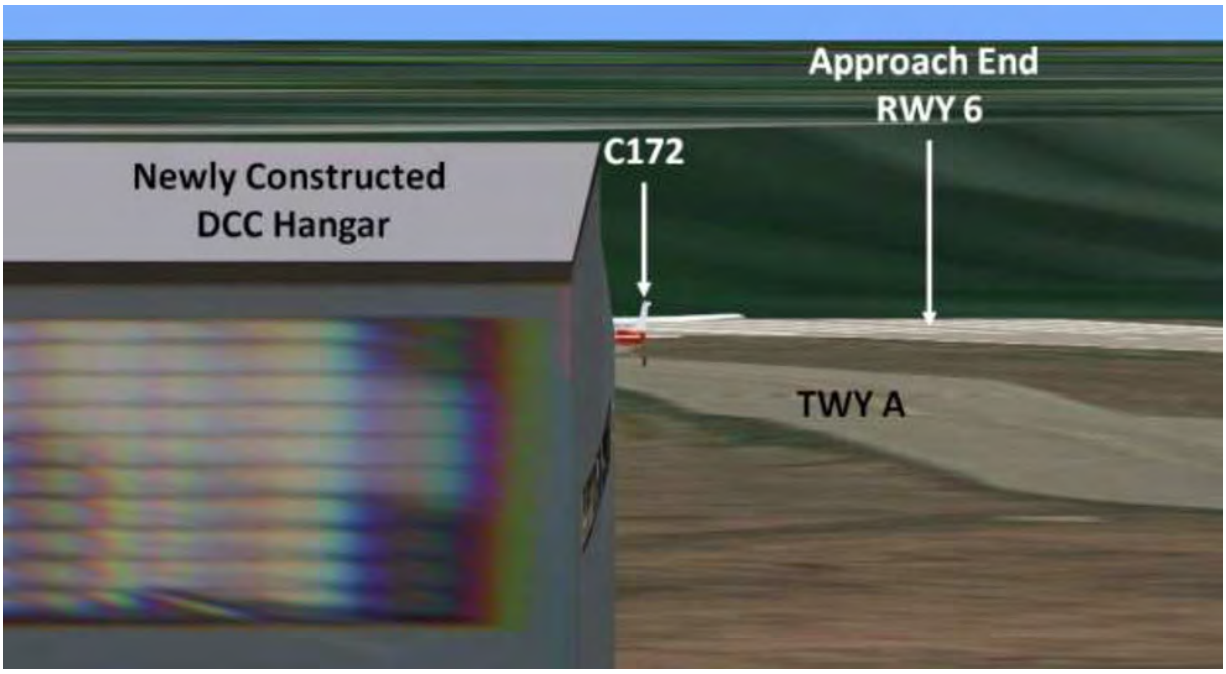

Figure 17. Binocular View of C172 on TWY A: Blockage by Newly Constructed DCC Hangar

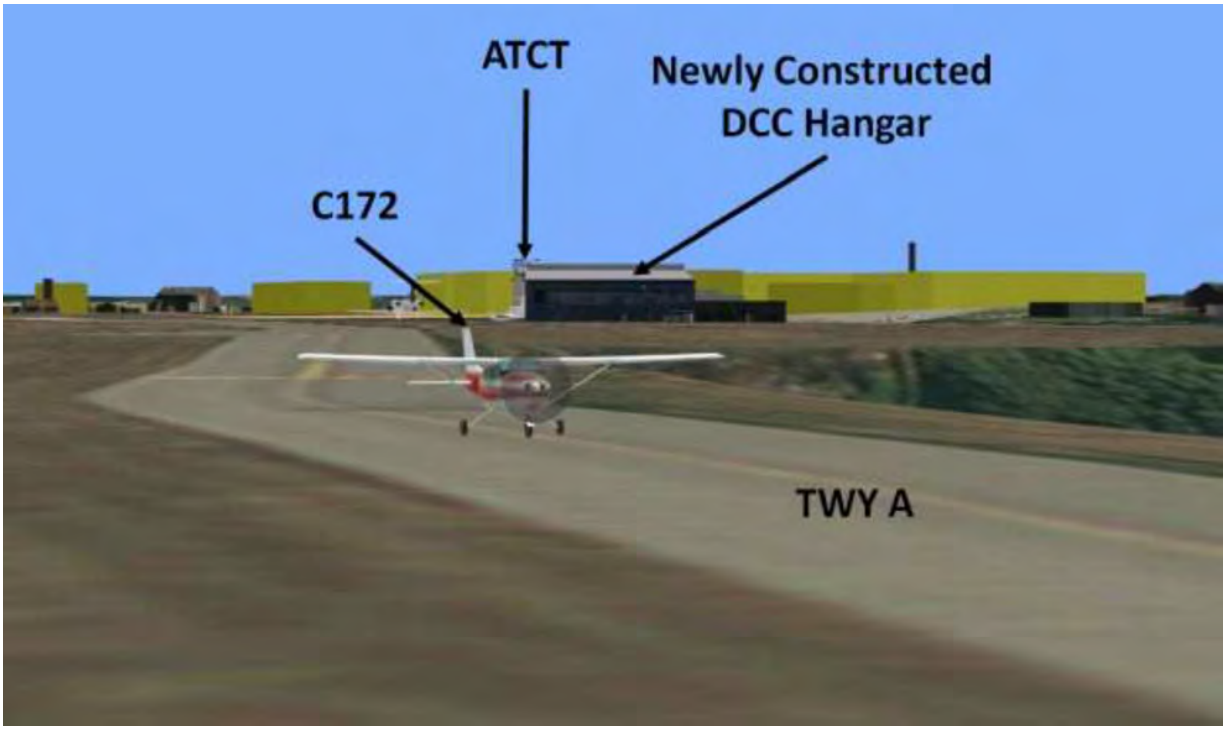

Figure 18. Reverse View of C172 on TWY A: Blockage by Newly Constructed DCC Hangar

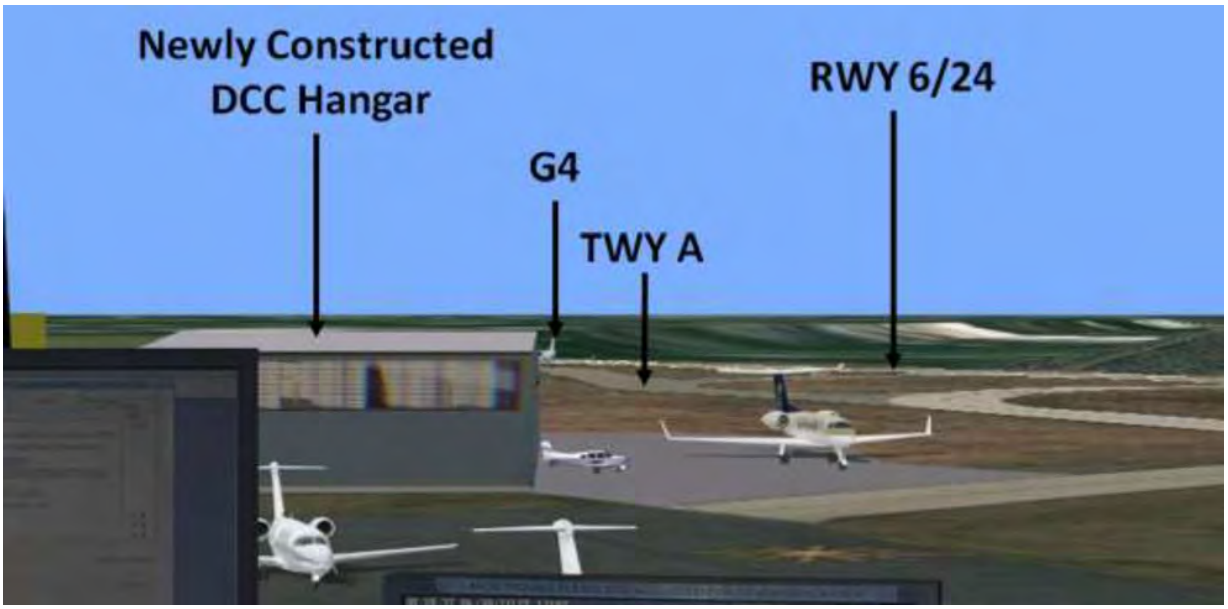

Figure 19. ATCT View of G4 on TWY A: Blockage by Newly Constructed DCC Hangar

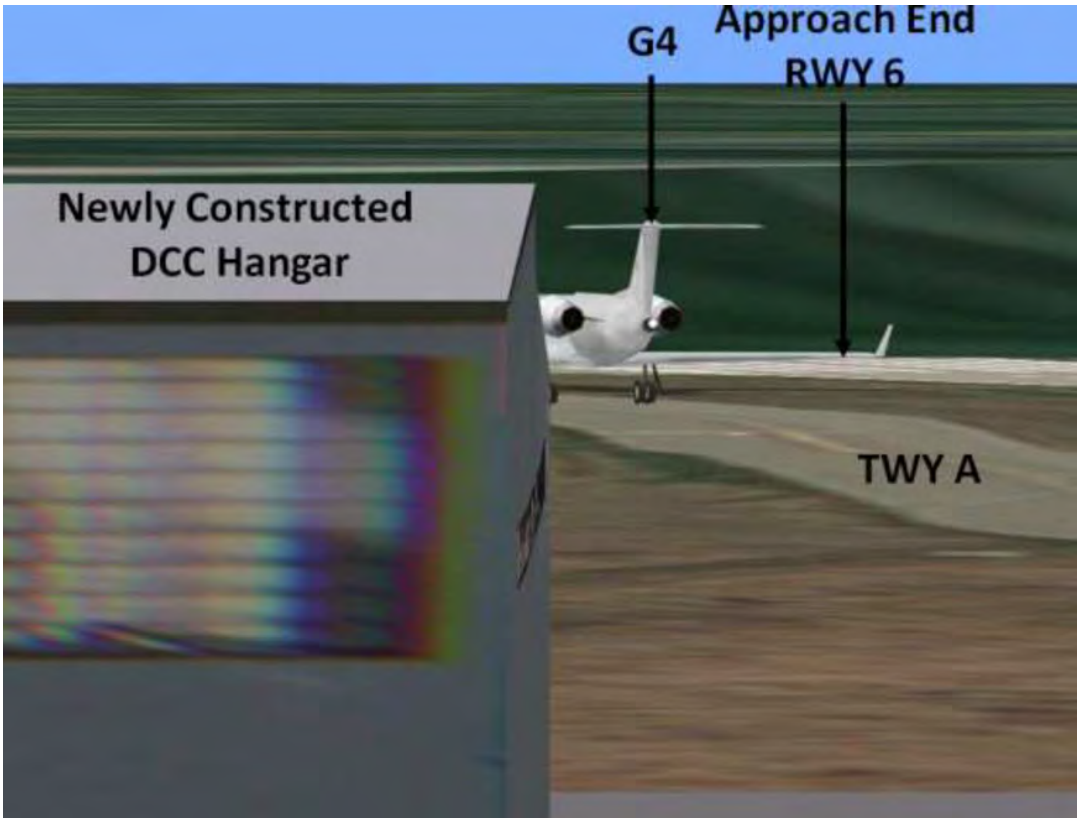

Figure 20. Binocular View of G4 on TWY A: Blockage by Newly Constructed DCC Hangar

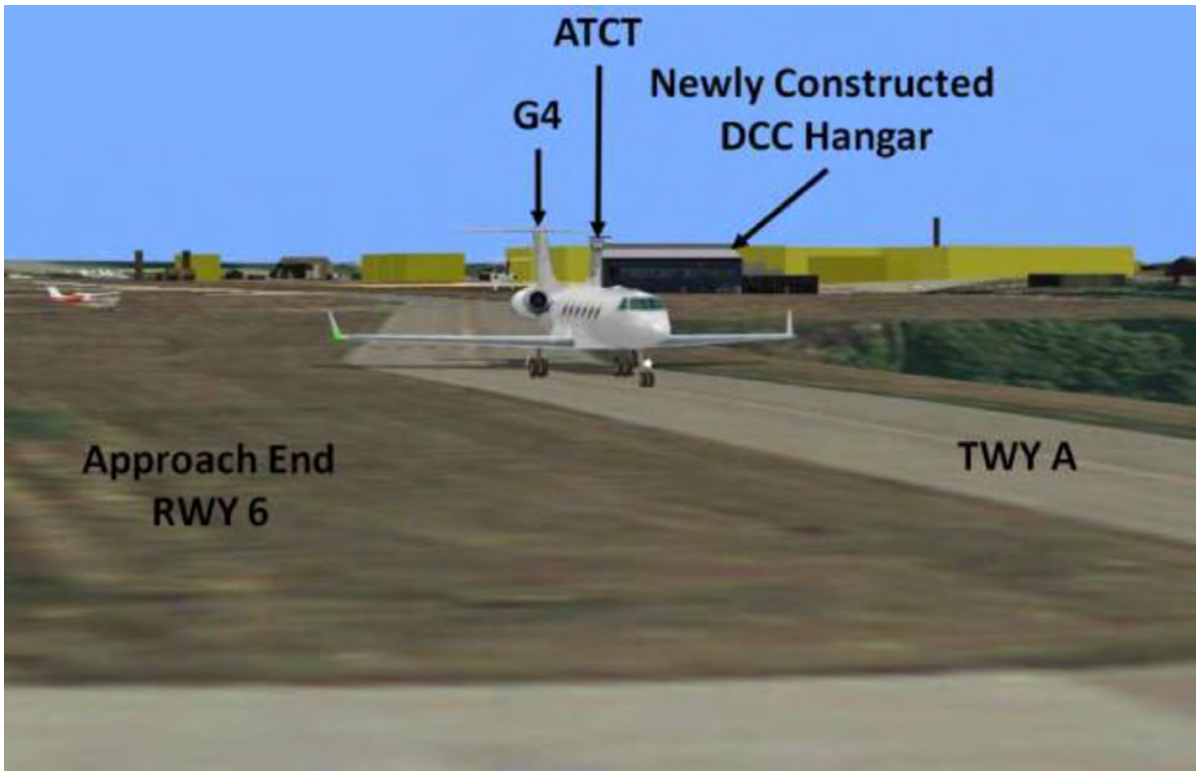

Figure 21. Reverse View of G4 on TWY A: Blockage by Newly Constructed DCC Hangar

5.3 The next visual limitation documented in the report concerns; "**Newly constructed hangar blocks controllers view of the approach end RY06".** A C172 was partially to almost totally blocked for approximately 2 seconds on short final to RWY 06 (Figures 22-24). A C421 was partially blocked for 2 seconds where only the right wing and bottom half of fuselage was blocked (Figures 25-27).

Figure 22. ATCT View of C172 Short Final: Blockage of Approach End RWY 6 by Newly Constructed DCC Hangar

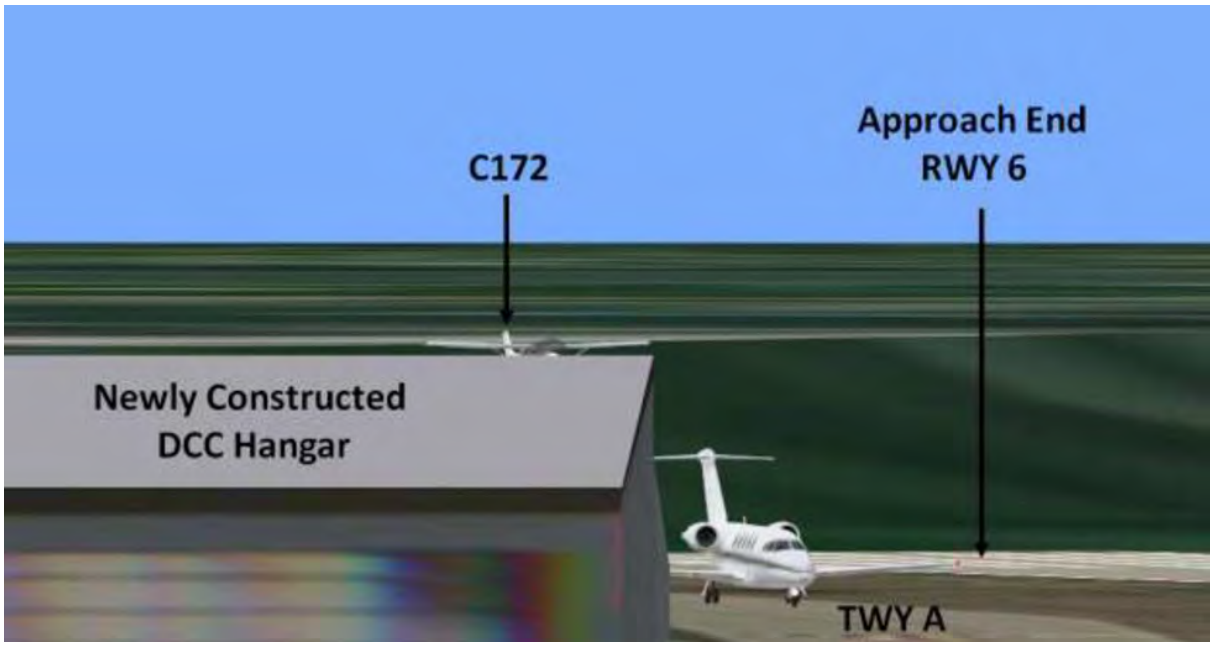

Figure 23. Binocular View of C172 Short Final: Blockage of Approach End RWY 6 by Newly Constructed DCC Hangar

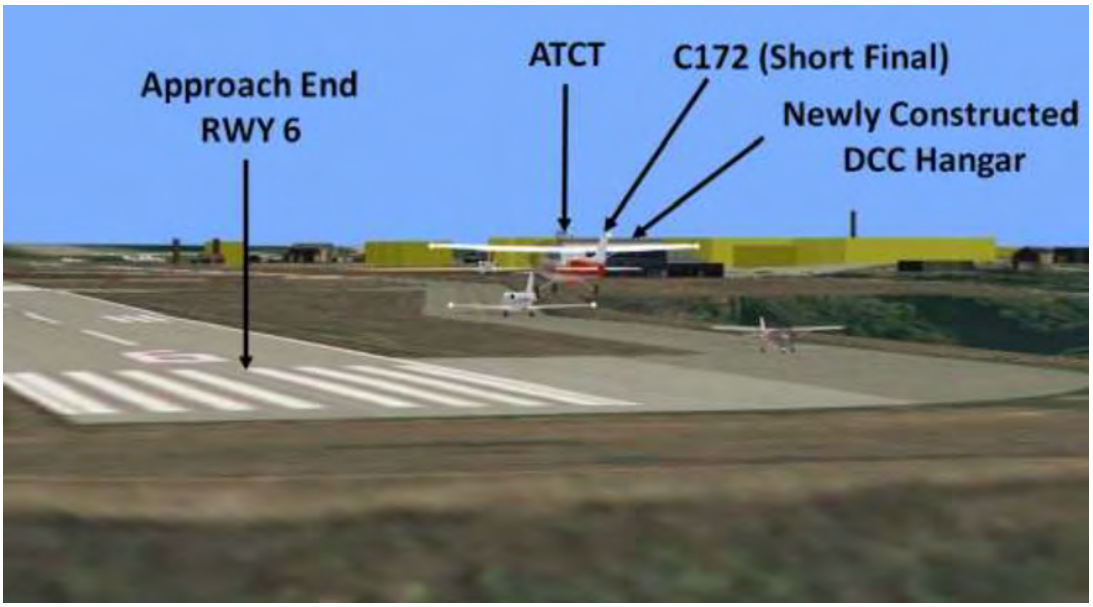

Figure 24. Reverse View of C172 Short Final: Blockage of Approach End RWY 6 by Newly Constructed DCC Hangar

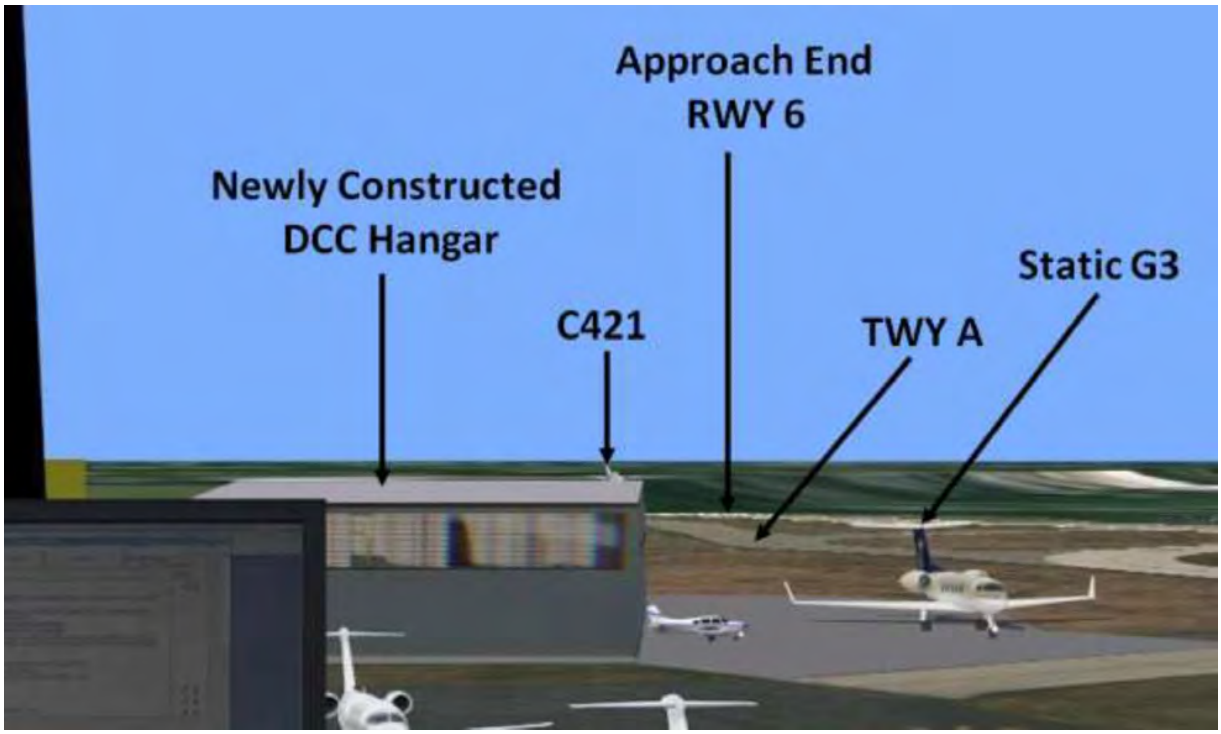

Figure 25. ATCT View of C421 Short Final: Blockage of Approach End RWY 6 by Newly Constructed DCC Hangar

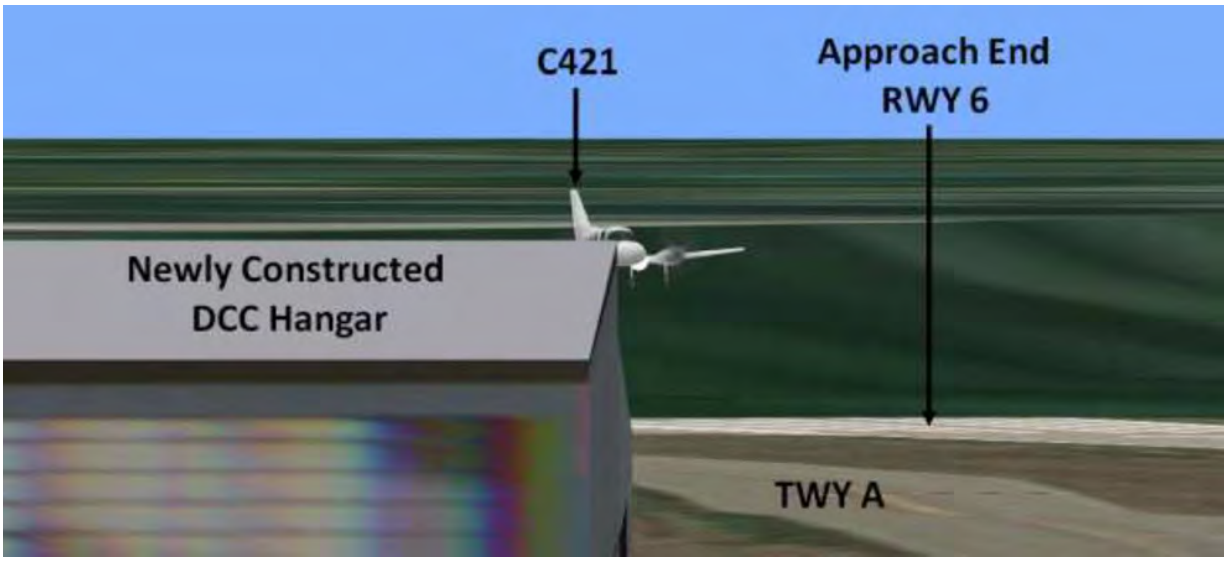

Figure 26. Binocular View of C421 Short Final: Blockage of Approach End RWY 6 by Newly Constructed DCC Hangar

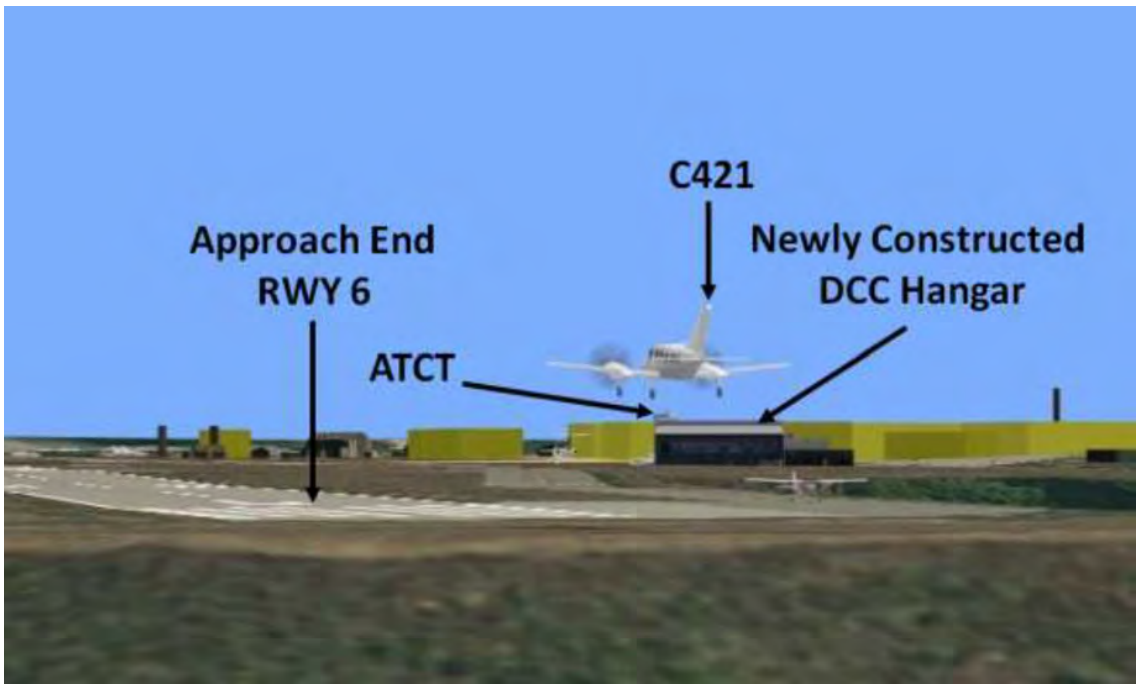

Figure 27. Reverse View of C421 Short Final: Blockage of Approach End RWY 6 by Newly Constructed DCC Hangar

5.4 A visual limitation identified by AFTIL, caused by proposed hangars east of the control tower, is on short final to RWY 33 to approximately 900' down RWY 33 from the approach end. A C172 was partially to totally blocked for approximately 17 seconds (Figures 28-33).[10] Figures 34-36 show the G4 exiting the blocked area on RWY 33.

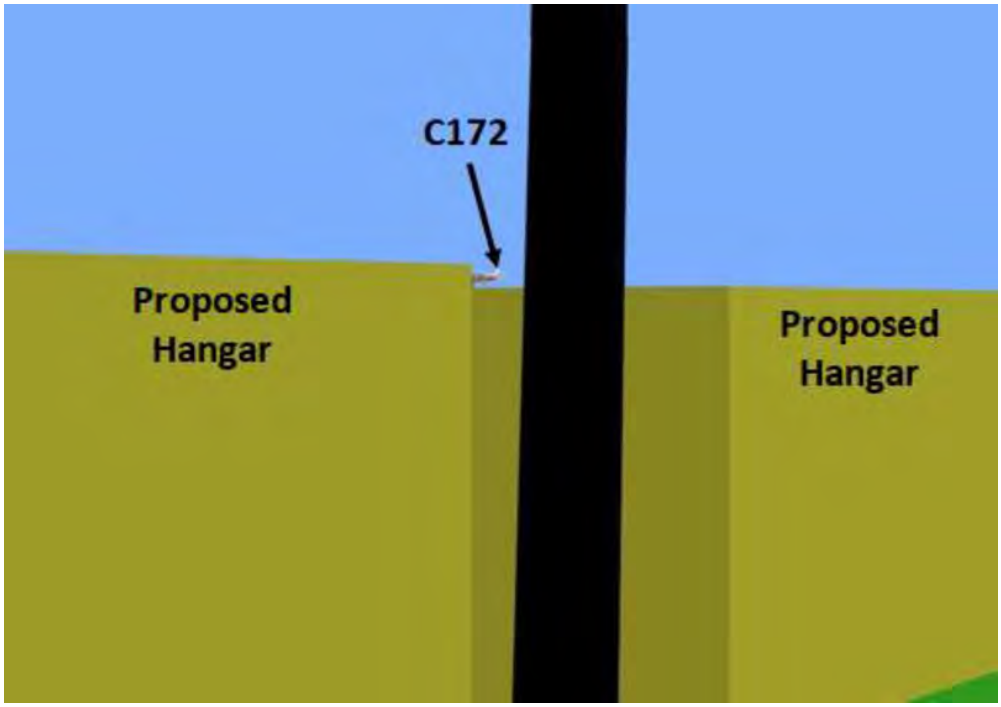

Figure 28. ATCT View of C172 Short Final RWY 33: Blockage by Proposed Hangars

[10] AFTIL model was based on the Pen and Ink Changes (01/14/2020) to the ALP dated July 2002. In an email, dated June 05, 2020 from the Hudson Valley Regional Airport (Appendix 3), it was stated "We are no longer pursuing a hangar being built on the west of runway 33. This will alleviate any line-of-sight issues for the foreseeable future."

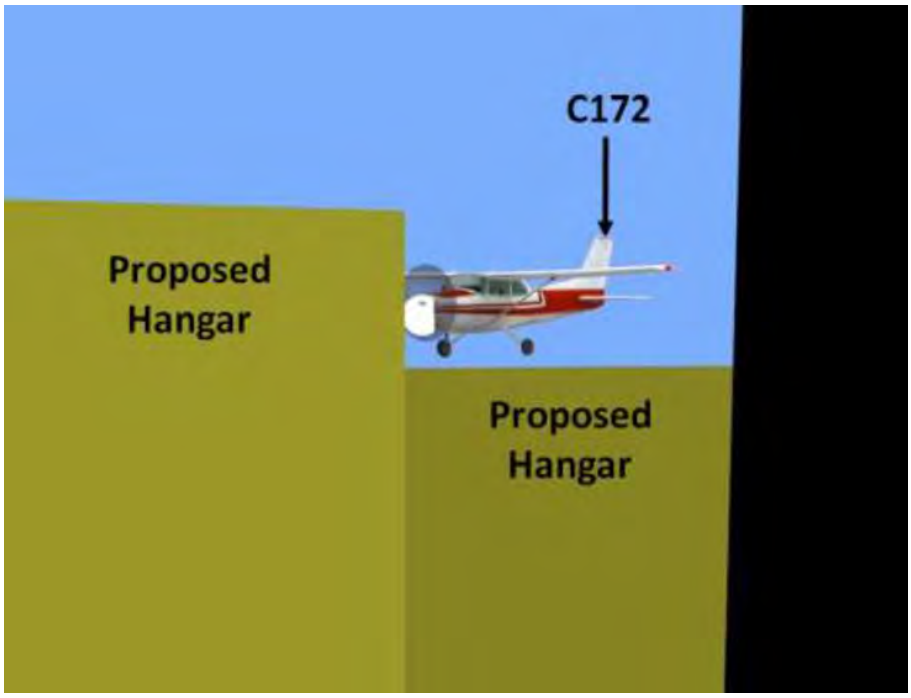

Figure 29. Binocular View of C172 Short Final RWY 33: Blockage by Proposed Hangars

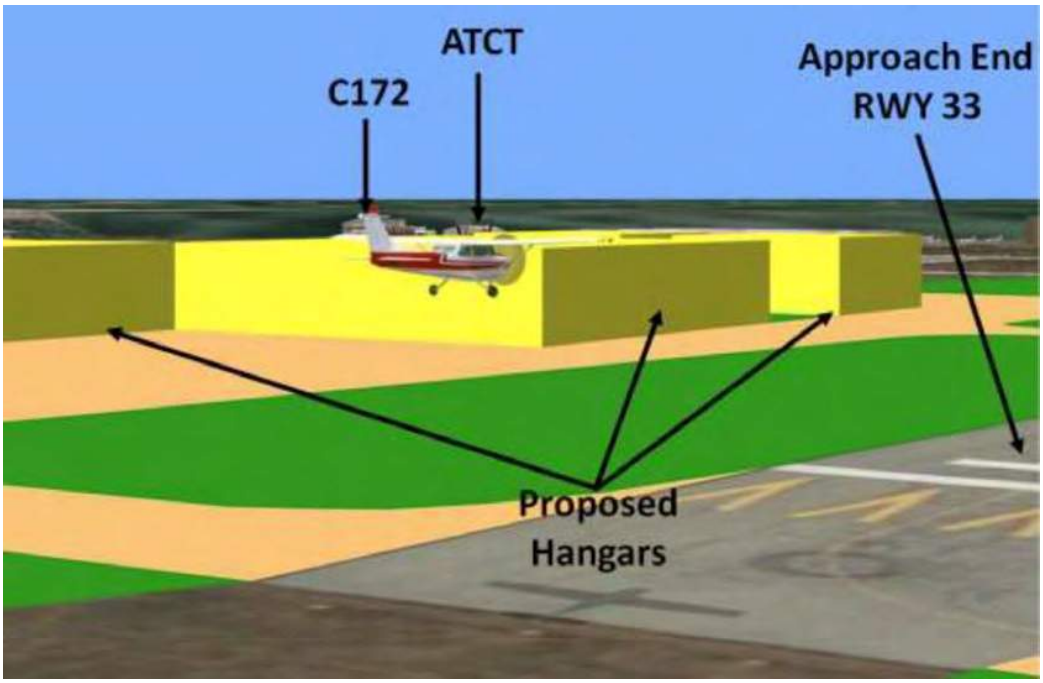

Figure 30. Reverse View of C172 Short Final RWY 33: Blockage by Proposed Hangars

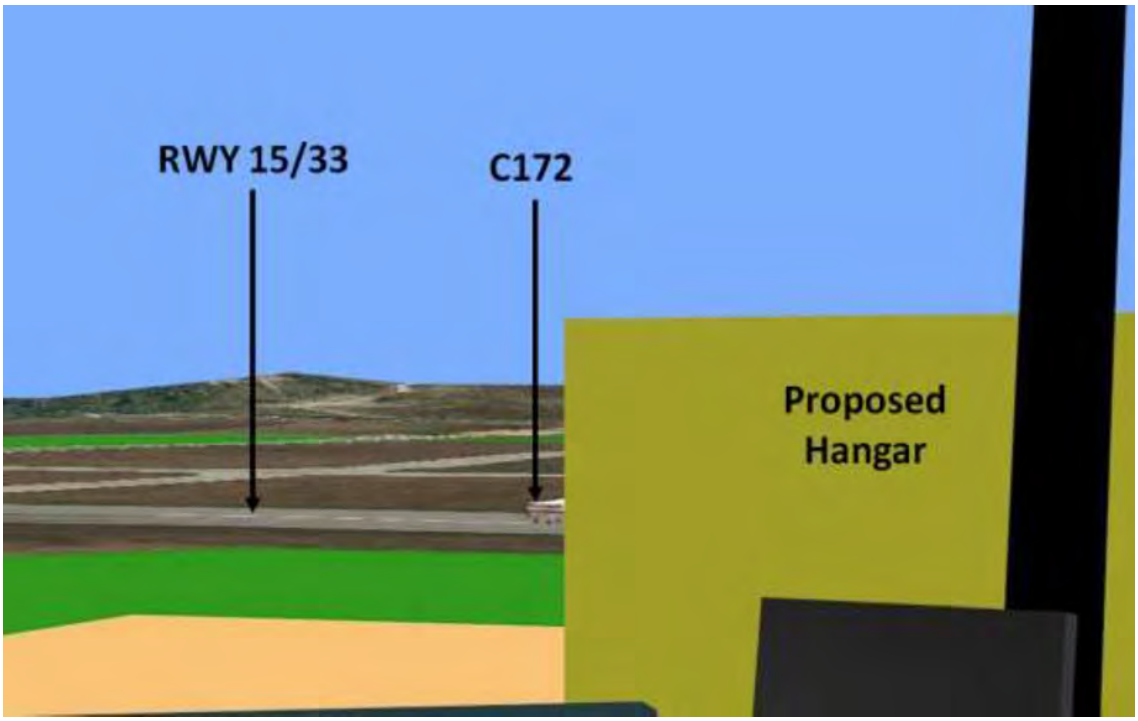

Figure 31. ATCT View of C172 on RWY 33: Blockage by Proposed Hangar

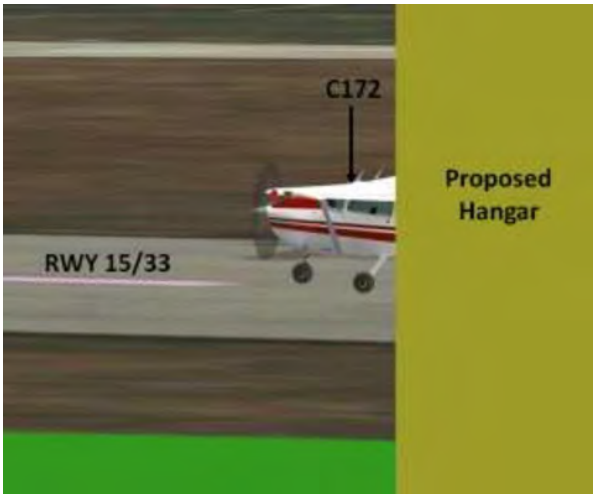

Figure 32. Binocular View of C172 on RWY 33 : Blockage by Proposed Hangar

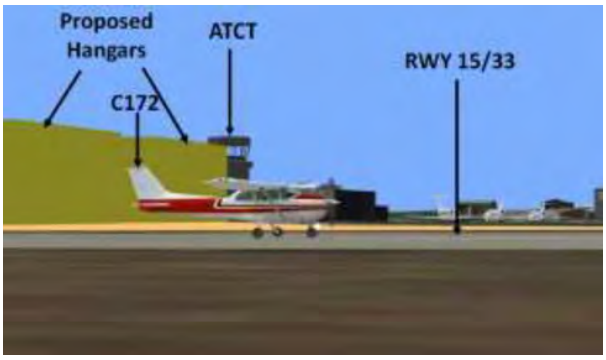

Figure 33. Reverse View of C172 on RWY 33 : Blockage by Proposed Hangars

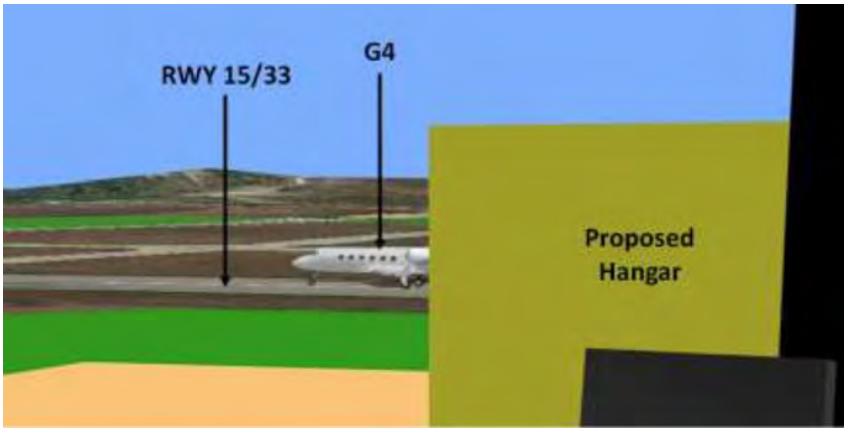

Figure 34. ATCT View of G4 on RWY 33: Blockage by Proposed Hangar

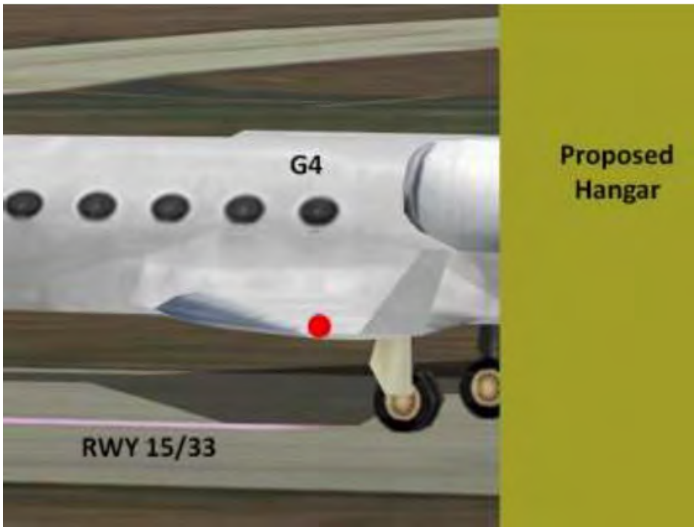

Figure 35. Binocular View of G4 on RWY 33 : Blockage by Proposed Hangar

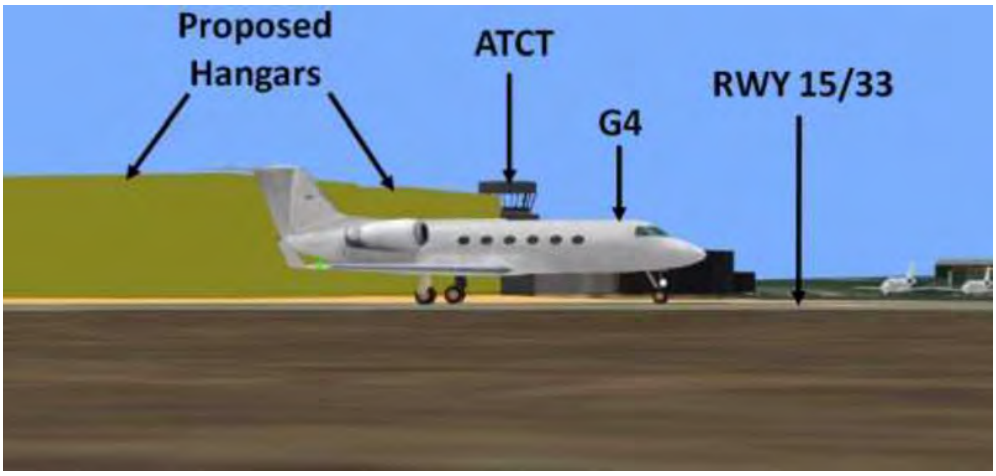

Figure 36. Reverse View of G4 on RWY 33 : Blockage by Proposed Hangars

5.5 Another visual limitation identified by AFTIL from proposed hangars east of the control tower is blockage of a portion TWY B extending approximately 900' from the eastern edge of the approach end of RWY 33; A G4 was partially to totally blocked for approximately 45 seconds.

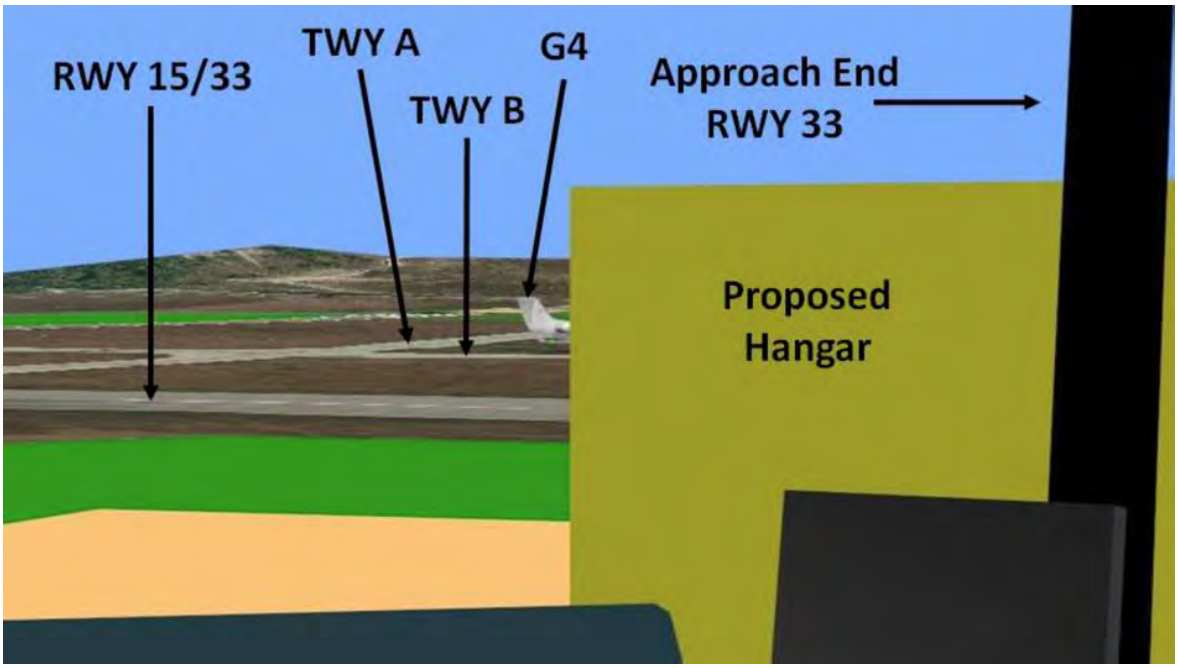

Figure 37. ATCT View of G4 on TWY B: Blockage by Proposed Hangar

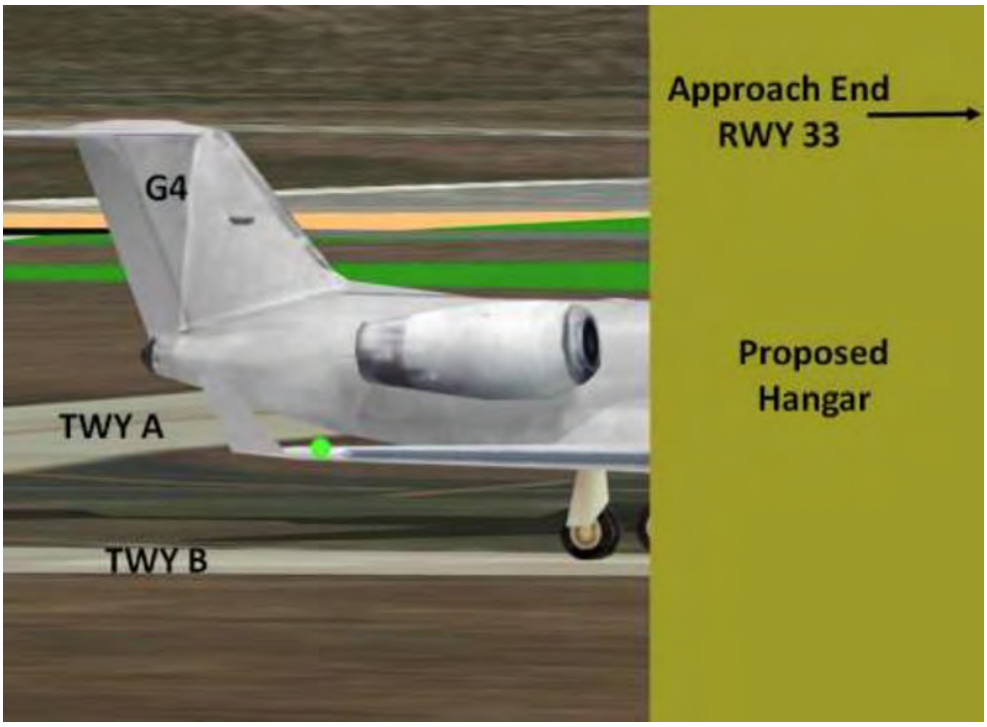

Figure 38. Binocular View of G4 on TWY B: Blockage by Proposed Hangar

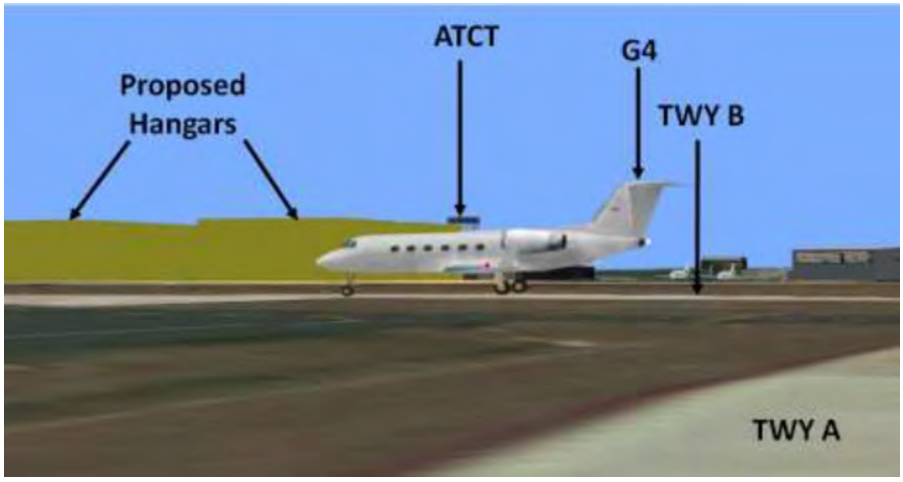

Figure 39. Reverse View of G4 on TWY B: Blockage by Proposed Hangars

5.6 Another set of blockages, caused by the proposed hangars east of the control tower, were identified on short final to RWY 24 and TWY A to RWY 24. A C650 arrival to RWY 24 is totally blocked for approximately 19 seconds on short final (Figures 40-42). A G4 was partially to totally blocked on TWY A for approximately 41 seconds until entering RWY 24 (Figures 43-48).

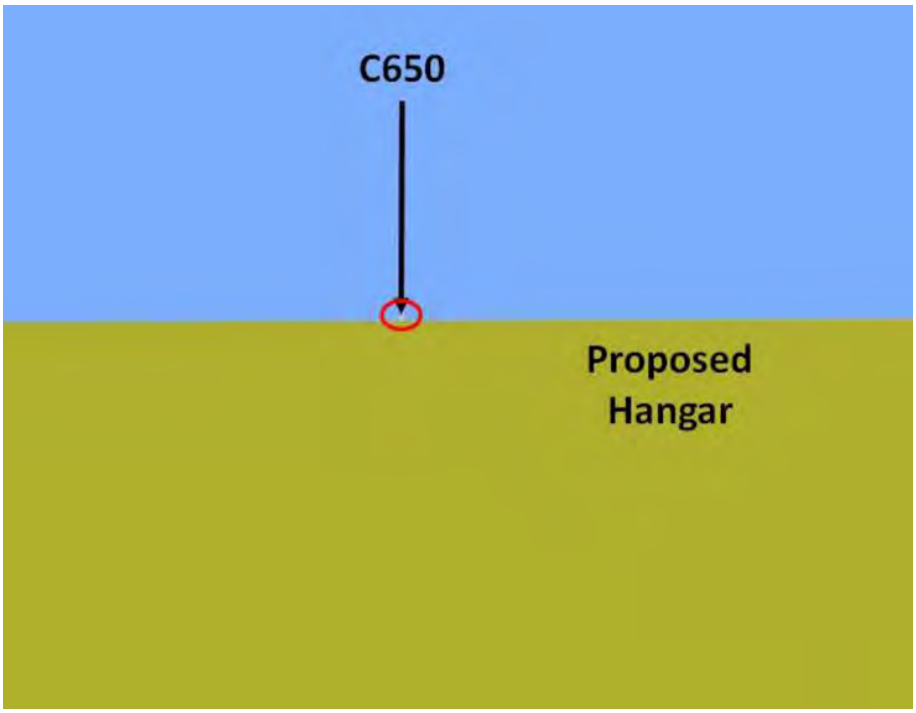

Figure 40. ATCT View of C650 on Short Final RWY 24 Blockage by Proposed Hangar

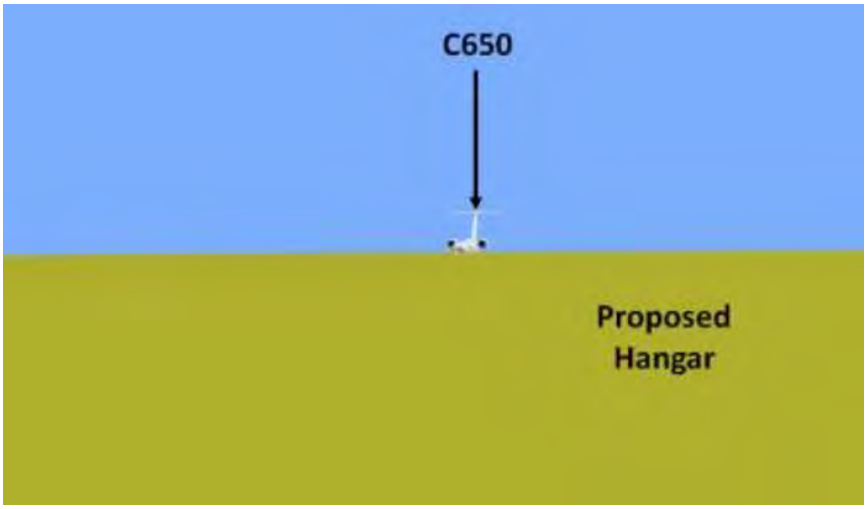

Figure 41. Binocular View of C650 on Short Final RWY 24 Blockage by Proposed Hangar

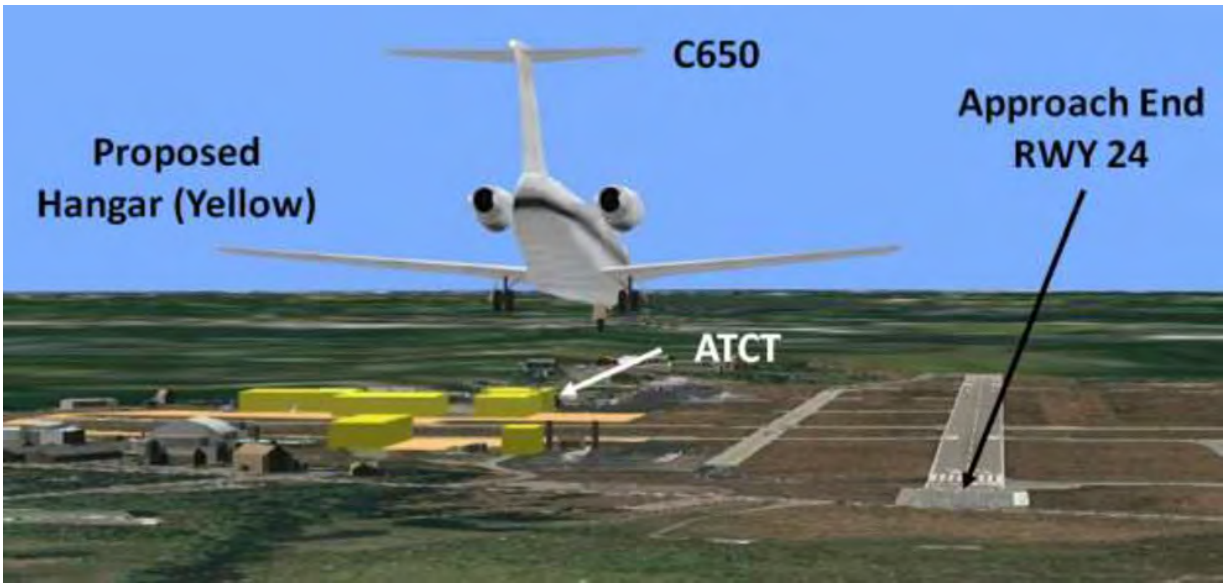

Figure 42. Reverse View of C650 on Short Final RWY 24 Blockage by Proposed Hangar

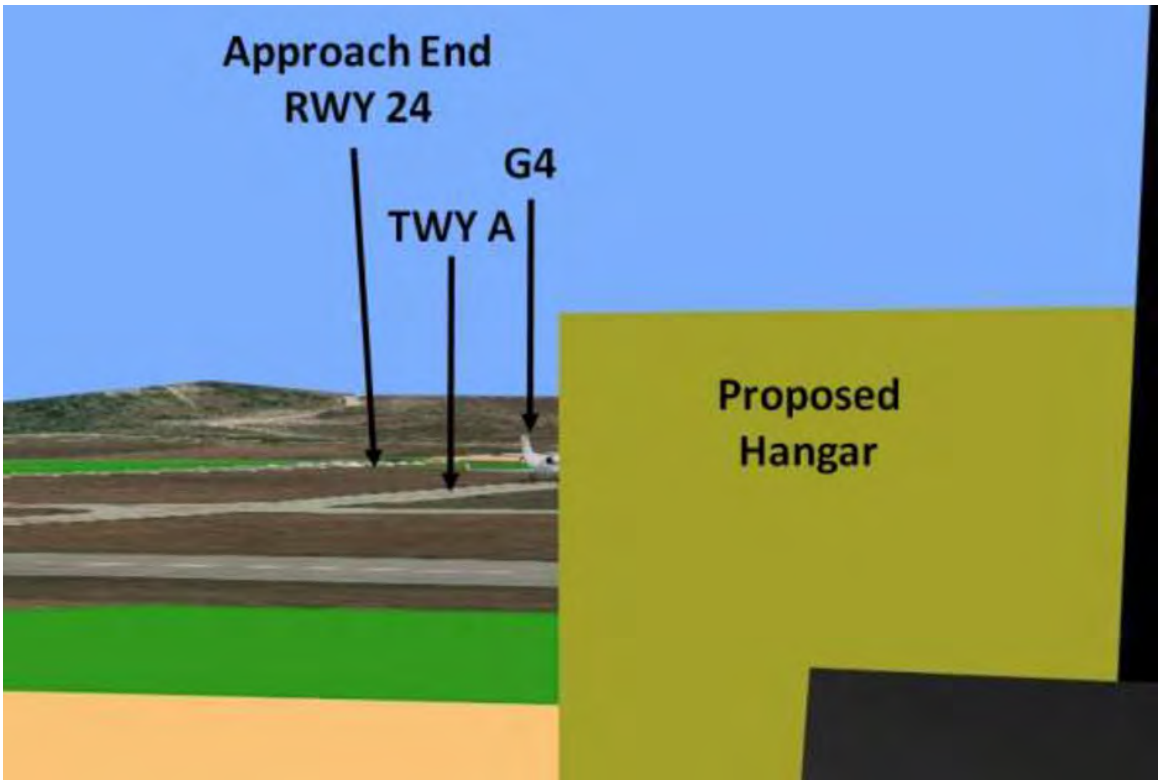

Figure 43. ATCT View of G4 on TWY A: Begin Blockage by Proposed Hangar

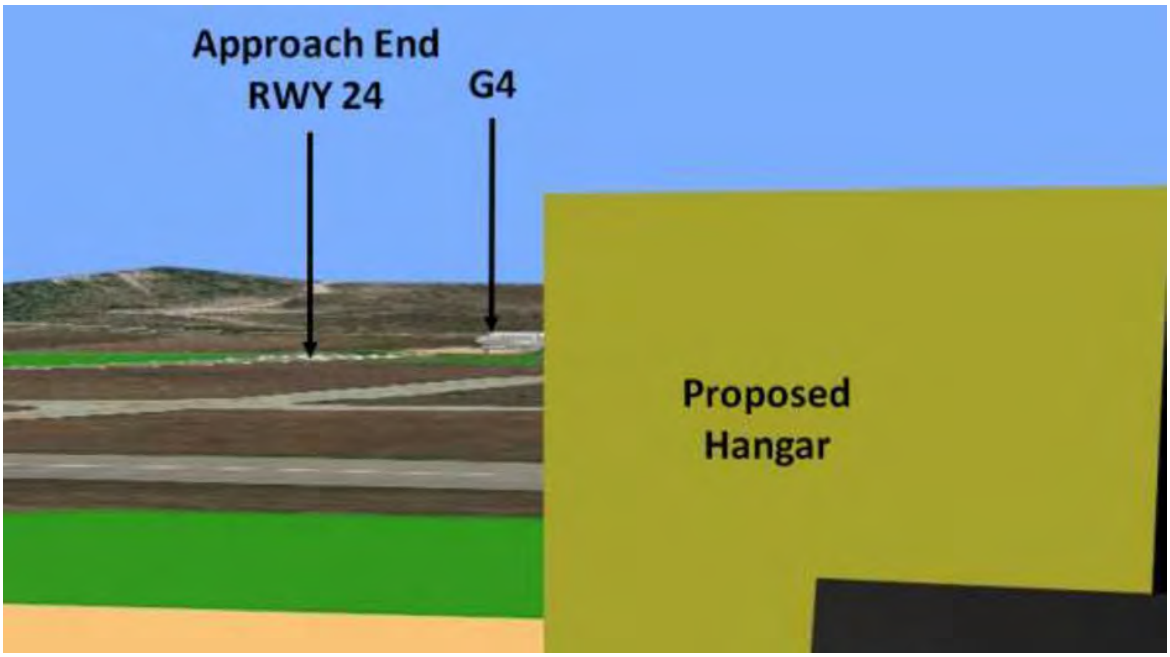

Figure 44. ATCT View of G4 entering RWY 24: End Blockage by Proposed Hangar

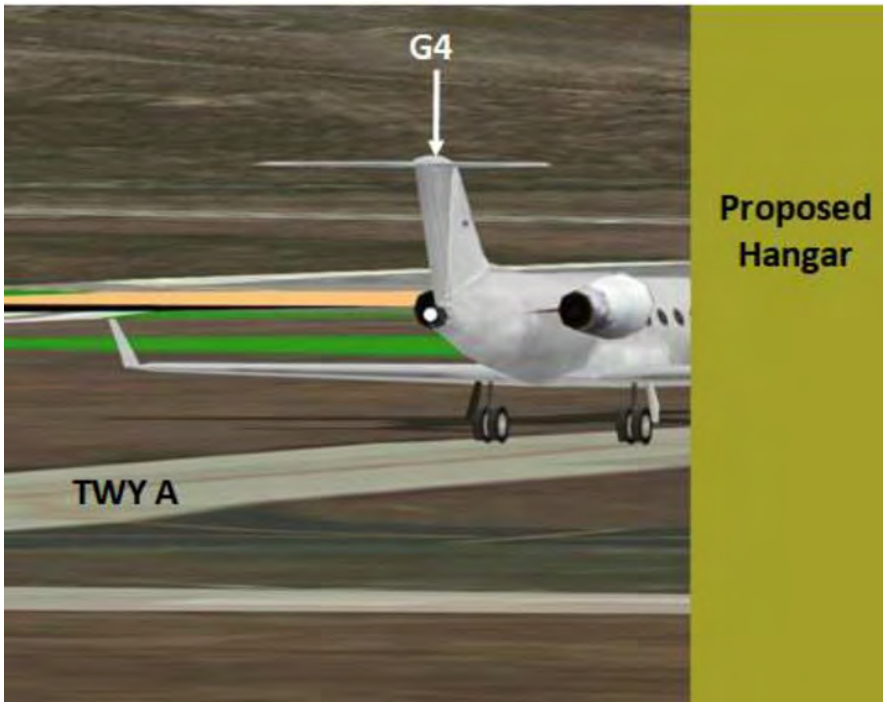

Figure 45. Binocular View of G4 on TWY A: Begin Blockage by Proposed Hangar

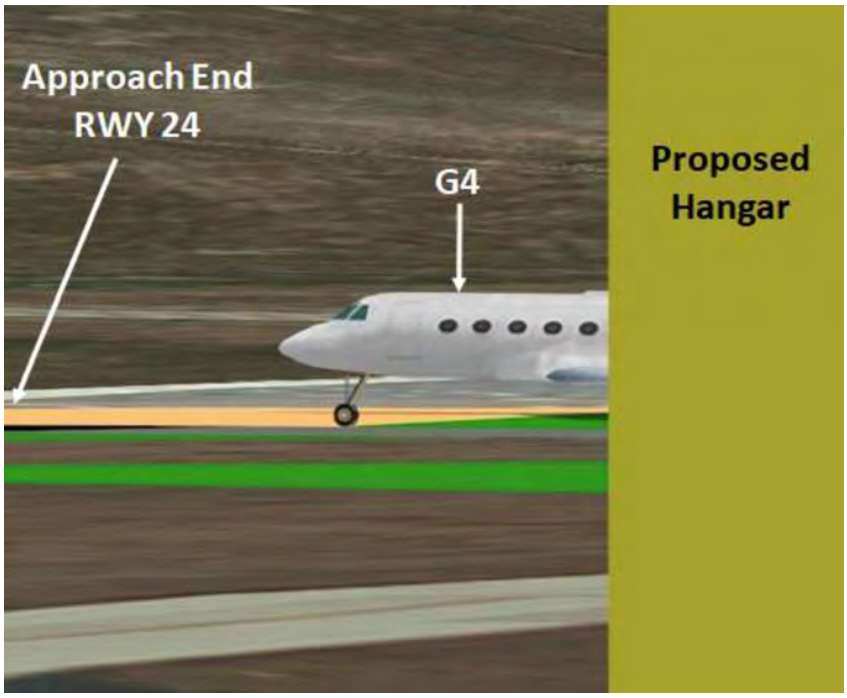

Figure 46. Binocular View of G4 entering RWY 24: End Blockage by Proposed Hangar

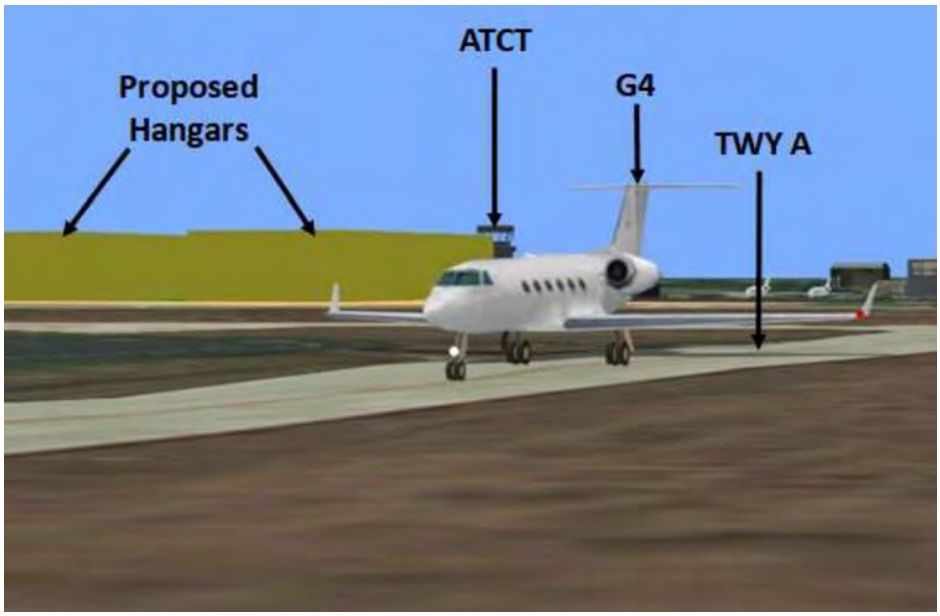

Figure 47. Reverse View of G4 on TWY A: Begin Blockage by Proposed Hangars

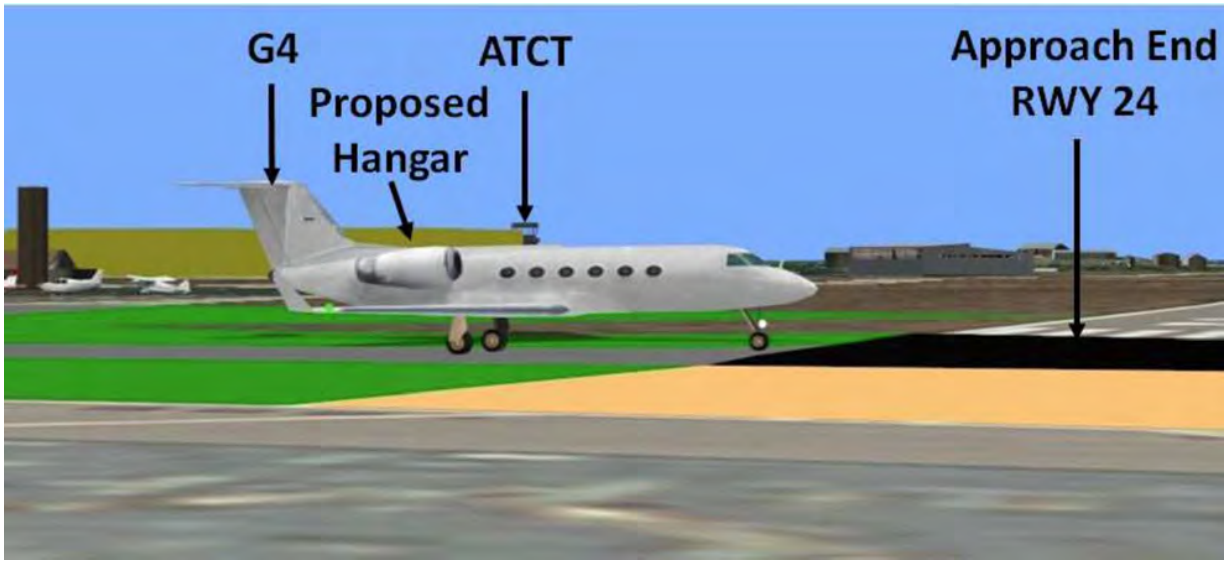

Figure 48. Reverse View of G4 entering RWY 24: End Blockage by Proposed Hangar

5.7 Additional blockages identified as a result to the proposed hangars east of the control tower are on the proposed General Aviation ramp associated with the proposed hangars. A C650 and G4 are totally blocked on the ramp, and holding short of RWY 33. Pictures of a C650 and G4 in tower view are depicted with the proposed hangars off to show the location of the aircraft on the movement area. Reverse tower views were taken with the proposed hangars on to show the total blockage at these locations.[11]

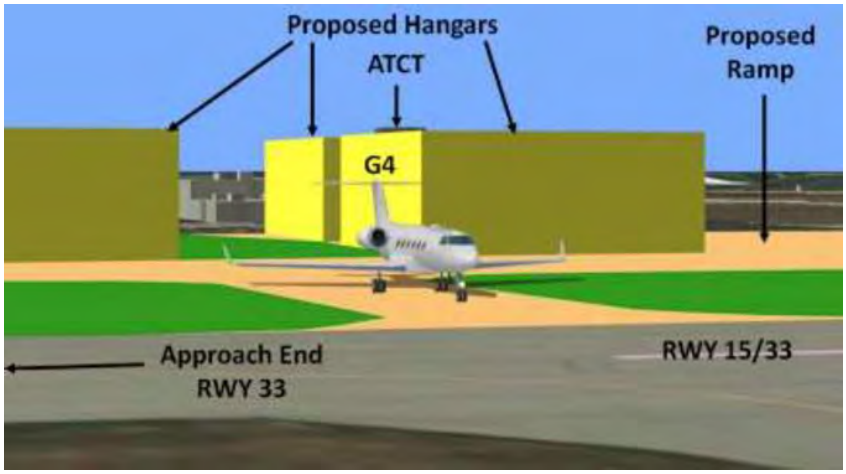

Figure 49. Reverse View of G4 Holding Short RWY 33 at Proposed Stub TWY C (West): Total Blockage by Proposed Hangars

[11] Although the General Aviation ramp is considered a Non-Movement area, AFTIL determined the necessity of reviewing this blockage due to the impact on associated movement areas.

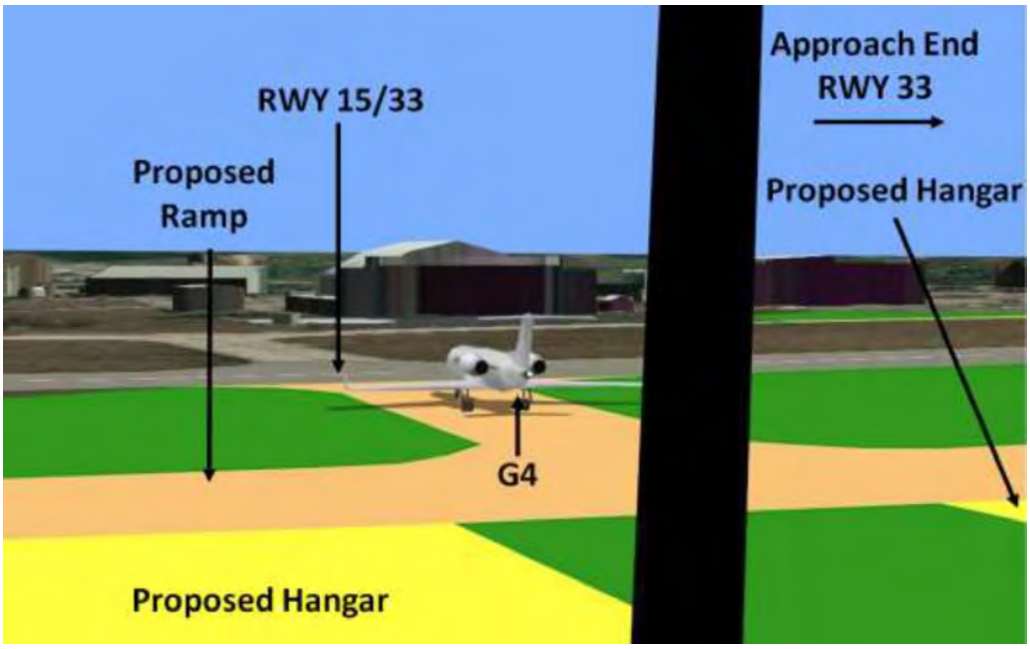

Figure 50. ATCT View of G4 Holding Short RWY 33 at Proposed Stub TWY C (West): Proposed Hangars Depicted Ground Level

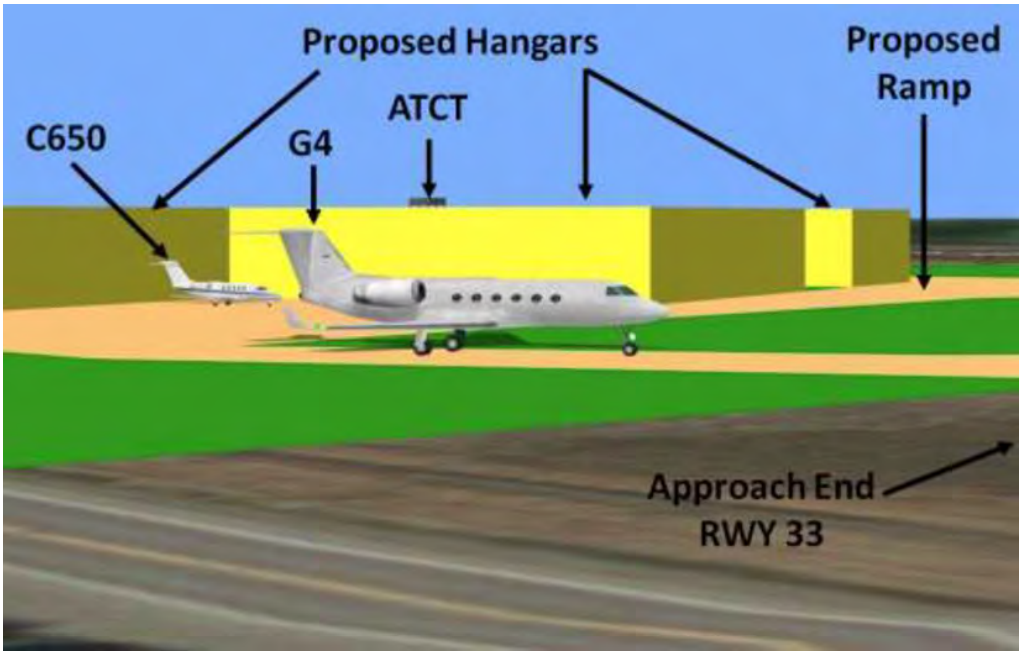

Figure 51. Reverse View of G4 Holding Short RWY 33 at Proposed Stub TWY B (West): Total Blockage by Proposed Hangars

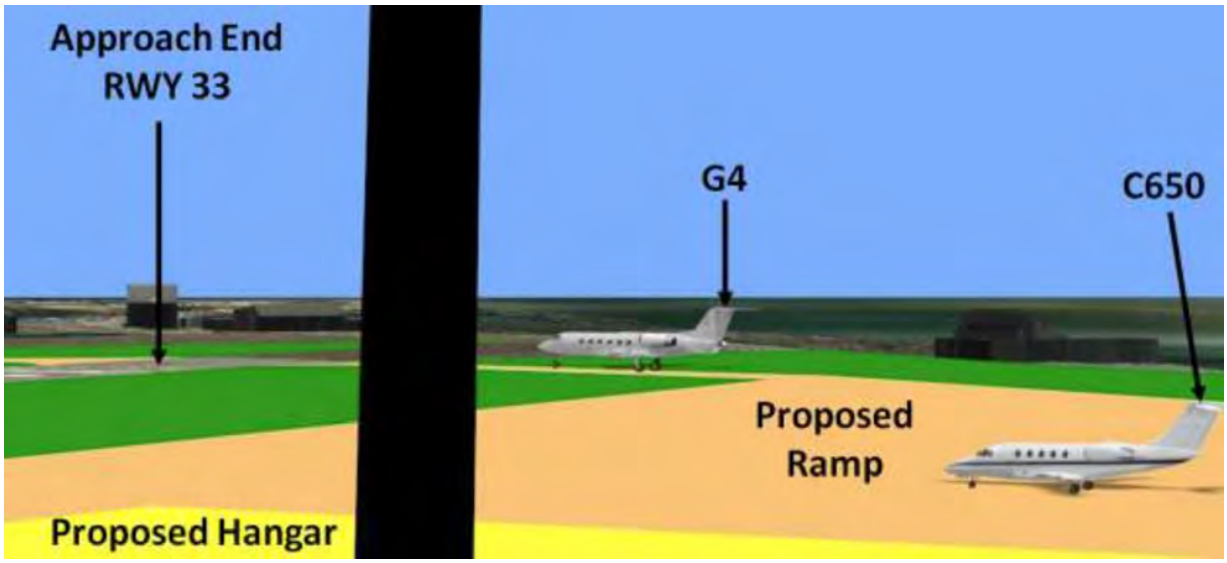

Figure 52. ATCT View of G4 Holding Short RWY 33 at Proposed Stub TWY B (West): Proposed Hangars Depicted Ground Level

5.8 Additional blockages, identified as a result of the Newly Constructed DCC Hangar, were found when aircraft landing RWY 24 exited at the approach end RWY 6 to TWY A. A C650 was totally blocked for approximately 25 seconds by the Newly Constructed DCC Hangar (Figures 53-55).

Figure 53. ATCT View of C650 Exiting RWY 24 at the Approach End RWY 6: Blockage by Newly Constructed DCC Hangar

Figure 54. Binocular View of C650 Exiting RWY 24 at the Approach End RWY 6: Blockage by Newly Constructed DCC Hangar

Figure 55. Reverse View of C650 Exiting RWY 24 at the Approach End RWY 6: Blockage by Newly Constructed DCC Hangar

5.9 Partial blockages were found with aircraft on TWY A caused by a G3 parked on the ramp of the Newly Constructed DCC Hangar[12]. A PA28 was partially blocked for approximately 2 seconds. The PA28 is visible but portions are blocked as aircraft taxis past the obstruction (Figures 56-58).[13]

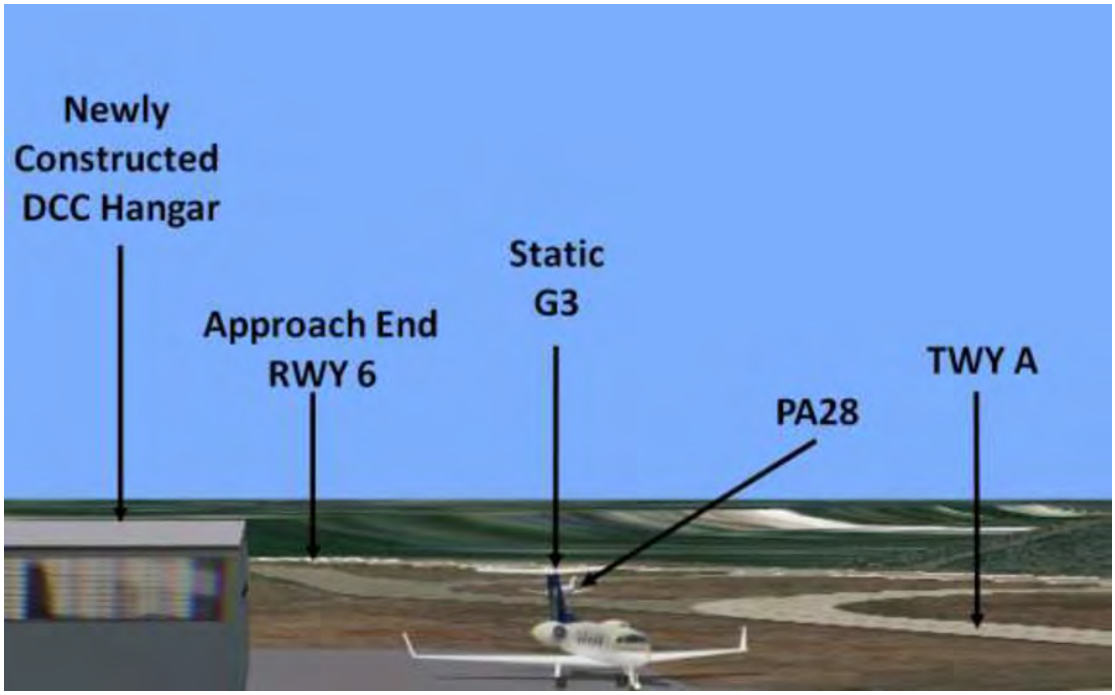

Figure 56. ATCT View of PA28 on TWY A: Blockage by a G3 parked on the ramp of the Newly Constructed DCC Hangar

[12] The Static G3 is fixed on the Newly Constructed DCC Hangar ramp as a display.
[13] Typical aircraft utilizing the ramp of the Newly Constructed DCC Hangar would be small to medium size, the largest being possibly a G5.

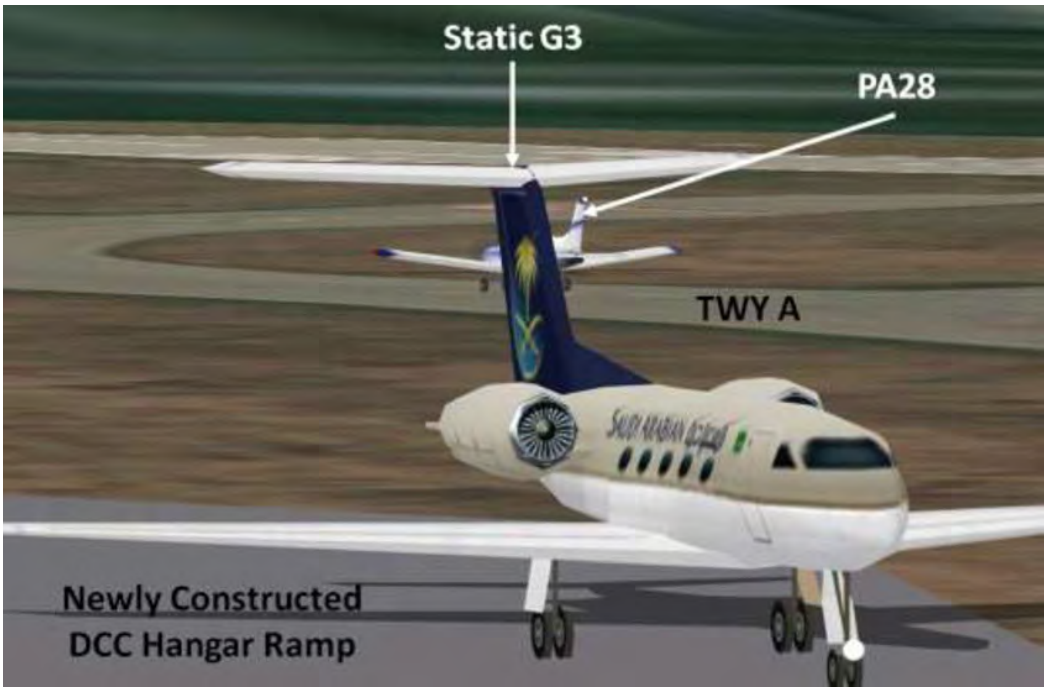

Figure 57. Binocular View of PA28 on TWY A: Blockage by a G3 parked on the ramp of the Newly Constructed DCC Hangar

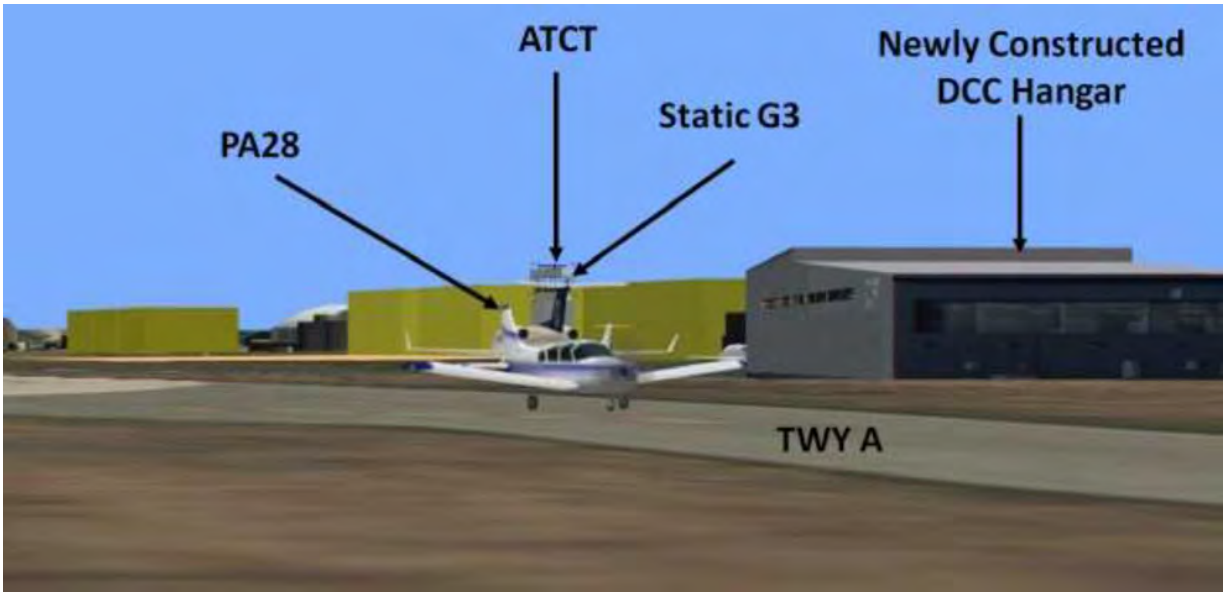

Figure 58. Reverse View of PA28 on TWY A: Blockage by a G3 parked on the ramp of the Newly Constructed DCC Hangar

5.10 AFTIL found partial blockages of aircraft on TWY H depending on the size aircraft on TWY H and size of aircraft parked on the ramp to the Newly Constructed DCC Hangar. A PA28 holding short of RWY 6/24 on TWY H is partially blocked by the tail of a G3 parked on the ramp of the Newly Constructed DCC Hangar. The aircraft is visible but portions are blocked as the aircraft taxis past the obstruction.

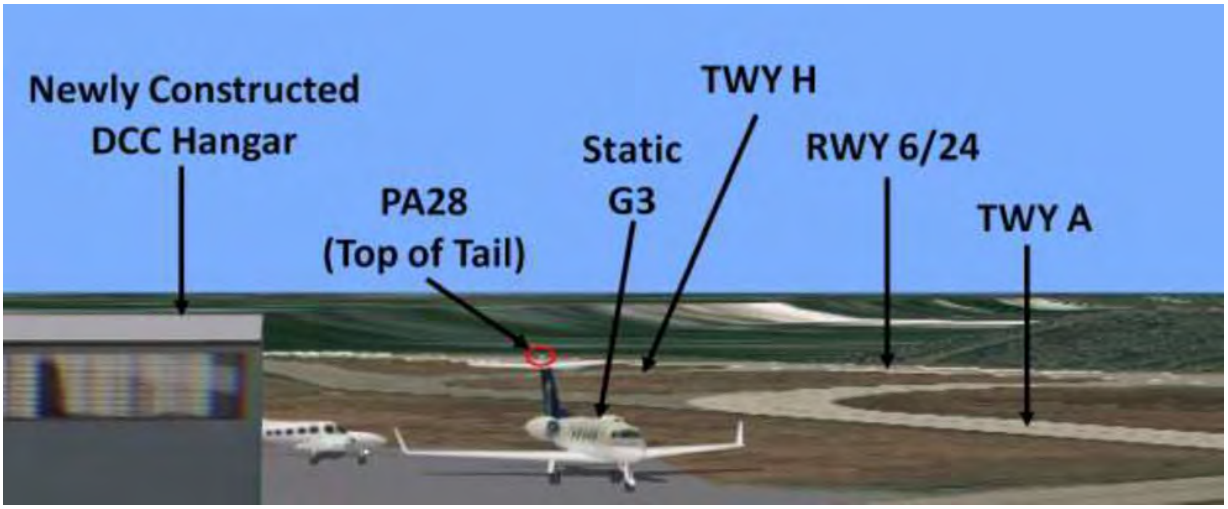

Figure 59. ATCT View of PA28 Holding Short of RWY 6/24 on TWY H: Blockage by a G3 parked on the ramp of the Newly Constructed DCC Hangar

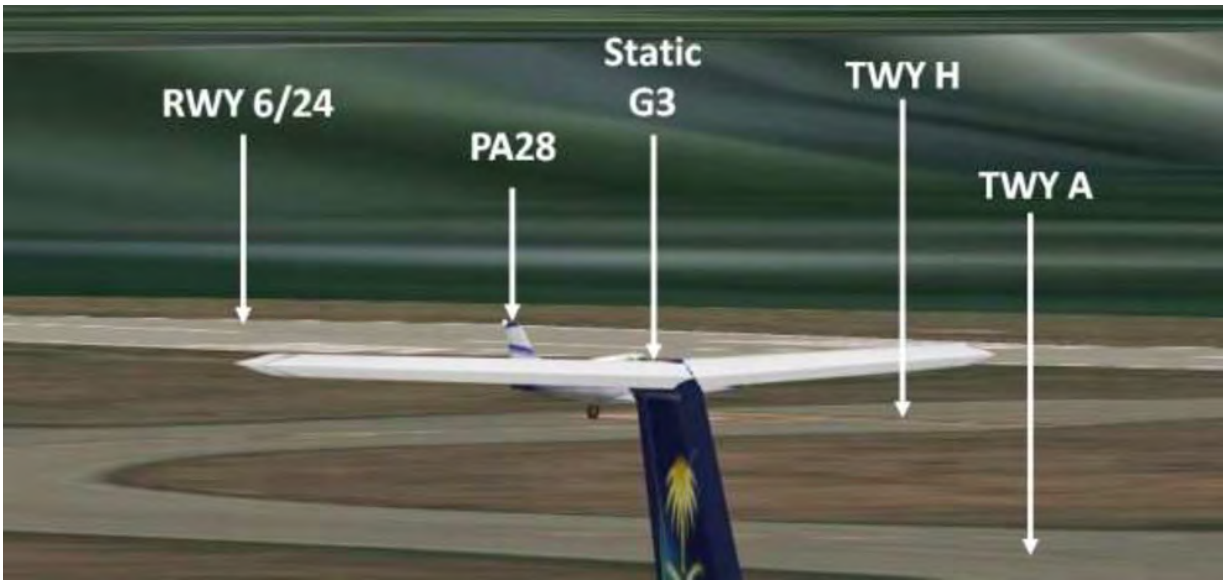

Figure 60. Binocular View of PA28 Holding Short of RWY 6/24 on TWY H: Blockage by a G3 parked on the ramp of the Newly Constructed DCC Hangar

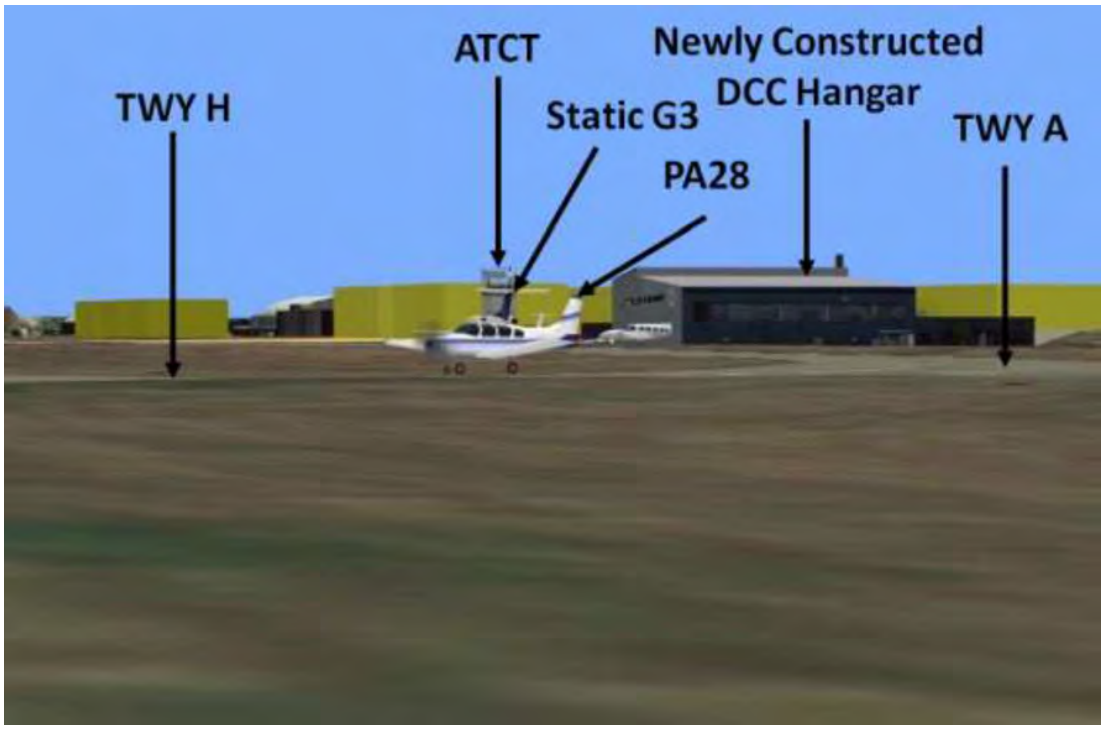

Figure 61. Reverse View of PA28 Holding Short of RWY 6/24 on TWY H: Blockage by a G3 parked on the ramp of the Newly Constructed DCC Hangar

5.11 AFTIL found no blockages to the movement areas caused by the Newly Proposed Hangar (September 2021) (Appendix 7).

6. Requirements

6.1 Visibility Siting Requirements Human Factors Analyses

6.1.1 Objective: A human performance metrics, Object Discrimination Analysis and Object Discrimination and LOS Angle of Incidence, was used to assess the impact of tower height on air traffic control tower specialist distance perception.

6.1.2 Technical Approach: the tower visibility analysis tool (http://www.hf.faa.gov/visibility) was used to assess the human performance metrics.[14]
Air Traffic Control Tower: **POU: Key Point[15] RWY 6**
Light Level: **Sunlight Clouds**
Ground Turbulence: **Medium**
Target Object: **Cessna 172**, target orientation: **Front View**
Observer Eye Height (AGL): **39**
Vertical Elevation Change Between Observer and Key Point (feet): **45**
Ground Elevation at Tower (MSL): **153**
Ground Elevation at Key Point (MSL): **147**
Tower to Key Point Distance: **2940** (feet) **0.9** (km)
Visibility Range: **10** (Miles) **16.09** (km)

Object Discrimination Analysis Results

Criteria	Threshold	Tower Results	Pass/Fail
Probability (detection)	95.5%	100%	Pass
Probability (recognition)	11.5%	99.8%	Pass

Line of Sight (LOS) Angle of Incidence

Threshold	Tower Results	Pass/Fail
0.8 degrees or 48 minutes	0.88 degrees	PASS: Change in elevation between observer and key point should be no less than 41 feet.

[14] Krebs, Hewitt, Murrill, and Driggers, 2005. *How High is High Enough? Quantifying the Impact of Air Traffic Control Tower Observation Height on Distance Perception*, International Symposium on Aviation Psychology.
[15] In AFTIL Quick Look Reports, the Key Point is normally the furthest RWY threshold from the existing ATCT.

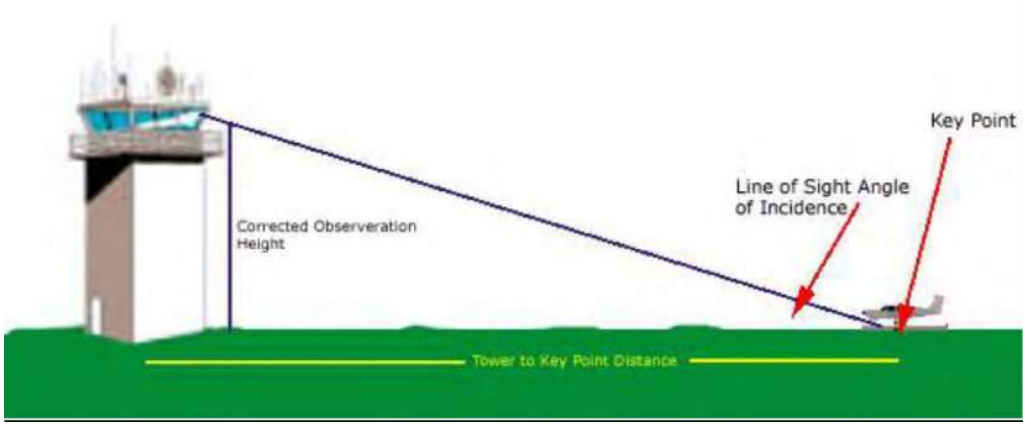

Figure 62. LOS Diagram

6.2 Object Discrimination and Analysis

6.2.1 Detection**:** Ability to notice the presence of an object on the airport surface without regard to the class, type, or model (e.g., an object such as an aircraft or vehicle). The observer knows something is present but cannot recognize or identify the object.

6.2.2 Recognition**:** Ability to discriminate a class of objects (e.g., a class of aircraft such as single engine general aviation aircraft).

6.2.3 FAA Human Factors research, using a frontal view of a Dodge Caravan as a target, concluded that at a minimum (threshold) of 95.5% of the time a controller should realize there is an aircraft or vehicle operating on the airfield, even to the farthest points of controller responsibility. Analysis also concluded that recognition of an aircraft type should occur at a minimum (threshold) of 11.5% of the time. Any percentage above the threshold is a passing mark.

6.2.4 Line of Sight (LOS) Angle of Incidence: The minimum line-of-sight slant angle required to perform airport traffic control tower specialists' separation task. The threshold or minimum angle required or a controller to observe movement on the airfield is 0.8 degrees. Anything above the threshold is a passing mark.

6.2.5 The POU ATCT exceeded the minimum requirements for detection and recognition in Object Discrimination Analysis. It registered percentages of 100% for detection and 99.8% in recognition for RWY 6 Key Point when it needed 95.5% and 11.5% respectively to pass.

6.2.6 The POU ATCT passed the minimum requirements for LOS Angle of Incidence with an angle of 0.88 degrees for RWY 6 when 0.8 degrees was needed to pass.

6.2.7 The distance between the ATCT and RWY 6 Key Point approach end is 2,940 feet. This distance plus, the height of the ATCT eye point (39 feet AGL), contribute to the findings. To meet the minimum requirements for the 0.8 LOS Angle of Incidence, the vertical elevation change between observer and key point RWY 6 should be no less than 41 feet.[16]

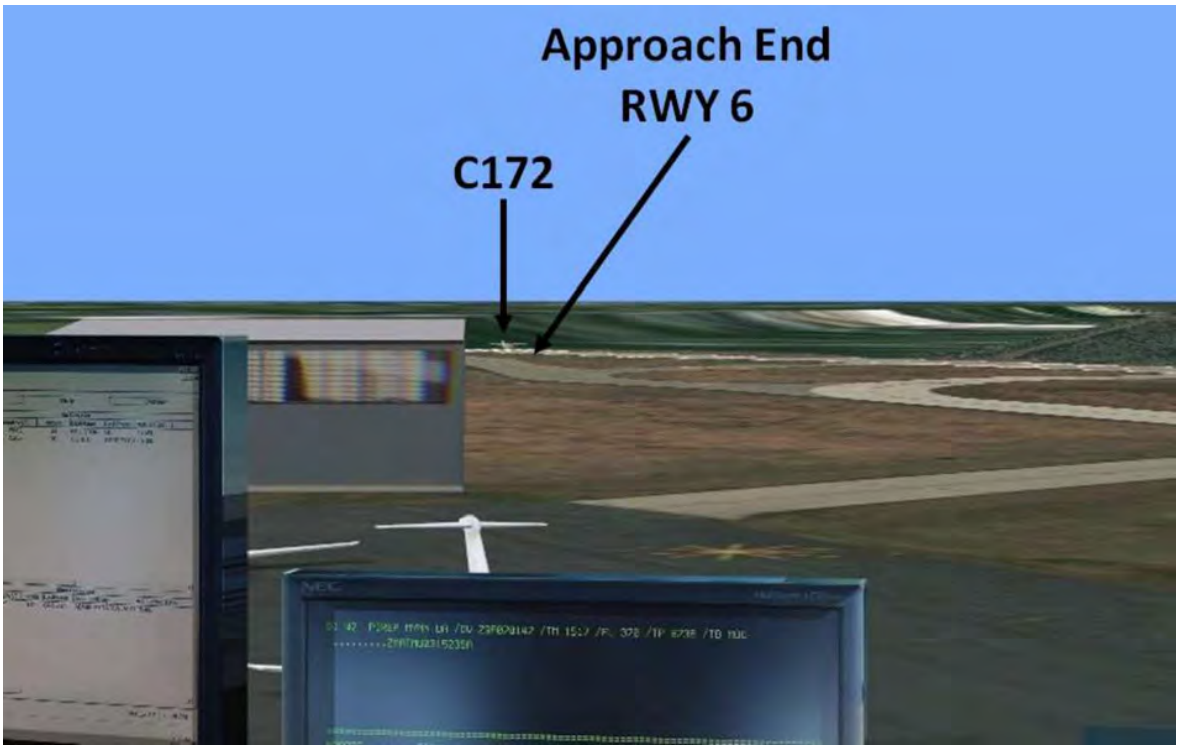

Figure 63. ATCT View of C172 on the Approach End Key Point RWY 6

[16] The vertical elevation change between observer and key point is a calculated value determined through use of the tower visibility analysis tool and not to be confused with any change in Observer Eye Height necessary to pass the Line of Sight (LOS) Angle of Incidence.

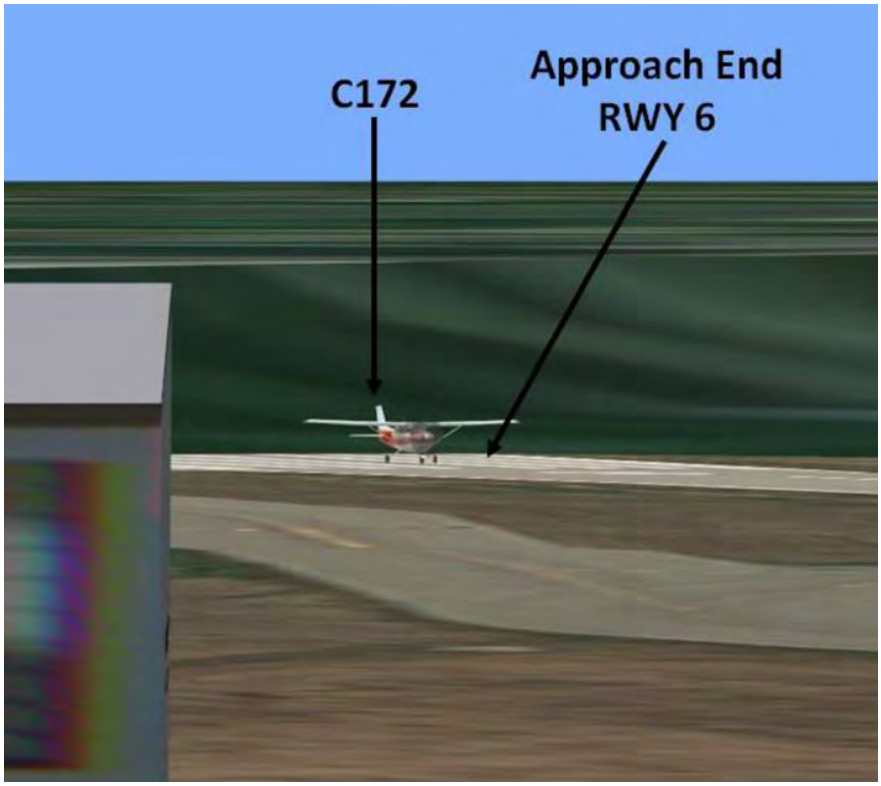

Figure 64. Binocular View of C172 on the Approach End Key Point RWY 6

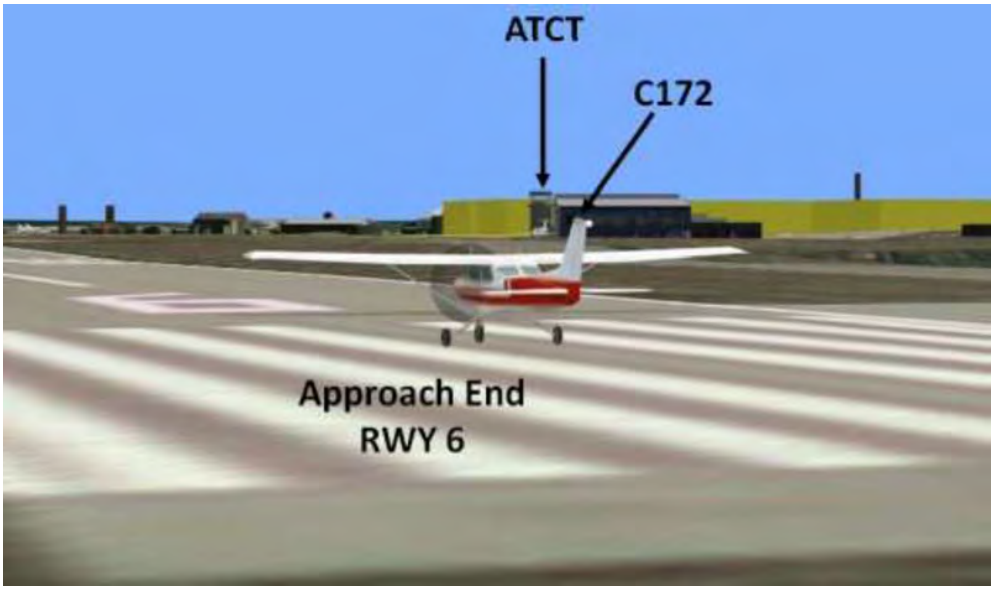

Figure 65. Reverse View of C172 on the Approach End RWY 6 Key Point

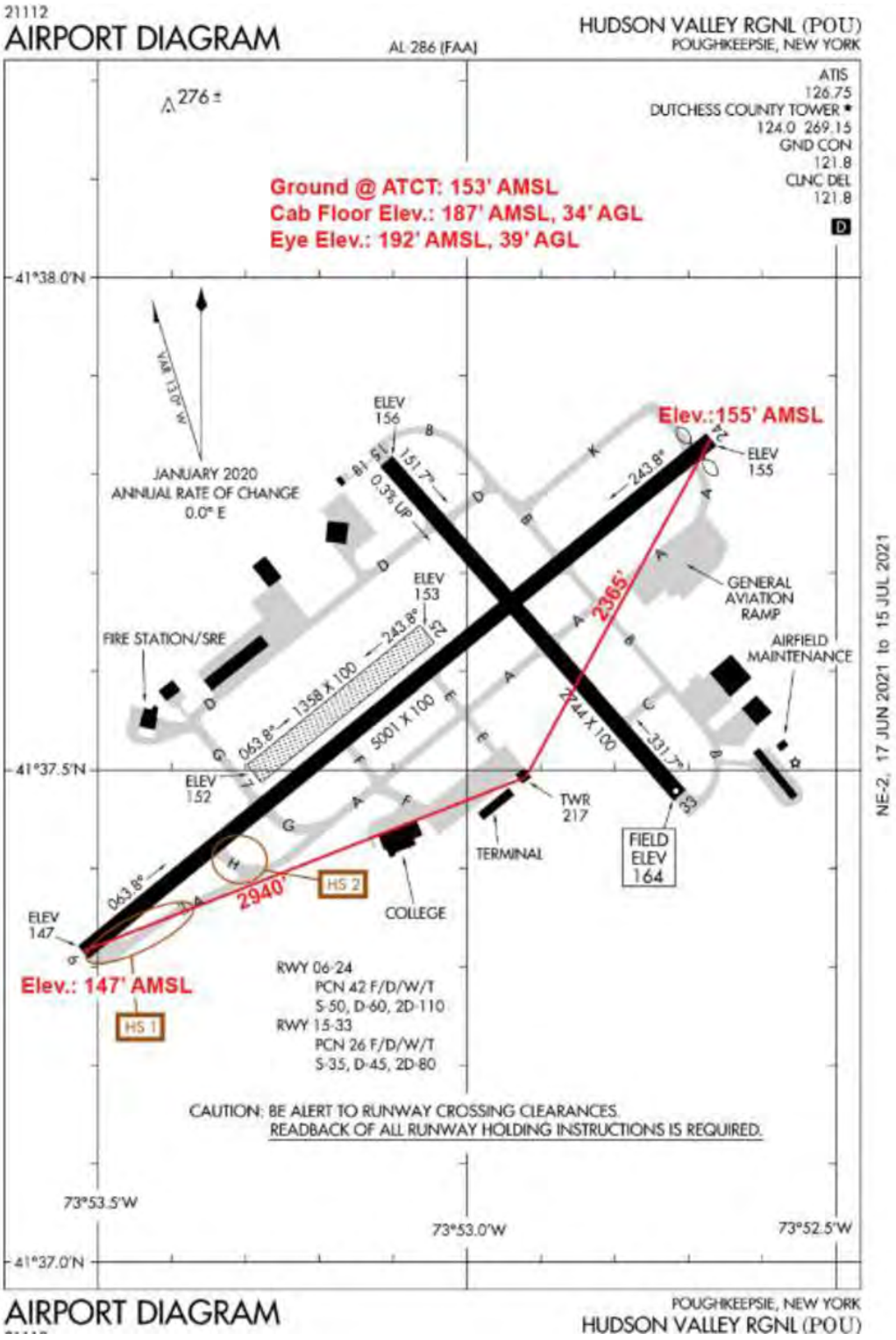

Figure 66. POU Key Point RWY 6 Distance Airport Diagram

7. AFTIL Screen Images and Photographs[17]

Figures 67-70 are Approach Ends of RWYs 24, 33, 6 and 15.

Figure 67. Approach End RWY 24

Figure 68. Approach End RWY 33

[17] Photos received from POU ATCT

Figure 69. Approach End RWY 6

Figure 70. Approach End RWY 15

8. Interior Physical Barrier Results

8.1 Interior design and layout of a control tower cab may hinder ATCS's ability to observe activities in its general vicinity. The location of control positions (LC and GC) may reduce the ability to observe activity on the airfield. The size of the interior of a control tower may cause visual blockages of areas of the airfield and not allow ATCS's to see below the cab. The ATCT height and location to other buildings may obscure a controller's ability to see if areas below it can be seen for movement and security. With the exception of the Newly Constructed DCC Hangar, the evaluation showed the ability to see beyond the ends of all runways and the airport boundaries.[18]

8.2 Cab Look Down Angles: No current visual blockages were detected.

8.3 Cab Configuration: A review of photographs of the cab showed the operational equipment installed along the ledges to aid the ATCS (computers, monitors, communications, light guns, etc.), and comfort items (coffee pots, microwave ovens, refrigerator, etc.) do not appear to interfere with controller vision but may cause distraction. A further study of Cab Equipment configuration should be undertaken to position operational equipment so as to optimize ATC use while lessening any possible distraction. (Figures 71-80)

8.4 Position Layout and Size: Controller positions appear to be in locations that provide controllers with optimum visibility and suitability for local operations. The cab size, at 250 sq. ft., does not appear to contribute to any visibility blockages.

[18] The proposed hangars east of the control tower cause blockages of the final approaches to RWY 24 and RWY 33. An email, dated June 05, 2020, from Jeff Durand, POU Director of Aviation, stated they are "no longer pursuing a hanger being built on the west of runway 33. This will alleviate any line-of-sight issues."

Figure 71. Stairwell[19]

Figure 72. Comfort Area

[19] Photos received from POU ATCT

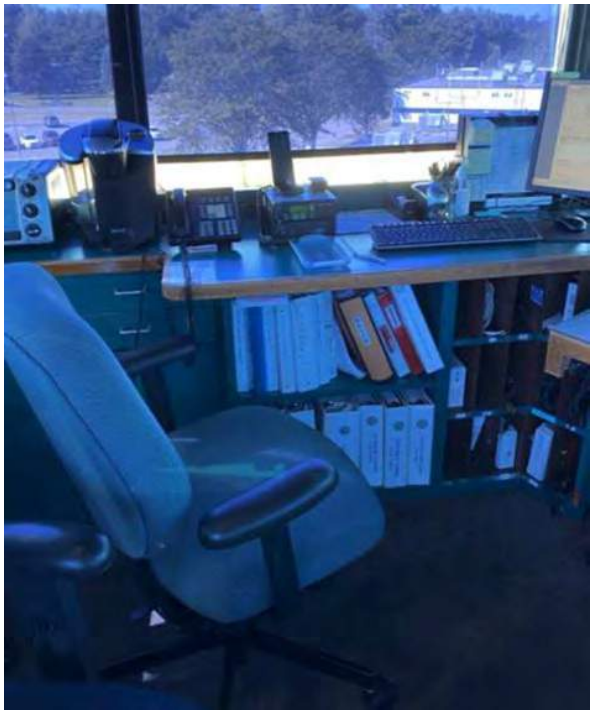

Figure 73. AS Position

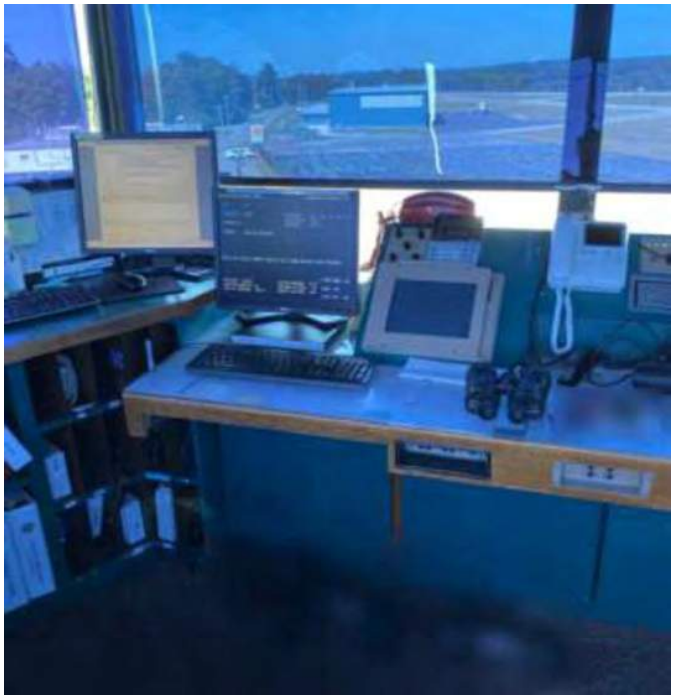

Figure 74. FD Position

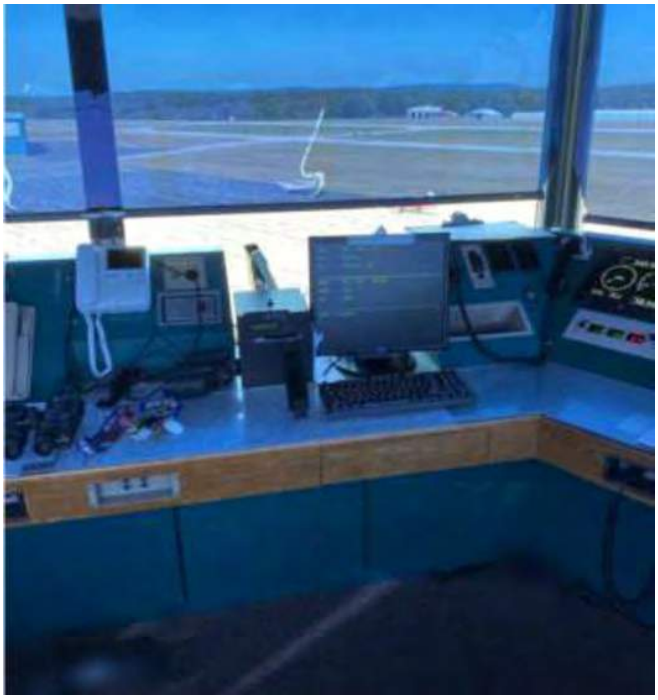

Figure 75. Right of FD Position

Figure 76. GC Position

Figure 77. Left of LC Position

Figure 78. LC Position

Figure 79. AL Position

Figure 80. Right of AL Position

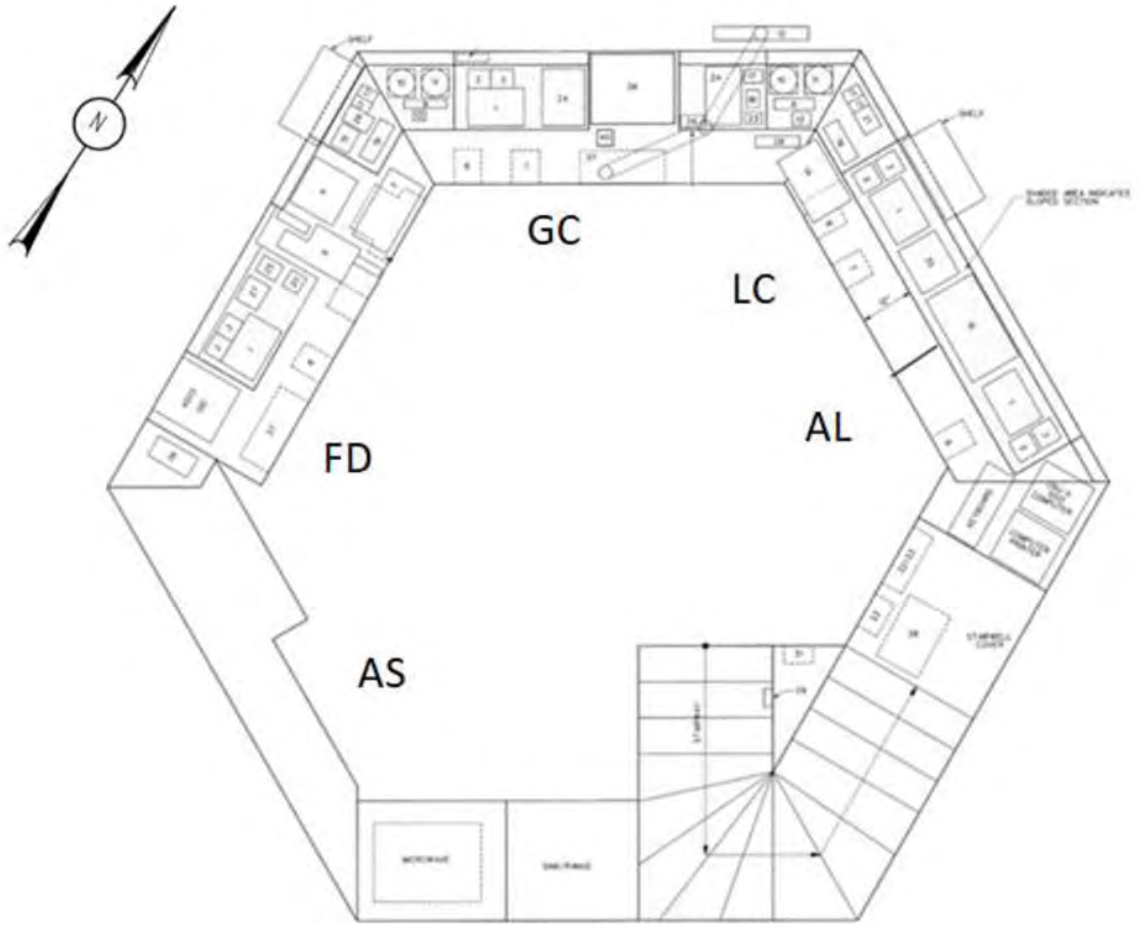

Figure 81. POU ATCT Floorplan and Control Positions

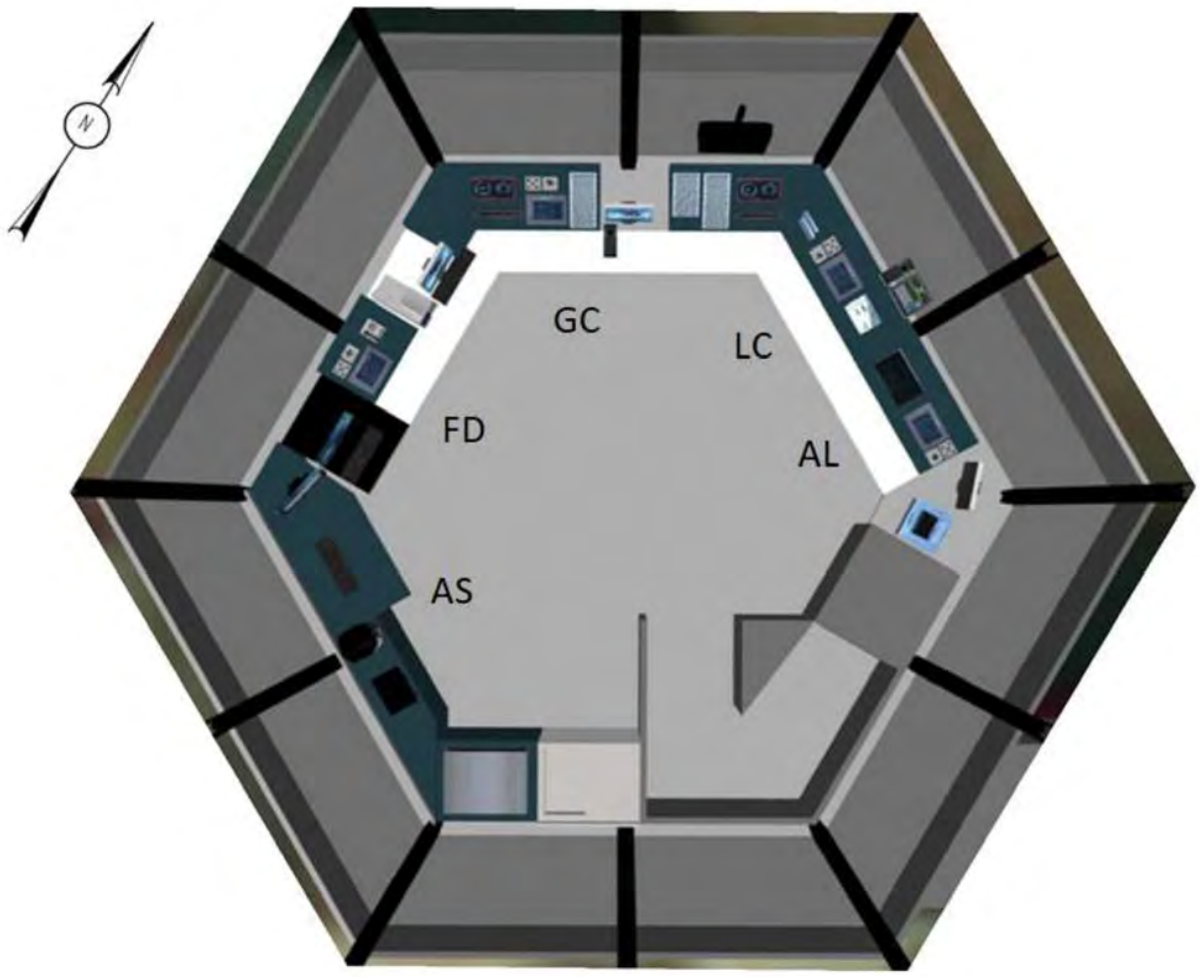

Figure 82. POU Tower Cab Overhead with Positions

9. TERPS

TERPS for the airport shall be studied to determine what impact a new ATCT would have on Instrument Terminal Procedures into and out of the airport. The ATCT shall be sited such that it does not degrade any current or planned terminal instrument procedures. Where any siting options would degrade these procedures, an assessment of impacts shall be coordinated with all stakeholders.

FAA Flight Technologies and Procedures Division (AFS-400) verifies there are currently no surface or airspace violations. Any new procedural changes by airport development will be evaluated for impact to facilities.

10. NASWATCH

This is the raw data for impacts of the existing ATCT. If decision is made to move into replace process, a full airspace review would need to be conducted.

Facility ID	Name	Facility Type	Airport Locator ID	City	State	Data Source	Elevation	Facility Height AGL	Overall Facility Height
POU	Poughkeepsie Tower	ATCT	POU	Poughkeepsie	NY	OEAAA	153	64	217
POU ATCT CAB FLOOR	Poughkeepsie Tower	ATCT	POU	Poughkeepsie	NY	OEAAA	153	34	187

11. POU Line of Sight Questionnaire dated 2017

Air Traffic Control Facilities Organization – Terminal Facilities Planning
Airport Line of Sight – Obstruction Survey

The Technical Operations Air Traffic Control Facilities (ATCF) Organization is in the process of developing an Air Traffic Facilities Obstruction database of information on existing Airport Traffic Control Towers (ATCT). One of the tools will list existing ATCTs and TRACONs to be considered for possible modernization or replacement based on current and future airport conditions. This survey is to collect information to identify Line of Sight issues for existing or potential airport conditions, which could impact ATC operations and capacity.

Airport Location: POU ATCT 265 New Hackensack Rd. Wappingers Falls NY

1) Are there any Airport Movement Areas (runway/taxiway/ramp) at your location that are not fully visible from the Airport Traffic Control Tower?
Yes ☐ No ☐ **(If NO skip to question # 2)**

Is the Line of Sight issue for: Existing Configuration ☐ Proposed Configuration ☐

How much of surface is obstructed: <10% ☐ 10-20% ☐ 20-30% ☐ 40-50% ☐ >50 ☐

Does obstruction impact capacity: Yes ☐ No ☐

Please identify the surface that is obstructed:
Runway Designation RY33, Bravo Txy Length of R/W 3000'

Please describe obstruction: Two new Hangars are proposed to go up adjacent to the control tower

How do you deal with the obstruction today; include the document title and procedure that mitigates the LOS issue:
We are still in the planning stages but it is a major concern.

Taxiway Designation _____
Please describe obstruction:
_____

How do you deal with the obstruction today; include the document title and procedure that mitigates the LOS issue:
_____
_____

Ramp Area (Movement Area only) Designation _____
Please describe obstruction:
_____
_____
How do you deal with the obstruction today; include the document title and procedure that mitigates the LOS issue:
_____
_____

Note: Please include a copy of an airport layout plan, airport obstruction chart or other depiction of the airport movement areas, if available, highlighting the surfaces obstructed.

2) Are there any Airport Movement Areas on the airport where depth perception from the existing ATCT is an issue? If so, please describe in detail, including impact on operations:

12. POU Line of Sight Questionnaire dated 6/5/2020

Air Traffic Control Facilities Organization – Terminal Facilities Planning
Airport Line of Sight – Obstruction Survey

The Technical Operations Air Traffic Control Facilities (ATCF) Organization is in the process of developing an Air Traffic Facilities Obstruction database of information on existing Airport Traffic Control Towers (ATCT). One of the tools will list existing ATCTs to be considered for possible modernization or replacement based on current and future airport conditions. This survey is to collect information to identify Line of Sight (LOS) issues for existing or potential airport conditions, which could impact ATC operations and capacity.

Date: 6/5/2020 Submitted by: Derek Strothmann

Airport Location: POU ATCT 265 New Hackensack Rd Wappingers Falls NY 12590

1) Are there any Airport Movement Areas (runway/taxiway/ramp) at your location that are not fully visible from the Airport Traffic Control Tower?
Yes ☐ No X☐ **(if NO skip to question # 2)**

Is the Line of Sight issue for: Existing Configuration☐ Proposed Configuration ☐

How much of surface is obstructed: <10% ☐ 10-20% ☐ 20-30% ☐ 40-50% ☐ >50 ☐

Does obstruction impact operations/capacity: Yes ☐ No ☐

Please identify the surface that is obstructed:
Runway Designation _____ Length of R/W _____

Please describe obstruction:
_____

How do you deal with the obstruction today; include the document title and procedure that mitigates the LOS issue:
_____

Taxiway Designation _____
Please describe obstruction:
_____

How do you deal with the obstruction today; include the document title and procedure that mitigates the LOS issue:
_____
_____

Ramp Area (Movement Area only) Designation _____
Please describe obstruction:
_____
_____
How do you deal with the obstruction today; include the document title and procedure that mitigates the LOS issue:
_____
_____

Note: Please include a copy of an airport layout plan, airport obstruction chart or other depiction of the airport movement areas, if available, highlighting the surfaces obstructed.

2) Are there any Airport Movement Areas on the airport where depth perception from the existing ATCT is an issue? If so, please describe in detail, including impact to operations.
Yes ☐ No X☐

Rev 052820

13. POU Line of Sight Questionnaire dated 1/14/2021

Air Traffic Control Facilities Organization – Terminal Facilities Planning
Airport Line of Sight – Obstruction Survey

The Technical Operations Air Traffic Control Facilities (ATCF) Organization is in the process of developing an Air Traffic Facilities Obstruction database of information on existing Airport Traffic Control Towers (ATCT). One of the tools will list existing ATCTs to be considered for possible modernization or replacement based on current and future airport conditions. This survey is to collect information to identify Line of Sight (LOS) issues for existing or potential airport conditions, which could impact ATC operations and capacity.

Date: 1/14/2021 Submitted by: Derek Strothmann

Airport Location: POU ATCT 265 New Hackensack Rd. Wappingers Falls NY 12590

1) Are there any Airport Movement Areas (runway/taxiway/ramp) at your location that are not fully visible from the Airport Traffic Control Tower?
Yes X ☐ No ☐ **(if NO skip to question # 2)**

Is the Line of Sight issue for: Existing Configuration ☐ X Proposed Configuration ☐ X

How much of surface is obstructed: RY06 <10% ☐ 10-20% ☐ 20-30% ☐ Alpha TXY 40-50% ☐ >50 ☐

Does obstruction impact operations/capacity: Yes X ☐ No ☐

Please identify the surface that is obstructed:
Runway Designation 06 Length of R/W 5001'

Please describe obstruction:
Newly constructed hangar blocks controllers view of the approach end RY06 and 400' of Alpha Taxiway

How do you deal with the obstruction today; include the document title and procedure that mitigates the LOS issue:
Safety mitigations have been in place since 7/27/20; additional mitigations are a LTA and new LOA with airport operator

Taxiway Designation A
Please describe obstruction:
400' of the taxiway cannot be seen from tower, you lose aircraft up to 30 seconds after hold line

How do you deal with the obstruction today; include the document title and procedure that mitigates the LOS issue:
Right now that portion of Alpha Taxiway is NOTAM'd closed

Ramp Area (Movement Area only) Designation _____
Please describe obstruction:

How do you deal with the obstruction today; include the document title and procedure that mitigates the LOS issue:

Note: Please include a copy of an airport layout plan, airport obstruction chart or other depiction of the airport movement areas, if available, highlighting the surfaces obstructed.

2) Are there any Airport Movement Areas on the airport where depth perception from the existing ATCT is an issue? If so, please describe in detail, including impact to operations.
Yes ☐ No X ☐

14. POU LOA: Interfacility Coordination Procedures and Responsibilities
dated September 10, 2018

New York TRACON/ Dutchess Tower

LETTER OF AGREEMENT

EFFECTIVE: September 10, 2018

SUBJECT: Interfacility Coordination Procedures & Responsibilities

1. PURPOSE: This agreement defines air traffic procedures and coordination responsibilities between New York TRACON (TRACON) and Dutchess Tower (TOWER).

2. CANCELLATION: New York TRACON/Dutchess Tower Letter of Agreement effective April 4, 2016.

3. DEFINITIONS: The term Automated Information Transfer (AIT) shall be used for the Standard Terminal Automation Replacement System (STARS) key-pack entry to transfer arrival/departure data between TRACON and TOWER (not for radar identification).

4. PROCEDURES:

a. Arrivals:

(1) TOWER receipt of Flight Data Input / Output (FDIO) arrival information must constitute initial notification of an IFR arrival aircraft.

(2) TRACON must:

(a) Utilize AIT for aircraft receiving IFR separation services to the TOWER (position 5P), when an arrival is ten miles or more from the airport. Scratch pad entries may be used to transfer data.

(b) TRACON must make the appropriate entry/s prior to AIT and shall not make a change after AIT without verbal coordination.

(c) Coordinate arrival data verbally when AIT does not occur prior to the aircraft reaching 10 miles from the airport.

(d) Advise the TOWER of the runway each aircraft will make approach to, if other than the primary runway in use.

(e) Advise the TOWER of the approach each aircraft will make if other than the primary approach in use. This can be done using the following symbols in the scratchpad:

i. Visual Approach	VAP
ii. ILS or LOC RWY 6	ILS
iii. RNAV(GPS) RWY 6	R06
iv. VOR RWY 24	V24
v. VOR A	VOR
vi. RNAV(GPS) RWY 24	R24

(f) Advise the TOWER when using HPN radar.

(g) Forward the following additional information to the TOWER as soon as possible on all aircraft not entered in the FDIO or in the event of a FDIO outage.

i. Aircraft identification.

ii. Aircraft type.

iii. IFR or VFR Status

(h) Transfer communications to the TOWER early enough to allow the aircraft to contact the tower prior to entering the surface area.

(i) When VFR, Coordinate with the TOWER all:

i. Approaches to Stewart (SWF) Runway 27 descending below 2,700' MSL.

ii. IFR arrival/departures to/from Sky Acres (44N).

NOTE: When the weather is VFR and the operations above are in progress, the TOWER must advise TRACON of traffic operating at or above 1,500' MSL in the surface area depicted in the attachment.

(3) The TOWER must:

(a) Enter the current DASI correction factor, when one exists, ATIS code, runway usage, and approach information via the IDS-4. When the IDS-4 is inoperative, forward this information verbally.

(b) Advise of ceiling, visibility and wind changes not shown on the IDS-4, which may affect the operation.

(c) Advise of ATIS changes and get an acknowledgment.

(d) Advise of changes in airport conditions, which may affect the movement of air traffic.

(e) Advise of control instructions, which may affect traffic under the TRACON's control.

(f) Advise of times when visual approaches become impractical.

(g) Advise when an IFR arrival executes a missed approach or cancels IFR.

(h) When TRACON is using HPN Radar, advise when an IFR arrival lands.

(i) Accept AIT from the TRACON prior to 8 miles from the airport. The TOWER may clear IFR arrivals for a visual approach and must advise the TRACON whenever this option is exercised.

b. IFR Departures:

(1) The TOWER must:

(a) Issue the IFR clearance, including the current SID, as indicated on the FDIO departure strip, to all IFR departures.

(b) Obtain departure releases from the TRACON Catskill Position. Provide a "rolling call" to denote an aircraft's departure roll to the Catskill position (114 Landline), which may consist of the call sign only, per FAAH 7110.65, par. 2-4-12.

(c) be responsible for separation between a departure and an arrival in accordance with FAAH 7110.65

(2) TRACON must advise the TOWER as soon as practical when the FDIO routing issued by ZNY needs to be amended due to TRACON procedures.

c. Practice Instrument Approaches:

(1) All Practice Instrument Approaches must be verbally pre-coordinated with the TOWER.

(2) The TOWER must advise whenever they cannot approve practice approaches.

(3) TRACON must inform the TOWER if the aircraft is IFR or VFR and how the approach will terminate (i.e. full stop landing, touch and go, missed approach instructions, etc.).

(4) If the TOWER receives the initial request directly, the TOWER must coordinate with TRACON for approval or transfer control of the approach to TRACON.

(5) When SWF Radar is out of service, the TOWER shall include in the ATIS "Stewart Radar is out of service. Practice approaches not available."

d. Special VFR (SVFR) Operations: Authorization and responsibility for control of SVFR operations at or below 2,000' within the surface area is delegated to the TOWER when approved by TRACON. TOWER must advise TRACON when the surface area is clear of SVFR operations.

e. Class D Airspace: The TOWER authorizes the TRACON to:

(1) Provide radar services within their surface area at 2,700 feet MSL.

(2) Descend below 2,700 feet MSL within the approach/departure course airspace depicted in the attachment as coordinated in paragraph 4.a.(2)(i)ii.

5. WAKE TURBULENCE RECATEGORIZATION (RECAT) SEPARATION:

a. Successive Departure Separation:

(1) When successive departures are released by TRACON and the lead aircraft of any departure pair is in the large/B757 weight category, provide a minimum of 2-minutes non-radar separation to the succeeding aircraft regardless of weight category or route of flight. Visual separation is not authorized.

(2) When successive departures are released by TRACON and the lead aircraft of any departure pair is in Heavy Weight category, provide a minimum of 3-minutes non-radar separation to the succeeding aircraft regardless of weight category or route of flight. Visual separation is not authorized.

b. Successive Arrival Separation: N90 will provide RECAT Separation to successive arrivals. Tower applied visual separation is not authorized.

6. OPENING AND CLOSING PROCEDURES:

a. When the tower closes each evening , the TOWER must coordinate any pertinent information regarding the operation and release frequency 121.8 to the TRACON.

b. When the TOWER opens in the morning, the TRACON must coordinate any pertinent information regarding the operation and release frequency 121.8 to the TOWER.

7. OPPOSITE DIRECTION OPERATIONS (ODO):

a. Scope: These procedures apply to same runway ODO at POU between an:

(1) Arrival and a departure.

(2) Arrival and an arrival.

(3) Definition: Opposite Direction Operations: IFR/VFR Operations conducted to the same or parallel runway where an aircraft is operating in a reciprocal direction of another aircraft arriving, departing, or conducting an approach.

b. General:

(1) The provisions of FAA Order JO 7110.65 Paragraph 7-2-l, Visual Separation, cannot be applied when conducting opposite direction operations.

(2) When conducting an opposite direction circling maneuver, the aircraft is no longer considered an opposite direction operations when the provisions of FAA Order JO 7110.65, Para. 5-5-7, Passing or Diverging, can be applied.

c. Responsibilities:

(1) TRACON Coordinator Position and TOWER Local Control Position share the responsibilities to coordinate opposite direction operations.

(2) TRACON Coordinator Position is responsible to apply the cutoff point(s) between arriving and departing aircraft in accordance with paragraph 7. d. (3) (a).

(3) TRACON Coordinator Position is responsible to apply the cutoff point(s) between successive ODO arrivals in accordance with paragraph 7. d. (3) (b).

(4) If an arrival crosses the cutoff point too soon TRACON must issue instructions to discontinue the approach and issue a turn away from the departure.

d. Procedures for Aircraft Receiving IFR Services:

(1) General:

(a) ODO procedures are applicable when two aircraft will execute approaches to opposite ends of the same runway, or an aircraft will depart prior to an arrival on an opposite direction approach to the same runway.

(b) Traffic advisories must be issued to both the arriving and departing aircraft.

EXAMPLE: *OPPOSITE DIRECTION TRAFFIC (distance) MILE FINAL, (type aircraft). OPPOSITE DIRECTION TRAFFIC DEPARTING RUNWAY (number), (type aircraft).*

(c) Do not allow opposite direction same runway operations with opposing traffic inside the cutoff point unless an emergency situation exists.

(2) Coordination:

(a) TOWER Local Control Position and TRACON FLM/CIC are responsible for initiating coordination required to accomplish an opposite direction arrival or departure.

(b) TOWER must verbally request opposite direction departures with the TRACON.

(c) TRACON must verbally request opposite direction arrivals with TOWER.

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Sky Acres Airport (44N)
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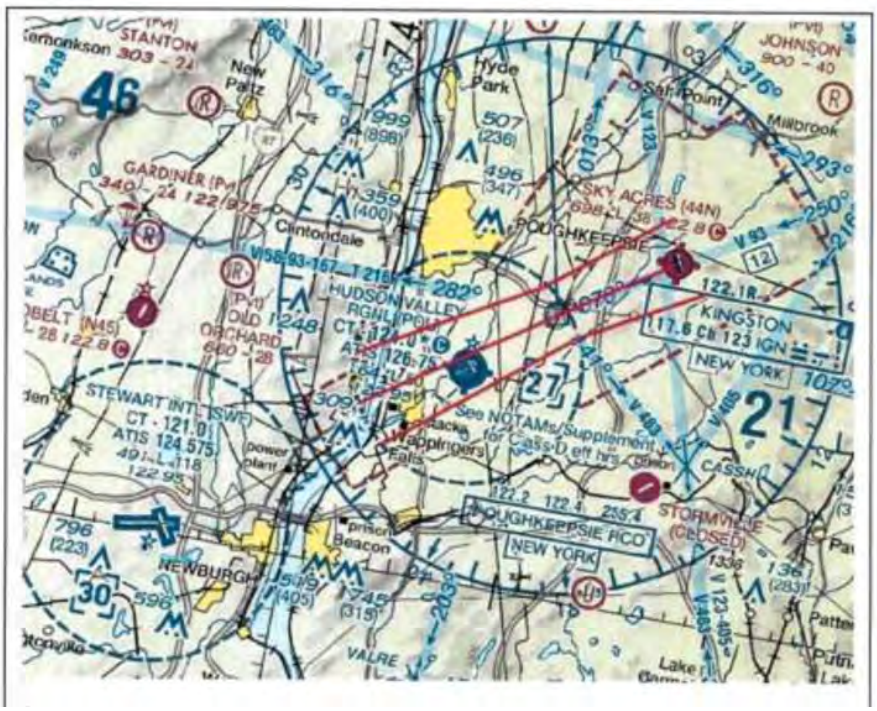

15. POU LOA: Vehicular and Pedestrian Traffic on Hudson Valley Regional Airport dated April 19, 2018

HUDSON VALLEY REGIONAL CERTIFICATION MANUAL

FEDERAL AVIATION ADMINISTRATION Exhibit 12-1

HUDSON VALLEY TOWER

And

DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS -AVIATION DIVISION

LETTER OF AGREEMENT

Effective: April 19, 2018

SUBJECT: VEHICULAR AND PEDESTRIAN TRAFFIC ON HUDSON VALLEY REGIONAL AIRPORT

1) **PURPOSE:** To establish responsibility and procedures for the movement of pedestrians and vehicles on Hudson Valley Regional Airport.
2) **CANCELLATION:** Hudson Valley Tower/Dutchess County Department of Aviation Letter of Agreement, Vehicle and Pedestrian Traffic on Hudson Valley Regional Airport dated 7/1/2000, is cancelled.
3) **SCOPE:** The provisions of this Letter of Agreement are applicable to Hudson Valley Regional Airport Management and Dutchess Tower.
4) **RESPONSIBILITIES:**
   a) Dutchess County Dept of Aviation Operations shall be responsible for:
      i. Vehicles operating on other than the movement area and vehicles operating on the movement area as defined in paragraphs 6 and 7 of this letter.
      ii. Pedestrians operating on other than the movement area.
      iii. Insuring, to the extent possible, that only authorized vehicles operate on the airport
   b) Hudson Valley Tower shall be responsible for:
      i. Issuing clearances to vehicles and/or pedestrians to proceed onto and within the movement area.
      ii. Issuing instructions to vehicles and/or pedestrians on the movement area, to move clear of a runway or taxiway when needed for aircraft operations. In the event of radio failure, tower shall issue standard light gun signals to instruct vehicles and/or pedestrians to move clear of the runway or taxiway.
5) **PROCEDURES:**
   a) Except for those operations defined in paragraphs 6 and 7 of this letter, Airport Management shall coordinate with the tower for all non-radio equipped vehicles that plan to enter the movement area. For these vehicles, Airport Management shall provide:
      i. Point of entry and destination on the airport.

ii. Amount oftlme on the movement area.

b) A rport Management shall ensuro:

i. Veh ci s display the appropriat llghling and/or flag when operating on 1h movem nt area.

ii. Vehicles vacate th mo em nt r a when Instruct d to do so.

6) NON-RADIO EQUIPPED VEHICLES OPERATING ON THE MOVEMENT AREA:

a) Non-ira 10 equipped vehicles and/or pedestrians are not authorized on the movement area.

7) OUTCHESS COUNTY DEPT OF AVIATION-OPERATIONSVEHICLES:

a) County mowing equipment m y operate on movement areas other than runways without ATC clearance, subj cl to 1h followlng condftlons:

i. A l runway cro ngs shaJl require a verbal ciearence on ground control rrequenoy 121.8.

ii. County mowlng equipment mu t obtain a clearance from th tower prior lo enter ng safety or ILS critical areas.

lii. County mo Ing equipment sha give way to all aJrcralt opera ng on the movement are and shall r main al rt ror a rcreft exiting runways and helicopters landing on ta>dways.

When operational needs dictate, Dutchess Tower may r qulro the mowers to obtain clearance prior lo op rating o.n t movement area and wlll advls the County when such requJr ment Is in effect.

8} AGREEMENT. The airport owner/operator covenants and expressly agrees th t W th regard t.o any liability which may arlse from tne operalion" thin Hudson Valley Regional Airport, that party shall be solely end exclusively liable for the negligence or Its own agents, servants and/or employees, in accordance with applicable law, and that neither party looks to l e olh11r to ave or hold ll harmless for the consequences of any negligence on the part of one of Its own agents, servants and/or employees,

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Air Trnffio M nagcr
Hudson ValleyTower

ff Durand
Airport Din:.ctor
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16. POU LOA: Vehicle Operations Within the Runway Safety Area (RSA)

effective June 8, 2018

LETTER OF AGREEMENT

Hudson Valley Regional Airport, Hudson Valley Air Traffic Control Tower (ATCT), and Poughkeepsie FAA Technical Operations (Tech Ops)

Effective: June 8, 2018

SUBJECT: Vehicle Operations inside the Runway Safety Area (RSA)

1. PURPOSE: This Letter of Agreement (LOA) defines the responsibilities and procedures parties entering into this agreement must consider for accessing, operating within, and exiting the airport's RSAs during air carrier or aircraft operations.

2. SCOPE: The Runway Safety Area must normally be clear at all times during air carrier/aircraft operations. There are situations and/or circumstances where the Hudson Valley Regional Airport (KPOU) or Tech Ops require vehicle(s) and/or equipment to be in the RSA for a limited amount of time during air carrier/aircraft operations. Examples may include, but are not limited to, scheduled or unscheduled NAVAID maintenance/repair, repair of KPOU owned lighting and signage, mowing operations, or other airport safety related circumstances where personnel and equipment will be in the RSA during air carrier/aircraft operations.

3 RESPONSIBILITIES/PROCEDURES:

a. KPOU Operations/Maintenance must:

1) Notify "Ground Control" on frequency 121.8 MHz when requesting access into the Runway Safety Areas.

2) Advise "Ground Control" when circumstances require the operation of vehicle(s) within the RSA.

3) When circumstances allow, drivers will drop off needed equipment within the RSA and then position the vehicle(s) outside of the RSA.

4) Ensure personnel maintain positive radio communications with Hudson Valley ATCT on frequency 124.0 MHz while operating within the RSA.

5) Remain clear of active ILS critical areas when weather conditions at KPOU are less than reported ceiling 800 feet or visibility of 2 miles.

6) Notify "Ground Control" when RSA work is complete and all vehicles/personnel are clear of the RSA.

7) Issue appropriate NOTAMS

8) Include Procedures a. 1-6 in the Ground Vehicle Operator Training Program (Movement Area).

1

b. Poughkeepsie FAA Maintenance must:

1) Notify KPOU Operations prior to operating within the RSA.

2) Comply with a. 1-6 above.

c. Hudson Valley Tower must:

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d. KPOU FAA Tech Ops must:

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2) Comply with a.1-6 above.

3. ATTACHMENTS

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Air Traffic Manager

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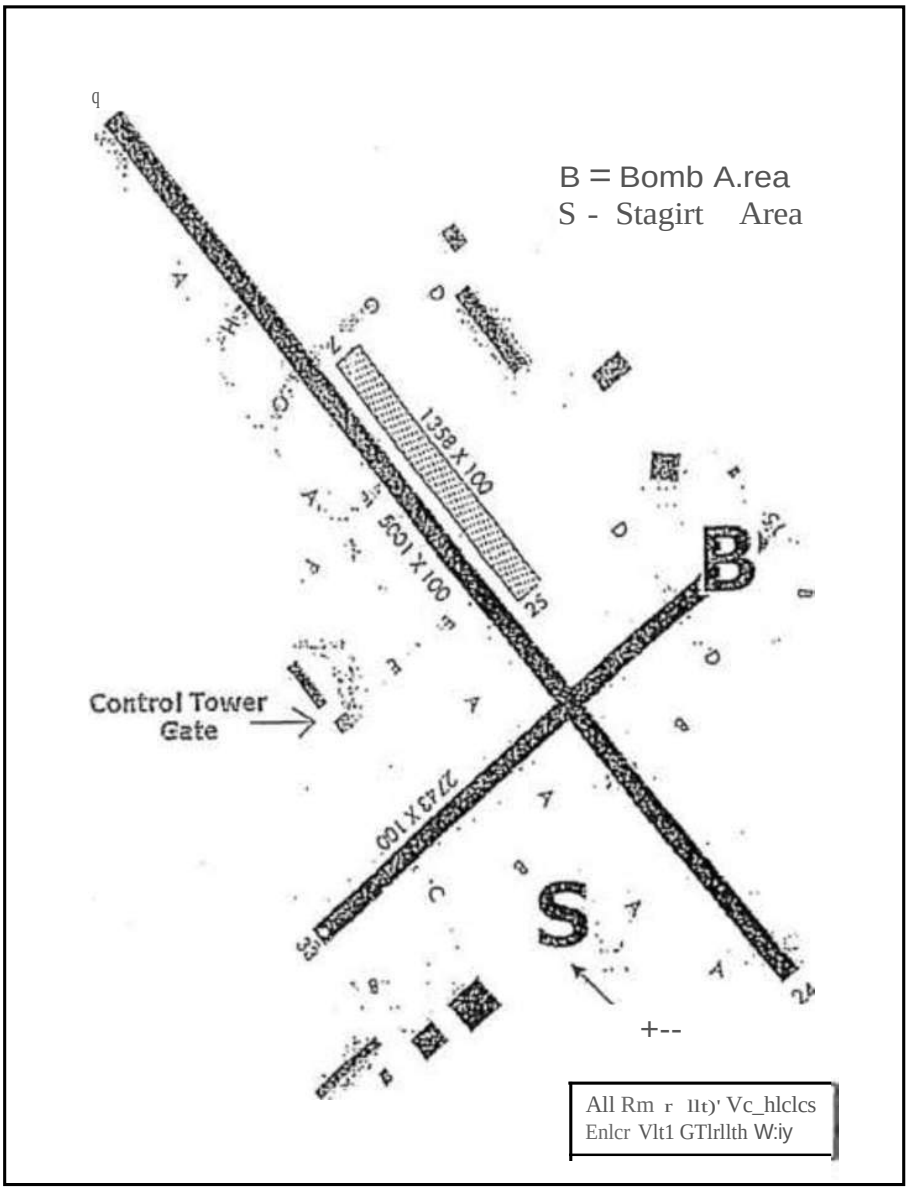


AIRPORT Erm:nGE;NC RESPO SE PLAt LOA

17. Abbreviations

3D - 3-Dimensional
ACFT - Aircraft
ADO - Airport District Office
AFTIL – Airport Facilities Terminal Integration Laboratory
AGL – Above Ground Level
AL – Assistant Local
ALP – Airport Layout Plan
ARFF – Aircraft Rescue and Fire Fighting
ARTS – Automated Radar Terminal System
AS – Area Supervisor
ATC – Air Traffic Control
ATCS – Air Traffic Control Specialist
ATCT – Airport Traffic Control Tower
ATO – Air Traffic Organization
DCC – Dutchess Community College
FAA – Federal Aviation Administration
FD – Flight Data
GC – Ground Control
ILS – Instrument Landing System
km–Kilometer
LC – Local Control
LOS – Line of Sight
LOS-OS – Line of Sight-Obstruction Survey
LOV – Loss of Visibility
MSL – Mean Sea Level
NAS – National Airspace System
NASWATCH - Airway Facilities Radio Frequency Screening Tool
OS – Obstruction Survey
POU – Hudson Valley Regional Airport
PHL – Preliminary Hazard List
RWY - Runway
SOP – Standard Operating Procedures
sq. ft. – square feet
STARS – Standard Terminal Automation Replacement System
TERPS – United States Standard for Terminal Instrument Procedures
TWY – Taxiway

18. Resources

FAA NASWATCH Analysis

FAA Terminal Facilities Planning

AFTIL Modeling, Engineering and ATC SME Staff

FAA Human Factors

Google Earth Pro©

FAA Order 6480.4B Air Traffic Control Tower Siting Criteria

FAA Facility Directives Repository

FAA Order 7360.1 Aircraft Type Designators

FAA Order 8260.3 United States Standard for Terminal Instrument Procedures (TERPS)

Obstruction Evaluation/Airport Airspace Analysis Database (OE/AAA)

Krebs, Hewitt, Murrill, and Driggers, 2005. How High is High Enough? Quantifying the Impact of Air Traffic Control Tower Observation Height on Distance Perception, International Symposium on Aviation Psychology

Appendix 1: POU Surface Event Data History
(10/19/2016 - 05/20/2019)

Airport Code	Event Date	Category Aircraft	Time of Day Zulu Lcl	Report Narrative
POU	10/19/2016	GA	1615	A/C 1/C172, VFR departure to the northeast, was assigned Runway 33 via Taxiway Alpha then Taxiway Bravo. A/C 1 later was observed by ATC positioning on to the southeast end of Runway 33 without authorization and reported ready for takeoff. A/C 1 was cleared for takeoff by ATC. No further conflicts were reported.
POU	12/7/2016	GA	0945	A/C 1/RV4 requested to taxi the full length of Runway 24. Approximately 1,000 from the approach end the runway, A/C 1 exited the left side of the runway into the grass area. No injuries or damage to the aircraft were reported by the pilot. No further conflicts were reported.
POU	3/12/2018	GA	1312	A/C 1 C172 CROSSED THE HOLD LINE FOR RWY 6 AT TWY A WITHOUT AUTHORIZATION, NO CONFLICTS. A/C 1 was on Taxiway Alpha awaiting departure on Runway 6. Local Control instructed A/C 1 to hold short of Runway 6 and the instructions were repeated correctly. A/C 1 was observed by Local Control to cross the runway hold short marking for Runway 6 and was instructed to exit the RSA.
POU	3/24/2018	GA	1209	OI RI W/ CONFLICT - GC instructed A/C 1 to cross Runway 33 at Taxiway Alpha as LC issued A/C 2 takeoff clearance on Runway 33. Upon observing A/C 1 approaching Runway 33 at a high rate of speed, LC cancelled the takeoff clearance for A/C 2 as GC instructed A/C 1 to hold short of RWY 33. A/C 1 crossed just past the hold line but did not enter the runway. A/C 2 had begun its takeoff roll, but stopped approximately 1,300 feet from the Runway 33 and Taxiway Alpha intersection.
POU	5/5/2018	GA	1317	PD RI WITH CONFLICT. A/C 1, C172, CROSSED THE HOLD SHORT LINE OF RWY 24 AT TWY ALPHA, WHILE A/C 2, C172, WAS 1/2 MILE FINAL RWY 24. GO-AROUND ISSUED BY LC. NO OVERFLIGHT REPORTED.
POU	7/19/2018	GA	0800	A/C 1/C172 arrived Runway 6 and requested taxi-back to Runway 6 for departure. ATC issued taxi instructions to Runway 6 via Taxiway Alpha and Taxiway Hotel for an intersection departure. ATC observed A/C 1 cross the A/C 2/PA28 was on approach to the same runway. A/C 2 was issued go around instructions inside of 1 mile final by ATC. A/C 1 entered the Runway 6 protected area at Taxiway Hotel without authorization.

FAA-ATO - For Internal Use Only– Not for Distribution - Procurement SensitiveDRAFT DELIBERATIVE DOCUMENT FOR DISCUSSION PURPOSES ONLY - Public availability to be determined under 5 USC 552.

Airport Code	Event Date	Category Aircraft	Time of Day Zulu Lcl	Report Narrative
POU	8/23/2018	GA	1757	PD with no conflict. A/C 1/PA28 was a VFR departure and instructed to taxi via Taxiway Delta, hold short of Runway 33. The instructions were repeated correctly by A/C 1. Ground Control observed A/C 1 cross Runway 33 without authorization and issued instructions to continue and join Taxiway Bravo.
POU	11/11/2018	PED	12:14	V/PD RI NO CONFLICT: LC observed two pedestrians proceeding from TWY Kilo, across the approach end of RWY 24 onto TWY Alpha. Airport Ops notified, pedestrians removed. No loss of separation was validated.
POU	3/7/2019	GA	14:14	OTH RE NO CONFLICT: Aircraft 1 (GC1B) landed RWY 24 and veered off the right side of the runway just before Taxiway Echo. The aircraft needed assistance getting back on the runway due to snow bank. Airport Ops assisted Aircraft 1 back to ramp. No injuries or damage reported.
POU	4/3/2019	GA	08:25	Aircraft 1 (C210M) arrived RWY 24 and parked at the north general aviation ramp. The pilot and passenger of Aircraft 1 were observed by ATC walking south on TWY Golf, cross RWY 24, join TWY Alpha, and proceed on TWY Foxtrot to the terminal area without ATC authorization. Airport Operations intercepted the pedestrians and escorted them off the movement area. No loss of separation validated.
POU	5/20/2019	VEH	13:11	SANITATION VEHICLE (Sanitation Vehicle) was observed on Taxiway Bravo, turn northbound, cross the approach end of Runway 15, and join Taxiway B1 to the CAP Hanger without authorization. Airport Operations notified. No aircraft involved. An earlier unauthorized Runway 15 crossing occurred and is documented in MOR POU-M-2019/05/20-0001.

FAA-ATO - For Internal Use Only– Not for Distribution - Procurement SensitiveDRAFT DELIBERATIVE DOCUMENT FOR DISCUSSION PURPOSES ONLY - Public availability to be determined under 5 USC 552.

Appendix 2: POU Newly Constructed DCC Hangar: ALP P&I change Hudson Valley Regional Airport (POU) - Aviation School 1-13-2020

U. S. Department
of Transportation

**Federal Aviation
Administration**

New York Airports District Office
1 Aviation Plaza, Suite 111
Jamaica, New York 11434
Telephone: 718-995-5770
Fax: 718-995-5790

January 13, 2020

Mr. David C. Whalen
Deputy Commissioner
Dutchess County Department of Public Works
626 Dutchess Turnpike
Poughkeepsie, NY 12603

Re: Hudson Valley Regional Airport (POU), Dutchess County, New York
"Pen & Ink" Change to the Airport Layout Plan
For Hudson Valley Regional Airport

Dear Commissioner Whalen:

This office has reviewed your request for a "Pen & Ink" Change to the Airport Layout Plan (ALP) for Hudson Valley Regional Airport (POU), Dutchess County, New York to depict the following changes:

1. Aviation Educational Facility;

Based on this review, there is a conditional no objection subject to the following conditions:

Environmental Review:

The approval indicated by my signature is given subject to the condition that this item of proposed additional development, approved as a "Pen & Ink" Change to the Airport Layout Plan (ALP), may not be undertaken without appropriate environmental review and issuance of a formal written environmental finding by the Federal Aviation Administration.

Safety Risk Management Component of the ARP Safety Management System (SMS):

The proposed revision of the ALP for POU, and its subsequent approval action conveyed in this letter also triggered the need to conduct the Safety Risk Management (SRM) component of the ARP Safety Management System (SMS). A Safety Assessment Screening was performed, during which the proposed action was reviewed with respect to known hazards and existing controls. Potential risks were evaluated. Based on this review, our office has confirmed that existing controls (including standard NOTAMS) will eliminate the probability of new risks being introduced into the aviation system, and thus an SRM Panel review is not required and no further action is required with respect to the SRM component of the ARP SMS.

Airport Layout Plan (ALP):

As a result of this coordinated review, the "Pen & Ink Change is hereby conditionally approved for this project subject to all conditions contained in this letter.

P a note that FAA's approval of this Pen & Ink" Change ,ep1es.ents acceptance or llle eneral locatron of M e ciht s depicted During the prel,miruiry d n phase. t e alrpOft SponsOf requlr d to resubmft for approval the final locations. heights and x enor shes of sttuctures FAA concern ls obstructions impact on ctron c a s Of adverse effect on controller view ol a rcraft approaches and ground movement are hich could ad¥ rsely affect the afety efficiency or utllity of e a1rpo

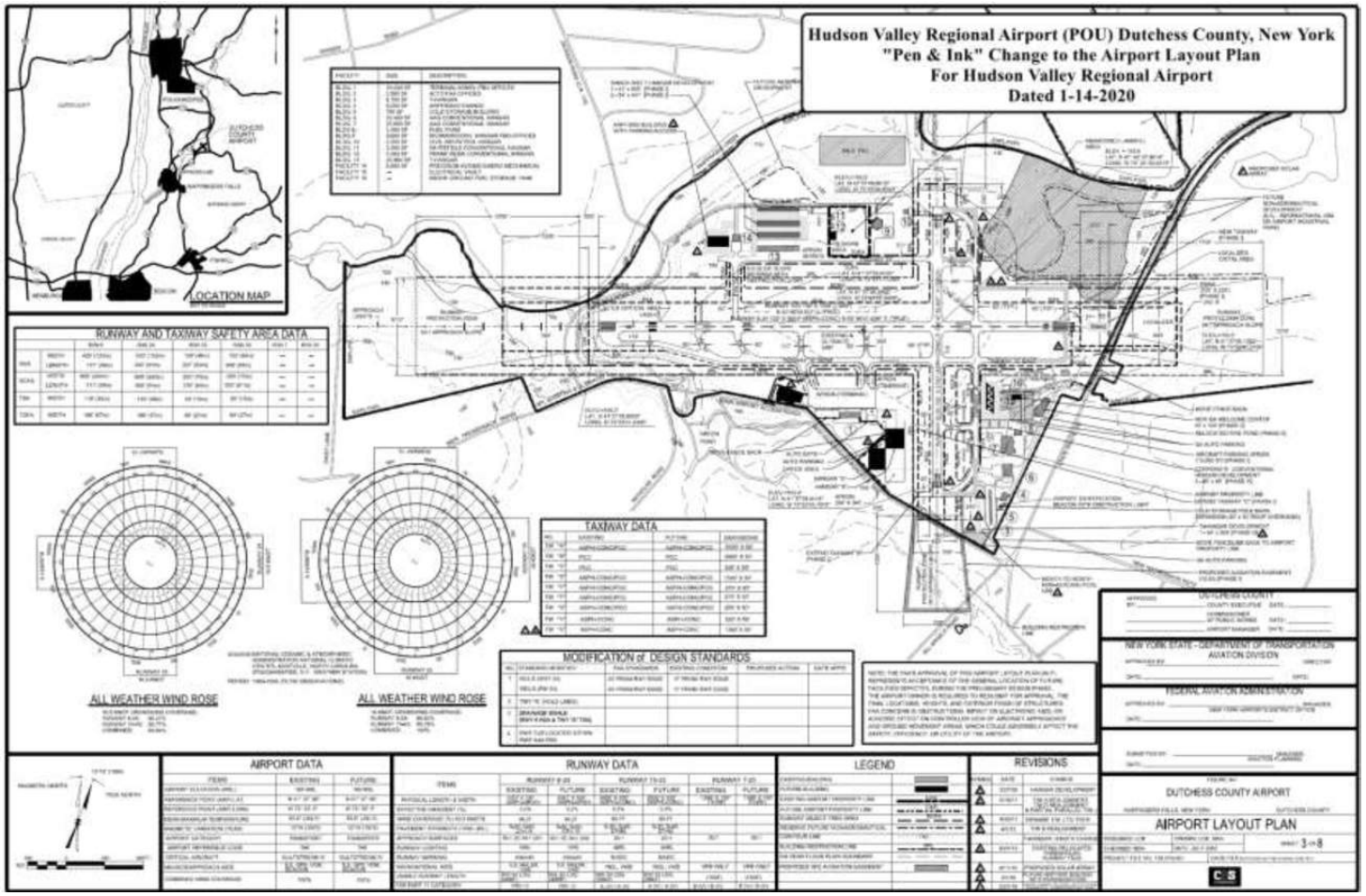
P se attach a copy of this approval letter, along lh th updated ALP drawing dep ng this 'Pen & In • Change lo e pproved ALP for Hudson Valley Regional Airport P ase note that a dig I copy of th s approval lter, and updated ALP dra ng de c ng th s "Pen & Ink" Change, I being provld to the YSOOT Avla on Services Bureau

Should you have any questions, please contact Dav Carlin of my staff t (718) 995-5762

Sincerely,

Su hblrG1II
Ass stant Manager
ew Yor AJrpo s D trict Office

cc.AEA-620
Get ldo doza, YSOOT
P Hll;&lk C&S


Hudson Valley Regional Airport (POU) Dutchess County, New York
"Pen & Ink" Change to the Airport Layout Plan
For Hudson Valley Regional Airport
Dated 1-14-2020
LOCATION MAP
RUNWAY AND TAXIWAY SAFETY AREA DATA
TAXIWAY DATA
MODIFICATION of DESIGN STANDARDS
ALL WEATHER WIND ROSE
ALL WEATHER WIND ROSE
AIRPORT DATA
RUNWAY DATA
LEGEND
REVISIONS
DUTCHESS COUNTY AIRPORT
AIRPORT LAYOUT PLAN

Appendix 3: POU Newly Constructed DCC Hangar: Email Dated June 18, 2020

From:	Patrick Hludzenski
To:	Gatto, Ralph (FAA)
Cc:	Carlin, David (FAA); Durand, Jeffrey
Subject:	FW: DCC Educational Building
Date:	Thursday, June 18, 2020 12:30:39 PM
Attachments:	DCC Building tower sight line.pdf

Associated attachments
POU DCC Building tower sight line
POU LOS 1
POU LOS 2
Email from David Carlin

Hi Ralph.

Per our conversation, below is the email that was sent to POU ATCT staff in January 2018. The attachment sent is included with this email. We received no feedback on this from any ATCT representative.

When this email was sent, it was not known exactly how tall the building would be. We chose the orientation included in the plans because of proximity to apron pavement, grades, and proximity to New Hackensack Road. We ensured the hold line and the end of the runway would be visible.

We will work with the ATCT to find a way to supplement their view if possible/needed.

-----Original Message-----
From: Patrick Hludzenski
Sent: Wednesday, January 31, 2018 1:27 PM
To: derek.h.strothmann@faa.gov
Cc: michael.kovar@faa.gov; Durand, Jeffrey <jdurand@dutchessny.gov>
Subject: DCC Educational Building

Hi Derek,

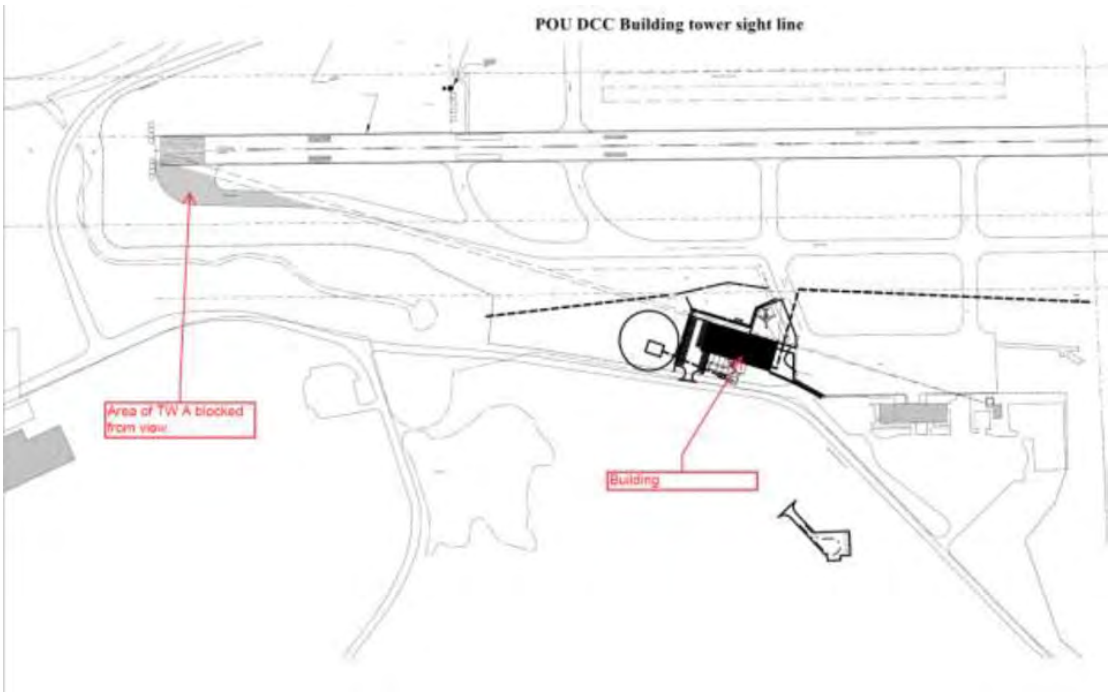
Here's a quick schematic to show what I would call the worst case scenario in terms of tower line of sight to the end of Runway 6 and Taxiway A. There is still an opportunity to orient the building more "parallel" to Runway 6-24 to open up the line of sight to allow more of a view to the end of Taxiway A.

Please have a look and let me know if you have any specific concerns.

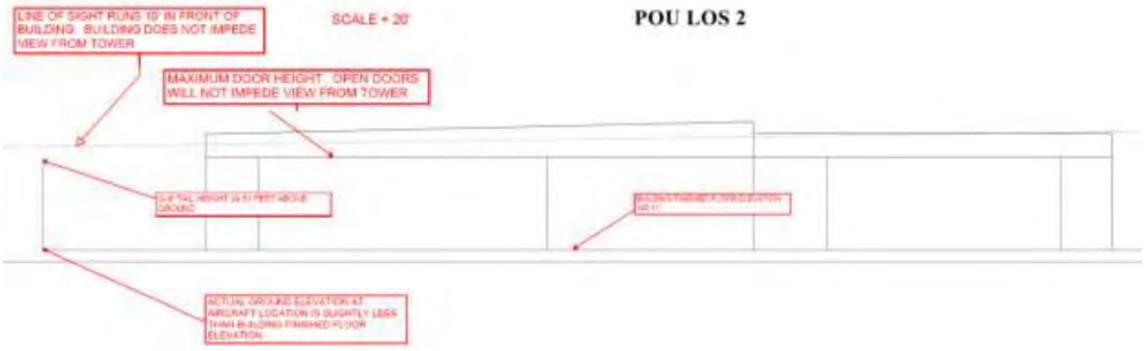
[cid:image001.jpg@01D383CE.54EA4FE0]

Patrick M. Hludzenski, P.E.
Managing Engineer
C&S Companies

phludzenski@cscos.com<mailto:phludzenski@cscos.com> | office: (315) 455-2000 | direct: (315) 703-4145 | cell: (315) 783-3449
499 Col. Eileen Collins Blvd., Syracuse, NY 13212


POU DCC Building tower sight line
Area of TW A blocked from view
Building

POU LOS 1
END OF RUNWAY 8 WITH AIRCRAFT PARKED
LINE OF SIGHT


LINE OF SIGHT RUNS 10' IN FRONT OF BUILDING. BUILDING DOES NOT IMPEDE VIEW FROM TOWER
SCALE = 20'
POU LOS 2
MAXIMUM DOOR HEIGHT - OPEN DOORS WILL NOT IMPEDE VIEW FROM TOWER

From: Carlin. David (FAA) <"""D..,,,:.t vi,,,,david.carlin@faa.gov>
Sent: Wednesday, September 8, 0 21 4:01 PM
To: Niszczal<, Rob rtS-CTR (PM)<==--="'-...,,.._.__..,,.,.,,,. ..... ,,== "-"->
Subje • POULOS

Hi Bob,

dlsct,ss d, ck-up m rlaJ 1 s lnclu d for r i wing ti1 P n • Ink ch ng irspace case for e h nger vhicb got construe ed and ultimately blocked po ons of TWY A/ RWY 6 end. The 2 PDF's e labeled LOS 1. nd LOS 2 and were associa d with the airspace case reviewed b all. These schematics were pro ded pursuant to additionaJ hlforma on requested by the tower to evaluat.e d1 s P n I k ch ng propos l.

However, the other PDF schem tic (DCC Building tower sigh line) s also prepared by the airport's onsult:an about a year earlier but was never provided or included with the irspace case nor was it furnished when the request\ s mad to pro de line of sight Information s p rt of the P n Ink review. Th corr pond n from th consul nt (1so ch d) pp r ntly outlin d d1 this sch m c **was sent** to th tow r bu never go n feedb ck.... is sch matic\ s not provided h n the reques t **for line of** sight inform tion was mad · clearly it shows an issue,

Let me know if you need any additional information

Dave

David Carli MPA

Community Planner
Federal Aviation Administration
New York Airports District Office
159-30 Rockaway Blvd, Rm 111
Jamaica, NY 11434
Phone: (718) 995-5762
Email: david.carlin@faa.gov

Appendix 4: POU Newly Constructed DCC Hangar: RSAT Meeting Dated 07/21/21

Runway Safety Action Team Meeting

DUTCHESS COUNTY AIRPORT (POU)

POUGHKEEPSIE, NY

July 21, 2021

Dutchess County Airport (POU) Runway Safety Action Plan

July 21, 2021

Airport Statistics

FAA Tower

Tower Hours of Operation: Seasonal:

May 15 – September 14: 7am - 10pm local time

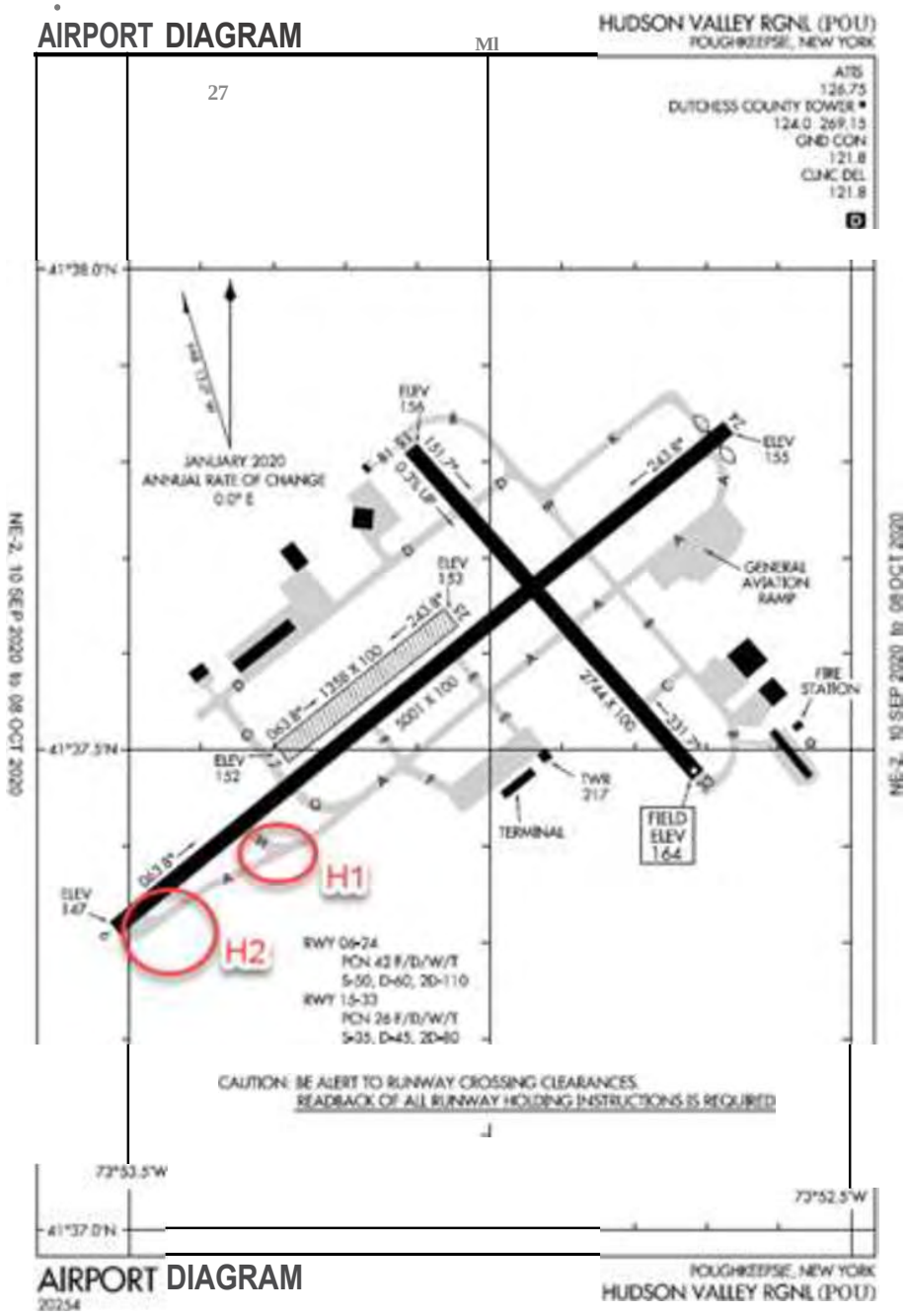
September 15 – May 14: 7am – 9pm local time

One FBO on field: FlightLevel Aviation

Air Traffic is predominately General Aviation with occasional unscheduled Air Taxi service

Total Operations from July 22, 2020 – July 21, 2021: 49,772

Airport Diagram



I. Introduction

A. Background

Dutchess County Airport (POU) is a Part 139 certificated towered airport, located 7 miles south of the city of Poughkeepsie, New York. The POU air traffic control tower (ATCT) is open from 0700 to 2200 hours local from May 15 until September 14, and from 0700 to 2100 hours local from September 15 until May 14.

Dutchess County Airport is situated on 640 acres of land, with a field elevation of 165 feet and three runways, 6/24, 15/33 & 7/25.

Runway 6/24 is 5,001 ft in length and 100 ft wide with grooved asphalt. This runway has high intensity runway lighting (HIRL), a PAPI system on both 6 and 24, a MALSR for runway 6, runway end identification lighting (REIL) for runway 24, a 113 foot displaced threshold for runway 24. There is a 50 ft drop off located 100 ft from the runway 6 threshold.

Runway 15/33 is 2,743 ft in length and 100 ft wide and consists of asphalt. This runway has medium intensity runway lighting (MIRL), a VASI system and runway end identification lighting (REIL) for runway 33. Runway 33 use of VASI restricted to category A aircraft only. Runway 15/33 is closed to air carrier aircraft.

Runway 7/25 is 1,358 ft in length and 100 ft wide, The runway is made of turf and dirt and is restricted to aircraft less than 12,500 pounds. It is closed at night, during instrument meteorological conditions (IMC) and from November 1 through April 15. Runway 7 edges are marked with reflectors.

The airport serves corporate and general aviation aircraft, and provides related General Aviation services, fuel services and an Aircraft Rescue and Firefighting Facility (ARFF).

History of the Airport:

The field was established in the 1930's by the United States Department of Commerce, primarily as an emergency field to cover mail runs between the metropolitan areas along the east coast. The field was taken over by the Army Air Corps at the start of World War II. It functioned as a satellite base to Stewart Airfield. A Control Tower was added and its main use was to function as a training field for West Point cadets. On April 4, 1947 the War Assets Administration deeded the field to Dutchess County. The county paid $1 and agreed to keep the field open to aviation, which it has successfully done.

B. Incident History

MORs:

1. 6/23/21 A Skylane was skirting the north border of our airspace and then turned southwest. We did not get a point out from N90 nor were we talking to the aircraft. The Skylane became a factor for an inbound challenger from the west for a right downwind entry for RUNWAY 24. The local controller called traffic and the challenger did not have the Cessna in sight. The conflict alert went off and again the controller called traffic to the challenger. At that point the challenger visually located the Cessna and advised they would maintained visual separation. N90 advised they were not talking to the Cessna at the time of the incident.

2. 6/18/21 1410Z, a piper Cherokee violated POU airspace at 2500 feet, approximately 3 SW of POU airport. The Cherokee was potential traffic for a helicopter that was departing to the southwest. I called traffic for the helicopter who had the aircraft in sight and reported it was a low wing aircraft. At that point we contacted N90 and they were tagged up as a violator. At 1434 N90 informed us that the aircraft appeared to land at MGJ airport.

3. 5/28/21 At approximately 1818Z ground control at POU issued instructions for a vehicle to proceed to the Juliet hangers from the main terminal, crossing the active RUNWAY 06 at Golf TAXIWAY. The operator read back the instructions properly. The tower controllers noticed the vehicle on RUNWAY 06 near Hotel TAXIWAY and instructed the vehicle to exit the runway.

4. 5/19/21 a C172 with 2 SOB, on upwind for RUNWAY 33 at POU, reported a bird strike at 1658Z. The tower declared an emergency at 1658Z. N90 advised, ROC advised. At 1702Z, the Cessna landed without incident. No damage reported. At 1712Z POU airport reopened. N90 advised.

5. 5/17/21 Visual approach to RUNWAY 24 in use. A C172 was cleared for touch and go. Another C172 was on short final also for touch and go. On roll out, the first Cessna advised that their engine sputtered (no assistance needed) and aborted take-off. The first Cessna used all of the runway and was visibly

observed to cross the runway edge line at the end of runway 24. 3000ft runway separation was assured but once the aircraft was in the tower blind spot, tower could NOT VERIFY if forward progress was being made or aircraft had stopped in the safety area.

6. 4/8/21 A PA31 on final approach RUNWAY 24 advised unable to extend landing gear. Tower declared an emergency and activate the crash phone, at approximately 1715Z (2 minutes later), the PA31 advised landing gear down and landed at 1719Z. The PA31 then taxied to the ramp on its own.

7. 4/15/21 A helicopter was traveling southbound and entered our airspace without establishing two way communication. I reached out to the helicopter and they responded requesting permission to transition, but they were already in our airspace. There was another helicopter in the pattern, an H60 that was a potential factor. A BRASHER warning was issued.

8. 4/19/21 A C172 called the tower from 8NM to the southeast and was tagged up for flight following by N90 at 1240Z. Tower responded and reached out a couple of time with no success. Tower had other pilots and N90 attempt contact with the C172 without success. Backup radios were tried to no avail. The Cessna was considered NORDO and cleared to land and given a light gun signal. The aircraft landed safely at 1251Z.

Line of Sight Incidents – RSAT meeting 2021

1. Wildlife: Birds, coyotes, deer: 2/17/21 Cirrus short final RY06 had to go around, geese bedded down in blind spot became airborne and flew in flight path of Cirrus causing pilot to take evasive action

2. Emergency unable to be seen from tower: 4/4/21 Cessna doing touch and go's on RY24 blew a tire causing a tremendous amount of smoke, A/C made a full stop coming to rest at departure end of RY24 right into our new blind spot. Only thing that could be seen was the tail section and smoke. Controllers could not pass any pertinent info to ARFF.

3. Personnel working in safety area or blind spot. FAA Maintenance and Airport operator mowers/snow equipment

4. 4/1/21 FAA maintenance had to change threshold lights RY06. Could not be seen by tower for the duration of that work. Mowers currently come in and out of view while cutting grass in that area.

5. MALSR RY06 can no longer be seen by tower, Flight Check was here end of March and requested changes to intensities of lights.

6. Tower used to be able to see the intensities before blind spot was created, what's on lighting panel doesn't always coincide with what the lights are actually on. This is sometimes due to the fact that the county sometimes takes control of lights.

7. FOD cannot be seen for 400' of taxiway and portion of RY06. New construction has caused plastic, paper, building materials to be blown around field on windy days.

8. 5/17/21 MOR 1735Z VAP RY 24in use. A C172 was a touch and go. Another C172 was on short final also for touch and go. On roll out, the first Cessna advised tha their engine sputtered (no assistance needed) and aborted takeoff. That Cessna used all of the runway. 3000ft runway separation was assured but once the first Cessna was in the tower blind spot, tower could NOT VERIFY if forward progress was being made o if the aircraft had stopped in the safety area.

9. 5/23/21 VAP RY 24 Bonanza was cleared for a touch and go, but made a full stop and was instructed to turn off on Hotel TAXIWAY. The Bonanza did not make hote and turned off at end into blind spot. ATC could not ascertain the position of the Bonanza due to the Line of Sight issue created by new hangar. ATC sent aircraft on short final around due to fact they were unable to determine whether the bonanza stopped prior to reaching the hold line.

II. RSAT Meeting

The RSAT meeting was held with attendees from the FAA, local pilots and Airport Management. At the meeting we discussed:

1) Definitions and types of incursions
2) RSAT Process- Identify hot spots and reduce risk of Runway Incursions
3) Local Incident History- see attached
4) Action Item Review-Scanning, Listening if in doubt, ask for Clarification
5) Open Discussion
   - PIREP's always appreciated and very important
   - Line of sight issues with new hanger southwest of control tower
   - Human factors- situational awareness
   - Sterile cockpit

Runway Safety Issues and Concerns

- Aircraft transitioning Class D without contacting Tower
- Line of sight issue with new hanger obstructing the approach end of Runway 06 and associated area of Taxiway Alpha
- The hold short line for RW06 is approximately 500ft. east of the approach end of taxiway A. Extra lighting has been installed as a further precaution for pilots to recognize the hold short line and controllers have become more vigilant when taxiing aircraft to the runway.
- Aircraft flying up and down Hudson River VFR 2500' not contacting SWF Tower even though they are outside their airspace, they have Jet traffic descending through 2500' on approach to 27.

IV. Best Practices

- Driver training program, certification and recurrent training initiatives are well defined and include training for FAA Tech Ops and contractors
- Notify the Airport Manager of all events, surface and runway incursion
- Due to terrain feature and Taxiway Alpha layout, Runway 6 hold short line on Taxiway Alpha is set back just past Taxiway Hotel. Elevated Runway Guard Lights highlight the displaced hold line. Alert controllers of any delay or problems due to light of sight restrictions.

- Runway 7-25 (grass/dirt surface), used only on request, is restricted to VFR aircraft less than 12,500 lbs during daylight VFR conditions.

- Emphasize reducing risk by eliminating distractions; use correct phraseology; and identify the location of vehicles on the airfield.
- If unsure of instructions ask for clarification
- Always make your intentions clear
- See something say something (FOD or wildlife activity)
- Request longer Runway or full length departure if you feel you need it

V. New Action Items Generated from this RSAT

- Stress controller and pilot scanning to increase vigilance

- Increase pilot awareness by continuing to ensure proper hearbacks / readbacks, and ensuring that pilots are well aware of the airport movement areas

- Increase pilot awareness of the importance of fully exiting past hold line when clearing the end of Runway 06 due to line of sight obstruction of movement area (i.e., approached of Runway 06 and associated area of Taxiway Alpha

- Increase pilot awareness and vigilance regarding new signage due to be installed this summer (i.e., some taxiway designations change, while others will remain the same)

VI. Review of Previous Action Items

- Discussed previous concerns

2021 POU Runway Safety Action Team

Derek Strothmann. FAA ATM POU. (845) 462-3434
Derek.h.strothmann@faa.gov.

Daniel Grieco. FAA FLM POU. (845) 462-3434 Daniel.j.grieco@faa.gov

Jon Sheehan ATCS POU ATCT (845) 462-3434 Jon.l.sheehan@faa.go

Attendees:

Angela Greco
Brad Gould
Sal Lagonia
Lain Cameron
Luisa Peralta-Surla
Rick Kjeldsen
Harold Smith
Paul Carassone
Erik Reitberger
Gary Borgia
Michael Wise
Richard Calabrese
Watson Jones
Kathleen Philips
John Peluse
Jacob Hansmann
James Donick

Appendix 5: POU Newly Constructed DCC Hangar: Additional LOS Incidents Post RSAT Meeting dated July 21, 2021

- Summary: N511KS (E55P) called ready for taxi from main ramp, IFR departure to HPN. Ground Control advised N511KS "Runway 6, taxi via Echo, Alpha". N511KS then began taxi, and switched to Tower frequency 124.0. Local Controller instructed N511KS "Hold short runway 6, awaiting IFR release." LC had two inbounds to runway 6, as well as an IFR departure that had called ready at the holdshort at intersection Gulf. Moments later, LC noticed that N511KS had passed the displaced holdshort for Runway 6 full length. Inbound aircraft C-GDXI (P28A) was given a Go-Around due to N511KS encroaching on the runway 6 safety area. After Piper DXI began their go-around, N511KS was instructed to taxi onto Runway 6, then contact GC. GC issued brasher warning and tower telephone number to N511KS, then advised them to contact LC for takeoff clearance. N511KS then departed Runway 6 with no further issue.
- A SR20 had to take evasive action landing RWY6 due to birds on short final. Tower was unable to provide advisories because that area was blocked by the hangar.
- Aircraft landed runway 24 and exited at the end. Next arrival was sent around because the previous arrival was not visible due to the hangar and the tower could not confirm the aircraft was clear of the runway.
- An aircraft had landed RYW 24 and blew a tire on rollout. The aircraft was not visible and all the tower could see was smoke and unable to provide assistance to Fire and Rescue.
- Practice approaches to RYW 6 have been suspended.
- That portion leading up to RWY6 was previously notamed closed because aircraft were not visible.

Appendix 6: POU Email Reference Proposed Hangars West of Runway 33

From: Durand, Jeffrey <jdurand@dutchessny.gov>
Sent: Friday, June 05, 2020 9:59 AM
To: Strothmann, Derek H (FAA) <derek.h.strothmann@faa.gov>
Subject: Hangar issue

Derek,

We are no longer pursuing a hangar being built on the west of runway 33. This will alleviate any line-of-sight issues for the foreseeable future.

Thanks

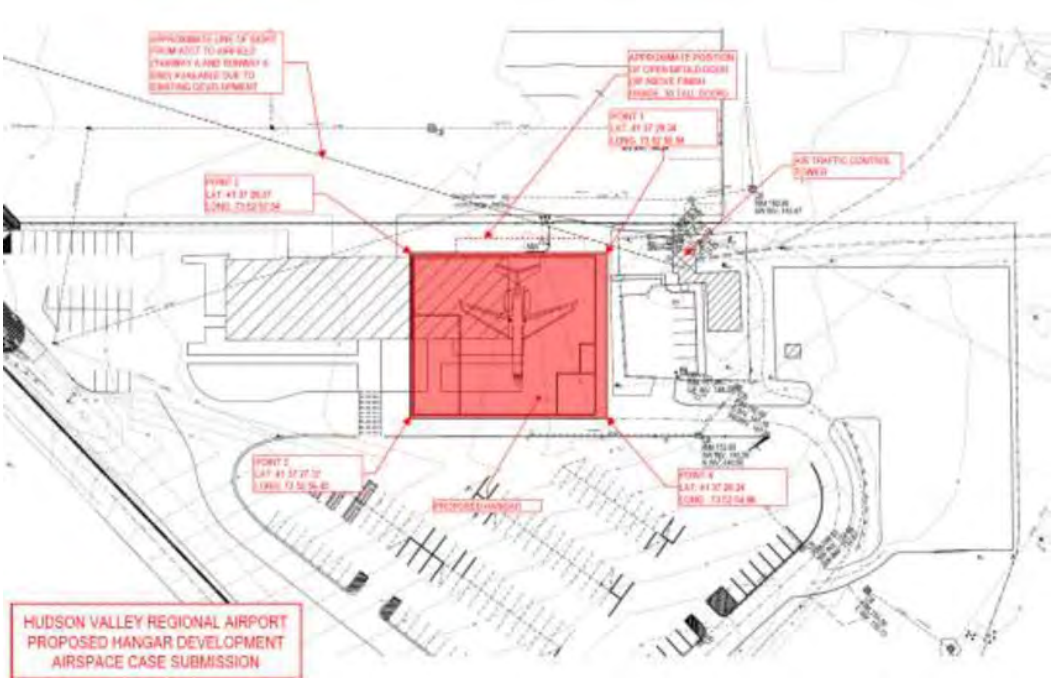
Jeff

Jeff Durand
Director of Aviation

HUDSON VALLEY
REGIONAL AIRPORT

38 Citation Dr
Wappingers Falls, NY 12590
Phone-845-463-6000 Fax-845-462-0083
Cell-845-337-1659

Appendix 7: POU Newly Proposed Hangar September 2021



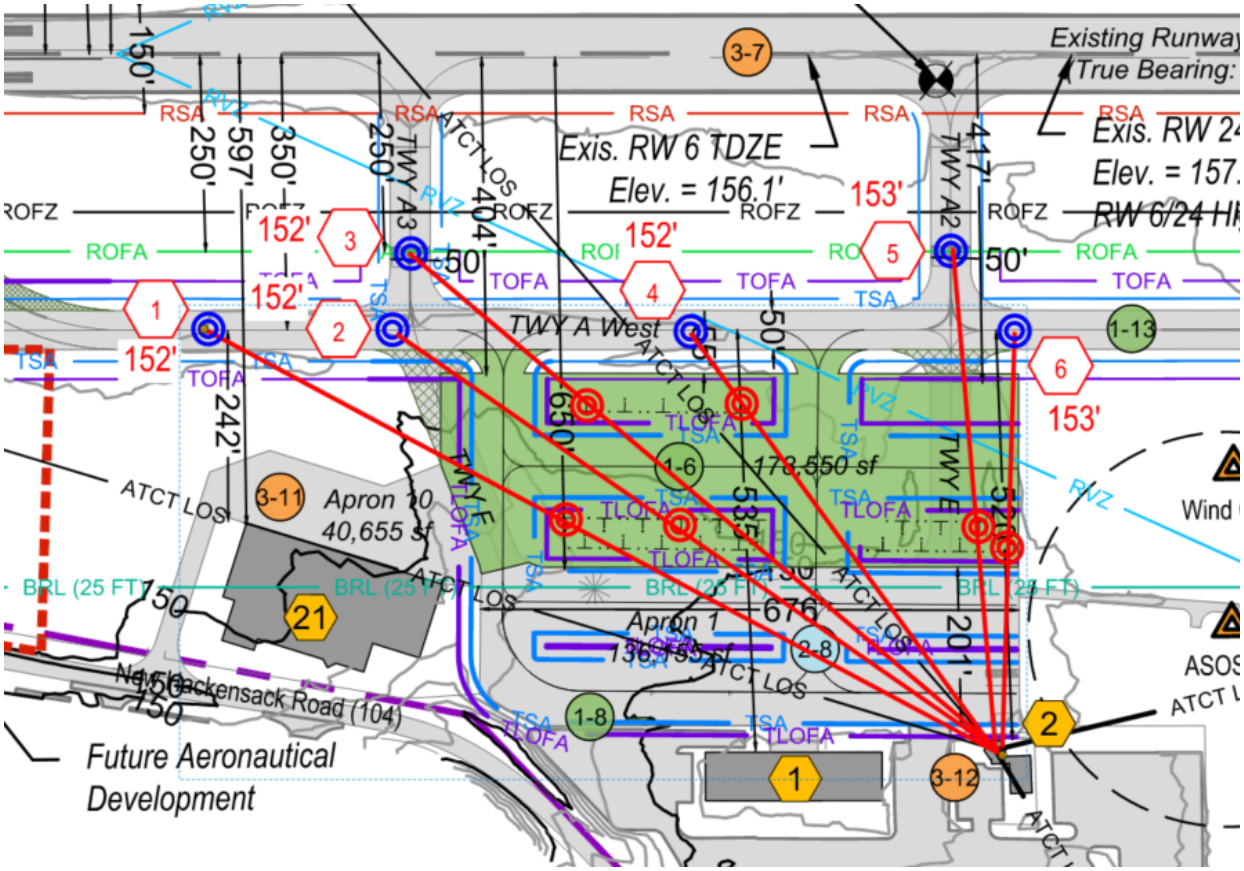
Appendix 8: Typical Aircraft Used in Model Data

TYPE	WINGSPAN IN FEET	LENGTH IN FEET	HEIGHT IN FEET	MANUFACTURER
A300-100/200	147.08	175.50	54.86	Airbus
A306	147.14	177.43	54.67	Airbus
A319	111.88	111.02	39.73	Airbus
A320	111.88	123.27	39.63	Airbus
BE1900	54.50	57.83	14.92	Beechcraft
BE40	43.50	48.42	13.92	Beechcraft
BE10	45.92	39.92	15.42	Beechcraft
BE20	54.50	43.75	15.00	Beechcraft
BE30	57.92	46.67	14.33	Beechcraft
BE90	45.92	35.50	14.67	Beechcraft
B712	93.33	124.00	29.67	Boeing
B727-100	108.00	133.17	34.25	Boeing
B737-400	94.75	119.58	36.33	Boeing
B737-500	94.75	101.75	36.33	Boeing
B737-600	117.42	102.50	41.25	Boeing
B737-700	117.42	110.33	41.58	Boeing
B737-800	117.42	129.50	41.42	Boeing
B737-900	117.42	138.17	41.42	Boeing
B747-400	195.67	231.85	64.25	Boeing
B747-800	224.42	250.17	64.00	Boeing
B757-200	124.83	155.25	45.08	Boeing
B757-300	124.83	178.58	44.75	Boeing
B767-200	156.08	159.17	52.92	Boeing
B767-300	156.08	180.25	52.58	Boeing
B777-200	199.92	209.08	61.50	Boeing
C32A	124.83	155.25	45.08	Boeing
VC25	196.90	231.85	64.00	Boeing
LR35	39.50	48.67	12.25	Bombardier
LR55	43.83	55.08	14.67	Bombardier
LR60	43.75	58.67	14.67	Bombardier
DH8C	90.00	84.25	24.58	Bombardier
BAe 146	86.42	85.92	28.25	British Aerospace
CL60	64.33	68.42	20.67	Canadair
CRJ1	68.67	87.83	20.75	Canadair
CRJ2	68.67	87.83	20.75	Canadair
CRJ7	76.27	106.57	24.83	Canadair
CRJ9	81.53	118.83	24.12	Canadair

TYPE	WINGSPAN IN FEET	LENGTH IN FEET	HEIGHT IN FEET	MANUFACTURER
C172	36.08	27.17	8.92	Cessna
C182	36.00	29.00	9.33	Cessna
C206	36.00	28.25	9.29	Cessna
C208	52.08	37.58	14.92	Cessna
C310	36.92	32.00	10.58	Cessna
C402	44.17	36.42	11.42	Cessna
C421	44.17	36.42	11.50	Cessna
C500	47.08	43.60	14.40	Cessna
C550	52.17	47.21	15.00	Cessna
C650	53.50	55.50	17.25	Cessna
C680	63.33	63.50	20.33	Cessna
DA10	43.00	45.60	15.00	Dassault
FA50	61.92	22.92	60.75	Dassault
E500	37.90	33.50	11.00	Eclipse
E135	65.75	86.42	22.17	Embraer
E145	65.75	98.00	22.17	Embraer
E170	85.33	103.92	32.33	Embraer
E190	94.25	118.92	34.58	Embraer
G3	77.83	83.08	24.42	Gulfstream
G4	77.83	88.33	24.42	Gulfstream
G5	93.33	95.42	25.75	Gulfstream
HS25	51.67	51.17	17.56	Hawker-Siddeley
C130	132.60	97.75	38.80	Lockheed
F-16	32.75	49.45	16.00	Lockheed
DC-10	155.30	182.30	58.40	McDonnell Douglas
MD80	107.66	147.75	30.45	McDonnell Douglas
MD83	107.66	147.66	29.55	McDonnell Douglas
MD88	107.86	147.86	30.55	McDonnell Douglas
MD-11	170.50	202.17	58.83	McDonnell Douglas
PC12	53.33	47.25	14.00	Pilatus
PA14	35.50	23.10	6.50	Piper
PA18	35.29	22.50	6.71	Piper
PA28	35.50	24.00	7.25	Piper
PA31	40.67	32.63	13.00	Piper
PAYE	42.69	34.67	12.75	Piper
PA42	47.67	43.40	14.75	Piper
SF34	70.33	64.66	22.88	Saab

Analysis for maximum tail height of 20.7'. Ground elevation of proposed apron is 148'

LOCATION	CAB VIEW ELEVATION	TW ELEVATION	DIST. TO TW LOCATION	LOS SLOPE	DIST. TO AIRCRAFT	LOS ELEV. @ AIRCRAFT LOCATION	20.7' TAIL ELEV.	DIFFERENCE	MAX ALLOWABLE TAIL HEIGHT
1	192	152	1125	0.03555556	619	169.9911111	168.7	1.29111111	21.99111111
2	192	152	924	0.04329004	486	170.961039	168.7	2.26103896	22.96103896
3	192	152	968	0.04132231	688	163.5702479	168.7	-5.1297521	15.57024793
4	192	152	658	0.06079027	552	158.443769	168.7	-10.256231	10.443769
5	192	153	637	0.06122449	288	174.3673469	168.7	5.66734694	26.36734694
6	192	153	537	0.0726257	259	173.1899441	168.7	4.48994413	25.18994413



Conclusions

1. Maximum tail height (20.7') encroaches on LOS to holding position line on pavement.
2. Maximum tail height (20.7') encroaches on LOS to taxiway centerline. Unlikley aircraft will be obscured from ATCT based on position of aircraft
3. Tallest tail height to not restrict view of subject airfield locations is 10.4'.

Appendix M

Airport Recycling & Reuse Plan

Hudson Valley Regional Airport

Poughkeepsie, New York

Appendix M - Airport Recycling and Reuse Plan

Prepared by:
C&S Companies

Final - March 2024

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Section 1 - Introduction

The management and disposal of solid waste has considerable impacts on an airport's finances, operations, environmental well-being, and relationship with the community. Its significance has been identified by the Federal Aviation Administration (FAA) and incorporated into regulations. Section 133 of the FAA *Modernization and Reform Act of 2012* requires airports with a master plan to complete a recycling plan that includes/addresses[1]:

- A solid waste audit
- Feasibility of solid waste recycling
- Minimization of solid waste generation
- Operation and maintenance requirements
- Review of waste management contracts
- The potential for cost savings or the generation of airport revenue

To assist airports in developing recycling programs, the FAA prepared the *Recycling, Reuse and Waste Reduction at Airports: A Synthesis Document*[2]. This document outlines the types and sources of airport waste and provides guidance to establish a comprehensive waste reduction and recycling program. On September 30, 2014, the FAA issued *Guidance on Airport Recycling, Reuse, and Waste Reduction Plans*[3], which provides official guidance for preparing waste and recycling plans as part of an airport master plan, within a sustainability plan, or as a stand-alone document. This FAA document was used to develop the recycling, reuse, and waste reduction plan for Hudson Valley Regional Airport (POU).

Given the fact that recycling is currently taking place at the Airport and space could not be identified to contain waste for a significant amount of time, a full waste audit was not conducted but current practices were documented to identify opportunities to minimize the generation of solid waste, increase diversion rate of materials from landfills, reduce operations and maintenance needs, and minimize costs and/or generate revenue via waster recovery practices. Potential opportunities were assessed based on their benefits and feasibility to determine recommendations for the Airport.

General airport facility information regarding POU's operations, layout, governance, and other background information can be found in sections of the Airport Master Plan.

Section 2 - Baseline Assessment

Various factors can influence the feasibility of solid waste recycling at an airport, as identified in FAA's Guidance on Airport Recycling, Reuse, and Waste Reduction Plans, including the following:

- The availability of local markets for recyclable commodities
- Cost of transport and processing
- Local recycling infrastructure available
- The willingness of an airport and its tenants to implement recycling programs
- The composition of an airport's waste stream and levels of contamination
- Competition between recycling and landfilling firms

[1]Federal Aviation Administration (FAA). FAA *Modernization and Reform Act of 2012.*
[2] FAA April 24, 2013. *Recycling, Reuse and Waste Reduction at Airports: A Synthesis Document*
[3] FAA September 30, 2014. *Guidance on Airport Recycling, Reuse, and Waste Reduction Plans*

- Airport layout and space constraints for equipment and collection process

Further review of the airport layout, contracts with haulers, and tenant waste management activities are beneficial to identify more specific logistical, technical, financial, or contractual matters that may need improvement. This section considers state, regional, and local recycling programs and policies in place that may affect POU's waste management initiatives.

Current Waste Management Sources

The main generators of waste at the Airport are tenants, the airport's facilities, and the airfield. The airfield generates waste typically during construction projects and waste materials can range from runway concrete or asphalt to lighting and signage.

The airport has a number of potential waste sources[4], including:

- Municipal solid waste
- Construction and demolition waste
- Green waste
- Food waste
- Deplaned waste
- Lavatory waste
- Spill cleanup and remediation waste
- Hazardous waste

POU is in Wappinger, NY, which is operated by Dutchess County. Though the airport itself does not have a specific solid waste and recycling plan, it operates in alignment with Dutchess County's Division of Solid Waste Management Plan. POU has not set their own goals or policies regarding waste management. Royal Carting Service Company is the current hauler for recycling and waste. Royal Carting pickups go to the County Resource Recovery Facility for sorting, so sorting is not conducted at the airport.

Information on dumpster use and locations is as follows:

- One private dumpster north of parking lot at the AAG hangars
- Terminal two dumpsters between DCC Building and Sheriffs' parking area for County use
- Private dumpster for DCC use on the west side of the building
- Dumpster behind operations building for County use
- Two garbage cans in front of terminal with recycling lids on them used by the restaurant
- Two 55-gallon drums for oil disposal inside the County operations building for use by all tenants, if desired

There are standard garbage cans throughout the terminal and airport staff subsequentially transports all waste to the dumpsters. Airport staff is responsible for collecting trash from tenants and depositing it into the

[4] https://www.faa.gov/sites/faa.gov/files/airports/resources/publications/reports/RecyclingSynthesis2013.pdf

dumpsters. All tenant trash is comingled with the Airport's own waste. Waste and recycling is picked up weekly by Royal Carting and oil is collected on demand by a third-party contractor. Any waste generated by construction projects is handled by the contractor.

Airport Recycling Practices

POU practices recycling for various waste streams and frequently reuses materials for other purposes, when possible. Based on evaluation of the County's existing recycling program that has been in place since 1989 and the limited amount of solid waste (non-recyclable) generated at POU, it was determined that a full waste audit was not required for the following reasons:

- All waste is eliminated using recycling methods
- Weekly pick up by Royal Carting
- Limited number of waste bins
- Local recycling infrastructure (Resource Recovery Facility, waste-to-energy facility processes most of post-recycled waste and has a turbine that converts energy from the waste which is then sold to Central Hudson Gas & Electric)

Examples for various recycled materials at POU are described in more detail below.

- Batteries: POU is committed to recycling used batteries by collaborating with local recycling yards, ensuring responsible disposal, and minimizing environmental impact.
- Cardboard and Paper: A strong emphasis is placed on recycling cardboard and paper materials, as the airport demonstrates its dedication to sustainability by repurposing cardboard for shipping purposes.
- Airfield Lighting and Signage: All airfield lighting and signage equipment is carefully refurbished and reused, ensuring nothing goes to waste. Additionally, aluminum materials used at the airport are collected and responsibility disposed of at a scrap yard, where they are recycled for monetary returns.
- Scrap Metal: All scrap metal materials are collected and delivered to a nearby scrap yard, generating income for the airport.
- Oil: A specialized third-party liquid disposal company is engaged to safely collect, transport, and dispose of oil waste.
- Tires: Used tired are responsibly managed at the airport, where they are collected and transported to the County Auto Center for recycling and proper disposal.
- Computers: Airport computer equipment undergoes a sustainable lifecycle management process. When it is time for disposal, all computer equipment is transported to the County Office of Central and Information Services (OCIS) for recycling, ensuring responsible and eco-friendly handling of electronic waste.
- Construction Materials: POU is dedicated to reducing its environmental impact by reusing their construction materials. This initiative not only minimizes waste but also underscores the airport's commitment to sustainability by efficiently repurposing materials for various projects whenever feasible.

Section 3 - Regional Context

State of New York

New York State has established a range of policies to govern solid waste and recycling management. These policies serve as a cornerstone for safeguarding the community, enabling the efficient handling of waste, recycling, and the implementation of programs that benefit both the community and the environment.

Environmental Conservation Law (ECL) 27-0106

Provides an ordered listing of preferred solid waste management methodologies for managing solid waste in a manner that will reduce dependency on land burial of raw waste.[5]
The objective of this policy is to minimize waste generation by promoting the reuse of material for their original purpose, recycling materials that cannot be reused, recovering materials in an environmentally responsible way, and properly disposing of solid waste that cannot be reused, recycled, or converted into energy, by land burial or other methods approved by the New York State Department of Environmental Conservation (NYSDEC).

DSH—SW-05-01 Solid Waste Management Policy Guidance

Outlines the criteria that the NYSDEC deems acceptable in assessing plan consistency with ECL 27-0106. This necessitates a thorough examination of recycling aspects within the implementation process. This plan also mandates the incorporation of local laws and ordinances that enforce source separation recycling, irrespective of the proposed final waste management solution. Additionally, this plan provides guidance on how applicants can fulfill the state's waste reduction and recycling performance objectives, including the establishment of a 50% recycling rate in New York State's Waste Management Plan.[6]

New York State Solid Waste Management Plan

This plan was set in place to protect communities and mitigate the effects of climate change using sustained efforts to reduce waste and advance from the state's transition to a circular economy to better help the communities within.

There are six major Focus Areas with goals and action items to move forward this process in New York.[7] The following Focus Areas are listed below:

- Waste Prevention, Reduction, and Reuse
- Recycling and Recycling Market Development and Resiliency
- Product Stewardship and Extended Producer Responsibility
- Organics Reduction and Recycling
- Toxics in Products
- Design and Operation of Solid Waste Management Facilities and Related Activities

[5] Policy DSH-SW-05-01 Solid Waste Management Policy Guidance - NYS Dept. of Environmental Conservation
[6] Policy DSH-SW-05-01 Solid Waste Management Policy Guidance - NYS Dept. of Environmental Conservation
[7] New York State Solid Waste Management Plan - NYS Dept. of Environmental Conservation

Dutchess County

Dutchess County has made significant strides in the realm of recycling and resource recovery. The County has put into action various programs and initiatives aimed at promoting sustainable waste management practices. These efforts encompass a wide array of resources and services that cater to the needs of residents and businesses alike regarding solid waste and recycling collections.[8]

The Division of Solid Waste Management within the Dutchess County Department of Planning and Development plays a pivotal role in creating and managing programs dedicated to the collection and disposal of solid waste originating within the county. Its primary mission is to execute the County's local solid waste management plan, often referred to as "Rethinking Waste". The comprehensive plan centers around three core goals:

1. Reducing the amount of waste generated within Dutchess County
2. Increasing the amount of waste that is recycled and reused
3. Converting the remaining waste to electricity through waste-to-energy disposal; minimizing the use of landfill disposal

The County's Solid Waste Management Division website provides recycling education programs aimed at guiding students and educators in understanding recycling processes, its significance, the advantages of composting, techniques for material reduction and reuse as well as a comprehensive directory of local transfer stations in the vicinity.

The website also serves as a valuable resource hub, as it provides up-to-date information, including news and announcements, services and solutions, solid waste and recycling reports, regulations, and laws.

"Rethinking Waste"

In 2012, Rethinking Waste, Dutchess County's Local Solid Waste and Recycling Plan, focuses on the revaluation of waste management within the county. The plan encompasses an analysis of waste types and their quality which includes an overview of ongoing programs, administrative structures, financial aspects, an assessment, and evaluation of the plan, as well as a detailed implementation plan, schedule for achieving the goals and a 10-year projection of the solid waste generation and recycling rates.

The primary objectives were to reduce solid waste generation, promote reuse and recycling, and minimize landfill usage. Dutchess County's overarching goal was to shift the perception of solid waste from mere garbage to a valuable resource.[9] In addition to the Local Solid Waste and Recycling Plan, Dutchess County also integrated a Biennial Compliance Report, which goes over the plan's task and current achievements that align with previous goals.[10]

[8] Dutchess County Local Solid Waste Management Plan - Rethinking Waste (dutchessny.gov)
[9] Solid Waste Management:Dutchess County Final Local Solid Waste Management Plan Rethinking Waste - Reduce, Reuse, Recycle (.pdf) (dutchessny.gov)
[10] Dutchess County Final Local Solid Waste Management Plan (dutchessny.gov)

Dutchess County Resource Recovery Agency (RRA)

The Dutchess County Resource Recovery Agency (RRA) serves as a vital public benefit agency responsible for overseeing the construction, financing, and operation of the county's resource recovery facility. Its Resource Recovery Facility (RRF) or "Wheelabrator" as its also known as, creates a local-energy ecosystem that turns waste materials into local fuel to produce clean, renewable electricity to the local utility, while also recovering metals from recycling. In addition to mitigating waste, this facility also converts 450 tons of waste into 9.3 MW of renewable power daily, serving over 9,000 homes and recycling 10-14 million pounds of metals each year.

Their mission is eco-friendly waste disposal, value creation, and promoting cost-effective recycling. The RRA is also committed to providing a sustainable waste-to-energy facility, while using private enterprises and accomplish objectives at the least cost to the taxpayer within the constraints of public policy and charter.

The RRA's governance structure is comprised of eight state officers and three committees. Their website offers detailed information on documents disposal, hazardous waste, recycling guidelines and more.[11]

Town of Wappinger

The Town of Wappinger operates a recycling center and transfer station, situated at the Town Highway Facility near James S. Evans Elementary School. This facility serves the residents of Wappinger and facilitates responsible disposal of recyclable materials. While the recycling center accommodates a diverse range of recyclable items, it is important to note that specific guidelines and rules govern the disposal process. To utilize the center and station, a permit, including its cost, is required, and can be found on the Town's official website.[12]

Section 4 - Recommendations

Developing and implementing a successful recycling program can be challenging within an airport environment due to factors such as airport staff having limited time and resources, operational issues for external contractors accessing secure areas, and having limited control over tenant waste management activities. Given the small scale of the airport's waste and recycling program, airport staff may wish to consider the following recommendations to improve and expand recycling efforts and reduce the amount of solid waste generated.

Data Collection:

- Review existing contracts for waste and recycling services including services, fees, and available service options.

[11] Dutchess County Resource Recovery Agency (dcrra.org)
[12] TOW-2023-Recycle-Permit-TB-Binder-v2-_-WEB_CHROME.pdf (townofwappingerny.gov)

Airport Operations:

- Implement paper reduction policies such as double-sided printing, digital, or electronic document management.
- Provide potable water source to employees to prevent the use of single-use water bottles
- Provide reusable food ware in break rooms.
- Explore opportunities for green purchasing, including switching to compostable or recyclable materials, purchasing supplies with recycled content, reducing packaging waste, etc.
- Consider training staff or providing/improving signage containing information on materials accepted in each container on site, including dumpsters.
- Consider establishing and tracking goals and targets for the Airport related to waste management (reduction, materials reuse, and recycling goals) such as diverting a certain percentage of waste from landfills and incineration by a target year or meeting local regulations (i.e. diverting at least 50 percent of construction and demolition waste; 75 percent for other materials).

Tenant Operations:

- Facilitate expanding waste diversion opportunities for airport and tenant operations that currently do not recycle.
- Contribute to effectively reduce food waste and promote composting alignment with the state's regulations.

Overall Facilities Planning:

- Consider space and access needs for recycling storage and collection when designing any new facilities or renovating existing facilities and infrastructure

Appendix N

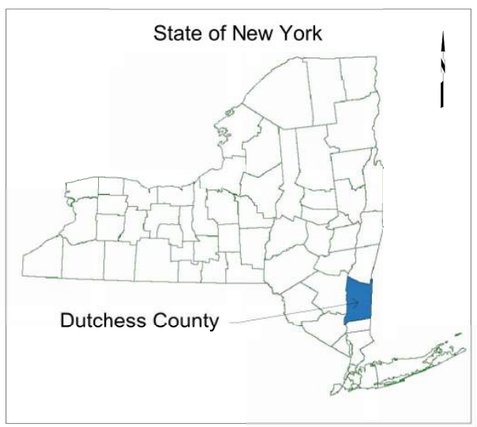
ALP Sheets

AIRPORT LAYOUT PLAN
HUDSON VALLEY REGIONAL AIRPORT

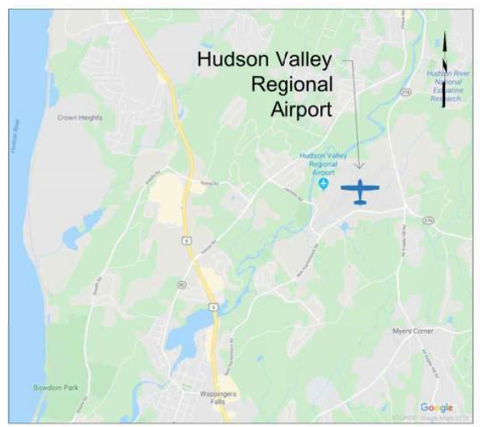
WAPPINGER, NEW YORK

DRAWING LIST

SHEET NO.	DRAWING TITLE
1.	TITLE SHEET
2.	AIRPORT DATA SHEET
3.	EXISTING AIRPORT LAYOUT PLAN DRAWING
4.	FUTURE AIRPORT LAYOUT PLAN DRAWING
5.	TERMINAL AREA DRAWING
6.	PART 77 AIRSPACE DRAWING
7.	PART 77 AIRSPACE DRAWING PROFILES
8.	PART 77 AIRSPACE OBSTRUCTION DATA TABLES 1 OF 3
9.	PART 77 AIRSPACE OBSTRUCTION DATA TABLES 2 OF 3
10.	PART 77 AIRSPACE OBSTRUCTION DATA TABLES 3 OF 3
11.	RUNWAY 6 INNER APPROACH PLAN - EXISTING & FUTURE
12.	RUNWAY 24 INNER APPROACH PLAN - EXISTING & FUTURE
13.	RUNWAY 15 INNER APPROACH PLAN - EXISTING & FUTURE
14.	RUNWAY 33 INNER APPROACH PLAN - EXISTING & FUTURE
15.	RUNWAY 7/25 INNER APPROACH PLAN - EXISTING & FUTURE
16.	INNER APPROACH PLAN OBSTRUCTION DATA TABLES 1 OF 3
17.	INNER APPROACH PLAN OBSTRUCTION DATA TABLES 2 OF 3
18.	INNER APPROACH PLAN OBSTRUCTION DATA TABLES 3 OF 3
19.	AIRPORT LAND USE DRAWING
20.	EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP - COVER SHEET
21.	EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP - SV1
22.	EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP - SV2
23.	EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP - SV3



STATE MAP
NOT TO SCALE



LOCATION MAP
NOT TO SCALE

VICINITY MAP
SCALE: 1" = 3000'

HUDSON VALLEY REGIONAL AIRPORT

FAA AIP NO.: 3-36-0100-052-2019

NYSDOT NO.: 8902.16

C&S PROJECT: 128057001

JUNE 2024

DUTCHESS COUNTY

SUBMITTED BY _____

TITLE _____

DATE _____

1 of 23

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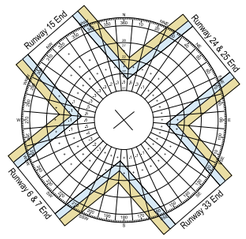
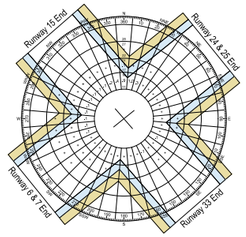
Jul 11, 2024 - 3:45pm
P:\Projects\128 - Dutchess County\128057001 - Airport Master Plan\Planning- Study\CAD\Sheet Files\1 - 128057001 - PDU_Title Sheet.dwg

RUNWAY DATA TABLE												
RUNWAY DATA	RUNWAY 6/24 (LARGER THAN UTILITY)				RUNWAY 15/33 (UTILITY)				RUNWAY 7/25 (UTILITY)			
	EXISTING		FUTURE (h)		EXISTING		FUTURE (h)		EXISTING		FUTURE (h)	
RUNWAY IDENTIFICATION	6	24	6	24	15	33	15	33	7	25	7	25
Runway Design Code (RDC)	B-II-5000	B-II-5000	No Change	No Change	A/I(S)/VIS	A/I(S)/VIS	No Change	No Change	A/I(S)/VIS	A/I(S)/VIS	No Change	No Change
Approach Runway Reference Code (APRC)	B/II/4000; D/II/4000	B/II/4000; D/II/4000	No Change	No Change	A/I(S)/VIS	A/I(S)/VIS	No Change	No Change	A/I(S)/VIS	A/I(S)/VIS	No Change	No Change
Departure Runway Reference Code (DPRC)	B/II; D/II	B/II; D/II	No Change	No Change	A/I(S)	A/I(S)	No Change	No Change	A/I(S)	A/I(S)	No Change	No Change
Pavement Surface Type	Asphalt		No Change		Asphalt		No Change		Turf		No Change	
Pavement Surface Treatment	Grooved		No Change		Grooved		No Change		N/A		No Change	
PAVEMENT STRENGTH (i)												
Single Wheel (lbs)	50,000 lbs.	50,000 lbs.	No Change	No Change	35,000 lbs.	35,000 lbs.	No Change	No Change	N/A	N/A	No Change	No Change
Dual Wheel (lbs)	60,000 lbs.	60,000 lbs.	No Change	No Change	45,000 lbs.	45,000 lbs.	No Change	No Change	N/A	N/A	No Change	No Change
Dual Tandem (lbs)	110,000 lbs.	110,000 lbs.	No Change	No Change	80,000 lbs.	80,000 lbs.	No Change	No Change	N/A	N/A	No Change	No Change
PCN	42 /F/D/W/T		TBD		26 /F/D/W/T		TBD		RESTRICTED TO ACFT < 12,500 LBS		No Change	
Effective Gradient (%)	.2%		No Change		.3%		No Change		.1%		No Change	
Maximum Grade Change (%)	1.85%		No Change		0.80%		No Change		3.53%		No Change	
All Weather Wind Coverage	98.47% (13 Knot)		No Change		96.88% (10.5 Knot)		No Change		96.68% (10.5 Knot)		No Change	
Runway Length (ft)	5,001		No Change		2,743		No Change		1,357		No Change	
Runway Width (ft)	100		No Change		100		No Change		100		No Change	
Runway Marking	PIR	NPI	No Change	No Change	BSC	BSC	No Change	No Change	None	None	No Change	No Change
Displaced Threshold (ft)	None	115	193	No Change	None	None	No Change	No Change	None	None	No Change	No Change
Displaced Threshold Elevation (ft)	N/A	154.9	147.8 (Est.)	No Change	N/A	N/A	No Change	No Change	N/A	N/A	No Change	No Change
Stopway	N/A		No Change		N/A		No Change		N/A		No Change	
RUNWAY END COORDINATES (NAD 83) (g)												
Latitude	41° 37' 18.90" N	41° 37' 50.15" N	No Change	No Change	41° 37' 48.80" N	41° 37' 28.44" N	No Change	No Change	41° 37' 29.92" N	41° 37' 38.39" N	No Change	No Change
Longitude	73° 53' 31.20" W	73° 52' 40.19" W	No Change	No Change	73° 53' 06.55" W	73° 52' 42.70" W	No Change	No Change	73° 53' 17.44" W	73° 53' 03.59" W	No Change	No Change
Runway End Elevation (ft)	146.6'	154.8'	No Change	No Change	155.6'	163.5'	No Change	No Change	151.7'	153.4'	No Change	No Change
Runway Lighting	HIGH		No Change		MED		No Change		Reflectors (Restricted to Day Operations)		No Change	
RUNWAY SAFETY AREA (RSA)												
Length Beyond Runway (Actual / Design Standard)	300 / 300	107 / 300	No Change	300 / 300	240 / 240	240 / 240	No Change	No Change	240 / 240	240 / 240	No Change	No Change
Length Prior to Threshold (Actual / Design Standard)	107 / 300	300 / 300	300 / 300	No Change	240 / 240	240 / 240	No Change	No Change	240 / 240	240 / 240	No Change	No Change
Width (Actual / Design Standard)	150 / 150	150 / 150	No Change	No Change	120 / 120	120 / 120	No Change	No Change	120 / 120	120 / 120	No Change	No Change
RUNWAY OBJECT FREE AREA (ROFA)												
Length Beyond Runway End (Actual / Design Standard)	207 / 300	159 / 300	300 / 300	No Change	240 / 240	240 / 240	No Change	No Change	240 / 240	240 / 240	No Change	No Change
Length Prior to Threshold (Actual / Design Standard)	101 / 300	274 / 300	300 / 300	No Change	240 / 240	240 / 240	No Change	No Change	240 / 240	240 / 240	No Change	No Change
Width (Actual / Design Standard)	500 / 500	500 / 500	No Change	No Change	250 / 250	250 / 250	No Change	No Change	250 / 250	250 / 250	No Change	No Change
APPROACH RUNWAY PROTECTION ZONE (RPZ)												
Length	1,000	1,000	No Change	No Change	1,000	1,000	No Change	No Change	1,000	1,000	No Change	No Change
Inner Width	500	500	No Change	No Change	250	250	No Change	No Change	250	250	No Change	No Change
Outer Width	700	700	No Change	No Change	450	450	No Change	No Change	450	450	No Change	No Change
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)												
Length	1,000	1,000	No Change	No Change	1,000	1,000	No Change	No Change	1,000	1,000	No Change	No Change
Inner Width	500	500	No Change	No Change	250	250	No Change	No Change	250	250	No Change	No Change
Outer Width	700	700	No Change	No Change	450	450	No Change	No Change	450	450	No Change	No Change
RUNWAY OBSTACLE FREE ZONE (OFZ)												
Length Beyond Runway (Actual / Design Standard)	200 / 200	200 / 200	No Change	No Change	200 / 200	200 / 200	No Change	No Change	200 / 200	200 / 200	No Change	No Change
Width (Actual / Design Standard)	400 / 400	400 / 400	No Change	No Change	120 / 120	120 / 120	No Change	No Change	120 / 120	120 / 120	No Change	No Change
OBSTACLE CLEARANCE SURFACE (OCS)												
Approach Surface	Type 4 (20:1), Type 6 (30:1)	Type 4 (20:1), Type 6 (30:1)	No Change	No Change	Type 2 (20:1)	Type 2 (20:1)	No Change	No Change	Type 1 (20:1)	Type 1 (20:1)	No Change	No Change
Penetrations	Refer to Obstruction Sheets	Refer to Obstruction Sheets	No Change	No Change	Refer to Obstruction Sheets	Refer to Obstruction Sheets	No Change	No Change	Refer to Obstruction Sheets	Refer to Obstruction Sheets	No Change	No Change
Instrument Departure Surface (EB No. 99, Table 3-2)	Type 7 (40:1)	Type 7 (40:1)	No Change	No Change	Type 7 (40:1)	Type 7 (40:1)	No Change	No Change	N/A	N/A	No Change	No Change
Visual NAVAIDS (i)	4-Light PAPI	REIL, 4-Light PAPI	No Change	No Change	N/A	REIL, 2-Bar VASI	No Change	REIL, 4-Light PAPI	N/A	N/A	No Change	No Change
Runway Touchdown Zone Elevation (NAVD 88)	156.1	157.1	No Change	No Change	163.5	163.5	No Change	No Change	153.7	153.7	No Change	No Change
FAR PART 77 (j)												
Approach Category	PIR	NPI(C)	No Change	No Change	A(V)	A(V)	No Change	No Change	A(V)	A(V)	No Change	No Change
Approach Slope	50:1 / 40:1	34:1	No Change	No Change	20:1	20:1	No Change	No Change	20:1	20:1	No Change	No Change
Approach Type	Precision	Non-Precision	No Change	No Change	Visual	Visual	No Change	No Change	Visual	Visual	No Change	No Change
Visibility Minimums (RVR)	5000	5000	No Change	No Change	Visual	Visual	No Change	No Change	Visual	Visual	No Change	No Change
Type of Aeronautical Survey Required	VGS	NVGS	No Change	No Change	NVGS	NVGS	No Change	No Change	None (Circling N/A)	None (Circling N/A)	No Change	No Change
Vertical Datum	(NAVD 88)		No Change		No Change		(NAVD 88)		(NAVD 88)		(NAVD 88)	
Horizontal Datum	(NAD 83)		No Change		No Change		(NAD 83)		(NAD 83)		(NAD 83)	

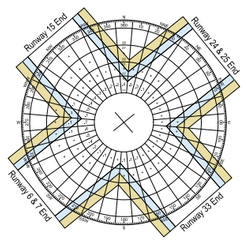
AIRPORT DATA TABLE		
AIRPORT DATA	**EXISTING**	**FUTURE**
Airport Reference Code (ARC)	B-II	No Change
Mean Max Temperature of Hottest Month (f)	84.5° (July)	No Change
Airport Elevation (above MSL) (NAVD 88)	163.5	TBD
Electronic NAVAIDS	ASOS, GPS, ILS, VOR,	No Change
Visual NAVAIDS	Beacon, PAPI, VASI, Windcone	Beacon, PAPI, Windcone
Airport Reference Point (NAD 83) (g)		
Latitude	41° 37' 35.71" N	No Change
Longitude	73° 53' 3.08" W	No Change
Design Aircraft (d)	Cessna Citation Series (C560)	No Change
Wingspan	52 ft. 2 in.	No Change
Main-Gear Span	17 ft. 7 in.	No Change
Approach Speed (knots/hour)	107	No Change
Magnetic Declination (e)	12° 49' W ± 0° 23'	TBD
Date of Magnetic Declination	3/17/2024	N/A
Source of Magnetic Variation	www.ngdc.noaa.gov	N/A
NPIAS Service Level (f)	GA Local	No Change
State Service Level (f)	GA Public	No Change



ALL WEATHER WIND COVERAGE (c)				
	PERCENT COVERAGE			
CROSSWIND COMPONENT	RUNWAY 6/24	RUNWAY 15/33	RUNWAY 7/25	COMBINED
10.5 KNOTS	96.68%	96.88%	96.68%	99.46%
13 KNOTS	98.47%	98.64%	98.47%	99.92%
16 KNOTS	99.70%	99.76%	99.70%	100.00%
TOTAL OBSERVATIONS: 105,577				



IFR WIND COVERAGE (c)				
	PERCENT COVERAGE			
CROSSWIND COMPONENT	RUNWAY 6/24	RUNWAY 15/33	RUNWAY 7/25	COMBINED
10.5 KNOTS	97.93%	98.21%	97.93%	99.53%
13 KNOTS	99.15%	99.33%	99.15%	99.93%
16 KNOTS	99.85%	99.79%	99.85%	100.00%
TOTAL OBSERVATIONS: 19,370				



VFR WIND COVERAGE (c)				
	PERCENT COVERAGE			
CROSSWIND COMPONENT	RUNWAY 6/24	RUNWAY 15/33	RUNWAY 7/25	COMBINED
10.5 KNOTS	96.42%	96.60%	96.42%	99.48%
13 KNOTS	98.33%	98.49%	98.33%	99.92%
16 KNOTS	99.67%	99.75%	99.67%	100.00%
TOTAL OBSERVATIONS: 86,750				

MODIFICATIONS OF DESIGN STANDARDS					
NO.	**STANDARD MODIFIED**	**FAA STANDARDS**	**EXISTING CONDITION**	**PROPOSED ACTION**	**DATE APPROVED**
1	REILS (RWY 33)	40' from RWY Edge	17' from RWY Edge	Replace REILs on Runway 33	
2	REILS (RWY 24)	40' from RWY Edge	17' from RWY Edge	Replace REILs on Runway 6/24	
3	TWY "A" (Hold Lines)	250' offset from RW 6-24	173' offset from RW 6-24	Re-paint/Update hold line locations	
4	Drainage Swale	RSA and TSA grade no greater than 2%	RWY 6 RSA & TWY A TSA grade greater than 2%	No Action at this time	
5	RWY 6-24 ROFZ	Precludes aircraft and other object penetrations, except for frangible NAVAIDs that need to be located in the OFZ because of their function.	Runway 7-25 is located within RWY 6-24 ROFZ	No Action at this time	
6	TLOFA width for Taxilanes 1, 2, and 3	79' TLOFA preludes aircraft and other objects within in the TLOFA	T-Hangar Buildings 15, 16, 17, and 18 within TLOFA	Obtain MOS	
7	TLOFA width for Taxilanes 6, 8, 9, 10, and 11	79' TLOFA preludes aircraft and other objects within in the TLOFA	Tie-down spots do not provide 10 foot offset from TLOFA - nose of parked aircraft currently within TLOFA	Obtain MOS	
8	RWY 24 ROFA	Precludes objects within the ROFA	New Hackensack Road, airport security fence, and blast fence within ROFA	Obtain MOS	

TAXIWAY DATA TABLE																		
	A		B		C		D		E (k)		F (k)		G		K		H	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
Taxiway Design Group (TDG)	2A	No Change	2A	No Change	1A	No Change	2A	No Change	2A	No Change	2A	No Change	2A	No Change	2A	No Change	N/A	2A
Aircraft Design Group (ADG)	II	No Change	II	No Change	I	No Change	II	No Change	II	No Change	II	No Change	II	No Change	II	No Change	N/A	II
Taxiway Width (Actual/Standard)	50 / 35	50* / 35	50 / 35	No Change	45 / 25	25 / 25	50 / 35	No Change	50 / 35	No Change	50 / 35	No Change	50 / 35	No Change	50 / 35	50* / 35	N/A	35 / 35
Taxiway Safety Area (TSA)	79	No Change	79	No Change	49	No Change	79	No Change	79	No Change	79	No Change	79	No Change	79	No Change	N/A	79
Taxiway Object Free Area (TOFA)	124	No Change	124	No Change	79	No Change	124	No Change	124	No Change	124	No Change	124	No Change	124	No Change	N/A	124
Distance from TWY CL to Fixed/Movable Object	62	No Change	62	No Change	44.5	No Change	62	No Change	62	No Change	62	No Change	62	No Change	62	No Change	N/A	62
Taxiway Wingtip Clearance	22.5	No Change	22.5	No Change	20	No Change	22.5	No Change	22.5	No Change	22.5	No Change	22.5	No Change	22.5	No Change	N/A	22.5
Distance from Runway CL to Taxiway CL	162*/350	No Change	400	No Change	N/A	No Change	682	No Change	N/A	No Change	N/A	No Change	N/A	No Change	400	No Change	N/A	240
Distance from Runway CL to Hold Bars	250	No Change	250	No Change	250	No Change	250	No Change	N/A	No Change	N/A	No Change	250	No Change	250	No Change	N/A	200
Taxiway Surface Type	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	Asphalt	No Change	N/A	Asphalt
Taxiway Lighting	MITL	No Change	MITL	No Change	None	No Change	MITL	No Change	MITL	No Change	MITL	No Change	MITL	No Change	MITL	No Change	N/A	MITL
Taxiway Edge Safety Margin (TESM)	7.5	No Change	7.5	No Change	5	No Change	7.5	No Change	7.5	No Change	7.5	No Change	7.5	No Change	7.5	No Change	N/A	7.5
Taxiway Shoulder Width (Actual/Standard)	15/15	No Change	15/15	No Change	10/10	No Change	15/15	No Change	15/15	No Change	15/15	No Change	15/15	No Change	15/15	No Change	N/A	15/15

EXISTING DECLARED DISTANCES				
RUNWAY END ID	**TORA**	**TODA**	**ASDA**	**LDA**
6	5,001	5,001	5,001	5,001
24	5,001	5,001	5,001	4,886
15	2,743	2,743	2,743	2,743
33	2,743	2,743	2,743	2,743
7	1,357	1,357	1,357	1,357
25	1,357	1,357	1,357	1,357

FUTURE DECLARED DISTANCES				
RUNWAY END ID	**TORA**	**TODA**	**ASDA**	**LDA**
6	5,001	5,001	5,001	4,808
24	5,001	5,001	4,808	4,693
15	2,743	2,743	2,743	2,743
33	2,743	2,743	2,743	2,743
7	1,357	1,357	1,357	1,357
25	1,357	1,357	1,357	1,357

NON-STANDARD CONDITIONS		
NUMBER	**EXISTING CONDITION**	**PROPOSED DISPOSITION**
1	RW 6 RSA	193' displaced threshold on the Runway 6 end
2	RW 6 ROFZ	193' displaced threshold on the Runway 6 end
3	TW A Hold Line and Seperation	Re-paint/Update hold line locations
4	Taxilane Seperation (TL 1,2,3,6,7,8,9,10,11)	Update taxilane markings to provide adequate taxilane seperation
5	TW G within RW 7 RPZ	No action at this time
6	TW G within RW 7 RSA	No action at this time
7	TW G within RW 7 ROFZ	No action at this time
8	RW 15-33 withing RW 25 RPZ	No action at this time
9	RW 6-24 withing RW 25 RPZ	No action at this time
10	TW B within RW 25 RPZ	No action at this time
11	Buildings 9, 10, & 21 Reside within the 25' BRL	Install lights on top of the impacted facilities

AIRPORT DATA NOTES

- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, *Airport Design*, FAA Standard Operating Procedures 2.00 and Part 77 of the Federal Aviation Regulations (FAR), *Safe, Efficient Use, and Preservation of the Navigable Airspace*.

(g) All coordinates NAD83 and all elevations NAVD88, Planimetric Survey (Woolpert, 2020).

(b) Temperature Data Source: Northeastern Regional Climate Center (2023), Station ID: Poughkeepsie Airport

(c) Wind Data Source: National Oceanic & Atmospheric Administration, National Climatic Data Center, AWOS Station 725036, Dutchess County Airport for the period between 2013 - 2022. (Recorded 9/21/2023), Windrose compass headings are true north.

(d) Design aircraft based on Working Paper 2 - Aviation Forecast, of the ALP Update Narrative Report. Forecasts approved February 21, 2023.

(e) Magnetic Declination Source: National Geophysical Data Center, March 2024.

(f) Service level sources: FAA National Plan of Integrated Airport Systems (NPIAS), *2023-2027 Report*, and New York State Department of Transportation (NYSDOT) *2018 State Airport System Plan (SASP)*, Table 4-9: *Comparison of NPIAS Roles to State Role Categories*.

(j) Existing approach minimums, approach category and departure procedures based on published approach plates (FAA Airport/Facility Directory and FAA Instrument Flight Procedures Information Gateway) on August 17, 2017.

(h) Future conditions represent the 20 year planning period of the Master Plan. Future and ultimate conditions represent the design of the Airport in the event that B-II operations meet the 500 operations minimum for the critical aircraft during the 20 year planning period and beyond.

(i) Pavement Design Strength Source: FAA Airport Data Information Portal, September 2023.

(i) NAVAID Ownership Source: FAA, *Airport Details for KPOU - ACTIVE* (Chart date: November 3, 2022), Requested (FAA August 2023), NAVAID Ownership: State - REIL, PAPI; FAA: MIRL, MALSR, HIRL, VASI; Unknown - ASOS, Windcone.

(k) Taxiways E and F are to be removed in the future term. The connector taxiways for proposed Taxiway H are to be be designated as E and F.

C&S Engineers, Inc.
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Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT

WAPPINGER
NEW YORK

MARK	DATE	DESCRIPTION
		REVISIONS
PROJECT NO.:		128.057.001
DATE:		JUNE 2024
DRAWN BY:		C. THOMAS-DUTT, J. SHURER
CHECKED BY:		G. MCKEE

DATA SHEET

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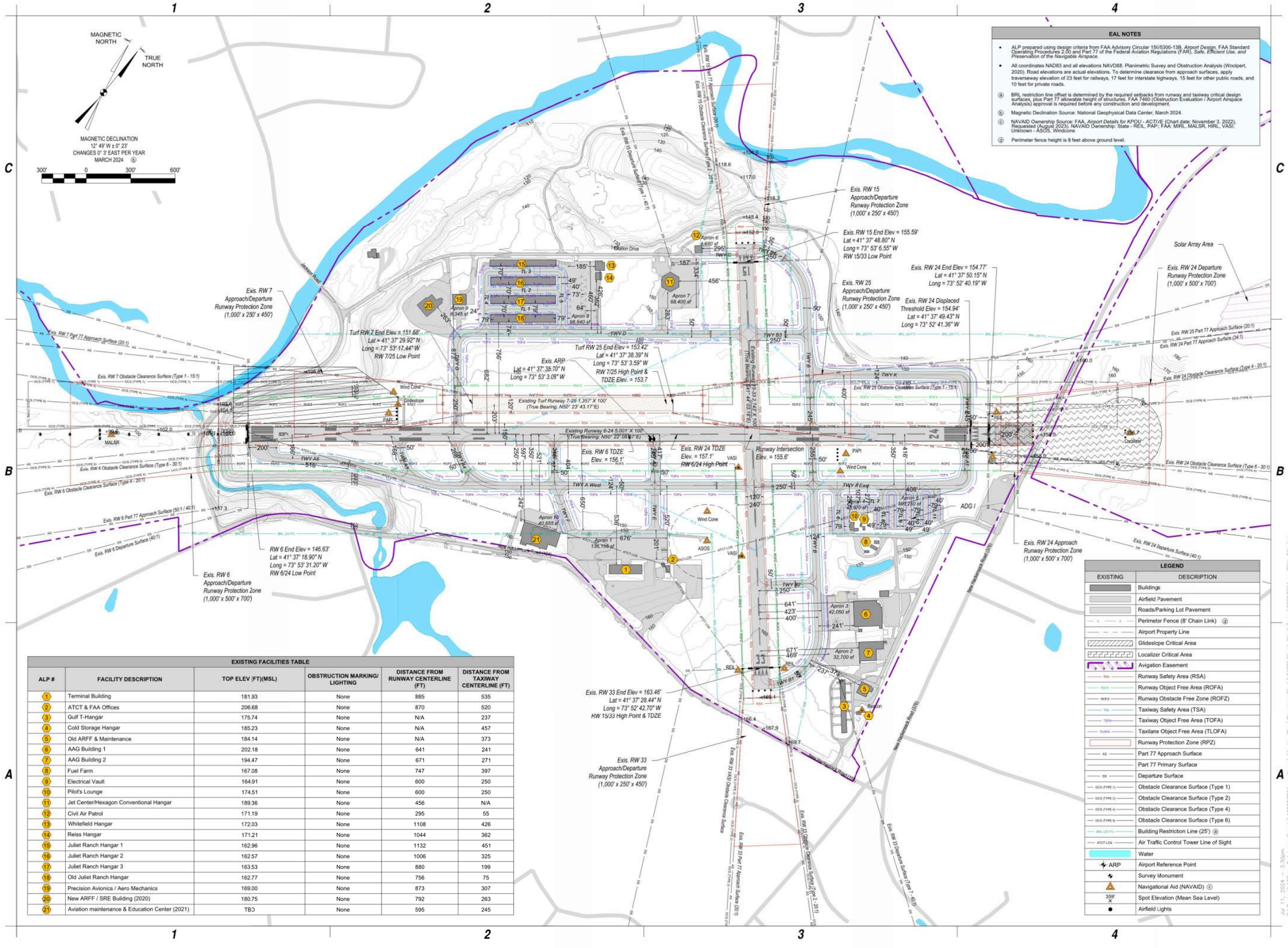
Jul 11, 2024 – 3:56pm
F:\Projects\128 – Dutchess County\128057001 – Airport Master Plan\Planning–Study\CAD\Sheet Files\2 – 128057001 – POU_Data Sheet.dwg



EXISTING FACILITIES TABLE					
ALP #	FACILITY DESCRIPTION	TOP ELEV (FT)(MSL)	OBSTRUCTION MARKING/ LIGHTING	DISTANCE FROM RUNWAY CENTERLINE (FT)	DISTANCE FROM TAXIWAY CENTERLINE (FT)
1	Terminal Building	181.93	None	885	535
2	ATCT & FAA Offices	206.68	None	870	520
3	Gulf T-Hangar	175.74	None	N/A	237
4	Cold Storage Hangar	185.23	None	N/A	457
5	Old ARFF & Maintenance	184.14	None	N/A	373
6	AAG Building 1	202.18	None	641	241
7	AAG Building 2	194.47	None	671	271
8	Fuel Farm	167.08	None	747	397
9	Electrical Vault	164.91	None	600	250
10	Pilot's Lounge	174.51	None	600	250
11	Jet Center/Hexagon Conventional Hangar	189.36	None	456	N/A
12	Civil Air Patrol	171.19	None	295	55
13	Whitefield Hangar	172.03	None	1108	426
14	Reiss Hangar	171.21	None	1044	362
15	Juliet Ranch Hangar 1	162.96	None	1132	451
16	Juliet Ranch Hangar 2	162.57	None	1006	325
17	Juliet Ranch Hangar 3	163.53	None	880	199
18	Old Juliet Ranch Hangar	162.77	None	756	75
19	Precision Avionics / Aero Mechanics	169.00	None	873	307
20	New ARFF / SRE Building (2020)	180.75	None	792	263
21	Aviation maintenance & Education Center (2021)	TBD	None	595	245

LEGEND	
EXISTING	DESCRIPTION
	Buildings
	Airfield Pavement
	Roads/Parking Lot Pavement
	Perimeter Fence (8' Chain Link) (d)
	Airport Property Line
	Glideslope Critical Area
	Localizer Critical Area
	Avigation Easement
RSA	Runway Safety Area (RSA)
ROFA	Runway Object Free Area (ROFA)
ROFZ	Runway Obstacle Free Zone (ROFZ)
TSA	Taxiway Safety Area (TSA)
TOFA	Taxiway Object Free Area (TOFA)
TLOFA	Taxilane Object Free Area (TLOFA)
RPZ	Runway Protection Zone (RPZ)
AS	Part 77 Approach Surface
	Part 77 Primary Surface
DS	Departure Surface
OCS (TYPE 1)	Obstacle Clearance Surface (Type 1)
OCS (TYPE 2)	Obstacle Clearance Surface (Type 2)
OCS (TYPE 4)	Obstacle Clearance Surface (Type 4)
OCS (TYPE 6)	Obstacle Clearance Surface (Type 6)
BRL (25')	Building Restriction Line (25') (a)
ATCT LOS	Air Traffic Control Tower Line of Sight
	Water
ARP	Airport Reference Point
	Survey Monument
	Navigational Aid (NAVAID) (c)
359'	Spot Elevation (Mean Sea Level)
	Airfield Lights

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HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER NEW YORK

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO.:	128.057.001	
DATE:	JUNE 2024	
DRAWN BY:	C. THOMAS-DUTT, J. SHURER	
CHECKED BY:	G. MCKEE	

EXISTING AIRPORT LAYOUT PLAN DRAWING

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PROPOSED PROJECTS TABLE ⓒ ⓗ			
ALP #	FACILITY DESCRIPTION	TOP ELEV (MSL) (ESTIMATE)	PHASE
NEAR-TERM: 0-5 YEARS			
1–1	Environmental Assessment for Obstruction Mitigation	N/A	1
1–2	Runway Protection Zone (RPZ) Control through Easements and/or Zone Changes	N/A	1
1–3	Replace Perimeter Fence	N/A	1
1–4	Reconfigure MALSR System on Runway 6	N/A	1
1–5	Reconfiguration of Taxiway A4	N/A	1
1–6*	Southern Development Area Terminal Apron Expansion and Taxiway Connectors	N/A	1
1–7	Future Aeronautical Development	N/A	1
1–8	Electric Vehicle and Aircraft Charging Station	N/A	1
1–9	Runway 6/24 Runway Safety Area Improvements	N/A	1
1–10	Northern Development Area Apron and Taxiway Connectors	N/A	1
1–11	Northern Development Area Executive Hangars (120' x 250')	183'	1
1–12	Northern Development Area Auto Parking	N/A	1
1–13	Rehabilitation of Taxiway A	N/A	1
1–14	Rehabilitation of Taxiway G	N/A	1

PROPOSED PROJECTS TABLE			
ALP #	FACILITY DESCRIPTION	TOP ELEV (MSL) (ESTIMATE)	PHASE
1–15	Non-Aeronautical Area Development	N/A	1
1–16	On-Airport Obstruction Mitigation (Removal/Land Acquisition)	N/A	1
1–17	Off-Airport Obstruction Mitigation (Removal/Land Acquisition)	N/A	1
1–18	Phase 1 Apron Rehabilitation/Reconstruction (Aprons 2, 5, 7, and 8)	N/A	1
1–19	Building 14 Relocation	172'	1
1–20	ARFF Development Area Supprt Facility (25' x 140')	162'	1
1–21	ARFF Development Area Supprt Facility (40' x 80')	165'	1
MID-TERM: 6-10 YEARS			
2–1	Rehabilitation of Terminal Access Road and Auto Parking Area	N/A	2
2–2	Reconfiguration of Taxiway A5	N/A	2
2–3	Reconfiguration of Taxiway B1	N/A	2
2–4	Reconfiguration of Taxiway B4	N/A	2
2–5	Reconfiguration of Taxiway C	N/A	2
2–6	Rehabilitation of Runway 15/33	N/A	2
2–7	Replace Airport Rotating Beacon	N/A	2
2–8	Phase 2 Apron Rehabilitation/Reconstruction (Aprons 1, 3, and 9)	N/A	2

PROPOSED PROJECTS TABLE			
ALP #	FACILITY DESCRIPTION	TOP ELEV (MSL) (ESTIMATE)	PHASE
2–9	Eastern Development Area Apron, Three Medium Hangars (60' x 60'), and Auto Parking	176'	3
LONG-TERM: 11-20 YEARS			
3–1	Eastern Development Area Apron and One Executive Hangar (150' x 200')	195'	3
3–2	Future Aeronautical Development	N/A	3
3–3	Future Taxiway H with Two Connectors (Future Taxiway E/Future Taxiway F)	N/A	3
3–4	Future Aeronautical Development	N/A	3
3–5	Taxiway K Realignment – Rehabilitate Existng Taxiway	N/A	3
3–6**	Taxiway A1 Realignment - Rehabilitate Existng Taxiway	N/A	3
3–7	Rehabilitation of Runway 6/24	N/A	3
3–8	Rehabilitation of Taxiway B	N/A	3
3–9	Rehabilitation of Taxiway D	N/A	3
3–10	Replace Existing VASI System on Runway 15/33 with PAPI System	N/A	3
3–11	Phase 3 Apron Rehabilitation/Reconstruction (Aprons 4 and 10)	N/A	3
3–12	Raise Air Traffic Control Tower Height	N/A	3

* Preliminary ATCT LOS Evaluation contained in Appendix L, no penetrations for aircraft with tail heights of 10 feet. No penetrations for aircraft with tail heights of 20 feet except when parked adjacent to Taxiway A.
** Future taxiway connectors subject to additional ATCT LOS review

The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this document by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

FAA's approval of this Airport Layout Plan (ALP) represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to resubmit for approval the final locations, heights and exterior finish of structures. FAA's concern is obstructions, impact on electronic aids or adverse effects on controller view of aircraft approach and ground movement areas which could adversely affect the safety, efficiency or utility of the airport.

MAGNETIC NORTH
TRUE NORTH
MAGNETIC DECLINATION
12° 49' W ± 0° 23'
CHANGES 0° 3' EAST PER YEAR
MARCH 2024 ⓑ
400' 0 400' 800'

FAA APPROVAL SPACE

Approved Conditionally: _____

Subject to comments contained in our letter dated: _____

FEDERAL AVIATION ADMINISTRATION

Eastern Region

By:

NEW YORK STATE DEPARTMENT ON TRANSPORTATION
SUBMITTED BY
TITLE
DATE

DUTCHESS COUNTY
SUBMITTED BY
TITLE
DATE

FUTURE FACILITIES LEGEND ⓒ					
EXISTING	NEAR-TERM (0-5 YEARS)	MID-TERM (6-10 YEARS)	LONG-TERM (11-20 YEARS)	ULTIMATE (>20 YEARS)	DESCRIPTION
	N/A			N/A	Buildings
					Pavement
N/A				N/A	Demolition
				N/A	Fence ⓕ

EXISTING FACILITIES TABLE					
ALP #	FACILITY DESCRIPTION	TOP ELEV (FT)(MSL)	OBSTRUCTION MARKING/ LIGHTING	DISTANCE FROM RUNWAY CENTERLINE (FT)	DISTANCE FROM TAXIWAY CENTERLINE (FT)
1	Terminal Building	181.93	None	885	535
2	ATCT & FAA Offices	206.68	None	870	520
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4	Cold Storage Hangar	185.23	None	N/A	457
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8	Fuel Farm	167.08	None	747	397
9	Electrical Vault	164.91	None	600	250
10	Pilot's Lounge	174.51	None	600	250
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12	Civil Air Patrol	171.19	None	295	55
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16	Juliet Ranch Hangar 2	162.57	None	1006	325
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19	Precision Avionics / Aero Mechanics	169.00	None	873	307
20	New ARFF / SRE Building (2020)	180.75	None	792	263
21	Aviation maintenance & Education Center (2021)	TBD	None	595	245

ALP NOTES

- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, *Airport Design*, FAA Standard Operating Procedures 2.00 and Part 77 of the Federal Aviation Regulations (FAR), *Safe, Efficient Use, and Preservation of the Navigable Airspace.*
- All coordinates NAD83 and all elevations NAVD88. Planimetric Survey (Woolpert, 2020). Road elevations are actual elevations. To determine clearance from approach surface, apply traverseway elevation of 23 feet for railways, 17 feet for interstate highways, 15 feet for other public roads, and 10 feet for private roads.

ⓐ BRL restriction line offset is determined by the required setbacks from runway and taxiway critical design surfaces, plus Part 77 allowable height of structures. FAA 7460 (Obstruction Evaluation / Airport Airspace Analysis) approval is required before any construction and development. Future structures should also maintain clear of line of sight between the air traffic control tower and movement areas.

ⓑ Magnetic Declination Source: National Geophysical Data Center, March 2024.

ⓒ Future development and hangars are conceptual based on facility requirements. Exact layout and dimensions may vary based on market demand and hangar developer.

ⓓ Signs and lights will need to be realigned to accommodate proposed runway and taxiway changes (geometry and fillet upgrades). Sign and light realignments will be finalized and incorporated during engineering design.

ⓔ NAVAID Ownership Source: FAA, *Airport Details for KPOU - ACTIVE* (Chart date: November 3, 2022), Requested (August 2023). NAVAID Ownership: State - REIL, PAPI; FAA: MIRL, MALSR, HIRL, VASI; Unknown - ASOS, Windcone

ⓕ Perimeter fence height is 8 feet above ground level.

ⓖ Taxiway and apron projects are dependent on site analysis and environmental review and are shown for planning purpose only.

ⓗ Air traffic control tower line of sight (ATCT LOS) based on current tower height.

LEGEND			
EXISTING	FUTURE	ULTIMATE	DESCRIPTION
	N/A	N/A	Dirt/Gravel
	N/A	N/A	Airport Property Line
		N/A	Avigation Easements
RSA	RSA		Runway Safety Area
ROFA	ROFA		Runway Object Free Area
ROFZ	N/A	N/A	Runway Obstacle Free Zone
TSA	TSA		Taxiway Safety Area
TOFA	TOFA		Taxiway Object Free Area
		N/A	Runway Protection Zone
	N/A	N/A	Glideslope Critical Area
	N/A	N/A	Localizer Critical Area
ATCT LOS	ATCT LOS	N/A	ATCT Line of Sight
BRL	N/A	N/A	Building Restriction Line (20') ⓐ
BVE	N/A	N/A	Runway Visibility Zone
A5	N/A	N/A	Part 77 Approach Surface
OCS (TYPE 1)	N/A	N/A	Obstacle Clearance Surface Type 1
OCS (TYPE 2)	N/A	N/A	Obstacle Clearance Surface Type 2
OCS (TYPE 4)	OCS (TYPE 4)	N/A	Obstacle Clearance Surface Type 4
OCS (TYPE 6)	OCS (TYPE 6)	N/A	Obstacle Clearance Surface Type 6
DS	N/A	N/A	Departure Surface
PAPI	N/A	N/A	PAPI Obstacle Clearance Surface
	N/A	N/A	ASOS Critical Area
	N/A	N/A	Vegetation / Trees
	N/A	N/A	Water Body
ARP	N/A	N/A	Airport Reference Point
	N/A	N/A	Survey Monument
		N/A	Navigational Aid ⓔ
359'	N/A	N/A	Spot Elevation (MSL)
	N/A	N/A	Airfield Light
	N/A	N/A	Reserved for Future Development

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HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER NEW YORK

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO.:	128.057.001	
DATE:	JUNE 2024	
DRAWN BY:	C. THOMAS-DUTT, J. SHURER	
CHECKED BY:	G. MCKEE	

FUTURE AIRPORT LAYOUT PLAN DRAWING

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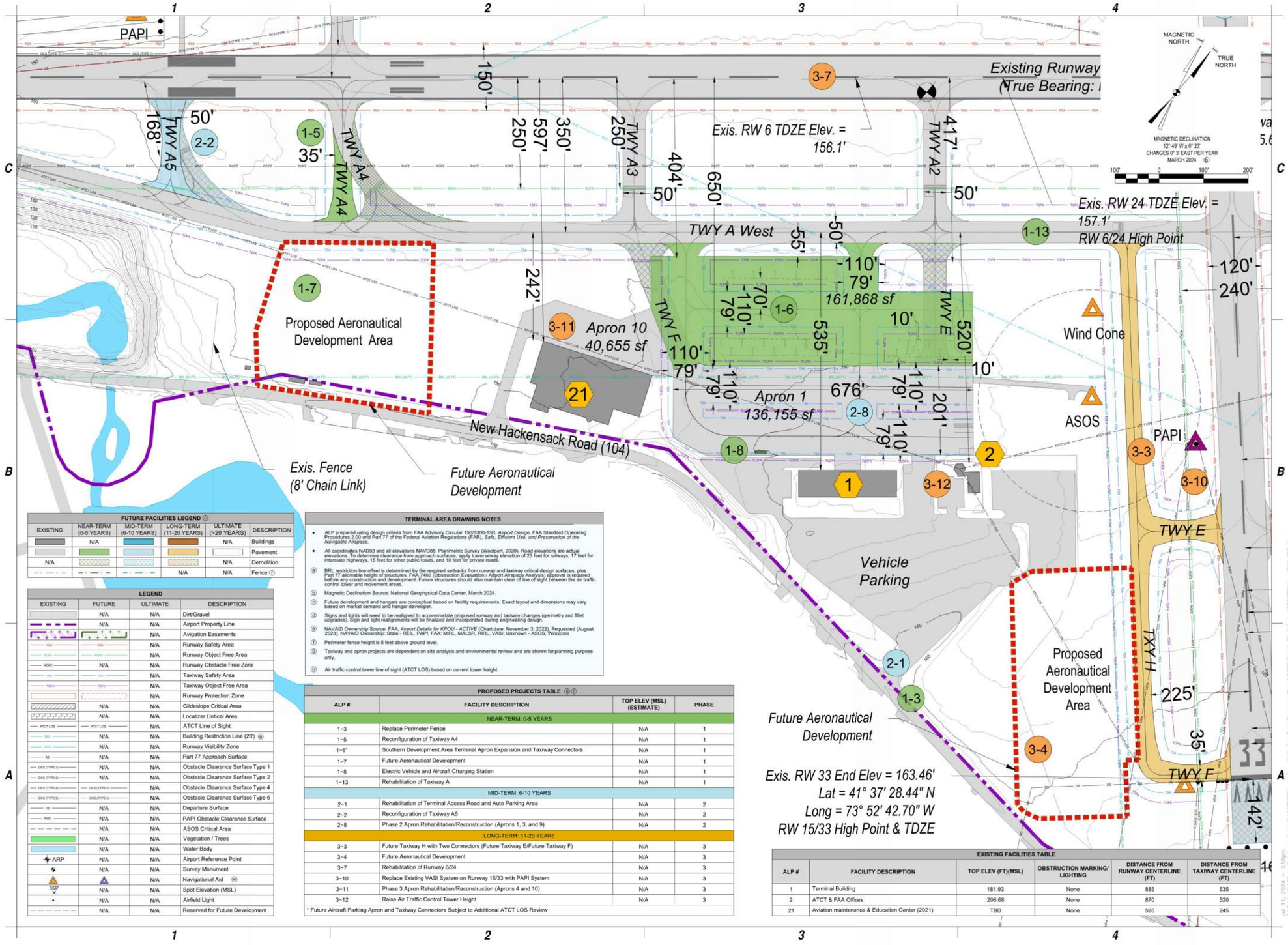

FUTURE FACILITIES LEGEND (c)					
EXISTING	NEAR-TERM (0-5 YEARS)	MID-TERM (6-10 YEARS)	LONG-TERM (11-20 YEARS)	ULTIMATE (>20 YEARS)	DESCRIPTION
	N/A			N/A	Buildings
					Pavement
N/A				N/A	Demolition
			N/A	N/A	Fence (f)

LEGEND			
EXISTING	FUTURE	ULTIMATE	DESCRIPTION
	N/A	N/A	Dirt/Gravel
	N/A	N/A	Airport Property Line
		N/A	Avigation Easements
RSA	RSA	N/A	Runway Safety Area
ROFA	ROFA	N/A	Runway Object Free Area
ROFZ	N/A	N/A	Runway Obstacle Free Zone
TSA	TSA	N/A	Taxiway Safety Area
TOFA	TOFA	N/A	Taxiway Object Free Area
		N/A	Runway Protection Zone
	N/A	N/A	Glideslope Critical Area
	N/A	N/A	Localizer Critical Area
ATCT LOS	ATCT LOS	N/A	ATCT Line of Sight
BRL	N/A	N/A	Building Restriction Line (20') (e)
RVZ	N/A	N/A	Runway Visibility Zone
65	N/A	N/A	Part 77 Approach Surface
DCS (TYPE 1)	N/A	N/A	Obstacle Clearance Surface Type 1
DCS (TYPE 2)	N/A	N/A	Obstacle Clearance Surface Type 2
DCS (TYPE 4)	DCS (TYPE 4)	N/A	Obstacle Clearance Surface Type 4
DCS (TYPE 6)	DCS (TYPE 6)	N/A	Obstacle Clearance Surface Type 6
DS	N/A	N/A	Departure Surface
PAPI	N/A	N/A	PAPI Obstacle Clearance Surface
	N/A	N/A	ASOS Critical Area
	N/A	N/A	Vegetation / Trees
	N/A	N/A	Water Body
ARP	N/A	N/A	Airport Reference Point
	N/A	N/A	Survey Monument
		N/A	Navigational Aid (e)
359'	N/A	N/A	Spot Elevation (MSL)
	N/A	N/A	Airfield Light
	N/A	N/A	Reserved for Future Development

TERMINAL AREA DRAWING NOTES

- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13B, *Airport Design*, FAA Standard Operating Procedures 2.00 and Part 77 of the Federal Aviation Regulations (FAR), *Safe, Efficient Use, and Preservation of the Navigable Airspace*.
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(b) Magnetic Declination Source: National Geophysical Data Center, March 2024.

(c) Future development and hangars are conceptual based on facility requirements. Exact layout and dimensions may vary based on market demand and hanger developer.

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(f) Perimeter fence height is 8 feet above ground level.

(g) Taxiway and apron projects are dependent on site analysis and environmental review and are shown for planning purpose only.

(h) Air traffic control tower line of sight (ATCT LOS) based on current tower height.

PROPOSED PROJECTS TABLE (c)(h)

ALP #	FACILITY DESCRIPTION	TOP ELEV (MSL) (ESTIMATE)	PHASE
	NEAR-TERM: 0-5 YEARS		
1–3	Replace Perimeter Fence	N/A	1
1–5	Reconfiguration of Taxiway A4	N/A	1
1–6*	Southern Development Area Terminal Apron Expansion and Taxiway Connectors	N/A	1
1–7	Future Aeronautical Development	N/A	1
1–8	Electric Vehicle and Aircraft Charging Station	N/A	1
1–13	Rehabilitation of Taxiway A	N/A	1
	MID-TERM: 6-10 YEARS		
2–1	Rehabilitation of Terminal Access Road and Auto Parking Area	N/A	2
2–2	Reconfiguration of Taxiway A5	N/A	2
2–8	Phase 2 Apron Rehabilitation/Reconstruction (Aprons 1, 3, and 9)	N/A	2
	LONG-TERM: 11-20 YEARS		
3–3	Future Taxiway H with Two Connectors (Future Taxiway E/Future Taxiway F)	N/A	3
3–4	Future Aeronautical Development	N/A	3
3–7	Rehabilitation of Runway 6/24	N/A	3
3–10	Replace Existing VASI System on Runway 15/33 with PAPI System	N/A	3
3–11	Phase 3 Apron Rehabilitation/Reconstruction (Aprons 4 and 10)	N/A	3
3–12	Raise Air Traffic Control Tower Height	N/A	3

* Future Aircraft Parking Apron and Taxiway Connectors Subject to Additional ATCT LOS Review

EXISTING FACILITIES TABLE

ALP #	FACILITY DESCRIPTION	TOP ELEV (FT)(MSL)	OBSTRUCTION MARKING/ LIGHTING	DISTANCE FROM RUNWAY CENTERLINE (FT)	DISTANCE FROM TAXIWAY CENTERLINE (FT)
1	Terminal Building	181.93	None	885	535
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DATE:		JUNE 2024
DRAWN BY:		C. THOMAS-DUTT, J. SHURER
CHECKED BY:		G. MCKEE

TERMINAL AREA DRAWING

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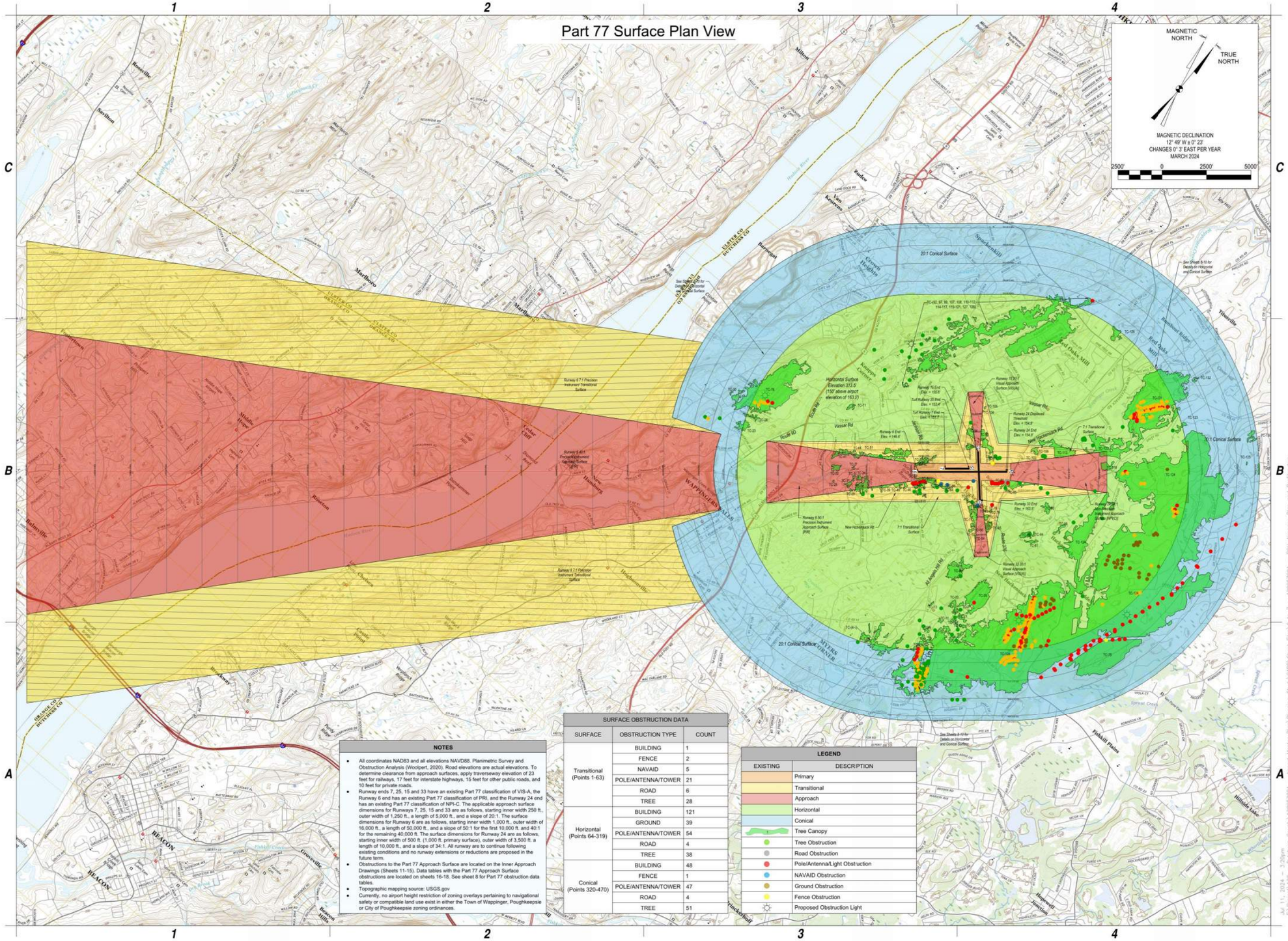
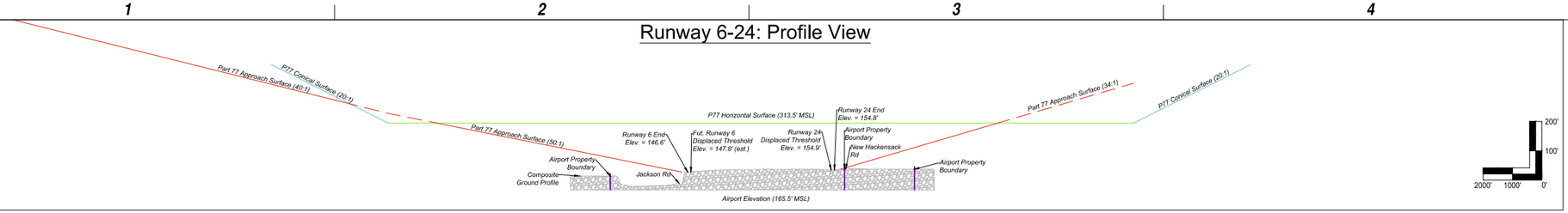
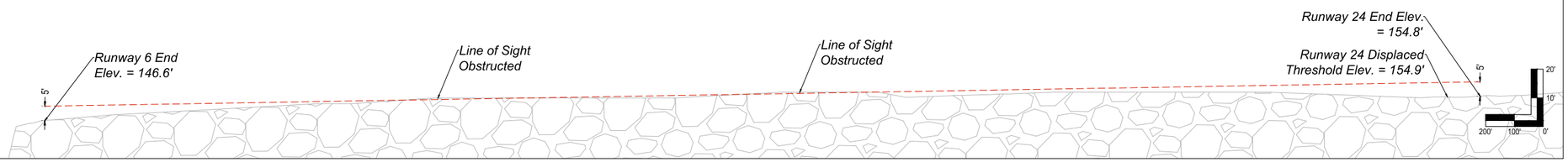
Part 77 Surface Plan View


MAGNETIC NORTH
TRUE NORTH
MAGNETIC DECLINATION
12° 49' W ± 0° 23'
CHANGES 0° 3' EAST PER YEAR
MARCH 2024
2500' 0 2500' 5000'
20:1 Conical Surface
Runway 6 Precision Instrument Transitional Surface
Runway 24 Precision Instrument Transitional Surface
Runway 6/24 Precision Instrument Approach Surface
Runway 6 End Elev. = 146.6'
Runway 24 End Elev. = 104.8'
Runway 15 End Elev. = 155.6'
Runway 33 End Elev. = 163.5'
Runway 7 End Elev. = 151.7'
Runway 25 End Elev. = 153.4'
Runway 15/33 Visual Approach Surface (VISUAL)
Runway 7/25 Visual Approach Surface (VISUAL)
Runway 15/33 Non-Precision Instrument Approach Surface (NPCI)
Runway 6/24 Non-Precision Instrument Approach Surface (NPCI)
Runway 6/24 Precision Instrument Approach Surface (PAR)
Horizontal Surface Elevation 313.5 (150' above airport elevation of 163.5')
7:1 Transitional Surface
Vassar Rd
New Hackensack Rd
Red Oaks Mill
Spackenkill
Crown Heights
Krumpy Corner
Myers Corner
Fishkill Plains
Hilltop Lake
Hopewell Junction
Beacon
Wappingers Falls
Poughkeepsie
Hyde Park
Milton
Marlboro
Staatsburg
Rhinebeck
Red Hook
Tivoli
Millbrook
Pine Plains
Pleasant Valley
Clinton
Union Vale
Lagrangeville
Pawling
Dover
Amenia
Sharon
Salisbury
Canaan
Ancram
Copake
Hillsdale
Claverack
Hudson
Germantown
Livingston
Taconic State Parkway
Hudson River
Wappinger Creek
Fishkill Creek
Casperkill
Sprout Creek
Landing
Rte 9
Rte 44
Rte 55
Rte 82
Rte 199
Rte 208
Rte 376
Rte 9G
Rte 9D
Rte 22
Rte 343
Rte 82
Rte 66
Rte 20
Rte 7
Rte 295
Rte 23
Rte 23B
Rte 203
Rte 217
Rte 3
Rte 9W
Rte 9H
Rte 199
Rte 308
Rte 199
Rte 103
Rte 199

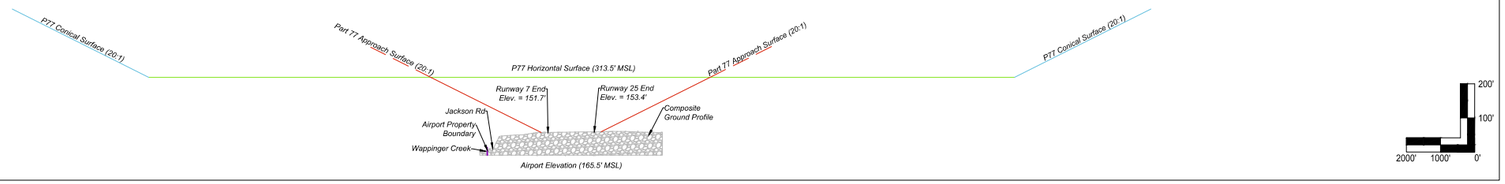
Runway 6-24: Profile View



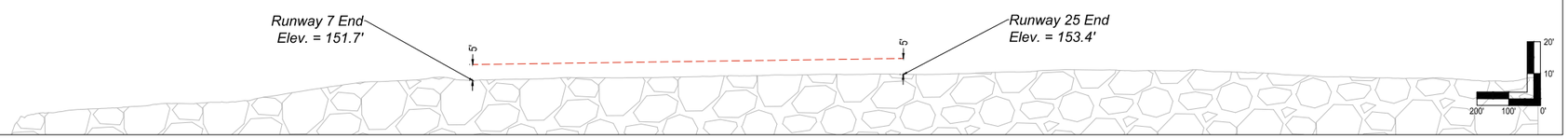
Runway 6-24: 5' Line of Sight



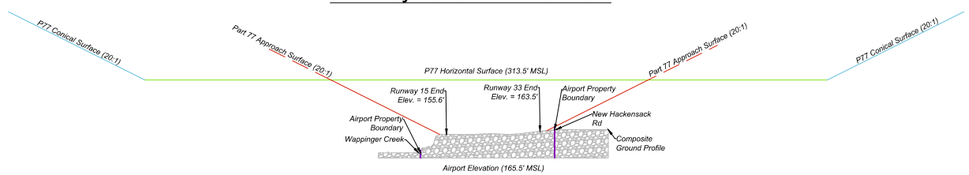
Turf Runway 7-25: Profile View



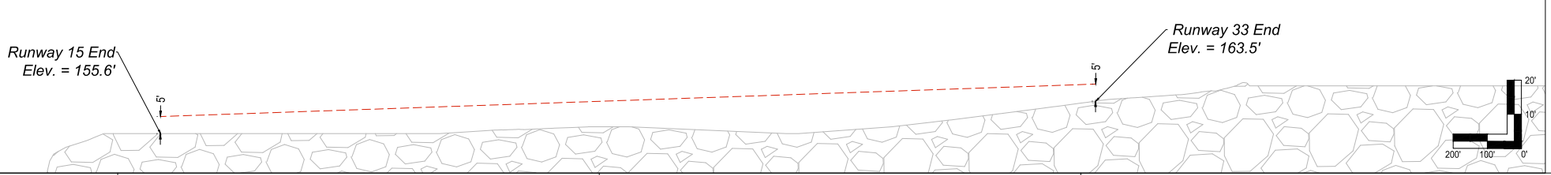
Turf Runway 7-25: 5' Line of Sight



Runway 15-33: Profile View



Runway 15-33: 5' Line of Sight



C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER
NEW YORK

MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO.:	128.057.001
DATE:	JUNE 2024
DRAWN BY:	C. THOMAS-DUTT, J. SHURER
CHECKED BY:	G. MCKEE

PART 77 AIRSPACE DRAWING PROFILES

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Jul 11, 2024 – 3:21pm
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PART 77 AIRSPACE TRANSITIONAL SURFACE OBSTRUCTION DATA TABLE (SEE SHEET 6)

ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Transitional Penetration (FT)	Proposed Disposition
1	N/A	POLE/ANTENNA/TOWER	152.88	192.42	15.13	Light
2	N/A	POLE/ANTENNA/TOWER	162.46	263.85	18.27	Light
3	33	TREE	163.61	210.46	29.93	Remove
4	6	TREE	95.46	206.30	5.06	Remove
5	N/A	FENCE	149.48	158.52	8.74	Light
6	24	TREE	215.31	241.13	4.04	Remove
7	N/A	FENCE	149.05	158.13	3.43	Light
8	N/A	ROAD	155.38	170.38	12.54	Light
9	N/A	ROAD	155.38	170.38	13.38	Light
10	N/A	TREE	115.60	211.99	13.93	Remove
11	N/A	TREE	154.53	196.16	25.39	Remove
12	N/A	TREE	183.96	282.83	3.59	Remove
13	6	TREE	161.95	253.89	2.29	Remove
14	24	TREE	161.02	234.39	0.47	Remove
15	24	TREE	197.86	298.80	4.96	Remove
16	6	ROAD	140.94	155.94	2.66	Light
17	33	ROAD	165.19	180.19	3.37	Light
18	33	ROAD	166.51	181.51	9.26	Light
19	N/A	ROAD	152.98	167.98	1.04	Light
20	N/A	POLE/ANTENNA/TOWER	162.31	256.59	10.50	Light
21	N/A	NAVAID	153.84	201.41	37.12	NAVAID - Fixed by Function
22	N/A	TREE	156.39	262.78	47.87	Remove
23	N/A	NAVAID	150.54	191.45	16.43	NAVAID - Fixed by Function
24	33	TREE	163.31	214.93	35.65	Remove
25	33	NAVAID	166.70	177.96	7.77	NAVAID - Fixed by Function
26	N/A	BUILDING	165.58	185.00	8.57	Light
27	N/A	TREE	169.55	235.04	54.25	Remove
28	N/A	POLE/ANTENNA/TOWER	154.51	217.76	42.05	Light
29	N/A	POLE/ANTENNA/TOWER	131.66	168.00	0.19	Light
30	N/A	POLE/ANTENNA/TOWER	153.47	188.01	14.62	Light
31	N/A	POLE/ANTENNA/TOWER	142.17	181.89	20.53	Light
32	N/A	POLE/ANTENNA/TOWER	143.20	182.92	10.60	Light
33	N/A	POLE/ANTENNA/TOWER	141.00	172.86	9.26	Light
34	24	TREE	212.09	236.38	3.20	Remove
35	N/A	NAVAID	150.85	191.62	8.37	NAVAID - Fixed by Function
36	N/A	POLE/ANTENNA/TOWER	152.40	183.94	6.40	Light
37	N/A	POLE/ANTENNA/TOWER	152.97	182.76	5.75	Light
38	N/A	TREE	158.97	248.79	14.03	Remove
39	N/A	TREE	169.42	227.31	4.47	Remove
40	N/A	TREE	109.77	226.89	16.16	Remove
41	N/A	NAVAID	153.45	178.48	23.18	NAVAID - Fixed by Function
42	24	TREE	213.58	242.57	10.12	Remove
43	N/A	POLE/ANTENNA/TOWER	153.39	216.71	11.66	Light
44	N/A	POLE/ANTENNA/TOWER	141.35	179.53	7.23	Light
45	N/A	TREE	130.55	235.14	1.59	Remove
46	N/A	TREE	144.25	240.09	11.49	Remove
47	N/A	POLE/ANTENNA/TOWER	151.85	181.14	3.22	Light
48	N/A	POLE/ANTENNA/TOWER	153.31	182.64	5.76	Light
49	24	TREE	151.01	225.66	44.26	Remove
50	N/A	POLE/ANTENNA/TOWER	152.59	183.65	11.70	Light
51	N/A	TREE	110.20	199.26	6.12	Remove
52	N/A	POLE/ANTENNA/TOWER	153.61	175.74	2.84	Light
53	24	TREE	160.87	233.91	0.45	Remove
54	N/A	TREE	166.12	255.00	8.27	Remove
55	N/A	POLE/ANTENNA/TOWER	125.19	160.00	6.24	Light
56	N/A	POLE/ANTENNA/TOWER	131.65	170.00	17.72	Light
57	N/A	TREE	136.21	224.01	22.67	Remove
58	N/A	POLE/ANTENNA/TOWER	153.42	184.47	17.02	Light
59	N/A	TREE	180.17	278.39	13.26	Remove
60	N/A	POLE/ANTENNA/TOWER	154.21	217.75	52.76	Light
61	15	TREE	128.78	241.31	1.79	Remove
62	24	TREE	212.81	238.86	8.85	Remove
63	33	TREE	161.27	214.11	5.09	Remove
TC-106	N/A	TREE CANOPY	246.77	287.12	17.28	Remove
TC-109	24 & 25	TREE CANOPY	168.58	274.74	88.06	Remove
TC-113	24 & 25	TREE CANOPY	217.56	359.17	71.46	Remove
TC-122	24	TREE CANOPY	259.11	355.18	21.75	Remove
TC-29	6	TREE CANOPY	152.90	246.01	20.71	Remove
TC-38	6 & 7	TREE CANOPY	166.05	261.86	48.54	Remove
TC-41	6	TREE CANOPY	144.81	263.12	17.45	Remove
TC-44	6 & 7	TREE CANOPY	135.88	254.66	24.09	Remove
TC-46	N/A	TREE CANOPY	142.02	224.00	24.59	Remove
TC-49	6	TREE CANOPY	169.46	269.53	65.14	Remove
TC-50	N/A	TREE CANOPY	161.96	263.00	20.53	Remove
TC-51	6 & 7	TREE CANOPY	138.09	242.62	19.69	Remove
TC-52	N/A	TREE CANOPY	169.94	270.00	2.36	Remove
TC-54	33	TREE CANOPY	204.62	278.04	7.12	Remove
TC-55	N/A	TREE CANOPY	171.56	230.61	54	Remove
TC-59	N/A	TREE CANOPY	158.92	221.06	53.74	Remove
TC-61	6	TREE CANOPY	135.73	215.34	54.63	Remove
TC-62	N/A	TREE CANOPY	151.32	240.09	48.69	Remove
TC-63	6 & 7	TREE CANOPY	101.82	269.22	44.96	Remove
TC-64	N/A	TREE CANOPY	145.23	242.16	35.05	Remove
TC-65	33	TREE CANOPY	193.54	263.19	5.68	Remove

PART 77 AIRSPACE TRANSITIONAL SURFACE OBSTRUCTION DATA TABLE (SEE SHEET 6)

ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Transitional Penetration (FT)	Proposed Disposition
TC-66	N/A	TREE CANOPY	146.44	223.59	20.75	Remove
TC-67	33	TREE CANOPY	158.72	225.66	17.19	Remove
TC-68	33	TREE CANOPY	162.06	207.51	16.16	Remove
TC-69	33	TREE CANOPY	162.36	222.36	46.85	Remove
TC-70	N/A	TREE CANOPY	162.71	250.82	2.6	Remove
TC-72	6 & 7	TREE CANOPY	94.15	181.86	30.09	Remove
TC-73	N/A	TREE CANOPY	165.97	252.51	21.7	Remove
TC-74	33	TREE CANOPY	177.31	266.49	35.49	Remove
TC-77	6 & 7	TREE CANOPY	106.27	203.79	36.6	Remove
TC-79	33	TREE CANOPY	164.24	251.23	0.99	Remove
TC-80	6 & 7	TREE CANOPY	101.91	205.93	37.82	Remove
TC-82	N/A	TREE CANOPY	133.02	226.07	35.66	Remove
TC-85	N/A	TREE CANOPY	158.22	244.63	16.24	Remove
TC-87	N/A	TREE CANOPY	153.06	230.19	41.9	Remove
TC-89	15	TREE CANOPY	138.05	235.14	43.24	Remove
TC-91	N/A	TREE CANOPY	147.33	242.98	61.21	Remove
TC-94	15	TREE CANOPY	120.42	250.41	48.58	Remove
TC-98	15	TREE CANOPY	105.39	235.14	17.47	Remove

PART 77 AIRSPACE HORIZONTAL SURFACE OBSTRUCTION DATA TABLE (SEE SHEET 6)

ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Horizontal Penetration (FT)	Proposed Disposition
64	N/A	TREE	220.08	315.88	2.38	Four Obstruction Light Towers To Mark Highest Points Within Three Large Group Obstruction Areas
65	33	TREE	250.86	336.75	23.25	Same As Above
66	N/A	TREE	237.47	321.67	8.17	Same As Above
67	15	TREE	235.12	325.04	11.54	Same As Above
68	15	TREE	211.37	317.47	3.97	Same As Above
69	N/A	TREE	216.20	317.47	3.97	Same As Above
70	N/A	TREE	228.61	330.02	16.52	Same As Above
71	N/A	TREE	218.24	317.47	3.97	Same As Above
72	N/A	TREE	197.45	316.43	2.93	Same As Above
73	N/A	TREE	210.65	314.09	0.59	Same As Above
74	N/A	TREE	214.38	321.24	7.74	Same As Above
75	24	POLE/ANTENNA/TOWER	301.84	333.68	20.18	Same As Above
76	24	POLE/ANTENNA/TOWER	359.46	400.33	86.83	Same As Above
77	33	POLE/ANTENNA/TOWER	274.14	313.92	0.42	Same As Above
78	N/A	GROUND	321.97	321.97	8.47	Same As Above
79	N/A	TREE	208.38	320.05	6.55	Same As Above
80	24	TREE	217.14	314.00	0.50	Same As Above
81	N/A	BUILDING	320.11	348.04	34.54	Same As Above
82	N/A	TREE	215.06	315.34	1.84	Same As Above
83	33	ROAD	337.54	352.54	39.04	Same As Above
84	33	ROAD	366.10	381.10	67.60	Same As Above
85	33	ROAD	373.34	388.34	74.84	Same As Above
86	33	ROAD	421.14	436.14	122.64	Same As Above
87	N/A	BUILDING	327.06	349.41	35.91	Same As Above
88	N/A	BUILDING	341.21	365.08	51.58	Same As Above
89	24	BUILDING	362.97	388.59	75.09	Same As Above
90	24	POLE/ANTENNA/TOWER	373.12	406.33	92.83	Same As Above
91	N/A	BUILDING	324.83	348.58	35.08	Same As Above
92	N/A	BUILDING	329.98	356.01	42.51	Same As Above
93	N/A	BUILDING	329.36	350.64	37.14	Same As Above
94	N/A	BUILDING	372.33	395.61	82.11	Same As Above
95	N/A	BUILDING	385.52	410.46	96.96	Same As Above
96	N/A	POLE/ANTENNA/TOWER	357.37	389.01	75.51	Same As Above
97	N/A	BUILDING	355.53	377.46	63.96	Same As Above
98	33	TREE	202.69	313.52	0.02	Same As Above
99	N/A	GROUND	351.23	351.23	37.73	Same As Above
100	N/A	BUILDING	351.29	380.00	66.50	Same As Above
101	N/A	POLE/ANTENNA/TOWER	286.20	320.94	7.44	Same As Above
102	N/A	GROUND	334.40	334.40	20.90	Same As Above
103	N/A	BUILDING	318.49	340.74	27.24	Same As Above
104	N/A	POLE/ANTENNA/TOWER	325.87	366.32	52.82	Same As Above
105	N/A	BUILDING	339.63	363.02	49.52	Same As Above
106	33	POLE/ANTENNA/TOWER	335.69	370.03	56.53	Same As Above
107	33	BUILDING	362.79	384.88	71.38	Same As Above
108	N/A	POLE/ANTENNA/TOWER	332.36	372.51	59.01	Same As Above
109	N/A	BUILDING	334.97	355.18	41.68	Same As Above
110	N/A	BUILDING	300.00	317.23	3.73	Same As Above
111	N/A	BUILDING	312.01	329.61	16.11	Same As Above
112	N/A	POLE/ANTENNA/TOWER	370.25	414.58	101.08	Same As Above
113	N/A	POLE/ANTENNA/TOWER	373.43	421.59	108.09	Same As Above
114	N/A	BUILDING	357.38	377.46	63.96	Same As Above
115	N/A	TREE	209.91	314.86	1.36	Same As Above
116	33	BUILDING	403.48	426.00	112.50	Same As Above
117	33	GROUND	386.94	386.94	73.44	Same As Above
118	33	POLE/ANTENNA/TOWER	411.36	440.57	127.07	Same As Above
119	33	BUILDING	409.98	434.38	120.88	Same As Above
120	33	BUILDING	408.47	428.61	115.11	Same As Above
121	33	BUILDING	355.80	380.34	66.84	Same As Above
122	33	POLE/ANTENNA/TOWER	353.75	388.18	74.68	Same As Above
123	N/A	TREE	230.28	315.17	1.67	Same As Above
124	N/A	TREE	206.65	313.93	0.43	Same As Above

PART 77 AIRSPACE HORIZONTAL SURFACE OBSTRUCTION DATA TABLE (SEE SHEET 6)

ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Horizontal Penetration (FT)	Proposed Disposition
125	N/A	POLE/ANTENNA/TOWER	348.13	392.31	78.81	Four Obstruction Light Towers To Mark Highest Points Within Three Large Group Obstruction Areas
126	N/A	POLE/ANTENNA/TOWER	339.12	371.27	57.77	Same As Above
127	N/A	BUILDING	352.53	375.39	61.89	Same As Above
128	N/A	BUILDING	362.23	386.53	73.03	Same As Above
129	N/A	BUILDING	370.24	392.31	78.81	Same As Above
130	N/A	TREE	226.67	326.13	12.63	Same As Above
131	33	BUILDING	363.17	386.53	73.03	Same As Above
132	33	BUILDING	403.39	420.36	106.86	Same As Above
133	N/A	GROUND	332.40	332.40	18.90	Same As Above
134	N/A	POLE/ANTENNA/TOWER	346.73	386.00	72.50	Same As Above
135	N/A	POLE/ANTENNA/TOWER	295.49	333.00	19.50	Same As Above
136	N/A	BUILDING	379.11	400.14	86.64	Same As Above
137	N/A	BUILDING	379.43	400.14	86.64	Same As Above
138	N/A	POLE/ANTENNA/TOWER	377.37	417.47	103.97	Same As Above
139	N/A	POLE/ANTENNA/TOWER	282.32	321.00	7.50	Same As Above
140	N/A	BUILDING	293.22	314.00	0.50	Same As Above
141	33	BUILDING	329.78	351.88	38.38	Same As Above
142	N/A	BUILDING	372.76	393.13	79.63	Same As Above
143	N/A	POLE/ANTENNA/TOWER	355.34	389.83	76.33	Same As Above
144	N/A	BUILDING	330.88	346.93	33.43	Same As Above
145	33	POLE/ANTENNA/TOWER	347.64	382.82	69.32	Same As Above
146	N/A	BUILDING	294.20	318.88	5.38	Same As Above
147	N/A	BUILDING	297.75	319.29	5.79	Same As Above
148	N/A	POLE/ANTENNA/TOWER	307.55	350.23	36.73	Same As Above
149	N/A	BUILDING	307.54	327.96	14.46	Same As Above
150	33	BUILDING	342.86	367.14	53.64	Same As Above
151	33	BUILDING	368.98	386.53	73.03	Same As Above
152	33	BUILDING	375.34	396.43	82.93	Same As Above
153	33	BUILDING	346.82	366.73	53.23	Same As Above
154	N/A	GROUND	337.00	337.00	23.50	Same As Above
155	33	BUILDING	339.62	358.89	45.39	Same As Above
156	N/A	GROUND	347.44	347.44	33.94	Same As Above
157	N/A	BUILDING	353.11	376.63	63.13	Same As Above
158	N/A	GROUND	315.00	315.00	1.50	Same As Above
159	N/A	BUILDING	370.80	391.89	78.39	Same As Above
160	N/A	GROUND	323.94	323.94	10.44	Same As Above
161	N/A	GROUND	326.40	326.40	12.90	Same As Above
162	N/A	POLE/ANTENNA/TOWER	372.01	414.00	100.50	Same As Above
163	N/A	GROUND	346.06	346.06	32.56	Same As Above
164	N/A	GROUND	370.27	370.27	56.77	Same As Above
165	N/A	GROUND	343.81	343.81	30.31	Same As Above
166	N/A	GROUND	341.81	341.81	28.31	Same As Above
167	33	TREE	231.69	313.93	0.43	Same As Above
168	N/A	BUILDING	348.44	382.00	68.50	Same As Above
169	N/A	GROUND	319.27	319.27	5.77	Same As Above
170	33	TREE	248.86	332.08	18.58	Same As Above
171	N/A	GROUND	323.21	323.21	9.71	Same As Above
172	N/A	GROUND	385.81	385.81	72.31	Same As Above
173	N/A	TREE	295.71	335.00	21.50	Same As Above
174	N/A	BUILDING	332.12	363.00	49.50	Same As Above
175	N/A	BUILDING	333.10	354.77	41.27	Same As Above
176	33	BUILDING	419.90	442.63	129.13	Same As Above
177	33	BUILDING	346.73	374.16	60.66	Same As Above
178	N/A	BUILDING	358.49	385.29	71.79	Same As Above
179	N/A	BUILDING	335.34	360.96	47.46	Same As Above
180	N/A	BUILDING	348.50	368.38	54.88	Same As Above
181	N/A	BUILDING	356.39	378.69	65.19	Same As Above
182	N/A	BUILDING	350.75	372.00	58.50	Same As Above
183	N/A	GROUND	347.00	347.00	33.50	Same As Above
184	N/A	BUILDING	285.41	315.00	1.50	Same As Above
185	N/A	BUILDING	312.93	333.00	19.50	Same As Above
186	N/A	BUILDING	370.99	390.00	76.50	Same As Above
187	N/A	POLE/ANTENNA/TOWER	314.01	354.36	40.86	Same As Above
188	N/A	POLE/ANTENNA/TOWER	358.78	390.00	76.50	Same As Above
189	N/A	GROUND	338.27	338.27	24.77	Same As Above
190	N/A	GROUND	399.27	399.27	85.77	Same As Above
191	N/A	GROUND	321.74	321.74	8.24	Same As Above
192	N/A	TREE	238.19	318.47	4.97	Same As Above
193	N/A	BUILDING	332.23	355.00	41.50	Same As Above
194	33	BUILDING	354.78	376.22	62.72	Same As Above
195	N/A	GROUND	318.00	318.00	4.50	Same As Above
196	N/A	POLE/ANTENNA/TOWER	303.43	340.33	26.83	Same As Above
197	N/A	POLE/ANTENNA/TOWER	343.28	393.05	79.55	Same As Above
198	N/A	BUILDING	349.88	370.03	56.53	Same As Above
199	24	BUILDING	383.16	405.51	92.01	Same As Above
200	N/A	BUILDING	331.55	349.41	35.91	Same As Above
201	N/A	POLE/ANTENNA/TOWER	377.81	418.71	105.21	Same As Above
202	N/A	BUILDING	374.30	397.67	84.17	Same As Above
203	N/A	BUILDING	339.67	357.66	44.16	Same As Above
204	N/A	TREE	210.50	313.52	0.02	Same As Above
205	N/A	TREE	210.64	314.34	0.84	Same As Above
206	33	POLE/ANTENNA/TOWER	387.66	414.17	100.67	Same As Above
207	33	GROUND	393.96	393.96	80.46	Same As Above

NOTES
- Survey conducted by Woolpert in 2020

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C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER NEW YORK

MARK	DATE	DESCRIPTION

REVISIONS

PROJECT NO.: 128.057.001
DATE: JUNE 2024
DRAWN BY: C. THOMAS-DUTT, J. SHURER
CHECKED BY: G. MCKEE

PART 77 AIRSPACE OBSTRUCTION DATA TABLES 1 OF 3

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PART 77 AIRSPACE HORIZONTAL SURFACE OBSTRUCTION DATA TABLE (SEE SHEET 6)						
ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Horizontal Penetration (FT)	Proposed Disposition
208	33	BUILDING	416.81	440.00	126.50	Four Obstruction Light Towers To Mark Highest Points Within Three Large Group Obstruction Areas
209	33	POLE/ANTENNA/TOWER	363.05	396.84	83.34	Same As Above
210	N/A	BUILDING	360.38	374.57	61.07	Same As Above
211	N/A	GROUND	419.27	419.27	105.77	Same As Above
212	N/A	BUILDING	358.56	381.17	67.67	Same As Above
213	N/A	TREE	202.17	317.64	4.14	Same As Above
214	N/A	TREE	272.04	324.45	10.95	Same As Above
215	N/A	BUILDING	330.67	342.27	28.77	Same As Above
216	N/A	GROUND	347.74	347.74	34.24	Same As Above
217	33	POLE/ANTENNA/TOWER	290.43	331.00	17.50	Same As Above
218	N/A	BUILDING	365.90	391.89	78.39	Same As Above
219	33	POLE/ANTENNA/TOWER	297.61	343.63	30.13	Same As Above
220	N/A	BUILDING	324.90	346.52	33.02	Same As Above
221	33	BUILDING	350.72	369.62	56.12	Same As Above
222	N/A	BUILDING	287.65	314.00	0.50	Same As Above
223	24	POLE/ANTENNA/TOWER	378.85	412.93	99.43	Same As Above
224	N/A	POLE/ANTENNA/TOWER	307.34	340.00	26.50	Same As Above
225	24	BUILDING	308.25	325.48	11.98	Same As Above
226	N/A	POLE/ANTENNA/TOWER	328.03	368.00	54.50	Same As Above
227	N/A	POLE/ANTENNA/TOWER	358.86	397.67	84.17	Same As Above
228	N/A	BUILDING	307.61	327.00	13.50	Same As Above
229	N/A	POLE/ANTENNA/TOWER	329.59	399.32	85.82	Same As Above
230	33	POLE/ANTENNA/TOWER	347.19	379.93	66.43	Same As Above
231	N/A	POLE/ANTENNA/TOWER	279.51	346.00	32.50	Same As Above
232	33	POLE/ANTENNA/TOWER	351.40	386.12	72.62	Same As Above
233	N/A	BUILDING	351.41	369.00	55.50	Same As Above
234	N/A	BUILDING	313.14	340.00	26.50	Same As Above
235	N/A	TREE	235.08	324.00	10.50	Same As Above
236	33	BUILDING	327.64	350.23	36.73	Same As Above
237	33	BUILDING	350.92	368.79	55.29	Same As Above
238	N/A	BUILDING	344.47	379.00	65.50	Same As Above
239	N/A	BUILDING	304.49	327.00	13.50	Same As Above
240	N/A	POLE/ANTENNA/TOWER	365.61	405.00	91.50	Same As Above
241	N/A	BUILDING	315.79	333.32	19.82	Same As Above
242	N/A	GROUND	369.74	369.74	56.24	Same As Above
243	33	TREE	256.06	321.00	7.50	Same As Above
244	N/A	BUILDING	289.80	317.00	3.50	Same As Above
245	N/A	POLE/ANTENNA/TOWER	384.52	422.42	108.92	Same As Above
246	N/A	BUILDING	373.04	391.00	77.50	Same As Above
247	N/A	BUILDING	361.52	382.82	69.32	Same As Above
248	N/A	POLE/ANTENNA/TOWER	319.45	359.31	45.81	Same As Above
249	N/A	BUILDING	346.24	368.38	54.88	Same As Above
250	33	POLE/ANTENNA/TOWER	385.54	419.12	105.62	Same As Above
251	N/A	GROUND	359.74	359.74	46.24	Same As Above
252	N/A	BUILDING	330.74	358.38	44.88	Same As Above
253	N/A	BUILDING	345.39	374.57	61.07	Same As Above
254	33	BUILDING	395.03	421.59	108.09	Same As Above
255	33	GROUND	386.53	386.53	73.03	Same As Above
256	33	BUILDING	345.67	367.97	54.47	Same As Above
257	N/A	TREE	227.75	324.73	11.23	Same As Above
258	N/A	GROUND	352.40	352.40	38.90	Same As Above
259	N/A	BUILDING	386.44	407.16	93.66	Same As Above
260	33	BUILDING	345.76	370.00	56.50	Same As Above
261	N/A	BUILDING	373.46	393.00	79.50	Same As Above
262	N/A	BUILDING	327.16	343.22	29.72	Same As Above
263	24	BUILDING	298.50	317.23	3.73	Same As Above
264	N/A	GROUND	334.72	334.72	21.22	Same As Above
265	N/A	POLE/ANTENNA/TOWER	279.59	320.53	7.03	Same As Above
266	N/A	BUILDING	341.32	363.84	50.34	Same As Above
267	N/A	GROUND	363.00	363.00	49.50	Same As Above
268	33	BUILDING	386.27	407.00	93.50	Same As Above
269	N/A	POLE/ANTENNA/TOWER	337.93	381.58	68.08	Same As Above
270	N/A	BUILDING	299.26	315.99	2.49	Same As Above
271	N/A	BUILDING	315.90	348.00	34.50	Same As Above
272	N/A	BUILDING	294.84	313.93	0.43	Same As Above
273	N/A	BUILDING	394.33	410.87	97.37	Same As Above
274	N/A	BUILDING	357.46	378.00	64.50	Same As Above
275	33	BUILDING	365.04	394.78	81.28	Same As Above
276	24	BUILDING	373.82	395.19	81.69	Same As Above
277	33	BUILDING	349.72	366.32	52.82	Same As Above
278	N/A	BUILDING	326.01	345.69	32.19	Same As Above
279	N/A	POLE/ANTENNA/TOWER	280.55	318.47	4.97	Same As Above
280	N/A	GROUND	316.81	316.81	3.31	Same As Above
281	N/A	TREE	218.89	331.67	18.17	Same As Above
282	N/A	POLE/ANTENNA/TOWER	280.26	320.00	6.50	Same As Above
283	N/A	GROUND	362.46	362.46	48.96	Same As Above
284	N/A	GROUND	361.82	361.82	48.32	Same As Above
285	N/A	BUILDING	391.35	417.06	103.56	Same As Above
286	24	BUILDING	325.45	348.99	35.49	Same As Above
287	33	BUILDING	335.13	360.54	47.04	Same As Above
288	33	BUILDING	337.34	357.00	43.50	Same As Above
289	33	POLE/ANTENNA/TOWER	400.54	427.00	113.50	Same As Above
290	N/A	TREE	236.13	319.71	6.21	Same As Above

NOTES
- Date of Obstruction Survey: August 21,2023

PART 77 AIRSPACE HORIZONTAL SURFACE OBSTRUCTION DATA TABLE (SEE SHEET 6)						
ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Horizontal Penetration (FT)	Proposed Disposition
291	33	BUILDING	384.70	405.00	91.50	Four Obstruction Light Towers To Mark Highest Points Within Three Large Group Obstruction Areas
292	33	TREE	250.35	316.82	3.32	Same As Above
293	24	BUILDING	329.97	357.24	43.74	Same As Above
294	N/A	TREE	216.49	330.02	16.52	Same As Above
295	N/A	GROUND	382.34	382.34	68.84	Same As Above
296	N/A	TREE	243.34	322.18	8.68	Same As Above
297	N/A	BUILDING	313.88	348.00	34.50	Same As Above
298	24	BUILDING	382.65	404.27	90.77	Same As Above
299	N/A	GROUND	318.81	318.81	5.31	Same As Above
300	N/A	BUILDING	391.20	426.00	112.50	Same As Above
301	33	POLE/ANTENNA/TOWER	327.44	367.56	54.06	Same As Above
302	N/A	TREE	228.63	322.18	8.68	Same As Above
303	N/A	BUILDING	317.79	339.00	25.50	Same As Above
304	N/A	TREE	207.50	316.45	2.95	Same As Above
305	24	GROUND	323.42	323.42	9.92	Same As Above
306	N/A	BUILDING	322.24	341.98	28.48	Same As Above
307	N/A	BUILDING	355.66	375.81	62.31	Same As Above
308	N/A	BUILDING	375.89	395.19	81.69	Same As Above
309	N/A	POLE/ANTENNA/TOWER	323.81	375.00	61.50	Same As Above
310	N/A	BUILDING	313.07	335.00	21.50	Same As Above
311	33	POLE/ANTENNA/TOWER	422.55	455.01	141.51	Same As Above
312	N/A	GROUND	404.74	404.74	91.24	Same As Above
313	N/A	BUILDING	380.76	400.97	87.47	Same As Above
314	33	POLE/ANTENNA/TOWER	408.40	441.00	127.50	Same As Above
315	33	GROUND	401.38	401.38	87.88	Same As Above
316	N/A	POLE/ANTENNA/TOWER	306.96	352.00	38.50	Same As Above
317	N/A	BUILDING	340.09	361.78	48.28	Same As Above
318	33	BUILDING	350.50	364.26	50.76	Same As Above
319	24	TREE	232.20	314.34	0.84	Same As Above
TC-107	N/A	TREE CANOPY	222.08	323.60	10.1	Same As Above
TC-11	N/A	TREE CANOPY	249.51	328.12	14.62	Same As Above
TC-110	15	TREE CANOPY	230.36	323.00	9.5	Same As Above
TC-111	N/A	TREE CANOPY	230.67	320.00	6.5	Same As Above
TC-112	15	TREE CANOPY	218.05	314.80	1.3	Same As Above
TC-113	24 & 25	TREE CANOPY	279.70	359.17	45.67	Same As Above
TC-114	15	TREE CANOPY	218.72	316.37	2.87	Same As Above
TC-115	15	TREE CANOPY	220.35	321.42	7.92	Same As Above
TC-116	15	TREE CANOPY	230.43	340.79	27.29	Same As Above
TC-117	15	TREE CANOPY	226.72	323.00	9.5	Same As Above
TC-118	24	TREE CANOPY	232.72	315.90	2.4	Same As Above
TC-119	15	TREE CANOPY	225.48	313.81	0.31	Same As Above
TC-12	33	TREE CANOPY	225.61	315.17	1.67	Same As Above
TC-120	15	TREE CANOPY	243.01	335.81	22.31	Same As Above
TC-121	15	TREE CANOPY	229.90	321.45	7.95	Same As Above
TC-122	24	TREE CANOPY	256.05	355.18	41.68	Same As Above
TC-124	24 & 33	TREE CANOPY	430.66	535.03	173.68	Same As Above
TC-127	15	TREE CANOPY	244.33	357.57	44.07	Same As Above
TC-128	N/A	TREE CANOPY	214.15	317.73	4.23	Same As Above
TC-129	15	TREE CANOPY	242.73	368.00	54.5	Same As Above
TC-13	N/A	TREE CANOPY	225.81	315.58	2.08	Same As Above
TC-131	24	TREE CANOPY	390.55	454.59	141.09	Same As Above
TC-14	33	TREE CANOPY	241.84	331.53	18.03	Same As Above
TC-15	33	TREE CANOPY	228.94	332.91	19.41	Same As Above
TC-17	33	TREE CANOPY	246.86	326.85	13.35	Same As Above
TC-20	33	TREE CANOPY	251.60	335.79	22.29	Same As Above
TC-21	33	TREE CANOPY	232.47	330.84	17.34	Same As Above
TC-23	6	TREE CANOPY	233.36	351.66	28.49	Same As Above
TC-26	6	TREE CANOPY	239.45	339.44	25.94	Same As Above
TC-35	33	TREE CANOPY	272.50	366.73	53.23	Same As Above
TC-36	33	TREE CANOPY	240.34	344.04	30.54	Same As Above
TC-4	N/A	TREE CANOPY	239.12	334.96	21.46	Same As Above
TC-5	N/A	TREE CANOPY	243.01	324.61	11.11	Same As Above
TC-6	N/A	TREE CANOPY	222.53	318.11	4.61	Same As Above
TC-7	N/A	TREE CANOPY	229.87	354.12	28.62	Same As Above
TC-71	N/A	TREE CANOPY	199.20	320.67	7.17	Same As Above
TC-76	N/A	TREE CANOPY	345.13	444.79	131.29	Same As Above
TC-8	N/A	TREE CANOPY	271.40	344.46	30.96	Same As Above
TC-83	N/A	TREE CANOPY	246.08	332.49	18.99	Same As Above
TC-84	N/A	TREE CANOPY	206.28	320.12	6.62	Same As Above
TC-88	N/A	TREE CANOPY	201.70	313.52	0.02	Same As Above
TC-9	N/A	TREE CANOPY	246.30	339.51	26.01	Same As Above
TC-90	N/A	TREE CANOPY	247.24	345.28	31.78	Same As Above
TC-97	N/A	TREE CANOPY	221.79	319.32	5.82	Same As Above
TC-99	N/A	TREE CANOPY	216.66	319.60	6.1	Same As Above

PART 77 AIRSPACE CONICAL SURFACE OBSTRUCTION DATA TABLE (SEE SHEET 6)						
ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Conical Penetration (FT)	Proposed Disposition
320	N/A	TREE	351.79	406.96	61.36	Four Obstruction Light Towers To Mark Highest Points Within Three Large Group Obstruction Areas
321	N/A	TREE	384.46	440.97	76.08	Same As Above
322	N/A	TREE	382.50	437.78	69.33	Same As Above
323	N/A	TREE	392.93	430.75	56.04	Same As Above

PART 77 AIRSPACE CONICAL SURFACE OBSTRUCTION DATA TABLE (SEE SHEET 6)						
ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Conical Penetration (FT)	Proposed Disposition
324	N/A	TREE	383.48	420.87	47.45	Four Obstruction Light Towers To Mark Highest Points Within Three Large Group Obstruction Areas
325	N/A	TREE	390.29	407.92	29.17	Same As Above
326	N/A	TREE	413.09	458.35	70.85	Same As Above
327	N/A	TREE	391.19	422.23	39.50	Same As Above
328	N/A	TREE	373.77	412.84	51.10	Same As Above
329	N/A	TREE	429.79	507.22	117.05	Same As Above
330	N/A	TREE	437.46	500.70	105.64	Same As Above
331	N/A	TREE	423.59	479.70	87.55	Same As Above
332	N/A	TREE	294.10	345.68	1.77	Same As Above
333	N/A	TREE	386.27	449.86	35.78	Same As Above
334	N/A	TREE	239.46	329.25	10.84	Same As Above
335	6	TREE	280.18	387.15	3.82	Same As Above
336	N/A	POLE/ANTENNA/TOWER	300.26	451.81	32.65	Same As Above
337	N/A	POLE/ANTENNA/TOWER	294.01	444.06	43.72	Same As Above
338	24	POLE/ANTENNA/TOWER	316.75	467.35	2.71	Same As Above
339	N/A	ROAD	433.78	448.78	48.01	Same As Above
340	N/A	ROAD	406.18	421.18	29.08	Same As Above
341	N/A	ROAD	422.28	437.28	34.04	Same As Above
342	33	ROAD	428.38	443.38	129.23	Same As Above
343	N/A	POLE/ANTENNA/TOWER	362.12	513.00	129.11	Same As Above
344	N/A	POLE/ANTENNA/TOWER	308.36	458.44	20.13	Same As Above
345	N/A	POLE/ANTENNA/TOWER	346.14	495.45	126.77	Same As Above
346	N/A	POLE/ANTENNA/TOWER	347.82	479.00	125.66	Same As Above
347	N/A	POLE/ANTENNA/TOWER	249.72	358.91	11.61	Same As Above
348	N/A	FENCE	316.84	378.00	20.77	Same As Above
349	N/A	POLE/ANTENNA/TOWER	307.04	353.00	2.20	Same As Above
350	N/A	POLE/ANTENNA/TOWER	294.21	354.00	11.67	Same As Above
351	N/A	POLE/ANTENNA/TOWER	290.73	360.00	13.96	Same As Above
352	N/A	POLE/ANTENNA/TOWER	288.39	355.00	4.43	Same As Above
353	N/A	POLE/ANTENNA/TOWER	291.74	358.00	1.84	Same As Above
354	N/A	POLE/ANTENNA/TOWER	360.49	430.00	47.14	Same As Above
355	N/A	POLE/ANTENNA/TOWER	371.22	433.07	58.06	Same As Above
356	N/A	POLE/ANTENNA/TOWER	333.59	395.00	29.45	Same As Above
357	N/A	POLE/ANTENNA/TOWER	290.69	417.00	63.30	Same As Above
358	N/A	POLE/ANTENNA/TOWER	301.95	453.00	105.98	Same As Above
359	N/A	POLE/ANTENNA/TOWER	302.24	462.15	110.79	Same As Above
360	N/A	POLE/ANTENNA/TOWER	327.96	459.00	113.95	Same As Above
361	N/A	POLE/ANTENNA/TOWER	287.04	432.00	67.73	Same As Above
362	N/A	POLE/ANTENNA/TOWER	291.93	430.00	72.52	Same As Above
363	N/A	POLE/ANTENNA/TOWER	282.72	425.00	57.00	Same As Above
364	33	BUILDING	380.07	400.97	59.35	Same As Above
365	33	BUILDING	409.12	433.14	89.01	Same As Above
366	33	BUILDING	404.08	429.84	85.15	Same As Above
367	33	BUILDING	424.45	447.17	130.58	Same As Above
368	N/A	BUILDING	392.48	417.47	46.91	Same As Above
369	N/A	TREE	387.16	428.61	54.77	Same As Above
370	N/A	TREE	424.55	492.54	71.74	Same As Above
371	33	BUILDING	386.42	406.33	52.09	Same As Above
372	N/A	BUILDING	403.89	435.21	38.21	Same As Above
373	N/A	BUILDING	417.76	454.59	52.59	Same As Above
374	N/A	BUILDING	438.79	472.00	77.95	Same As Above
375	N/A	BUILDING	370.30	400.14	33.31	Same As Above
376	N/A	TREE	419.02	464.49	48.53	Same As Above
377	N/A	BUILDING	407.50	446.76	30.11	Same As Above
378	N/A	BUILDING	393.36	436.03	65.54	Same As Above
379	N/A	TREE	405.47	466.97	60.21	Same As Above
380	N/A	BUILDING	414.11	450.88	40.98	Same As Above
381	N/A	TREE	389.77	437.27	52.78	Same As Above
382	N/A	TREE	393.13	438.51	53.36	Same As Above
383	N/A	BUILDING	382.95	411.69	48.05	Same As Above
384	N/A	TREE	386.02	440.16	74.21	Same As Above
385	N/A	BUILDING	394.95	435.21	63.97	Same As Above
386	N/A	BUILDING	418.37	455.00	70.78	Same As Above
387	N/A	TREE	398.12	444.69	70.26	Same As Above
388	N/A	TREE	381.87	420.36	54.85	Same As Above
389	N/A	BUILDING	374.32	413.76	53.10	Same As Above
390	N/A	BUILDING	395.68	434.00	62.44	Same As Above
391	33	TREE	357.43	458.72	4.56	Same As Above
392	N/A	BUILDING	319.09	343.22	11.00	Same As Above
393	N/A	BUILDING	351.09	375.00	24.60	Same As Above
394	33	BUILDING	398.69	420.36	85.96	Same As Above
395	N/A	TREE	381.62	426.96	46.83	Same As Above
396	N/A	BUILDING	404.79	435.21	54.50	Same As Above
397	N/A	TREE	390.48	433.14	51.70	Same As Above
398	N/A	TREE	417.71	492.13	109.04	Same As Above
399	N/A	TREE	410.67	471.51	86.56	Same As Above
400	N/A	TREE	403.40	455.83	67.30	Same As Above
401	N/A	TREE	399.92	450.88	57.83	Same As Above
402	N/A	POLE/ANTENNA/TOWER	290.58	381.00	23.40	Same As Above
403	33	POLE/ANTENNA/TOWER	362.43	394.78	4.54	Same As Above
404	N/A	POLE/ANTENNA/TOWER	328.75	482.00	133.01	Same As Above
405	N/A	TREE	443.41	513.17	102.40	Same As Above
406	N/A	POLE/ANTENNA/TOWER	351.68	463.00	77.59	Same As Above

NOTES
- Survey conducted by Woolpert in 2020

C&S COMPANIES
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER
NEW YORK

MARK	DATE	DESCRIPTION

REVISIONS

PROJECT NO.: 128.057.001
DATE: JUNE 2024
DRAWN BY: C. THOMAS-DUTT, J. SHURER
CHECKED BY: G. MCKEE

PART 77 AIRSPACE OBSTRUCTION DATA TABLES 2 OF 3

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PART 77 AIRSPACE CONICAL SURFACE OBSTRUCTION DATA TABLE (SEE SHEET 6)

ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Conical Penetration (FT)	Proposed Disposition
407	N/A	POLE/ANTENNA/TOWER	345.40	439.00	89.11	Four Obstruction Light Towers To Mark Highest Points Within Three Large Group Obstruction Areas
408	N/A	POLE/ANTENNA/TOWER	337.90	445.00	86.76	Same As Above
409	33	POLE/ANTENNA/TOWER	417.64	459.13	122.96	Same As Above
410	N/A	POLE/ANTENNA/TOWER	315.88	413.00	67.80	Same As Above
411	N/A	POLE/ANTENNA/TOWER	280.10	427.00	46.03	Same As Above
412	N/A	TREE	406.34	455.42	76.95	Same As Above
413	N/A	TREE	439.25	458.72	53.35	Same As Above
414	N/A	BUILDING	300.80	324.00	5.72	Same As Above
415	N/A	BUILDING	440.45	468.21	60.67	Same As Above
416	N/A	BUILDING	406.83	444.69	18.45	Same As Above
417	33	BUILDING	377.44	397.67	48.96	Same As Above
418	33	BUILDING	408.79	434.79	91.86	Same As Above
419	33	TREE	351.43	454.59	0.58	Same As Above
420	N/A	BUILDING	387.20	421.18	34.81	Same As Above
421	N/A	TREE	423.01	488.01	96.46	Same As Above
422	33	BUILDING	414.13	437.27	103.96	Same As Above
423	N/A	BUILDING	416.18	442.22	54.07	Same As Above
424	N/A	POLE/ANTENNA/TOWER	295.93	335.79	14.44	Same As Above
425	33	BUILDING	382.18	411.28	41.45	Same As Above
426	33	BUILDING	427.95	447.99	128.46	Same As Above
427	N/A	BUILDING	433.92	473.98	65.51	Same As Above
428	N/A	TREE	358.52	400.97	51.43	Same As Above
429	N/A	POLE/ANTENNA/TOWER	348.26	481.00	127.11	Same As Above
430	33	BUILDING	409.18	429.02	86.89	Same As Above
431	N/A	TREE	358.01	410.46	58.51	Same As Above
432	33	BUILDING	421.89	449.64	117.84	Same As Above
433	N/A	POLE/ANTENNA/TOWER	323.05	422.00	76.40	Same As Above
434	N/A	POLE/ANTENNA/TOWER	296.21	444.00	39.73	Same As Above
435	N/A	BUILDING	314.57	332.00	6.67	Same As Above
436	N/A	BUILDING	385.43	416.64	37.89	Same As Above
437	N/A	BUILDING	350.49	366.00	14.89	Same As Above
438	N/A	TREE	390.73	459.54	92.69	Same As Above
439	N/A	POLE/ANTENNA/TOWER	347.41	453.00	82.87	Same As Above
440	6	TREE	326.32	439.79	15.67	Same As Above
441	N/A	TREE	358.24	413.76	61.32	Same As Above
442	33	BUILDING	394.54	419.12	71.97	Same As Above
443	N/A	TREE	423.99	458.31	60.09	Same As Above
444	N/A	POLE/ANTENNA/TOWER	279.60	434.00	49.34	Same As Above
445	33	BUILDING	399.65	429.02	72.07	Same As Above
446	N/A	POLE/ANTENNA/TOWER	329.44	374.98	33.91	Same As Above
447	N/A	POLE/ANTENNA/TOWER	311.51	352.00	19.66	Same As Above
448	N/A	TREE	426.99	460.78	72.05	Same As Above
449	N/A	TREE	431.66	501.21	86.01	Same As Above
450	N/A	BUILDING	433.98	483.06	67.79	Same As Above
451	N/A	BUILDING	378.30	410.04	36.29	Same As Above
452	N/A	BUILDING	426.92	452.53	58.33	Same As Above
453	N/A	BUILDING	442.74	480.17	74.39	Same As Above
454	N/A	TREE	387.14	446.76	79.28	Same As Above
455	33	BUILDING	384.56	406.00	68.98	Same As Above
456	N/A	POLE/ANTENNA/TOWER	360.25	514.00	131.72	Same As Above
457	33	POLE/ANTENNA/TOWER	296.04	422.50	24.73	Same As Above
458	N/A	TREE	427.92	513.17	123.32	Same As Above
459	33	BUILDING	430.12	453.00	122.69	Same As Above
460	N/A	POLE/ANTENNA/TOWER	284.70	375.00	2.31	Same As Above
461	33	POLE/ANTENNA/TOWER	345.17	381.17	7.23	Same As Above
462	6	BUILDING	330.46	425.84	10.49	Same As Above
463	N/A	BUILDING	424.76	453.36	35.49	Same As Above
464	N/A	POLE/ANTENNA/TOWER	339.29	488.00	98.44	Same As Above
465	N/A	POLE/ANTENNA/TOWER	332.12	469.00	117.28	Same As Above
466	N/A	POLE/ANTENNA/TOWER	293.81	392.00	41.85	Same As Above
467	N/A	TREE	401.32	450.88	73.14	Same As Above
468	N/A	TREE	419.91	489.24	85.39	Same As Above
469	33	TREE	359.35	459.13	4.87	Same As Above
470	N/A	TREE	416.26	466.56	54.57	Same As Above
TC-123	24	TREE CANOPY	220.89	323.64	2.14	Same As Above
TC-124	24 & 33	TREE CANOPY	430.66	535.03	207.71	Same As Above
TC-125	24	TREE CANOPY	399.15	483.65	3.83	Same As Above
TC-126	24	TREE CANOPY	426.34	521.01	8.93	Same As Above
TC-127	15	TREE CANOPY	244.33	357.57	22.6	Same As Above
TC-129	15	TREE CANOPY	242.73	368.00	48.56	Same As Above
TC-130	24	TREE CANOPY	433.34	509.46	9.61	Same As Above
TC-131	24	TREE CANOPY	390.55	454.59	96.03	Same As Above
TC-132	N/A	TREE CANOPY	316.11	398.48	5.84	Same As Above
TC-23	6	TREE CANOPY	233.36	351.66	31.34	Same As Above
TC-30	N/A	TREE CANOPY	299.04	385.47	9.36	Same As Above
TC-7	N/A	TREE CANOPY	229.87	354.12	38.03	Same As Above
TC-75	N/A	TREE CANOPY	407.91	492.74	94.74	Same As Above
TC-76	N/A	TREE CANOPY	345.13	444.79	96.71	Same As Above
TC-8	N/A	TREE CANOPY	271.40	344.46	25.83	Same As Above

PART 77 AIRSPACE APPROACH SURFACE OBSTRUCTION DATA TABLE (OBSTRUCTIONS 5,000' PAST RUNWAY END) (SEE SHEET 6)

ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Approach Penetration (FT)	Proposed Disposition
TC-118	24	TREE CANOPY	232.72	315.90	2.71	Remove
TC-122	24	TREE CANOPY	256.05	355.18	25.69	Remove
TC-25	6	TREE CANOPY	150.59	231.32	-6.52	Remove
TC-29	6	TREE CANOPY	152.90	246.01	N/A	Remove
TC-31	6	TREE CANOPY	155.56	263.79	42.87	Remove
TC-32	6	TREE CANOPY	168.18	265.84	31.32	Remove
TC-33	6 & 7	TREE CANOPY	145.35	244.60	28.61	Remove
TC-34	6 & 7	TREE CANOPY	149.76	267.62	59.69	Remove
TC-37	6 & 7	TREE CANOPY	96.64	218.79	3.27	Remove
TC-38	6 & 7	TREE CANOPY	166.05	261.86	60.67	Remove
TC-41	6	TREE CANOPY	144.81	263.12	N/A	Remove

NOTES

- Penetrations to the surfaces are shown as positive numbers (+) or negative numbers (-). The positive numbers represent how much the object penetrated the surface while the negative numbers show how far under the surface the penetration is. The provided penetration guidance applies to all obstruction sheets (Sheets 8-10 and 16-18).
- The tree canopy data provided in the obstruction tables represents the highest point in the canopy area.
- Obstructions located within 5,000' of the Part 77 airspace are located on the Inner Portion of the Approach sheets (Sheets 11-15).
- Survey conducted by Woolpert in 2020

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499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
Phone: 315-455-2000
Fax: 315-455-9667
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HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER
NEW YORK

MARK	DATE	DESCRIPTION

REVISIONS

PROJECT NO.: 128.057.001
DATE: JUNE 2024
DRAWN BY: C. THOMAS-DUTT, J. SHURER
CHECKED BY: G. MCKEE

PART 77 AIRSPACE OBSTRUCTION DATA TABLES 3 OF 3

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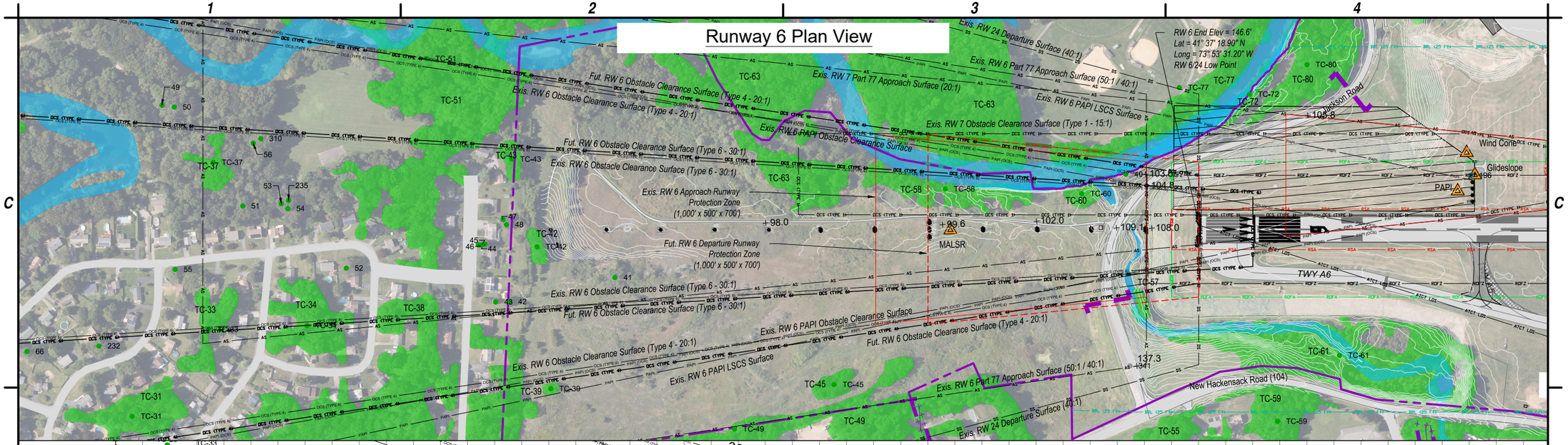
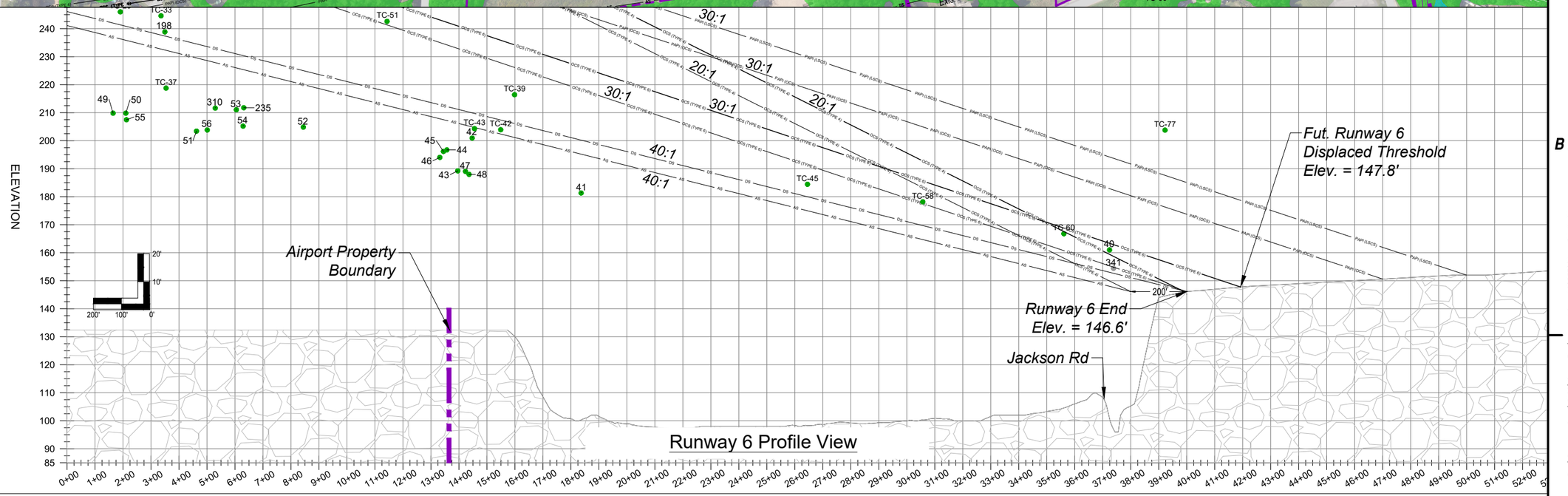
Runway 6 Plan View





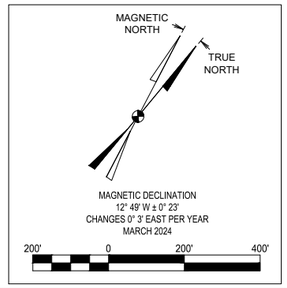
Runway 6 Profile View

LEGEND		
EXISTING	FUTURE	DESCRIPTION
	N/A	Dirt/Gravel
	N/A	Airport Property Line
		Avigation Easements
RSA	RSA	Runway Safety Area
ROFA	ROFA	Runway Object Free Area
ROFZ	N/A	Runway Obstacle Free Zone
		Runway Protection Zone
AS	N/A	Part 77 Approach Surface
OCS (TYPE 4)	OCS (TYPE 4)	Obstacle Clearance Surface Type 4
OCS (TYPE 6)	OCS (TYPE 6)	Obstacle Clearance Surface Type 6
DS	N/A	Departure Surface
PAPI (OCS)	N/A	PAPI Obstacle Clearance Surface
PAPI (LSCS)	N/A	PAPI Light Signal Clearance Surface
	N/A	AWOS Critical Area
ARP	ARP	Airport Reference Point
		Navigational Aid
SSGP	N/A	Spot Elevation (MSL)

OBSTRUCTION POINT LEGEND	
OBJECTS	DESCRIPTION
	Tree Obstruction
	NAVAID Obstruction
	Road/Railroad Obstruction
	Ground Obstruction
	Pole / Antenna Obstruction
	Building Obstruction

NOTES

- All coordinates NAD83 and all elevations NAVD88. Planimetric Survey and Obstruction Data (Woolpert, 2020). Road elevations are actual elevations. To determine clearance from approach surfaces, apply traverseway elevation of 23 feet for railways, 17 feet for interstate highways, 15 feet for other public roads, and 10 feet for private roads.
- Runway ends 7, 25, 15 and 33 have an existing Part 77 classification of VIS-A, the Runway 6 end has an existing Part 77 classification of PRI, and the Runway 24 end has an existing Part 77 classification of NPI-C. The applicable approach surface dimensions for Runways 7, 25, 15 and 33 are as follows, starting inner width 250 ft., outer width of 1,250 ft., a length of 5,000 ft., and a slope of 20:1. The surface dimensions for Runway 6 are as follows, starting inner width 1,000 ft., outer width of 16,000 ft., a length of 50,000 ft., and a slope of 50:1 for the first 10,000 ft. and 40:1 for the remaining 40,000 ft. The surface dimensions for Runway 24 are as follows, starting inner width of 500 ft. (1,000 ft. primary surface), outer width of 3,500 ft. a length of 10,000 ft., and a slope of 34:1. All runway are to continue following existing conditions and no runway extensions or reductions are proposed in the future term.
- See sheets 16 - 18 for obstruction data tables.
- See Sheet 7 for runway centerline profiles.
- Obstruction Evaluation completed in 2020 used Engineering Brief No. 99A, Table 3-2 for determining Approach and Departure dimensional standards and slope



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Syracuse, NY 13212
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HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER NEW YORK

MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO.:	128.057.001
DATE:	JUNE 2024
DRAWN BY:	C. THOMAS-DUTT, J. SHURER
CHECKED BY:	G. MCKEE

RUNWAY 6 INNER APPROACH PLAN - EXISTING & FUTURE

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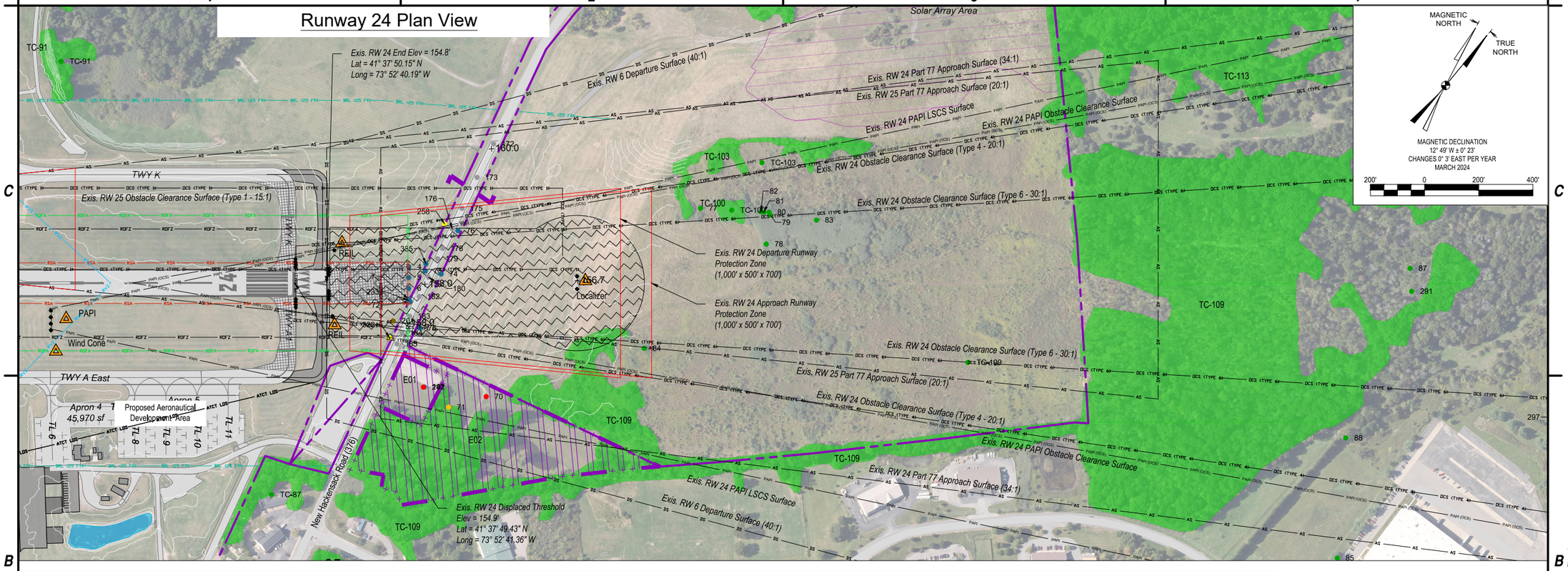
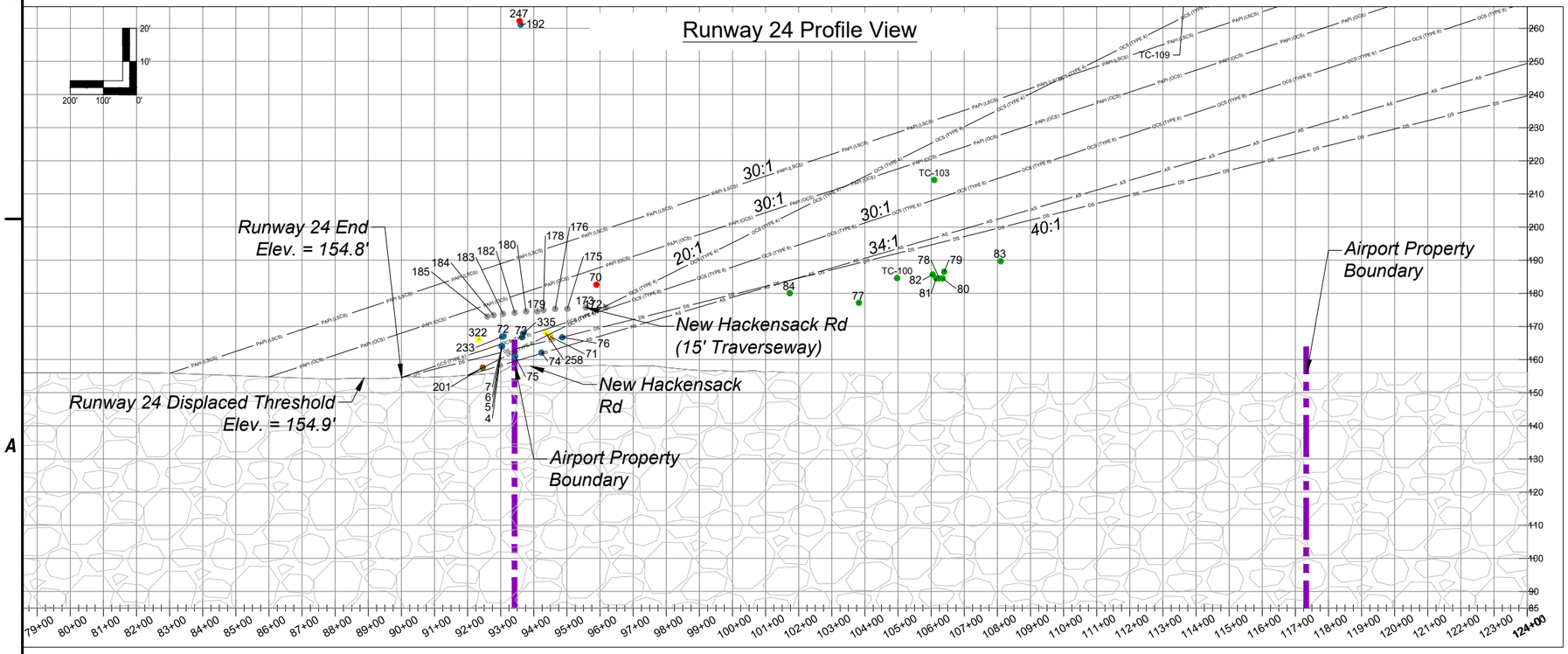
Runway 24 Plan View



Runway 24 Profile View



LEGEND		
EXISTING	FUTURE	DESCRIPTION
	N/A	Dirt/Gravel
	N/A	Airport Property Line
		Avigation Easements
RSA	N/A	Runway Safety Area
RDFA	N/A	Runway Object Free Area
RDFZ	N/A	Runway Obstacle Free Zone
	N/A	Runway Protection Zone
AS	N/A	Part 77 Approach Surface
OCS (TYPE 4)	N/A	Obstacle Clearance Surface Type 4
OCS (TYPE 6)	N/A	Obstacle Clearance Surface Type 6
DS	N/A	Departure Surface
PAPI (OCS)	N/A	PAPI Obstacle Clearance Surface
PAPI (LSCS)	N/A	PAPI Light Signal Clearance Surface
	N/A	AWOS Critical Area
ARP	ARP	Airport Reference Point
		Navigational Aid
359'	N/A	Spot Elevation (MSL)
		Tree Obstruction
		NAVAID Obstruction
		Road/Railroad Obstruction
		Ground Obstruction
		Pole / Antenna Obstruction
		Building Obstruction
		Fence Obstruction

NOTES

- All coordinates NAD83 and all elevations NAVD88. Planimetric Survey and Obstruction Data (Woolpert, 2020). Road elevations are actual elevations. To determine clearance from approach surfaces, apply traverseway elevation of 23 feet for railways, 17 feet for interstate highways, 15 feet for other public roads, and 10 feet for private roads.
- Runway ends 7, 25, 15 and 33 have an existing Part 77 classification of VIS-A, the Runway 6 end has an existing Part 77 classification of PRI, and the Runway 24 end has an existing Part 77 classification of NPI-C. The applicable approach surface dimensions for Runways 7, 25, 15 and 33 are as follows, starting inner width 250 ft., outer width of 1,250 ft., a length of 5,000 ft., and a slope of 20:1. The surface dimensions for Runway 6 are as follows, starting inner width 1,000 ft., outer width of 16,000 ft., a length of 50,000 ft., and a slope of 50:1 for the first 10,000 ft. and 40:1 for the remaining 40,000 ft. The surface dimensions for Runway 24 are as follows, starting inner width of 500 ft. (1,000 ft. primary surface), outer width of 3,500 ft. a length of 10,000 ft., and a slope of 34:1. All runway are to continue following existing conditions and no runway extensions or reductions are proposed in the future term.
- See sheets 16 - 18 for obstruction data tables.
- See Sheet 7 for runway centerline profiles.
- Obstruction Evaluation completed in 2020 used Engineering Brief No. 99A, Table 3-2 for determining Approach and Departure dimensional standards and slope

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Fax: 315-455-9667
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HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER
NEW YORK

MARK	DATE	DESCRIPTION
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PROJECT NO.:	128.057.001
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RUNWAY 24 INNER APPROACH PLAN - EXISTING & FUTURE

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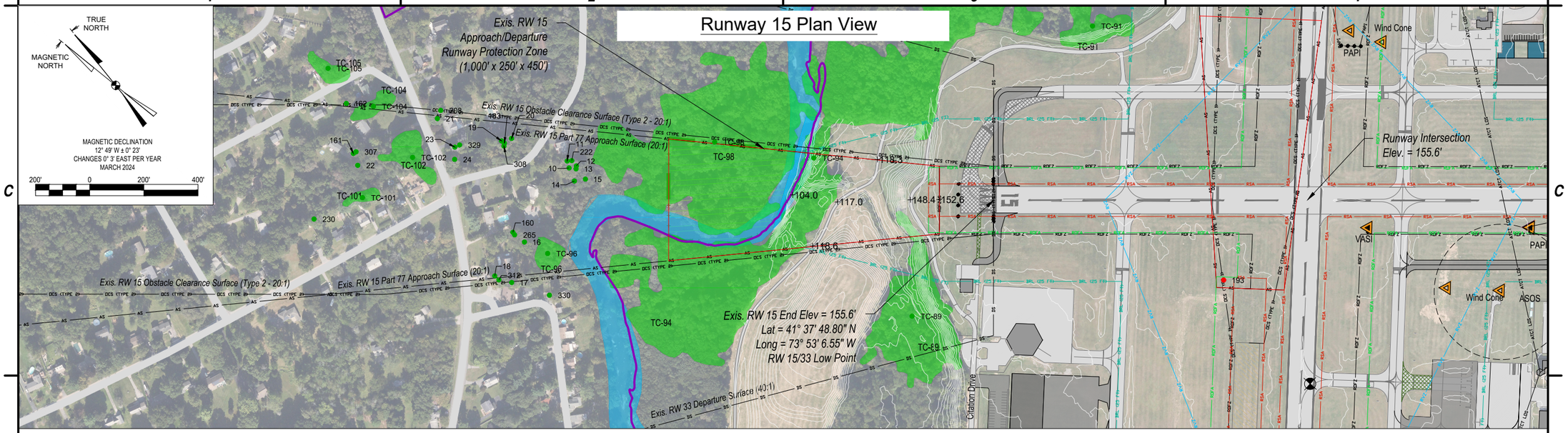
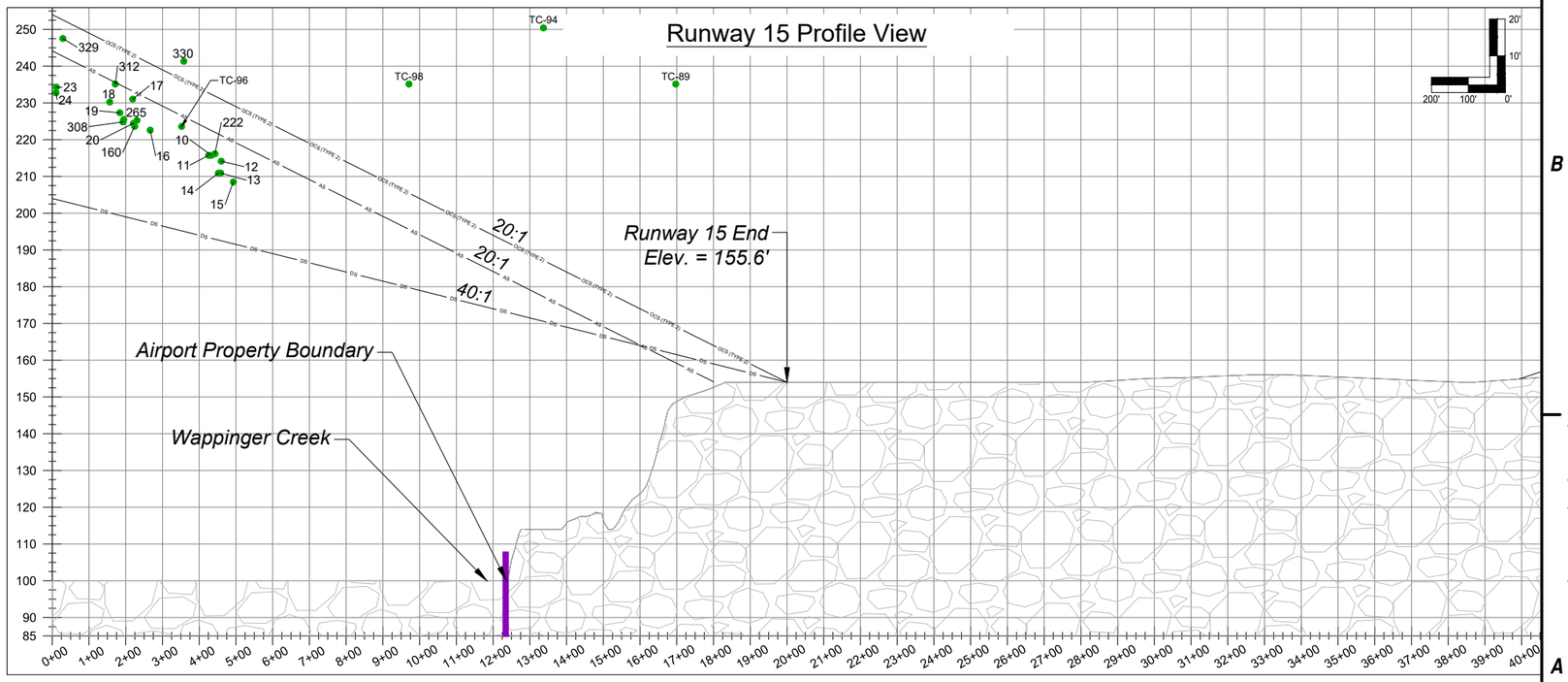
Runway 15 Plan View



Runway 15 Profile View



LEGEND		
EXISTING	FUTURE	DESCRIPTION
	N/A	Dirt/Gravel
	N/A	Airport Property Line
		Avigation Easements
RSA	N/A	Runway Safety Area
ROFA	N/A	Runway Object Free Area
ROFZ	N/A	Runway Obstacle Free Zone
	N/A	Runway Protection Zone
AS	N/A	Part 77 Approach Surface
OCS (TYPE 4)	N/A	Obstacle Clearance Surface Type 4
OCS (TYPE 6)	N/A	Obstacle Clearance Surface Type 6
DS	N/A	Departure Surface
PAPI (OCS)	N/A	PAPI Obstacle Clearance Surface
PAPI (LSCS)	N/A	PAPI Light Signal Clearance Surface
	N/A	AWOS Critical Area
ARP	ARP	Airport Reference Point
		Navigational Aid
359'	N/A	Spot Elevation (MSL)
		Tree Obstruction
		NAVAID Obstruction
		Road/Railroad Obstruction
		Ground Obstruction
		Pole / Antenna Obstruction
		Building Obstruction
		Fence Obstruction

NOTES

- All coordinates NAD83 and all elevations NAVD88. Planimetric Survey and Obstruction Data (Woolpert, 2020). Road elevations are actual elevations. To determine clearance from approach surfaces, apply traverseway elevation of 23 feet for railways, 17 feet for interstate highways, 15 feet for other public roads, and 10 feet for private roads.
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- See sheets 16 - 18 for obstruction data tables.
- See Sheet 7 for runway centerline profiles.
- Obstruction Evaluation completed in 2020 used Engineering Brief No. 99A, Table 3-2 for determining Approach and Departure dimensional standards and slope

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Syracuse, NY 13212
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HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER NEW YORK

MARK	DATE	DESCRIPTION
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RUNWAY 15 INNER APPROACH PLAN - EXISTING & FUTURE

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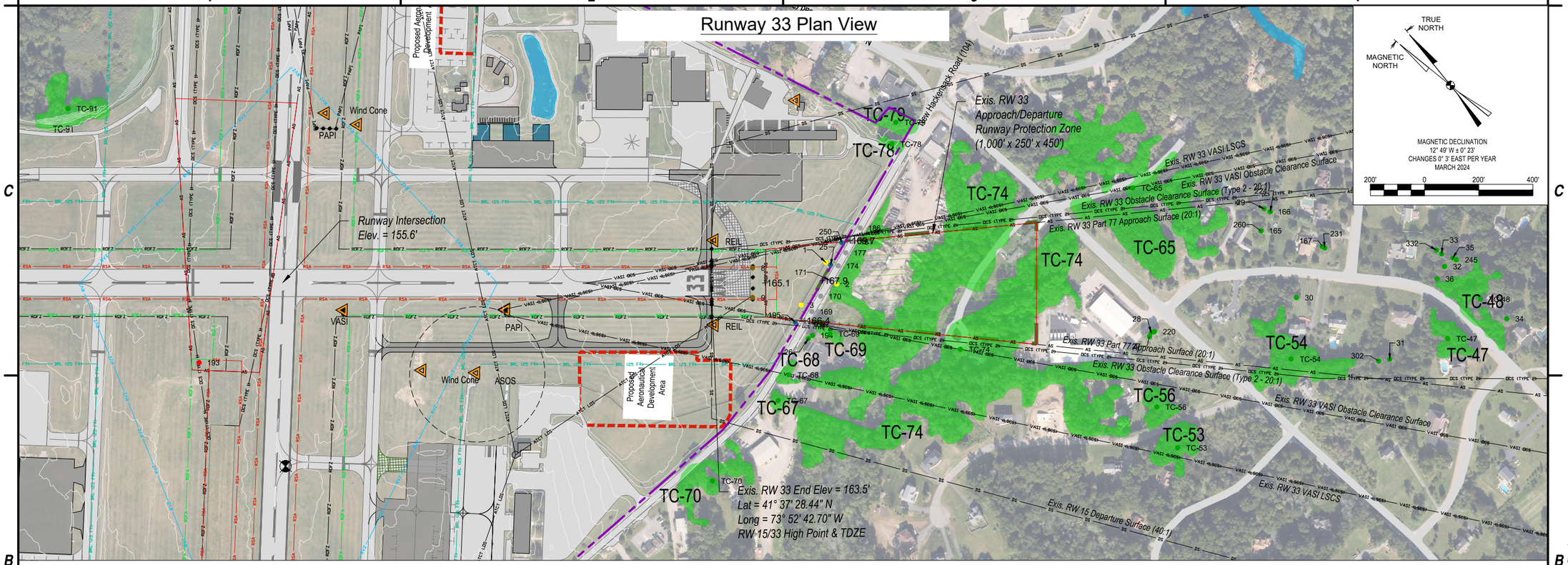
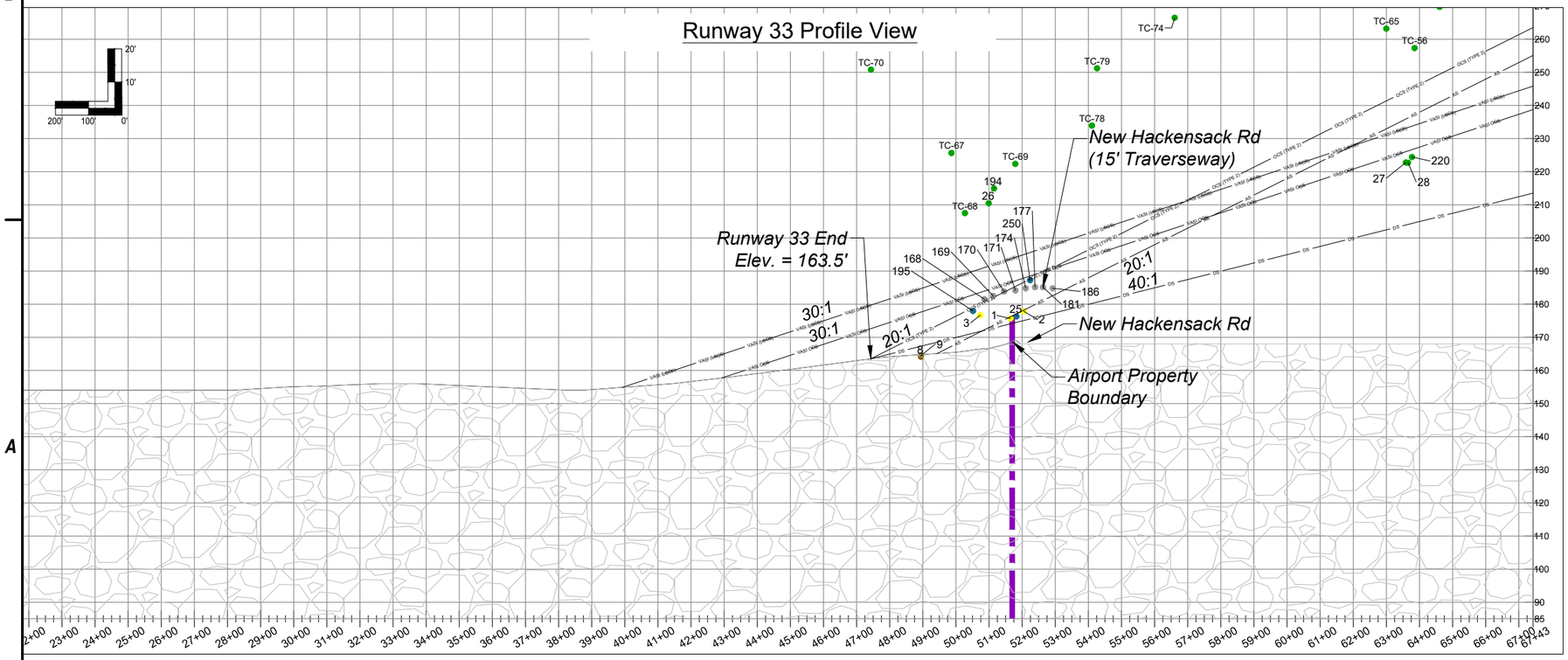
Runway 33 Plan View



Runway 33 Profile View



LEGEND		
EXISTING	FUTURE	DESCRIPTION
	N/A	Dirt/Gravel
	N/A	Airport Property Line
		Avigation Easements
RSA	N/A	Runway Safety Area
ROFA	N/A	Runway Object Free Area
ROFZ	N/A	Runway Obstacle Free Zone
	N/A	Runway Protection Zone
AS	N/A	Part 77 Approach Surface
OCS (TYPE 4)	N/A	Obstacle Clearance Surface Type 4
OCS (TYPE 6)	N/A	Obstacle Clearance Surface Type 6
DS	N/A	Departure Surface
PAPI (OCS)	N/A	PAPI Obstacle Clearance Surface
PAPI (LSCS)	N/A	PAPI Light Signal Clearance Surface
	N/A	AWOS Critical Area
ARP	ARP	Airport Reference Point
		Navigational Aid
359'	N/A	Spot Elevation (MSL)
		Tree Obstruction
		NAVAID Obstruction
		Road/Railroad Obstruction
		Ground Obstruction
		Pole / Antenna Obstruction
		Building Obstruction
		Fence Obstruction

NOTES

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- See sheets 16 - 18 for obstruction data tables.
- See Sheet 7 for runway centerline profiles.
- Obstruction Evaluation completed in 2020 used Engineering Brief No. 99A, Table 3-2 for determining Approach and Departure dimensional standards and slope

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HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER NEW YORK

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RUNWAY 33 INNER APPROACH PLAN - EXISTING & FUTURE

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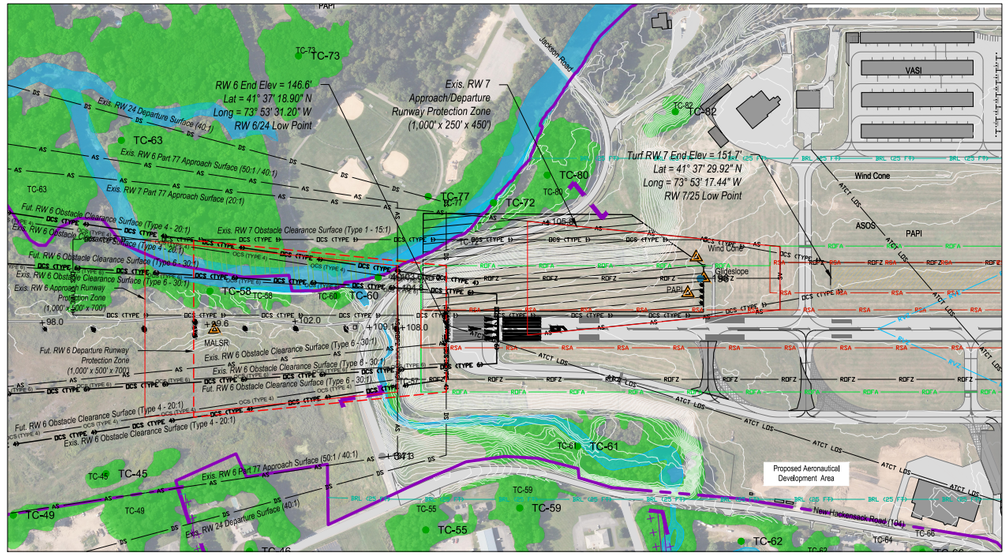
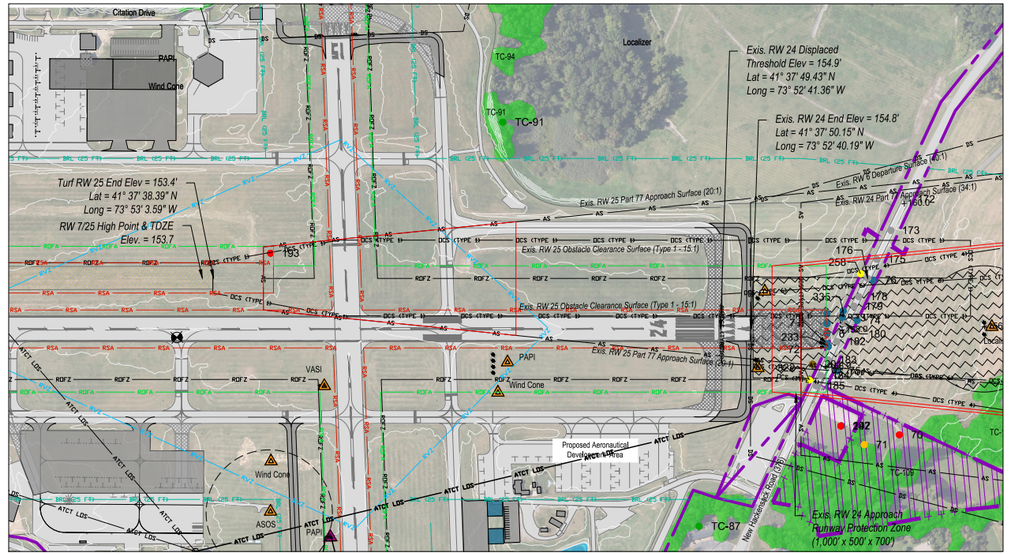
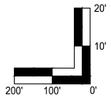
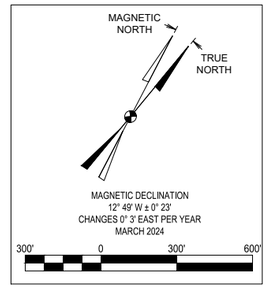
Turf Runway 7-25 Plan View





Turf Runway 7-25 Profile View





LEGEND		
EXISTING	FUTURE	DESCRIPTION
	N/A	Dirt/Gravel
	N/A	Airport Property Line
		Avigation Easements
RSA	N/A	Runway Safety Area
ROFA	N/A	Runway Object Free Area
ROFZ	N/A	Runway Obstacle Free Zone
	N/A	Runway Protection Zone
AS	N/A	Part 77 Approach Surface
OCS (TYPE 4)	OCS (TYPE 4)	Obstacle Clearance Surface Type 4
OCS (TYPE 6)	OCS (TYPE 6)	Obstacle Clearance Surface Type 6
DS	N/A	Departure Surface
PAPI (OCS)	N/A	PAPI Obstacle Clearance Surface
PAPI (LSCS)	N/A	PAPI Light Signal Clearance Surface
	N/A	AWOS Critical Area
ARP	ARP	Airport Reference Point
		Navigational Aid
359'	N/A	Spot Elevation (MSL)

OBSTRUCTION POINT LEGEND	
OBJECTS	DESCRIPTION
	Tree Obstruction
	NAVAID Obstruction
	Road/Railroad Obstruction
	Ground Obstruction
	Pole / Antenna Obstruction
	Building Obstruction
	Fence Obstruction

NOTES

- All coordinates NAD83 and all elevations NAVD88. Planimetric Survey and Obstruction Data (Woolpert, 2020). Road elevations are actual elevations. To determine clearance from approach surfaces, apply traverseway elevation of 23 feet for railways, 17 feet for interstate highways, 15 feet for other public roads, and 10 feet for private roads.
- Runway ends 7, 25, 15 and 33 have an existing Part 77 classification of VIS-A, the Runway 6 end has an existing Part 77 classification of PRI, and the Runway 24 end has an existing Part 77 classification of NPI-C. The applicable approach surface dimensions for Runways 7, 25, 15 and 33 are as follows, starting inner width 250 ft., outer width of 1,250 ft., a length of 5,000 ft., and a slope of 20:1. The surface dimensions for Runway 6 are as follows, starting inner width 1,000 ft., outer width of 16,000 ft., a length of 50,000 ft., and a slope of 50:1 for the first 10,000 ft. and 40:1 for the remaining 40,000 ft. The surface dimensions for Runway 24 are as follows, starting inner width of 500 ft. (1,000 ft. primary surface), outer width of 3,500 ft. a length of 10,000 ft., and a slope of 34:1. All runway are to continue following existing conditions and no runway extensions or reductions are proposed in the future term.
- See sheets 16 - 18 for obstruction data tables.
- See Sheet 7 for runway centerline profiles.
- Obstruction Evaluation completed in 2020 used Engineering Brief No. 99A, Table 3-2 for determining Approach and Departure dimensional standards and slope

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C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER NEW YORK

MARK	DATE	DESCRIPTION
		REVISIONS

PROJECT NO.:	128.057.001
DATE:	JUNE 2024
DRAWN BY:	C. THOMAS-DUTT, J. SHURER
CHECKED BY:	G. MCKEE

RUNWAY 7-25 INNER APPROACH PLAN - EXISTING & FUTURE

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RUNWAY 6 INNER PORTION OF THE APPROACH & DEPARTURE SURFACE OBSTRUCTION DATA TABLES (SEE SHEETS 11 THROUGH 16)															
ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Approach Penetration (FT)	OCS Type 1 Penetration (FT)	OCS Type 2 Penetration (FT)	OCS Type 4 Penetration (FT)	OCS Type 6 Penetration (FT)	PAPI OCS Penetration (FT)	PAPI LSCS Penetration (FT)	OCS Type 7 Departure Penetration (FT)	Futre OCS Type 4 Penetration (FT)	Future OCS Type 6 Penetration (FT)	Proposed Disposition
40	6	TREE	97.60	161.01	12.89			10.61					0.96		Remove
41	6	TREE	138.21	181.33	-4.53										Remove
42	6	TREE	147.73	200.95	7.31							-9.50			Remove
43	6	TREE	147.89	189.24	-5.43										Remove
44	6	TREE	132.34	196.72	1.26										Remove
45	6	TREE	132.55	196.18	0.48										Remove
46	6	TREE	132.24	194.05	-1.91										Remove
47	6	TREE	126.00	189.04	-5.09										Remove
48	6	TREE	129.41	187.98	-5.89										Remove
49	6	TREE	94.67	209.84	-9.49										Remove
50	6	TREE	95.23	209.84	-8.57										Remove
51	6	TREE	95.99	203.43	-9.92										Remove
52	6	TREE	135.23	204.86	-0.85										Remove
53	6	TREE	101.71	211.06	0.56										Remove
54	6	TREE	102.80	205.20	-4.82										Remove
55	6	TREE	121.83	207.48	-10.87										Remove
56	6	TREE	95.38	203.84	-8.75										Remove
57	6	TREE	143.29	232.20	-11.41										Remove
58	6	TREE	128.36	233.26	-11.87										Remove
59	6	TREE	140.66	234.33	-8.54										Remove
60	6	TREE	144.10	235.93	-6.55										Remove
61	6	TREE	142.64	240.19	-2.19										Remove
62	6	TREE	140.40	240.19	-1.64										Remove
63	6	TREE	137.63	236.99	-6.47										Remove
64	6	TREE	133.91	231.67	-12.25										Remove
65	6	TREE	128.60	232.73	-11.69										Remove
66	6	TREE	141.17	218.44	-10.85										Remove
67	6	TREE	133.72	231.61	-12.44										Remove
198	6	TREE	150.78	238.87	23.29							0.99			Remove
232	6	TREE	143.93	215.00	-8.98										Remove
235	6	TREE	101.20	211.79	1.82										Remove
246	6	TREE	136.09	232.00	-12.35										Remove
310	6	TREE	95.35	211.64	-0.38										Remove
318	6	TREE	143.18	245.73	3.68										Remove
341	6	ROAD	139.44	154.44	6.63										Light
TC-25	6	TREE CANOPY	131.08	231.32	-6.52										Remove
TC-29	6	TREE CANOPY	152.90	246.01								1.3			Remove
TC-31	6	TREE CANOPY	155.56	263.79	42.87							19.22			Remove
TC-32	6	TREE CANOPY	168.18	265.84	31.32							4.27			Remove
TC-33	6 & 7	TREE CANOPY	145.35	244.60	28.61							6.21			Remove
TC-34	6 & 7	TREE CANOPY	149.76	267.62	59.69					-10.7		39.31			Remove
TC-37	6 & 7	TREE CANOPY	96.64	218.79	3.27										Remove
TC-38	6 & 7	TREE CANOPY	166.05	261.86	60.67				-0.84	-9.11		42.04		-7.27	Remove
TC-39	6	TREE CANOPY	164.72	216.43	26.07							10.09			Remove
TC-41	6	TREE CANOPY	144.81	263.12								-0.04			Remove
TC-42	6 & 7	TREE CANOPY	142.14	203.93	12.44							-3.82			Remove
TC-43	6 & 7	TREE CANOPY	112.89	204.32	10.82							-5.91			Remove
TC-44	6 & 7	TREE CANOPY	135.88	254.66								-11.84			Remove
TC-45	6	TREE CANOPY	144.07	184.45	13.99										Remove
TC-49	6	TREE CANOPY	169.46	269.53	75.06							58.06			Remove
TC-51	6 & 7	TREE CANOPY	138.09	242.62	35.15				-7.68			16.54		-14.11	Remove
TC-58	6 & 7	TREE CANOPY	102.82	178.20	15.83			0.16	2.2			8.21	-9.49	-4.23	Remove
TC-60	6 & 7	TREE CANOPY	104.74	166.79	15.24			7.83	5.28			9	-1.82	-1.15	Remove
TC-63	6 & 7	TREE CANOPY	101.82	269.22	58.96			10.68				28.95	1.03		Remove
TC-77	6 & 7	TREE CANOPY	106.27	203.79	44.68			8.82				5.76	-0.83		Remove

RUNWAY 24 INNER PORTION OF THE APPROACH & DEPARTURE SURFACE OBSTRUCTION DATA TABLES (SEE SHEETS 11 THROUGH 16)															
ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Approach Penetration (FT)	OCS Type 1 Penetration (FT)	OCS Type 2 Penetration (FT)	OCS Type 4 Penetration (FT)	OCS Type 6 Penetration (FT)	PAPI OCS Penetration (FT)	PAPI LSCS Penetration (FT)	OCS Type 7 Departure Penetration (FT)	Futre OCS Type 4 Penetration (FT)	Future OCS Type 6 Penetration (FT)	Proposed Disposition
4	24	NAVAID	156.29	164.03	6.20			4.08				1.65			NAVAID - Fixed by Function
5	24	NAVAID	156.44	164.10	6.27			4.15				1.72			NAVAID - Fixed by Function
6	24	NAVAID	156.53	163.93	6.11			3.99				1.55			NAVAID - Fixed by Function
7	24	NAVAID	157.15	163.97	6.15			4.03				1.59			NAVAID - Fixed by Function
70	24	POLE/ANTENNA/TOWER	156.11	182.62	16.38										Relocate
71	24	BUILDING	156.74	166.94	4.78										Light
72	24	NAVAID	158.00	167.09	9.10			6.86	5.80			4.57			Light
73	24	NAVAID	158.95	166.71	7.10			3.73				2.81			Light
74	24	NAVAID	157.89	162.11	0.77										Light
75	24	NAVAID	157.91	160.96	1.95										Light
76	24	NAVAID	159.00	166.71	3.53										Light
77	24	TREE	159.52	177.13	-12.39							-12.22			Remove
78	24	TREE	157.50	184.51	-12.15							-10.91			Remove
79	24	TREE	159.21	186.53	-10.56							-9.26			Remove
80	24	TREE	158.96	184.51	-12.44							-11.16			Remove
81	24	TREE	159.01	184.51	-11.88							-10.68			Remove
82	24	TREE	159.04	185.72	-10.36							-9.21			Remove
83	24	TREE	158.80	189.70	-12.41							-10.36			Remove
84	24	TREE	156.20	180.03	-3.37							-4.11			Remove
85	24	TREE	205.19	249.80								1.63			Remove
86	24	TREE	187.16	254.18	-11.07							0.39			Remove
87	24	TREE	159.76	260.58	-5.99							5.67			Remove
88	24	TREE	170.78	249.23	-10.36							0.27			Remove
89	24	TREE	209.77	276.41								2.27			Remove
90	24	TREE	229.86	298.02								2.45			Remove
91	24	TREE	215.71	295.03	-7.82							9.25			Remove
92	24	TREE	212.90	287.84								0.68			Remove
93	24	TREE	204.49	292.61								4.69			Remove
94	24	TREE	204.07	289.20								1.32			Remove
95	24	TREE	203.86	289.20								1.10			Remove
96	24	TREE	203.01	289.89								1.25			Remove
97	24	TREE	202.80	289.20								0.24			Remove
98	24	TREE	202.83	290.55								0.11			Remove
99	24	TREE	203.07	287.73								0.03			Remove
100	24	TREE	203.01	289.99								1.77			Remove

RUNWAY 24 INNER PORTION OF THE APPROACH & DEPARTURE SURFACE OBSTRUCTION DATA TABLES (SEE SHEETS 11 THROUGH 16)														
ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Approach Penetration (FT)	OCS Type 1 Penetration (FT)	OCS Type 2 Penetration (FT)	OCS Type 4 Penetration (FT)	OCS Type 6 Penetration (FT)	PAPI OCS Penetration (FT)	PAPI LSCS Penetration (FT)	OCS Type 7 Departure Penetration (FT)	Futre OCS Type 4 Penetration (FT)	Future OCS Type 6 Penetration (FT)	Proposed Disposition
101	24	TREE	202.65	288.79								0.51			Remove
102	24	TREE	202.65	288.79								0.32			Remove
103	24	TREE	201.88	295.57								2.32			Remove
104	24	TREE	201.60	293.99								0.99			Remove
105	24	TREE	202.63	295.57								3.93			Remove
106	24	TREE	201.80	294.78								1.64			Remove
107	24	TREE	202.70	296.35								1.68			Remove
108	24	TREE	203.33	298.32								1.07			Remove
109	24	TREE	201.14	286.08	-9.05							6.87			Remove
110	24	TREE	201.06	286.72	-7.55							8.24			Remove
111	24	TREE	200.54	285.44	-8.23							7.47			Remove
112	24	TREE	200.24	285.44	-8.03							7.65			Remove
113	24	TREE	199.51	291.19	0.67							15.90			Remove
114	24	TREE	199.36	284.17	-6.21							9.00			Remove
115	24	TREE	200.05	289.28	-2.36							13.04			Remove
116	24	TREE	200.27	283.53	-8.59							6.89			Remove
117	24	TREE	199.40	277.78								1.16			Remove
118	24	TREE	199.50	280.97	-11.47							4.05			Remove
119	24	TREE	199.56	279.69								2.38			Remove
120	24	TREE	199.81	279.05								1.09			Remove
121	24	TREE	198.93	280.46	-12.42							3.17			Remove
122	24	TREE	199.38	278.10								2.46			Remove
123	24	TREE	199.18	287.55	-2.03							13.07			Remove
124	24	TREE	199.55	279.67	-8.97							5.98			Remove
125	24	TREE	199.56	282.04	-7.05							7.97			Remove
126	24	TREE	200.00	278.88	-10.06							4.94			Remove
127	24	TREE	199.95	278.88	-9.73							5.22			Remove
128	24	TREE	200.10	279.67	-8.16							6.67			Remove
129	24	TREE	200.82	284.40	-3.39							11.44			Remove
130	24	TREE	201.12	274.15								1.64			Remove
131	24	TREE	202.02	280.46	-7.68							7.20			Remove
132	24	TREE	201.06	278.88	-9.44							5.47			Remove
133	24	TREE	200.19	276.52								1.15			Remove
134	24	TREE	199.81	279.67	-11.19							4.09			Remove
135	24	TREE	200.01	275.18	-10.78							3.77			Remove
136	24	TREE	199.53	274.50								0.39			Remove
137	24	TREE	198.92	280.50	-7.82							7.09			Remove
138	24	TREE	199.82	276.80								1.76			Remove
139	24	TREE	200.10	276.80								2.05			Remove
140	24	TREE	198.44	283.10	-11.38							4.44			Remove
141	24	TREE	197.40	284.81	-6.79							8.60			Remove
142	24	TREE	200.04	270.60								0.11			Remove
143	24	TREE	197.66	286.70	-2.56							12.48			Remove
144	24	TREE	196.99	284.02								6.16			Remove
145	24	TREE	197.62	291.43								10.61			Remove
146	24	POLE/ANTENNA/TOWER	301.84	333.68								12.73			Light or relocate
147	24	POLE/ANTENNA/TOWER	359.46	400.33								6.11			Light or relocate
148	24	TREE	199.81	291.91	-11.95							5.27			Remove
154	24	TREE	206.02	282.34	-3.47							11.06			Remove
155	24	TREE	199.01	302.08	11.94							27.11			Remove
156	24	TREE	197.86	298.80								20.71			Remove
157	24	TREE	199.28	294.67	3.14							18.52			Remove
158	24	TREE	200.77	282.13								1.11			Remove
159	24	TREE	199.36	300.79	0.63							17.30			Remove
172	24	ROAD	160.69	175.69	8.64										Light
173	24	ROAD	160.69	175.69	10.43										Light
175	24	ROAD	160.31	175.31	11.68										Light
176	24	ROAD	160.31	175.31	12.76			7.33							Light
178	24	ROAD	159.93	174.93	13.42			8.71	9.65			9.41			Light
179	24	ROAD	159.54	174.54	13.57			9.25	9.88			9.49			Light
180	24	ROAD	159.54	174.54	14.56			10.94	11.01			10.33			Light
182	24	ROAD	159.16	174.16	15.19			12.27	11.77			10.81			Light
183	24	ROAD	158.78	173.78	15.84			13.64	12.55			10.79			Light
184	24	ROAD	158.39	173.39	16.29			14.68							Light
185	24	ROAD	158.01	173.01	16.46										Light
192	24	NAVAID	157.94	261.10	101.58							16.79			NAVAID - Fixed by Function
197	24	TREE	202.79	280.11	-1.67							12.26			Remove
199	24	BUILDING	362.97	388.59								0.58			Light
200	24	POLE/ANTENNA/TOWER	373.12	406.33								15.16			Light or relocate
201	24	GROUND	157.59	157.59	1.46			0.52							Grading or Excavation
202	24	TREE	199.46	286.29	-3.60							11.54			Remove
203	24	TREE	197.61	292.89	-0.98							14.76			Remove
204	24	TREE	197.75	292.07	-4.91							11.29			Remove
205	24	TREE	196.75	301.14								23.55			Remove
206	24	TREE	201.44	301.14	-10.25							8.10			Remove
233	24	NAVAID	157.71	166.89	9.04			6.91	5.77			4.49			No Action
237	24	TREE	196.83	291.24								16.11			Remove
238	24	TREE	197.62	290.83	-3.12							12.63			Remove
239	24	TREE	198.80	289.59	-7.70							8.54			Remove
240	24	TREE	199.87	294.00	-6.46							10.26			Remove
241	24	TREE	198.94	301.56	11.36							26.55			Remove
244	24	TREE	203.79	308.16								3.43			Remove
247	24	POLE/ANTENNA/TOWER	157.95	262.21	102.79							17.47			NAVAID - Fixed by Function
248	24	TREE	197.46	297.02								23.44			Remove
249	24	BUILDING	383.16	405.51								15.78			Light
257	24	TREE	197.10	304.03								2.24			Remove
258	24	FENCE	159.19	168.00	6.28			1.44							Light
262	24	POLE/ANTENNA/TOWER	378.85	412.93								20.13			Light or relocate
263	24	TREE	201.39	300.32	-10.72							7.57			Remove
266	24	BUILDING	308.25	325.48								2.04			Light
267	24	TREE	198.01	285.06	-4.91							10.24			Remove
275	24	TREE	199.06	293.31	2.10							17.44			Remove
282	24	TREE	198.95	294.96	1.87							17.49			Remove
283	24	TREE	196.98	300.73	3.79							19.98			Remove
284	24	TREE	205.78	280.11	-5.63							8.89			Remove

NOTES
- Survey conducted by Woolpert in 2020

C&S COMPANIES
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER
NEW YORK

MARK	DATE	DESCRIPTION
		REVISIONS
PROJECT NO.:	128.057.001	
DATE:	JUNE 2024	
DRAWN BY:	C. THOMAS-DUTT, J. SHURER	
CHECKED BY:	G. MCKEE	

INNER APPROACH PLAN OBSTRUCTION DATA TABLES 1 OF 3

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RUNWAY 24 INNER PORTION OF THE APPROACH & DEPARTURE SURFACE OBSTRUCTION DATA TABLES (SEE SHEETS 11 THROUGH 16)

ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Approach Penetration (FT)	OCS Type 1 Penetration (FT)	OCS Type 2 Penetration (FT)	OCS Type 4 Penetration (FT)	OCS Type 6 Penetration (FT)	PAPI OCS Penetration (FT)	PAPI LSCS Penetration (FT)	OCS Type 7 Departure Penetration (FT)	Futre OCS Type 4 Penetration (FT)	Future OCS Type 6 Penetration (FT)	Proposed Disposition
285	24	TREE	199.78	277.63	-8.83							5.80			Remove
286	24	TREE	201.69	283.41	-1.20							13.15			Remove
287	24	TREE	198.44	299.91	-0.25							16.42			Remove
288	24	POLE/ANTENNA/TOWER	260.92	301.97								3.02			Light or relocate
290	24	TREE	198.57	280.11	-9.96							5.21			Remove
291	24	TREE	159.89	254.53	-12.21							-0.52			Remove
297	24	TREE	202.97	290.42	6.99							21.16			Remove
298	24	TREE	201.12	293.31	-11.09							6.21			Remove
299	24	TREE	202.61	290.01	6.13							20.37			Remove
300	24	TREE	196.48	292.07								1.65			Remove
303	24	BUILDING	373.82	395.19								0.56			Light
309	24	TREE	201.48	299.91	-12.21							6.25			Remove
311	24	BUILDING	325.45	348.99								6.07			Light
319	24	BUILDING	329.97	357.24								9.66			Light
321	24	BUILDING	382.65	404.27								14.60			Light
322	24	FENCE	157.23	166.00	10.24			9.57							Light
325	24	TREE	198.73	305.68	12.84							28.42			Remove
326	24	TREE	199.33	297.02	3.23							18.95			Remove
328	24	TREE	198.73	280.93								0.14			Remove
331	24	TREE	202.77	302.38								2.88			Remove
335	24	NAVAID	158.79	167.84	8.13			4.70	4.61			3.86			No Action
338	24	TREE	198.01	303.21								22.16			Remove
340	24	TREE	199.19	292.48								13.52			Remove
TC-100	24, 33 & 25	TREE CANOPY	158.21	184.59	-8.4							-7.95			Remove
TC-103	24 & 25	TREE CANOPY	175.33	214.22	8.26							10.88			Remove
TC-109	24 & 25	TREE CANOPY	168.58	274.74	93.79			2.66	13.44			45.01			Remove
TC-113	24 & 25	TREE CANOPY	279.70	359.17	35.16							67.71			Remove
TC-118	24	TREE CANOPY	232.72	315.90	2.71							21.32			Remove
TC-122	24	TREE CANOPY	256.05	355.18	25.69							46.73			Remove
TC-124	24 & 33	TREE CANOPY	430.66	535.03	61.62				30.92			153.08			Remove

RUNWAY 15 INNER PORTION OF THE APPROACH & DEPARTURE SURFACE OBSTRUCTION DATA TABLES (SEE SHEETS 11 THROUGH 16)

ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Approach Penetration (FT)	OCS Type 1 Penetration (FT)	OCS Type 2 Penetration (FT)	OCS Type 4 Penetration (FT)	OCS Type 6 Penetration (FT)	PAPI OCS Penetration (FT)	PAPI LSCS Penetration (FT)	OCS Type 7 Departure Penetration (FT)	Futre OCS Type 4 Penetration (FT)	Future OCS Type 6 Penetration (FT)	Proposed Disposition
10	15	TREE	122.08	215.76	-8.24							20.93			Remove
11	15	TREE	129.03	215.76	-8.60							20.76			Remove
12	15	TREE	120.33	214.14	-8.51							19.99			Remove
13	15	TREE	117.85	210.90	-11.81							16.72			Remove
14	15	TREE	115.21	210.90	-12.11							16.57			Remove
15	15	TREE	110.28	208.49	-12.50							15.17			Remove
16	15	TREE	121.21	222.58	-9.66							23.63			Remove
17	15	TREE	139.21	231.02								30.90			Remove
18	15	TREE	138.30	230.23	-7.47							28.55			Remove
19	15	TREE	142.73	227.32	-9.15							26.26			Remove
20	15	TREE	141.36	224.44	-10.18							24.30			Remove
21	15	TREE	164.78	237.46	-10.87							30.46			Remove
22	15	TREE	171.20	252.19	-11.84							36.84			Remove
23	15	TREE	159.11	234.30	-10.80							28.92			Remove
24	15	TREE	157.65	232.74	-12.40							27.34			Remove
38	15	TREE	208.84	301.69								28.77			Remove
39	15	TREE	213.74	301.69								25.79			Remove
69	15	TREE	213.68	301.65								5.67			Remove
149	15	TREE	218.50	305.91								2.44			Remove
150	15	TREE	211.99	304.12								2.55			Remove
151	15	TREE	216.52	306.33								1.27			Remove
160	15	TREE	133.59	223.62	-10.75							23.61			Remove
161	15	TREE	172.03	252.77	-11.08							38.01			Remove
162	15	TREE	181.48	254.26								38.85			Remove
163	15	TREE	142.53	225.48	-10.46							24.68			Remove
208	15	TREE	160.82	245.87								39.18			Remove
222	15	TREE	126.63	216.17	-7.33							21.59			Remove
230	15	TREE	162.66	258.61	-12.49							40.22			Remove
259	15	TREE	226.29	310.00								16.61			Remove
261	15	TREE	217.76	302.71								11.77			Remove
265	15	TREE	130.54	225.24	-8.80							25.39			Remove
271	15	TREE	198.83	307.00								22.90			Remove
281	15	TREE	218.66	309.57								13.47			Remove
307	15	TREE	172.37	252.49	-10.84							37.99			Remove
308	15	TREE	142.24	224.83	-11.20							23.99			Remove
312	15	TREE	139.62	235.14					-11.80			33.84			Remove
313	15	TREE	217.75	310.12								14.06			Remove
324	15	TREE	217.25	307.29								29.80			Remove
329	15	TREE	158.19	247.52	3.30				-6.70			42.58			Remove
330	15	TREE	128.78	241.31								44.68			Remove
342	15	TREE	226.27	308.83								36.50			Remove
TC-101	15	TREE CANOPY	166.11	263.68	3.11				-6.89			50.56			Remove
TC-102	15	TREE CANOPY	172.26	251.19	-1.45				-11.45			41.94			Remove
TC-104	15	TREE CANOPY	179.25	263.86	-4.21							51.5			Remove
TC-105	15	TREE CANOPY	186.33	283.78								67.37			Remove
TC-108	15	TREE CANOPY	213.77	309.66								32.77			Remove
TC-112	15	TREE CANOPY	218.05	314.80								24.8			Remove
TC-116	15	TREE CANOPY	230.43	340.79								25.84			Remove
TC-117	15	TREE CANOPY	226.72	323.00								8.14			Remove
TC-120	15	TREE CANOPY	243.01	335.81								5.03			Remove
TC-127	15	TREE CANOPY	244.33	357.57								31.28			Remove
TC-89	15	TREE CANOPY	138.05	235.14	7.04				-2.96			3.96			Remove
TC-94	15	TREE CANOPY	120.42	250.41	26.07				16.77			37.8			Remove
TC-96	15	TREE CANOPY	126.20	223.59	-4.94							26.5			Remove
TC-98	15	TREE CANOPY	105.39	235.14	36.23				26.23			50.81			Remove

RUNWAY 33 INNER PORTION OF THE APPROACH & DEPARTURE SURFACE OBSTRUCTION DATA TABLES (SEE SHEETS 11 THROUGH 16)

ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Approach Penetration (FT)	OCS Type 1 Penetration (FT)	OCS Type 2 Penetration (FT)	OCS Type 4 Penetration (FT)	OCS Type 6 Penetration (FT)	PAPI OCS Penetration (FT)	PAPI LSCS Penetration (FT)	OCS Type 7 Departure Penetration (FT)	Futre OCS Type 4 Penetration (FT)	Future OCS Type 6 Penetration (FT)	Proposed Disposition
1	33	FENCE	165.98	175.68	1.12							1.64			Light

RUNWAY 33 INNER PORTION OF THE APPROACH & DEPARTURE SURFACE OBSTRUCTION DATA TABLES (SEE SHEETS 11 THROUGH 16)

ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Approach Penetration (FT)	OCS Type 1 Penetration (FT)	OCS Type 2 Penetration (FT)	OCS Type 4 Penetration (FT)	OCS Type 6 Penetration (FT)	PAPI OCS Penetration (FT)	PAPI LSCS Penetration (FT)	OCS Type 7 Departure Penetration (FT)	Futre OCS Type 4 Penetration (FT)	Future OCS Type 6 Penetration (FT)	Proposed Disposition
2	33	FENCE	169.04	177.86	1.26							2.80			Light
3	33	FENCE	167.22	176.66	6.62		5.32					4.89			Light
8	33	GROUND	164.16	164.16			1.82								Grading or Excavation
9	33	GROUND	164.46	164.46			2.11								Grading or Excavation
25	33	NAVAID	167.44	176.31	0.84							1.82			Light
26	33	TREE	163.61	210.46								15.14			Remove
27	33	TREE	174.47	222.78	-11.57							18.83			Remove
28	33	TREE	175.78	222.72	-11.96							18.60			Remove
29	33	TREE	180.62	243.04	-12.47							28.50			Remove
30	33	TREE	200.28	249.48	-12.02							31.94			Remove
31	33	TREE	199.22	266.29	-12.44							40.14			Remove
32	33	TREE	198.78	277.96	-10.90		-12.20					46.74			Remove
33	33	TREE	196.62	279.63	-8.67		-9.97					48.69			Remove
34	33	TREE	212.53	287.89	-12.46							50.92			Remove
35	33	TREE	197.91	278.39	-12.00							46.40			Remove
36	33	TREE	200.14	274.97	-12.49							44.45			Remove
37	33	TREE	219.97	305.23								18.05			Remove
68	33	TREE	250.86	336.75								9.33			Remove
152	33	POLE/ANTENNA/TOWER	274.14	313.92								6.31			Light or relocate
153	33	TREE	194.14	302.75								8.55			Remove
164	33	TREE	227.61	302.46								15.75			Remove
165	33	TREE	180.15	249.18	-5.78		-7.08					34.92			Remove
166	33	TREE	179.57	248.30	-8.29		-9.59					33.22			Remove
167	33	TREE	195.57	253.93	-12.32							34.02			Remove
168	33	ROAD	166.51	181.51			9.52					3.04			Light
169	33	ROAD	167.50	182.50	10.49		9.19					9.74			Light
170	33	ROAD	168.82	183.82	10.19		8.89					10.25			Light
171	33	ROAD	169.15	184.15	8.82		7.52					9.73			Light
174	33	ROAD	169.80	184.80	7.94		6.64					9.61			Light
177	33	ROAD	170.13	185.13	6.87		5.57					9.24			Light
181	33	ROAD	170.13	185.13	5.68		4.38					8.64			Light
186	33	ROAD	169.80	184.80								1.46			Light
187	33	ROAD	337.54	352.54								6.06			Light
188	33	ROAD	373.34	388.34								13.52			Light
189	33	ROAD	421.14	436.14								64.00			Light
190	33	ROAD	428.38	443.38								67.33			Light
191	33	POLE/ANTENNA/TOWER	275.44	311.04								17.64			Light or relocate
194	33	TREE	163.31	214.93								24.68			Remove
195	33	NAVAID	166.70	177.96			7.69								No Action
207	33	TREE	218.38	301.14								51.75			Remove
209	33	TREE	202.69	313.52								27.57			Remove
210	33	BUILDING	380.07	400.97								11.76			Light
211	33	BUILDING	409.12	433.14								42.09			Light
212	33	BUILDING	404.08	429.84								38.77			Light
213	33	BUILDING	424.45	447.17								69.94			Light
214	33	POLE/ANTENNA/TOWER	335.69	370.03								20.12			Light or relocate
215	33	BUILDING	386.42	406.33								10.71			Light
216	33	BUILDING	403.48	426.00								60.77			Light
217	33	POLE/ANTENNA/TOWER	411.36	440.57								73.00			Light or relocate
218	33	BUILDING	409.98	434.38								65.78			Light
219	33	BUILDING	408.47	428.61								59.69			Light
220	33	TREE	177.02	224.42	-10.85		-12.15					20.01			Remove
221	33	BUILDING	403.39	420.36								55.22			Light
223	33	BUILDING	329.78	351.88								7.32			Light
224	33	TREE	179.56	248.76	-7.91		-9.21					33.64			Remove
225	33	BUILDING	342.86	367.14								13.69			Light
226	33	BUILDING	368.98	386.53								32.44			Light
227	33	BUILDING	346.82	366.73								11.35			Light
228	33	TREE	357.43	458.72								15.24			Remove
229	33	BUILDING	398.69	420.36								34.53			Light
231	33	TREE	195.79	255.77	-10.94		-12.24					35.63			Remove
234	33	TREE	248.86	332.08								15.19			Remove
236	33	POLE/ANTENNA/TOWER	417.64	459.13								72.11			Light or relocate
242	33	BUILDING	419.90	442.63								69.85			Light
243	33	BUILDING	346.73	374.16								20.16			Light
245	33	TREE	197.68	281.34	-9.69		-10.99					49.03			Remove
250	33	NAVAID	166.90	187.24	9.73		8.43					11.73			No Action
251	33	BUILDING	377.44	397.67								5.01			Light
252	33	POLE/ANTENNA/TOWER	387.66	414.17								25.84			Light or relocate
253	33	GROUND	393.96	393.96								22.89			Grading or Excavation
254	33	BUILDING	416.81	440.00								67.50			Light
255	33	BUILDING	408.79	434.79								44.48			Light
256	33	TREE	351.43	454.59								11.80			Remove
260	33	TREE	180.18	248.76	-6.18		-7.48					34.51			Remove
264	33	BUILDING	414.13	437.27								51.81			Light
268	33	BUILDING	382.18	411.28								7.43			Light
269	33	BUILDING	427.95	447.99								69.26			Light
270	33	POLE/ANTENNA/TOWER	347.19	379.93								17.43			Light or relocate
272	33	POLE/ANTENNA/TOWER	351.40	386.12								29.62			Light or relocate
273	33	TREE	185.50	301.56								39.86			Remove
274	33	POLE/ANTENNA/TOWER	267.67	304.86								15.26			Light or relocate
276	33	BUILDING	327.64	350.23								3.23			Light
277	33	BUILDING	350.92	368.79								6.98			Light
278	33	BUILDING	409.18	429.02								39.01			Light
279	33	TREE	365.79	443.46								2.30			Remove
280	33	BUILDING	421.89	449.64								64.87			Light
289	33	POLE/ANTENNA/TOWER	385.54	419.12								59.97			Light or relocate
292	33	BUILDING	395.03	421.59								39.38			Light
293	33	BUILDING	345.67	367.97								3.41			Light
294	33	BUILDING	345.76	370.00								11.50			Light
295	33	BUILDING	394.54	419.12								26.96			Light
296	33	BUILDING	399.65	429.02								31.57			Light
301	33	BUILDING	386.27	407.00								45.18			Light
302	33	TREE	197.92	272.27	-4.42		-5.72					47.14			Remove
304	33	BUILDING	384.56	406.00								18.99			Light
305	33	BUILDING	349.72	366.32								9.66			Light
306	33	TREE	352.65	447.17								4.42			Remove

NOTES
- Survey conducted by Woolpert in 2020

C&S COMPANIES
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER
NEW YORK

MARK	DATE	DESCRIPTION

REVISIONS

PROJECT NO.: 128.057.001
DATE: JUNE 2024
DRAWN BY: C. THOMAS-DUTT, J. SHURER
CHECKED BY: G. MCKEE

INNER APPROACH PLAN OBSTRUCTION DATA TABLES 2 OF 3

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RUNWAY 33 INNER PORTION OF THE APPROACH & DEPARTURE SURFACE OBSTRUCTION DATA TABLES (SEE SHEETS 11 THROUGH 16)															
ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Approach Penetration (FT)	OCS Type 1 Penetration (FT)	OCS Type 2 Penetration (FT)	OCS Type 4 Penetration (FT)	OCS Type 6 Penetration (FT)	PAPI OCS Penetration (FT)	PAPI LSCS Penetration (FT)	OCS Type 7 Departure Penetration (FT)	Futre OCS Type 4 Penetration (FT)	Future OCS Type 6 Penetration (FT)	Proposed Disposition
314	33	BUILDING	335.13	360.54								11.16			Light
315	33	BUILDING	337.34	357.00								7.32			Light
316	33	POLE/ANTENNA/TOWER	400.54	427.00								62.93			Light or relocate
317	33	BUILDING	384.70	405.00								4.59			Light
320	33	BUILDING	430.12	453.00								68.88			Light
323	33	POLE/ANTENNA/TOWER	327.44	367.56								20.17			Light or relocate
327	33	TREE	184.40	302.38								8.85			Remove
332	33	TREE	195.68	280.11	-7.22		-8.52					49.65			Remove
333	33	POLE/ANTENNA/TOWER	422.55	455.01								81.78			Light or relocate
334	33	TREE	359.35	459.13								15.94			Remove
336	33	POLE/ANTENNA/TOWER	408.40	441.00								74.80			Light or relocate
337	33	GROUND	401.38	401.38								30.44			Grading or Excavation
339	33	BUILDING	350.50	364.26								5.15			Light
TC-14	33	TREE CANOPY	241.84	331.53								2.28			Remove
TC-17	33	TREE CANOPY	246.86	326.85								1.4			Remove
TC-20	33	TREE CANOPY	251.60	335.79								16.22			Remove
TC-21	33	TREE CANOPY	232.47	330.84								21.11			Remove
TC-35	33	TREE CANOPY	272.50	366.73								60.95			Remove
TC-36	33	TREE CANOPY	240.34	344.04								78.85			Remove
TC-47	33	TREE CANOPY	214.14	296.61	4.77		3.47			-6.56		63.89			Remove
TC-48	33	TREE CANOPY	206.87	299.08	3.64		2.34			-7.05		64.56			Remove
TC-53	33	TREE CANOPY	171.27	269.79								48.53			Remove
TC-54	33	TREE CANOPY	204.62	278.04	14.99		13.69			0.31		59.73			Remove
TC-56	33	TREE CANOPY	180.37	257.33								52.87			Remove
TC-65	33	TREE CANOPY	193.54	263.19	22.12		20.82			5.47	-9.55	55.87			Remove
TC-69	33	TREE CANOPY	162.36	222.36			47.82					43.83			Remove
TC-74	33	TREE CANOPY	177.31	266.49	27.42		26.12			6.26	-7.98	55.2			Remove
TC-100	24, 33 & 25	TREE CANOPY	158.21	184.59	-8.4							-7.95			Remove
TC-124	24 & 33	TREE CANOPY	430.66	535.03	61.62				27.12			153.08			Remove

RUNWAY 7 INNER PORTION OF THE APPROACH & DEPARTURE SURFACE OBSTRUCTION DATA TABLES (SEE SHEETS 11 THROUGH 16)															
ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Approach Penetration (FT)	OCS Type 1 Penetration (FT)	OCS Type 2 Penetration (FT)	OCS Type 4 Penetration (FT)	OCS Type 6 Penetration (FT)	PAPI OCS Penetration (FT)	PAPI LSCS Penetration (FT)	OCS Type 7 Departure Penetration (FT)	Futre OCS Type 4 Penetration (FT)	Future OCS Type 6 Penetration (FT)	Proposed Disposition
196	7	NAVAID	148.92	170.78	3.29							N/A			No Action
TC-33	6 & 7	TREE CANOPY	145.35	244.60	28.61							6.23			Remove
TC-34	6 & 7	TREE CANOPY	149.76	267.62	59.69					-10.7		39.31			Remove
TC-37	6 & 7	TREE CANOPY	96.64	218.79	3.27										Remove
TC-38	6 & 7	TREE CANOPY	166.05	261.86	60.67				-0.84	-9.11		42.04		-7.27	Remove
TC-42	6 & 7	TREE CANOPY	142.14	203.93	12.44							-3.82			Remove
TC-43	6 & 7	TREE CANOPY	112.89	204.32	10.82							-5.91			Remove
TC-44	6 & 7	TREE CANOPY	135.88	254.66								-11.84			Remove
TC-51	6 & 7	TREE CANOPY	138.09	242.62	35.15				-7.68			16.54		-14.11	Remove
TC-58	6 & 7	TREE CANOPY	102.82	178.20	15.83			0.16	2.2			8.21	-9.49	-4.23	Remove
TC-60	6 & 7	TREE CANOPY	104.74	166.79	15.24			7.83	5.28			9	-1.82	-1.15	Remove
TC-63	6 & 7	TREE CANOPY	101.82	269.22	58.96			10.68				28.95	1.03		Remove
TC-77	6 & 7	TREE CANOPY	106.27	203.79	44.68			8.82				5.76	-0.83		Remove

RUNWAY 25 INNER PORTION OF THE APPROACH & DEPARTURE SURFACE OBSTRUCTION DATA TABLES (SEE SHEETS 11 THROUGH 16)															
ID	RWY End	Description	Ground Elevation	Top Elevation	FAR Part 77 Approach Penetration (FT)	OCS Type 1 Penetration (FT)	OCS Type 2 Penetration (FT)	OCS Type 4 Penetration (FT)	OCS Type 6 Penetration (FT)	PAPI OCS Penetration (FT)	PAPI LSCS Penetration (FT)	OCS Type 7 Departure Penetration (FT)	Futre OCS Type 4 Penetration (FT)	Future OCS Type 6 Penetration (FT)	Proposed Disposition
193	25	POLE/ANTENNA/TOWER	154.14	175.14	20.32	6.52						N/A			NAVAID - Fixed by Function
TC-100	24, 33 & 25	TREE CANOPY	158.21	184.59	-8.4							-7.95			Remove
TC-103	24 & 25	TREE CANOPY	175.33	214.22	8.26							10.88			Remove
TC-109	24 & 25	TREE CANOPY	168.58	274.74	93.79			2.66	9.64			45.01			Remove
TC-113	24 & 25	TREE CANOPY	279.70	359.17	35.16							67.71			Remove

NOTES

- Penetrations to the surfaces are shown as positive numbers (+) or negative numbers (-). The positive numbers represent how much the object penetrated the surface while the negative numbers show how far under the surface the penetration is. The provided penetration guidance applies to all obstruction sheets (Sheets 8-10 and 16-18).
- The tree canopy data provided in the obstruction tables represents the highest point in the canopy area.
- Survey conducted by Woolpert in 2020

C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, NY 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER
NEW YORK

MARK	DATE	DESCRIPTION
		REVISIONS
PROJECT NO.:	128.057.001	
DATE:	JUNE 2024	
DRAWN BY:	C. THOMAS-DUTT, J. SHURER	
CHECKED BY:	G. MCKEE	

INNER APPROACH PLAN OBSTRUCTION DATA TABLES 3 OF 3

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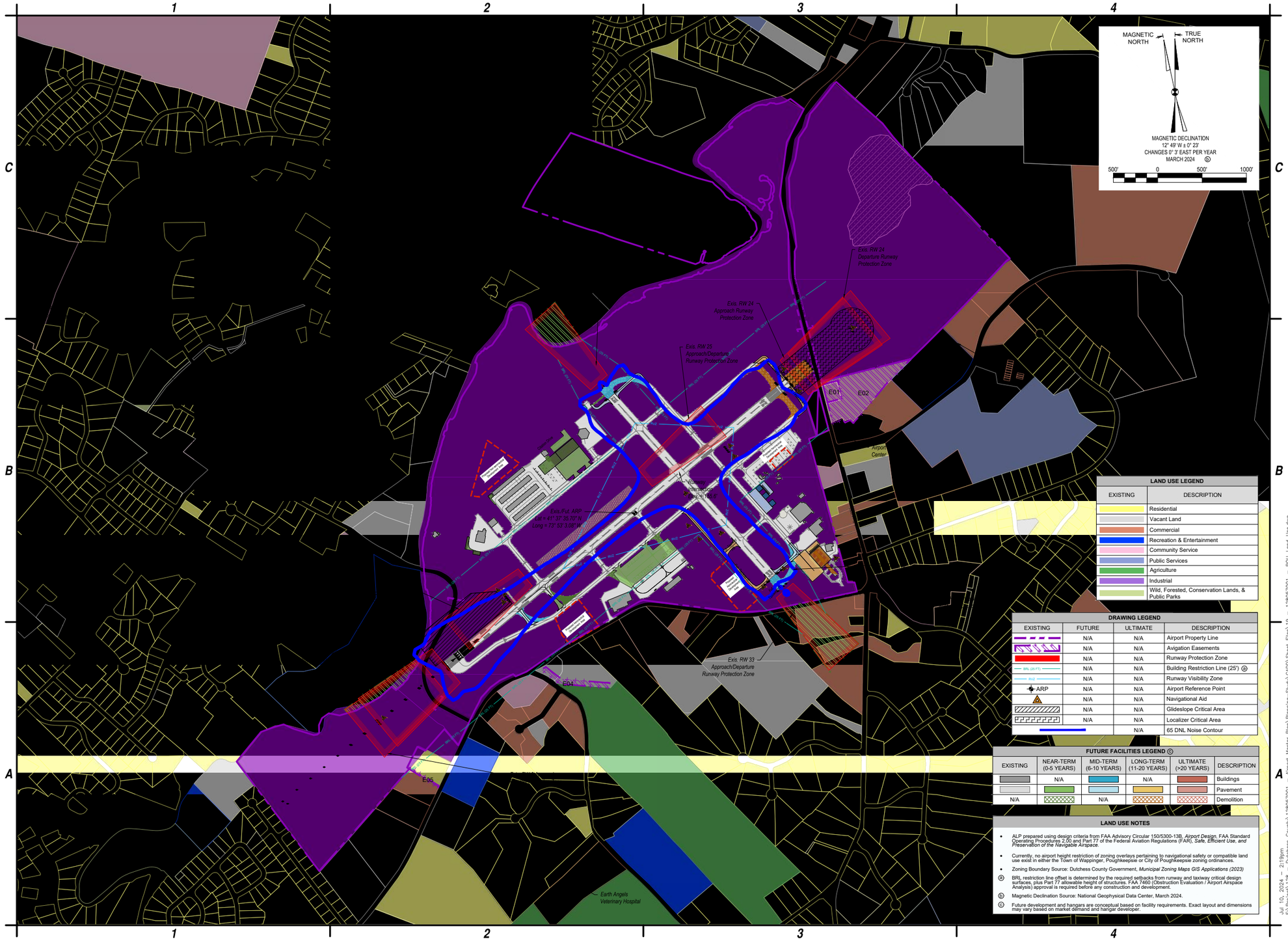

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Syracuse, NY 13212
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HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAYOUT PLAN UPDATE
HUDSON VALLEY REGIONAL AIRPORT
WAPPINGER
NEW YORK

MARK	DATE	DESCRIPTION

REVISIONS

PROJECT NO.: 128.057.001
DATE: JUNE 2024
DRAWN BY: C. THOMAS-DUTT, J. SHURER
CHECKED BY: G. MCKEE

AIRPORT LAND USE DRAWING

19 of 23

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EXHIBIT 'A'
AIRPORT PROPERTY INVENTORY MAPS
COVER SHEET

HUDSON VALLEY REGIONAL AIRPORT

WAPPINGER, NEW YORK

EXHIBIT 'A' PREPARED BY THE CHAZEN COMPANIES

DRAWING LIST

SHEET NO.	DRAWING TITLE
21.	SV1
22.	SV2
23.	SV3

FAA AIP NO.: 3-36-0100-052-2019

C&S PROJECT: 128057001

JUNE 2024

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HUDSON VALLEY REGIONAL AIRPORT

AIRPORT LAND ACQUISITION PARCELS:

ID	GRANTOR	DEED	ACQUISITION DATE	ACREAGE	TYPE OF CONVEYANCE	TAX PARCEL	FUNDING SOURCE	PURPOSE OF ACQUISITION
AP-01	CARL H. SWENSON, JR.	LIBER 1426 PAGE 86	03/11/1976	53.39 ±	GRANT DEED	6158-02-928999	LOCAL	west of jackson road
AP-02.1	UNITED STATES OF AMERICA	LIBER 659 PAGE 175	04/10/1947	352.84±	QUITCLAIM DEED, SURPLUS PROPERTY TRANSFER	p/o 6259-03-225301	SURPLUS PROPERTY LINES RELATED TO US TRANSFER	east side of jackson road, west side of rte 376
AP-02.2	UNITED STATES OF AMERICA	LIBER 659 PAGE 175	04/10/1947	1.53±	QUITCLAIM DEED, SURPLUS PROPERTY TRANSFER	p/o 6259-03-225301	SURPLUS PROPERTY LINES RELATED TO US TRANSFER	west side of jackson road
AP-02.3	UNITED STATES OF AMERICA	LIBER 659 PAGE 175	04/10/1947	113.28	QUITCLAIM DEED, SURPLUS PROPERTY TRANSFER	p/o 6259-03-225301	SURPLUS PROPERTY LINES RELATED TO US TRANSFER	east side of rte 376
AP-03	ROBERT E. FOSTER & RUTH I. FOSTER	LIBER 1228 PAGE 164	08/17/1967	1.68	GRANT DEED	p/o 6259-03-225301	LOCAL	airport property
AP-04	CHARLES J. NOLAN & IRENE E. NOLAN	LIBER 1228 PAGE 489	08/21/1967	0.81	GRANT DEED	p/o 6259-03-225301	LOCAL	airport property
AP-05	ERIC GARDELL & JANET SOVOCOOL GARDELL	LIBER 1229 PAGE 294	08/31/1967	1.52	GRANT DEED	p/o 6259-03-225301	LOCAL	airport property
AP-06.1	DAVID ALEXANDER (AKA DAVE ALEXANDER)	LIBER 1232 PAGE 105	10/13/1967	7.42	QUITCLAIM DEED	p/o 6259-03-225301	LOCAL	southeast side of jackson road
AP-06.2	DAVID ALEXANDER (AKA DAVE ALEXANDER)	LIBER 1232 PAGE 105	10/13/1967	2.03	QUITCLAIM DEED	p/o 6259-03-225301	LOCAL	northwest side of jackson road
AP-07	GRACE E. LEROY	LIBER 1258 PAGE 923	01/23/1969	18.26±	GRANT DEED	p/o 6259-03-225301	LOCAL	portion in Wappinger west side rte 376
AP-08	REFORMED PROTESTANT DUTCH CHURCH	LIBER 1921 PAGE 408	10/24/1992	1.60	GRANT DEED	6259-03-473400	FAA AIP No. 3-36-0100-10-92	see bdy. agrmt. L.1401 P.9
AP-09	GRACE E. LEROY	LIBER 1258 PAGE 923	01/23/1969	49.07±	GRANT DEED	6259-01-280640	LOCAL	portion in Poughkeepsie, east side vassar rd.
AP-10.1	LEMON TREE REALTY	LIBER 1482 PAGE 9	05/19/1978	11.99±	GRANT DEED	6359-01-040885	ADAP	portion in LaGrange
AP-10.2	LEMON TREE REALTY	LIBER 1482 PAGE 9	05/19/1978	0.05±	GRANT DEED	6359-01-097790	ADAP	portion in Wappinger
AP-11	SWENSON	LIBER ___ PAGE ___	__/__/____	4.63	GRANT DEED	p/o 6259-03-225301	LOCAL	reputed lands of Dutchess County
AP-12	CARL H. SWENSON Jr.	LIBER 1853 PAGE 522	12/12/1984	1.65	GRANT DEED	p/o 6259-03-225301	LOCAL	reputed lands of Dutchess County

TOTAL AREA ACQUISITION PARCELS= 622.48± AC.

NON-AERONAUTICAL USE OF AIRPORT PROPERTY:

REFERENCE #	FEDERAL FINANCIAL ASSISTANCE (SURPLUS, GRANT, ETC.) IN WHICH PROPERTY ACQUIRED IF APPLICABLE	ACREAGE	DATE OF FAA SECTION 163 DETERMINATION INDICATING NO FAA APPROVAL AUTHORITY	DATE OF NEUP RELEASE (ONLY APPLICABLE TO SOME SURPLUS PROPERTY USES)	DATE OF FAA RELEASE (PER 2024)	DATE OF FAA APPROVAL AND/OR CONSENT (GENERALLY POST 2023)	TYPE OF APPROVAL NON-AERONAUTICAL USE	FAA APPROVED DURATION OF THE NON-AERONAUTICAL USE
NT1	1947 SURPLUS PROPERTY DEED OF CONVEYANCE	14.79	N/A	3/12/2020	3/12/2020	N/A	SOLAR ARRAY	PERMANENT

AIRPORT EASEMENTS

ID	GRANTOR	DEED	ACQUISITION DATE	ACREAGE	TYPE	TAX PARCEL	FUNDING SOURCE	CURRENT OWNER
E01	REFORMED PROTESTANT DUTCH CHURCH OF NEW HACKENSACK	L.659 P.189	02/05/1944	0.02	AVIGATION	6259-03-491422	FEDERAL	COUNTY OF DUTCHESS
E02	THE NEW HACKENSACK CEMETERY ASSOCIATION	L.1529 P.288	02/01/1980	6.57	AVIGATION	6259-04-516425	ADAP	COUNTY OF DUTCHESS
E03	CORET B. VAN VOORHIS AND MARY EDNA VAN VOORHIS	L.617 P.405	07/10/1944	0.01	AVIGATION	6259-04-564100	FEDERAL	JOHN & KIM REDL-LAWRENCE
E04	CAROLE S. BUCHNER	L.1862 P.555	08/04/1990	1.02	DRAINAGE	6259-03-199113		SUN UP PROPERTIES, LLC
E05	RESERVED BY CARL H. SWENSON, JR IN CONVEYANCE TO DUGUE	L.1370 P.243	10/15/1973	0.19	20' ESMT. & R.O.W.	6259-03-036006		EDWARD F. SHEPHERD, JR.

AIRPORT ENCUMBRANCES:

ID	GRANTEE	DEED	ACQUISITION DATE	ACREAGE	TYPE	TAX PARCEL	CURRENT OWNER, BENEFITING
EN01	THE PEOPLE OF THE STATE OF NEW YORK (NYSDOT)	L.1555 P.851	04/23/1981	0.06	DRAINAGE	6259-03-225301	THE PEOPLE OF STATE OF NY
EN02	CENTRAL HUDSON GAS & ELECTRIC CORPORATION	L.1941 P.281 (1/2)	03/21/1994	1.21	GAS LINES EASEMENT AND R.O.W.	6259-03-225301	CHG&E (S'PRCEDES L.1909P.542)
EN03	CENTRAL HUDSON GAS & ELECTRIC CORPORATION	L.1941 P.281 (2/2)	03/21/1994	2.18	GAS LINES EASEMENT AND R.O.W.	6259-03-225301	CHG&E
EN04	VERIZON NEW YORK INC	02-2008-5383	07/31/2008	0.02	UTILITY EASEMENT & R.O.W.	6259-03-225301	VERIZON NEW YORK INC
EN05	DUTCHESS COUNTY WATER & WASTEWATER AUTH.	02-2018-9599	12/13/2018	0.84	WATER MAIN EASEMENT	6259-03-225301	DCWWA
EN06	CENTRAL HUDSON GAS & ELEC. CORP. & NY TELEPHONE	L.1102 P.720	04/29/1963	1.01	UTILITY EASEMENT & R.O.W.	6259-03-225301	CHG&E AND NY TEL.
EN07	CENTRAL HUDSON GAS & ELECTRIC CORPORATION	L.1508 P.395	05/18/1979	2.06	UTILITY EASEMENT & R.O.W.	6259-03-225301	CHG&E
EN08	JOINT LANDFILL BOARD OF GOVERNORS	02-2011-1790	04/06/2011	24.75	DECLARATION – LANDFILL CLOSURE	6259-03-225301	JOINT LANDFILL BOARD OF GOVERNORS.
EN09	(EASEMENT MAY EXIST, NO DOCUMENT PROVIDED IN TITLE)	N/A	CIRCA 2013	6	BALEFILL	6259-03-225301	N/A
EN10	WAPPINGERS ELECTRIC CORPORATION	L.446 P.308	08/11/1924	10.34	EASEMENT FOR POLE LINE	6259-03-225301	WAPPINGERS ELECTRIC CORPORATION
EN11	CENTRAL HUDSON GAS & ELEC. CORP. & NY TELEPHONE	L.474 P.209	08/28/1926	0.05	EASEMENT FOR POLE LINE	6259-03-225301	CHG&E AND NY TEL.
EN12	CENTRAL HUDSON GAS & ELEC. CORP. & NY TELEPHONE	L.474 P.207	08/30/1926	0.28	EASEMENT FOR POLE LINE	6259-03-225301	CHG&E AND NY TEL.
EN13	CENTRAL HUDSON GAS & ELEC. CORP. & NY TELEPHONE	L.598 P.341	02/20/1942	0.47	EASEMENT FOR CONDUITS, U.G. CABLES...	6259-03-225301	CHG&E AND NY TEL.
EN14	CENTRAL HUDSON GAS & ELEC. CORP. & NY TELEPHONE	L.471 P.116	08/27/1926	0.01	EASEMENT FOR POLE LINE	6259-03-225301	CHG&E AND NY TEL.
EN15	CENTRAL HUDSON GAS & ELEC. CORP. & NY TELEPHONE	L.566 P.542	06/08/1954	0.01	EASEMENT & R.O.W. FOR GUY & ANCHOR	6259-01-280640	CHG&E AND NY TEL.
EN16	(EASEMENT MAY EXIST, NO DOCUMENT PROVIDED IN TITLE)	N/A	N/A	N/A	(OVERHEAD WIRES CROSS PROPERTY)	6359-01-040885	N/A

PROPOSED AIRPORT EASEMENTS

ID	OWNER	PARCEL NUMBER	DEED	ACREAGE	PROPOSED EASEMENT ACREAGE	TYPE
P01	TOWN OF POUGHKEEPSIE	134689-6159-04-982129-0000	Book: 1661, Page: 0405	29.5±	1.54±	AVGATION
P02	TOWN OF POUGHKEEPSIE	134689-6259-01-188520-0000	Book: 1011, Page: 0530	9.88±	3.00±	AVGATION
P03	WILANTEWICZ FARM LTD PRTNRSHIP	135689-6259-03-435163-0000	Book: 2023, Page: 0239	2.1±	0.26±	AVGATION
P04	300 NEW HACKENSACK RD LLC	135689-6259-03-483156-0000	Book: 22022, Page: 2144	6.37±	3.28±	AVGATION
P05	WONG, LI YUM	135689-6259-03-469141-0000	Book: 22010, Page: 1382	2.11±	0.87±	AVGATION
P06	WONG, LI YUM	135689-6259-03-499137-0000	Book: 22010, Page: 1382	1.96±	1.58±	AVGATION
P07	N E S REAL ESTATE MNGMT INC	135689-6259-04-503105-0000	Book: 22004, Page: 3893	5.5±	0.37±	AVGATION

Line Table		
Line #	Direction	Length
L1	S41°26'00"W	324.31'
L2	N63°52'40"W	100.99'
L3	S26°11'20"W	261.52'
L4	S57°20'40"E	28.98'
L5	S41°26'00"W	1533.57'
L6	N37°03'40"W	1463.00'
L7	N39°23'20"E	432.95'
L8	N69°48'20"E	156.00'
L9	N74°04'31"E	113.00'
L10	S85°41'26"E	120.00'
L11	S72°48'04"E	240.00'
L12	N82°30'24"E	40.00'
L13	N52°18'43"E	28.00'
L14	N01°25'37"W	90.00'
L15	N23°41'08"E	85.00'
L16	N54°24'59"E	95.00'
L17	S78°48'11"E	124.00'
L18	N73°36'11"E	195.00'
L19	N60°35'57"E	306.00'
L20	N48°04'20"E	178.90'
L21	S50°35'10"E	600.00'
L22	S62°27'50"E	66.27'
L23	S40°23'40"E	36.93'
L24	S30°13'00"W	510.54'
L25	S60°00'00"E	280.94'
L26	S25°19'50"W	221.37'
L27	N40°23'40"W	276.17'
L28	S27°21'04"W	419.78'

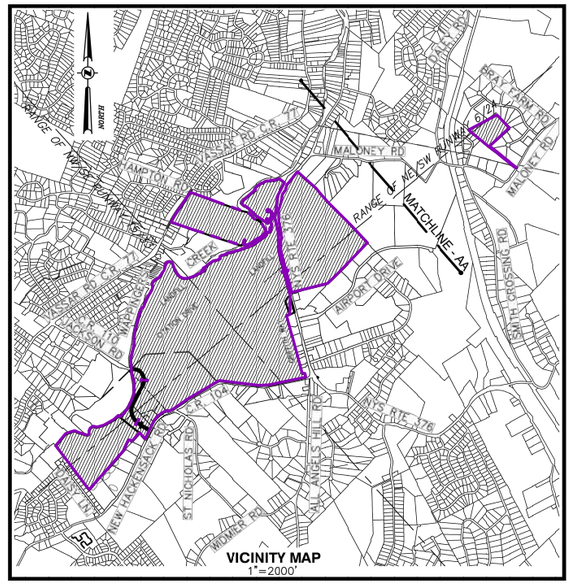
Line Table		
Line #	Direction	Length
L29	S07°31'04"W	561.86'
L30	S06°59'05"W	48.47'
L31	S12°46'59"E	430.65'
L32	S01°03'06"E	509.02'
L33	S14°38'56"E	1299.41'
L34	S73°19'32"W	57.55'
L35	S33°43'41"W	21.85'
L36	S31°01'42"W	126.02'
L37	S17°25'18"E	392.03'
L38	S88°50'12"W	95.81'
L39	S14°59'11"E	579.75'
L40	N69°36'20"E	5.03'
L41	S14°59'11"E	1097.08'
L42	N89°38'29"E	75.74'
L43	S14°59'11"E	107.34'
L44	S78°12'16"W	1060.67'
L45	S86°56'53"W	286.00'
L46	N82°55'11"W	1094.86'
L47	S71°25'57"W	46.00'
L48	S59°32'11"W	996.55'
L49	S55°17'16"W	501.33'
L50	S66°53'16"W	134.85'
L51	N45°37'01"W	36.98'
L52	S64°45'00"W	165.00'
L53	S53°35'00"W	131.17'
L54	S42°24'52"W	155.00'
L55	S25°45'50"W	57.01'
L56	S27°36'24"W	119.96'

Line Table		
Line #	Direction	Length
L57	S25°19'50"W	50.75'
L58	N60°00'00"W	268.68'
L59	N30°13'00"E	510.54'
L60	N14°38'56"W	1208.65'
L61	N01°03'02"W	173.62'
L62	N03°35'12"E	55.06'
L63	N02°17'10"W	65.00'
L64	N21°27'05"E	57.05'
L65	N06°27'40"W	263.88'
L66	N13°23'56"W	187.50'
L67	N02°02'59"W	329.46'
L68	N18°17'26"E	232.90'
L69	N09°28'38"E	234.27'
L70	N34°12'34"E	152.55'
L71	N15°51'57"E	150.82'
L72	N41°03'07"E	94.97'
L73	N38°11'34"E	343.20'
L74	N45°59'33"E	26.51'
L75	S47°59'04"E	451.30'
L76	S48°19'34"E	200.88'
L77	S49°08'54"E	48.43'
L78	S38°12'54"E	194.22'
L79	S41°07'44"E	132.34'
L80	S45°00'24"E	53.02'
L81	S41°01'24"E	144.21'
L82	S45°10'17"E	903.90'
L83	S43°05'09"E	666.22'
L84	S53°42'17"W	50.61'

Line Table		
Line #	Direction	Length
L85	S43°20'33"W	475.69'
L86	S43°55'55"W	490.90'
L87	S45°01'38"W	356.88'
L88	S46°01'42"W	217.50'
L89	S75°56'25"W	1031.75'
L90	S14°38'56"E	466.95'
L91	S63°57'32"W	147.96'
L92	S69°34'00"E	138.88'
L93	S70°23'40"E	111.76'
L94	S70°01'40"E	189.84'
L95	S71°09'30"E	129.87'
L96	S69°15'20"E	150.01'
L97	S69°59'20"E	204.99'
L98	S72°07'30"E	161.76'
L99	S69°31'00"E	249.09'
L100	S71°37'10"E	178.83'
L101	S74°49'38"E	175.88'
L102	N72°14'19"W	935.70'
L103	N70°32'34"W	86.06'
L104	N67°14'30"W	81.67'
L105	N78°29'10"W	25.56'
L106	N68°03'30"W	50.94'
L107	N76°28'30"W	69.70'
L108	N72°04'20"W	144.70'
L109	N71°11'40"W	656.78'
L110	N34°09'05"E	154.86'
L111	N34°47'41"E	244.91'
L112	N34°32'33"E	214.13'

Line Table		
Line #	Direction	Length
L113	N33°48'51"E	17.92'
L114	N52°05'42"W	97.61'
L115	N51°12'27"W	103.45'
L116	N49°31'57"W	106.15'
L117	N51°32'07"W	192.12'
L118	N49°59'07"W	177.26'
L119	N52°42'37"W	189.45'
L120	N48°23'27"W	29.24'
L121	N52°51'57"W	59.03'
L122	N52°51'57"W	144.58'
L123	N48°38'52"W	109.55'
L124	N53°14'27"W	56.02'
L125	N50°05'52"W	429.46'
L126	N61°57'38"E	898.11'
L127	S42°58'22"E	500.00'
L128	S47°01'38"W	744.62'
L129	S52°51'57"E	56.65'
L130	S48°23'27"E	29.27'
L131	S52°42'37"E	189.10'
L132	S49°59'07"E	177.53'
L133	S51°32'07"E	192.23'
L134	S49°31'57"E	106.23'
L135	S51°12'27"E	102.90'
L136	S52°05'42"E	93.22'
L137	S28°22'33"W	25.35'

Curve Table			
Curve #	Radius	Length	CHORD
C1	280.00'	549.78'	S26°02'00"E 465.62'
C2	490.00'	771.54'	S14°53'30"E 694.27'
C3	50.00'	74.46'	S17°20'05"E 67.77'
C4	50.00'	82.61'	S72°39'55"W 73.53'
C5	440.00'	692.81'	N14°53'30"W 623.43'
C6	330.00'	647.95'	N26°02'00"W 548.77'
C7	2575.00'	365.83'	N30°04'53"E 365.52'



MAP REFERENCES:

1. REFERENCE IS HEREBY MADE TO A CERTAIN MAP ENTITLED "DUTCHESS COUNTY AIRPORT SHOWING PART OF EXISTING FACILITIES" DATED FEB. 7, 1947 AND FILED IN THE DUTCHESS COUNTY CLERKS OFFICE ON MAY 6, 1947 AS FILED MAP NO. 2106.

2. REFERENCE IS HEREBY MADE TO A CERTAIN MAP ENTITLED "SUBDIVISION PLAT BRAY FARM" FILED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON JUNE 26, 1986 AS FILED MAP NO. 7651.

3. REFERENCE IS HEREBY MADE TO A CERTAIN MAP ENTITLED "MAP OF SUBDIVISION OF MEADOW HEIGHTS" FILED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON JULY 13, 1962 AS FILED MAP NO. 3051.

4. REFERENCE IS HEREBY MADE TO A CERTAIN MAP ENTITLED "SUBDIVISION PLAT PREPARED FOR CARL SWENSON" FILED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON FEBRUARY 15, 1978 AS FILED MAP NO. 5325

5. REFERENCE IS HEREBY MADE TO A CERTAIN MAP ENTITLED "SUBDIVISION OF THE LANDS OF EDMONDS" FILED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON APRIL 12, 1993 AS FILED MAP NO. 9689.

6. REFERENCE IS HEREBY MADE TO A CERTAIN MAP ENTITLED "SUBDIVISION PLAT FOR VASSAR OAKS PHASE I" FILED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON JULY 17, 1996 AS FILED MAP NO. 10277.

7. REFERENCE IS HEREBY MADE TO A CERTAIN MAP ENTITLED "SUBDIVISION SOUTHVIEW KNOLLS" FILED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON JANUARY 9, 2008 AS FILED MAP NO. 12125.

8. REFERENCE IS HEREBY MADE TO A CERTAIN MAP ENTITLED "MALONEY HEIGHTS" FILED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON OCTOBER 20, 1955 AS FILED MAP NO. 2645

MAP REFERENCES N.Y.S. ROUTE 376 - S.H. 8093 - NEW HACKENSACK ROAD:

1. REFERENCE IS HEREBY MADE TO A CERTAIN NEW YORK STATE DEPARTMENT OF TRANSPORTATION MAP OF NEW HACKENSACK ROAD – ROUTE 376, "S.H. 8093, FISHKILL PLAINS–POUGHKEEPSIE ROUTE 376, PART 1, DUTCHESS COUNTY, SHEETS 2 THRU 14" DATED MARCH, 1982 AND FILED IN THE DUTCHESS COUNTY CLERKS OFFICE ON JUNE 14, 1983 AS FILED MAP NOS. 6632 & 6632A THROUGH 6632M.

MAP REFERENCES C.R. 104 - NEW HACKENSACK ROAD:

1. REFERENCE IS HEREBY MADE TO A CERTAIN DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS (DCDPW) MAP OF NEW HACKENSACK ROAD – C.R. 104, "PROJECT: 126, ROAD: WAPPINGER FALLS NEW HACKENSACK, TOWN: WAPPINGER: STATION 107+00 TO 121+00, SHEET 3" DATED AUGUST 14, 1950 AND FILED IN THE DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS. MAP PROVIDED BY DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS.

2. REFERENCE IS HEREBY MADE TO A CERTAIN DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS (DCDPW) MAP OF NEW HACKENSACK ROAD – C.R. 104, "PROJECT: 126, ROAD: WAPPINGER FALLS NEW HACKENSACK, TOWN: WAPPINGER: STATION 121+00 TO 138+00, SHEET 5" DATED AUGUST 14, 1950 AND FILED IN THE DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS. MAP PROVIDED BY DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS.

3. REFERENCE IS HEREBY MADE TO A CERTAIN DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS (DCDPW) MAP OF NEW HACKENSACK ROAD – C.R. 104, "PROJECT: 126, ROAD: WAPPINGER FALLS NEW HACKENSACK, TOWN: WAPPINGER: STATION 138+00 TO 152+00, SHEET 6" DATED AUGUST 14, 1950 AND FILED IN THE DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS. MAP PROVIDED BY DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS.

4. REFERENCE IS HEREBY MADE TO A CERTAIN DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS (DCDPW) MAP OF NEW HACKENSACK ROAD – C.R. 104, "PROJECT: 126, ROAD: WAPPINGER FALLS NEW HACKENSACK, TOWN: WAPPINGER: STATION 152+00 TO 159+25, SHEET 7" DATED AUGUST 14, 1950 AND FILED IN THE DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS. MAP PROVIDED BY DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS.

5. REFERENCE IS HEREBY MADE TO A CERTAIN DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS (DCDPW) MAP OF NEW HACKENSACK ROAD – C.R. 104, "PROJECT: 126, ROAD: WAPPINGER FALLS NEW HACKENSACK, TOWN: WAPPINGER: STATION 96+00 TO 110+00, SHEET 6" DATED AUGUST 1, 1951 AND FILED IN THE DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS. MAP PROVIDED BY DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS.

MAP REFERENCES C.R. 77 - VASSAR ROAD:

THE DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS (DCDPW) HAS INFORMED THE SURVEYOR THAT THEY HAVE NO RECORD HIGHWAY MAPPING FOR THE PORTION OF VASSAR ROAD C.R. 77 ALONG TAX PARCEL 6259-01-280640.

MAP REFERENCES C.R. 110 - JACKSON ROAD:

THE DUTCHESS COUNTY DEPARTMENT OF PUBLIC WORKS (DCDPW) HAS NO MAPS ON FILE, AND HAS INSTRUCTED THE SURVEYOR TO REPRESENT THE R.O.W. OF JACKSON ROAD AS 50 FEET WIDE CENTERED ON THE EXISTING PAVED ROADWAY.

TITLE ABSTRACT REFERENCE:

1. TITLE ABSTRACT REPORT PREPARED BY COUNTY ABSTRACTOR'S TITLE SERVICE DATED 04/27/2020.

TAX PARCEL DESIGNATIONS:

(TL-1). TOWN OF WAPPINGER, DUTCHESS COUNTY, NEW YORK 6158-02-928999

(TL-2). TOWN OF WAPPINGER, DUTCHESS COUNTY, NEW YORK 6259-03-225301

(TL-3). TOWN OF WAPPINGER, DUTCHESS COUNTY, NEW YORK 6259-03-473400

(TL-4). TOWN OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK 6259-01-280640

(TL-5). TOWN OF WAPPINGER, DUTCHESS COUNTY, NEW YORK 6359-01-097790

(TL-6). TOWN OF LAGRANGE, DUTCHESS COUNTY, NEW YORK 6359-01-040885

CERTIFIED TO:

- C&S ENGINEERS, INC.
- DUTCHESS COUNTY

LEGEND:

- PROPERTY LINE NO PHYSICAL BOUNDS
- ADJACENT PROPERTY LINE
- EXISTING PROPERTY EASEMENT
- EXISTING BUILDING
- EXISTING STREAM
- EXISTING CREEK
- TOWN LINE (APPRIXIMATE)
- EXISTING MONUMENT
- IPF — EXISTING IRON PIPE FOUND
- IRF — EXISTING IRON ROD FOUND
- CIRF — EXISTING CAPPED IRON ROD
- MNF — EXISTING MAGNETIC NAIL FOUND
- SPKF — EXISTING SPIKE FOUND
- STKF — EXISTING STAKE FOUND
- AP-01 — ID# AIRPORT LAND ACQUISITION PARCELS
- EN01 — ID# AIRPORT ENCUMBRANCES:
- E01 — ID# AIRPORT EASEMENTS

NOTES:

UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY MAP BEARING A LICENSED LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

A COPY OF THIS DOCUMENT WITHOUT A PROPER APPLICATION OF THE SURVEYOR'S EMBOSSED SEAL SHOULD BE ASSUMED TO BE AN UNAUTHORIZED COPY.

SUBJECT TO COVENANTS, EASEMENTS, RESTRICTIONS, CONDITIONS AND AGREEMENTS OF RECORD.

CERTIFICATIONS INDICATED HEREON SIGNIFY THAT THIS SURVEY WAS PREPARED IN ACCORDANCE WITH THE EXISTING CODE OF PRACTICE FOR PROFESSIONAL LAND SURVEYORS AS ADOPTED BY THE NEW YORK STATE ASSOCIATION OF PROFESSIONAL LAND SURVEYORS. SAID CERTIFICATIONS SHALL RUN ONLY TO THE PERSON SO NOTED. CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS, THEIR SUCCESSORS AND/OR ASSIGNS, OR SUBSEQUENT OWNERS.

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SURVEYED FROM RECORD DESCRIPTION AND AS IN POSSESSION.

SUBSURFACE STRUCTURES NOT VISIBLE OR READILY APPARENT ARE NOT SHOWN AND THEIR LOCATION AND EXTENT ARE NOT CERTIFIED.

NORTH ORIENTATION IS PER NEW YORK STATE PLANE EAST ZONE, NORTH AMERICAN DATUM OF 1983 (NAD83). BEARINGS SHOWN ARE REFERENCED TO THIS DATUM AND THEREFORE MAY NOT MATCH RECORDED BEARINGS.

HORIZONTAL CONTROL DERIVED FROM ON SITE & OFF SITE STATIC GPS OBSERVATIONS DATED JANUARY 31, 2020.

BUILDINGS SHOWN HEREON SERVED BY UNDERGROUND UTILITIES.

ASSUMED ROAD LINE VASSAR ROAD C.R. 77 SHOWN HEREON BASED ON A 50' WIDE ROAD CENTERED ON THE EXISTING PAVED TRAVELED WAY.

ASSUMED ROAD LINE JACKSON ROAD C.R. 110 SHOWN HEREON BASED ON A 50' WIDE ROAD CENTERED ON THE EXISTING PAVED TRAVELED WAY.

SURVEY SUBJECT TO ANY RIGHT, TITLE OR INTEREST THE PUBLIC MAY HAVE FOR HIGHWAY USE.

SUBJECT TO THE INTEREST OF OTHERS IN AND TO THAT PORTION OF STATE ROUTE 376 USED FOR ROAD PURPOSES.

IMPROVEMENTS SHOWN HEREON WERE COMPILED FROM A FIELD SURVEY COMPLETED JUNE 25, 2020 BY CHAZEN ENGINEERING, LAND SURVEYING, LANDSCAPE ARCHITECTURE & GEOLOGY CO., D.P.C., AND AERIAL TOPOGRAPHY COMPLETED MARCH, 2020 BY GOLDEN AERIAL SURVEYS, INC. FROM AERIAL PHOTOGRAPHY DATED MARCH 28, 2004 (SCALE OF PHOTOGRAPHY 1"=500').

THE CONTRACTOR SHALL COMPLY WITH NEW YORK STATE INDUSTRIAL CODE RULE 753 – 48 HOURS PRIOR TO DIGGING CALL DIGSAFELY NEW YORK 1–800–962–7962 TO HAVE PUBLIC UTILITY LOCATIONS PAINTED.

DEED REFERENCES:

1). TAX PARCEL 6158-02-928999 (Wappinger):
a. CARL H. SWENSON, JR. TO COUNTY OF DUTCHESS, DATED MARCH 5, 1976 AND RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON MARCH 11, 1976 IN LIBER 1426 OF DEEDS AT PAGE 86.

2). TAX PARCEL 6259-03-225301: (Wappinger):
a. UNITED STATES OF AMERICA, ACTING BY AND THROUGH WAR ASSETS ADMINISTRATOR TO DUTCHESS COUNTY, DATED APRIL 4, 1947 AND RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON APRIL 10, 1947 IN LIBER 659 OF DEEDS AT PAGE 175 (14 tracts).
b. ROBERT E. FOSTER AND RUTH I. FOSTER TO COUNTY OF DUTCHESS, DATED AUGUST 17, 1967 AND RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON AUGUST 17, 1967 IN LIBER 1228 OF DEEDS AT PAGE 164
c. CHARLES J. NOLAN AND IRENE E. NOLAN TO COUNTY OF DUTCHESS, DATED AUGUST 21, 1967 AND RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON AUGUST 21, 1967 IN LIBER 1228 OF DEEDS AT PAGE 489.
d. ERIC GARDELL AND JANET SOVOCOOL GARDELL TO THE COUNTY OF DUTCHESS, DATED AUGUST 31, 1967 AND RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON AUGUST 31, 1967 IN LIBER 1229 OF DEEDS AT PAGE 294.
e. DAVID ALEXANDER (AKA DAVE ALEXANDER) TO COUNTY OF DUTCHESS, DATED OCTOBER 3, 1967 AND RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON OCTOBER 13, 1967 IN LIBER 1232 OF DEEDS AT PAGE 105.
f. RITA A. BRANNEN, COMMISSIONER OF FINANCE OF THE COUNTY OF DUTCHESS TO COUNTY OF DUTCHESS, DATED SEPTEMBER 29, 1998 AND RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON SEPTEMBER 29, 1998 IN LIBER 2016 OF DEEDS AT PAGE 128. (CONVEYS TAX PARCEL 6259-03-225301–12)
g. GRACE E. LEROY TO COUNTY OF DUTCHESS, DATED JANUARY 22, 1969 AND RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON JANUARY 23, 1969 IN LIBER 1258 OF DEEDS AT PAGE 923. (being tax lot 280640 and portion of tax lot 225301)

3). TAX PARCEL 6259-03-473400 (Wappinger):
a. REFORMED PROTESTANT DUTCH CHURCH OF NEW HACKENSACK a/k/a NEW HACKENSACK REFORMED CHURCH TO THE COUNTY OF DUTCHESS, DATED OCTOBER 23, 1992 AND RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON OCTOBER 24, 1992 IN LIBER 1921 OF DEEDS AT PAGE 408. (ALSO INCLUDES TAX PARCEL 6259-03-491422 N.I.C.)
b. BOUNDARY LINE AGREEMENT BETWEEN COUNTY OF DUTCHESS AND JOSEPGH W. ZAHN RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON JANUARY 31, 1975 IN LIBER 1401 OF DEEDS AT PAGE 9.

4). TAX PARCEL 6259-01-280640 (Poughkeepsie):
a. GRACE E. LEROY TO COUNTY OF DUTCHESS, DATED JANUARY 22, 1969 AND RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE ON JANUARY 23, 1969 IN LIBER 1258 OF DEEDS AT PAGE 923. (being tax lot 280640 and portion of tax lot 225301)

5.) TAX PARCEL 6359-01-097790 (Wappinger):
a. LEMON TREE REALTY TO THE COUNTY OF DUTCHESS, DATED FEBRUARY 15

HUDSON VALLEY REGIONAL AIRPORT

LEGEND:

- PROPERTY LINE NO PHYSICAL BOUNDS
- ADJACENT PROPERTY LINE
- EXISTING PROPERTY EASEMENT
- EXISTING BUILDING
- EXISTING STREAM
- EXISTING CREEK
- TOWN LINE (APPRIXIMATE)
- EXISTING MONUMENT
- IPF — EXISTING IRON PIPE FOUND
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- CIRF — EXISTING CAPPED IRON ROD
- MNF — EXISTING MAGNETIC NAIL FOUND
- SPKF — EXISTING SPIKE FOUND
- STKF — EXISTING STAKE FOUND
- AP-01 — ID# AIRPORT LAND ACQUISITION PARCELS
- EN01 — ID# AIRPORT ENCUMBRANCES:
- E01 — ID# AIRPORT EASEMENTS
- PROPOSED EASEMENT
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- EXISTING RUNWAY PROTECTION ZONE
- FUTURE RUNWAY PROTECTION ZONE

FUTURE FACILITIES LEGEND

EXISTING	NEAR-TERM (0-5 YEARS)	MID-TERM (6-10 YEARS)	LONG-TERM (11-20 YEARS)	ULTIMATE (>20 YEARS)	DESCRIPTION
	N/A			N/A	Buildings
					Pavement
N/A				N/A	Demolition
			N/A	N/A	Fence

SEE SHEET 23 FOR PROPERTY DETAILS

POUGHKEEPSIE

TOWN LINE (APPROX.)

TOWN LINE (APPROX.)

WAPPINGER

RANGE OF NE/SW RUNWAY 6/24

RANGE OF NW/SE RUNWAY 15/33

VASSAR RD C.R. 77

HAMPTON RD

WAPPINGERS CREEK

JACKSON RD

C.R. 110

NEW HACKENSACK RD

C.R. 104

ST NICHOLAS RD

DAIST LN

ALL ANGELS HILL RD

AIRPORT DRIVE

CITATION DRIVE

NYS ROUTE 376 S.H. 6053

WALDEN RD

MATCHLINE - AA

(TL-1)
6158-02-928999
AREA = 52.97± ACRES

(TL-2)
6259-03-225301
TOTAL AREA OF TAX LOT 6259-03-225301=606.8± ACRES

(TL-3)
6259-03-473400
AREA= 1.60 ACRES

(TL-4)
6259-01-280640
AREA=49.07± ACRES

ALONG THE EASTERLY BANK OF THE CREEK 1,469'± (TOTAL TO JACKSON ROAD C.R. 110)

ALONG THE SOUTHEASTERLY BANK OF THE CREEK 11,362'± (TOTAL FROM JACKSON ROAD)

ALONG THE NORTHWESTERLY BANK OF THE CREEK 1,924'±

N37°03'40"W 82'±

S82°17'06"E 89.86'

N82°17'00"W 100.16'

S39°35'10"E 62'±

S52°53'01"E 190.39'

Proposed Non-aeronautical Development Area

Proposed Aeronautical Development Area

Existing Runway 6-24 5,001' X 100' (True Bearing/ Hdg= 23°08'51"/ 203°08'51"/ Mag)

Solar Array Area

LANDFILL EN09

LANDFILL EN08

NOTES:

SEE SHEET SV2 FOR NOTES, REFERENCES, PROPERTY TABLES AND LINE & CURVE TABLES.

1"=400'

C&S Project No.: 128.057.001

400 0 400
SCALE IN FEET
1"=400'

0 1 2 3
ORIGINAL SCALE IN INCHES

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I HEREBY CERTIFY THAT THIS SURVEY MAP IS BASED ON AN ACTUAL FIELD SURVEY COMPLETED JUNE 25, 2020 AND THAT THIS SURVEY MAP WAS MADE BY ME OR UNDER MY DIRECTION, AND CONFORMS WITH THE MINIMUM STANDARD OF PRACTICE ADOPTED BY THE NEW YORK STATE ASSOCIATION OF PROFESSIONAL LAND SURVEYORS.

N-22

CHAZEN ENGINEERING, LAND SURVEYING, LANDSCAPE ARCHITECTURE & GEOLOGY CO., D.P.C.
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Hudson Valley Office
21 Fox Street
Poughkeepsie, New York 12601

Office Locations
- Glens Falls, NY
- Troy, NY
- Poughkeepsie, NY
- White Plains, NY
- New York City, NY

rev.	date	description

HUDSON VALLEY REGIONAL AIRPORT

EXHIBIT "A"
AIRPORT PROPERTY INVENTORY MAP

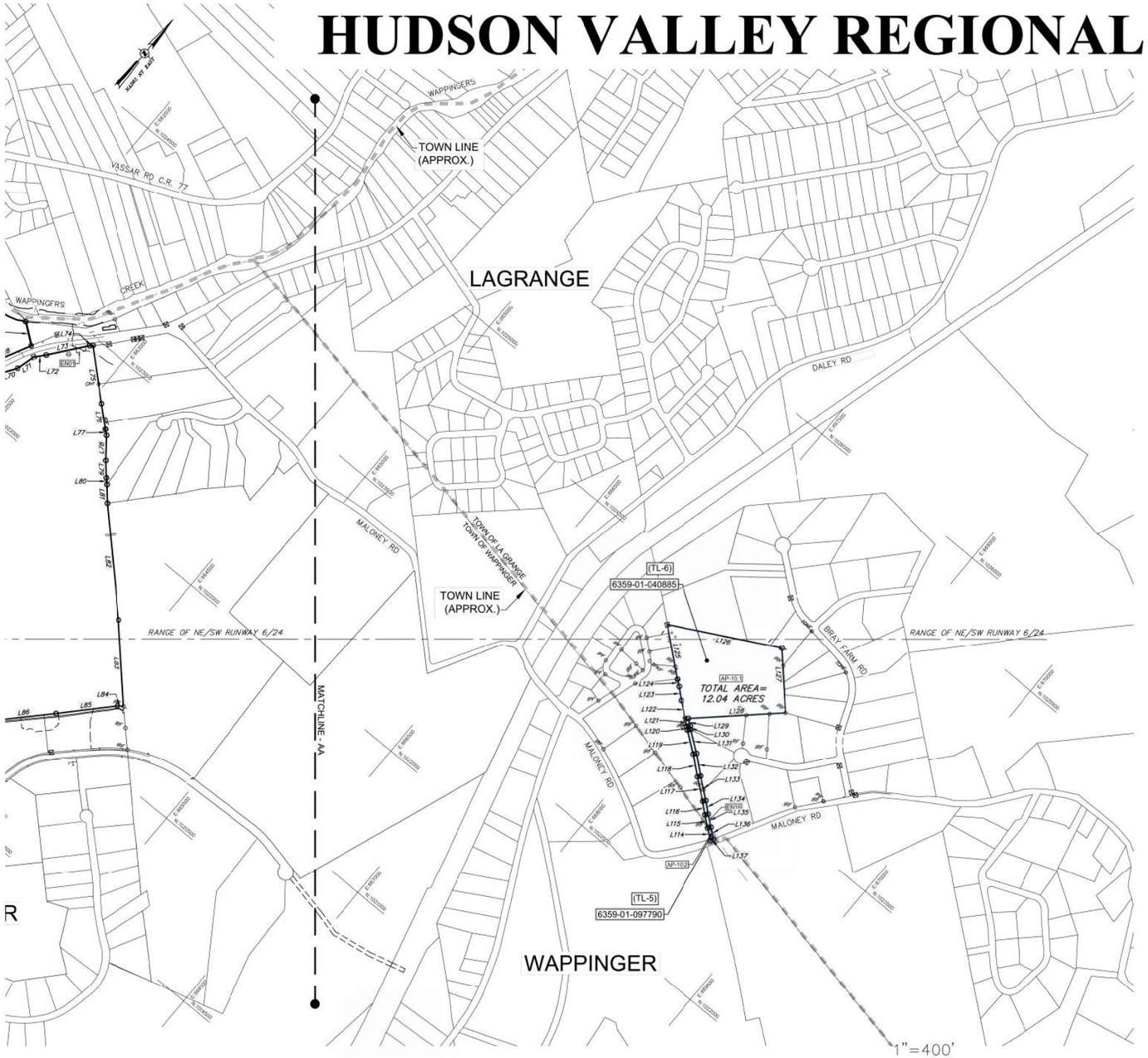
TOWNS OF WAPPINGER, POUGHKEEPSIE & LAGRANGE, DUTCHESS COUNTY, NY

designed	checked
CJS	JMT
date	scale
XX/XX/XX	1"=400
project no.	52000.00
sheet no.	SV2
	2 OF 3

Drawing Name: Z:\projects\52000-52099\52000.00 HV Regional Airport\SVY\dwg\05_SVY_52000-00_INVENTORY-MAP.dwg
Xref's Attached: XTAX-LINES_52000-00; XBASE-SVY_52000-00; XAERIAL-MAPPING_52000-00; XTB_52000-00_H24x36_INVENTORY
Date Printed: Oct 16, 2020, 2:51pm

7026

HUDSON VALLEY REGIONAL AIRPORT



LEGEND:

- PROPERTY LINE NO PHYSICAL BOUNDS
- ADJACENT PROPERTY LINE
- EXISTING PROPERTY EASEMENT
- EXISTING BUILDING
- EXISTING STREAM
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- AP-01 — ID# AIRPORT LAND ACQUISITION PARCELS
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NOTES:

SEE SHEET SV2 FOR NOTES, REFERENCES, PROPERTY TABLES AND LINE & CURVE TABLES.

C&S Project No.: 128.057.001

SCALE IN FEET
1"=400'
400 0 400

ORIGINAL SCALE IN INCHES
0 1 2 3

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Troy, NY
Poughkeepsie, NY
White Plains, NY
New York City, NY

rev.	date	description

HUDSON VALLEY REGIONAL AIRPORT

EXHIBIT "A"
AIRPORT PROPERTY INVENTORY MAP

TOWNS OF WAPPINGER, POUGHKEEPSIE & LAGRANGE, DUTCHESS COUNTY, NY

designed	checked
CJS	JMT
date	scale
XX/XX/XX	1"=400
project no.	
52000.00	
sheet no.	
SV3	
3 OF 3	

Drawing Name: Z:\projects\52000-52099\52000.00 HV Regional Airport\SVY\dwg\05_SVY_52000-00_INVENTORY-MAP.dwg
Xref's Attached: XTAX-LINES_52000-00, XBASE-SVY_52000-00, XADRIAL-MAPPING_52000-00, XTB_52000-00_H24x36_INVENTORY
Date Printed: Oct 16, 2020, 2:51pm

7026