Town of East Hampton Special Procedures Expected To Be Available Upon Opening of New, Private-Use Airport on May 19, 2022

As the owner and sponsor of the East Hampton Airport, the Town of East Hampton is in the process of changing the airport's status from public-use to private-use. When the new private-use airport opens, it will do so as a prior permission required (PPR) facility. In coordination with the FAA and navigation charting cycles, this deactivation will occur at 11:59 pm on May 17th and activation of the new private-use airport will occur at 9:00 am on May 19th. The Town is committed to ensuring that the status change is as least disruptive to aviation as possible.

As part of this status change, the Town of East Hampton is working with an FAA-approved third-party vendor, Flight Tech Engineering, as well as the FAA itself to develop and implement Special procedures—privately owned instrument flight procedures that are approved by the FAA—in order that instrument flight rules operations will be available and permitted at the new private-use airport. Flight Tech is a third-party Navigation Services Provider and flight operations consulting firm with expertise in assessing, designing, implementing, and flight validating instrument flight procedures. Flight Tech has designed and implemented instrument procedures at airports throughout the United States and works with airports and operators of all sizes to improve access to their facilities. Flight Tech uses the same tools as the FAA and other government organizations which allows it to recreate the actual flight paths and obstacles each aircraft encounters which are different than those covered by PART 77 protection surfaces. Additionally, Flight Tech provides airport and aircraft operators with a broad array of survey, feasibility, performance, and other consulting services for both private and public applications.

The Town anticipates that these Special procedures will be available for operators on May 19, 2022—the same day that the new airport opens. Because the Special procedures are anticipated to be available upon opening, the new private-use airport will have the same safety and operational capabilities as the public-use East Hampton Airport that is currently operating. On May 19, the Town expects the following non-exhaustive list of air navigation facilities or other capabilities to be available for use: both the main runway 10/28 as well as a crosswind (VFR only) runway 16/34; runway end identifier lights (REILS) on runway 10/28; medium intensity runway edge lights (MIRLS) on runway 10/28; Precision Approach Path Indicators (PAPIs) for runway 10/28; a certified on-field Automated Weather Observing System (AWOS-3PT); all air-to-ground and ground-to-ground communication channels currently in place, including a new Town-owned ground communication outlet; and a seasonal Air Traffic Control Tower (ATCT). Operators at the new private-use airport should not experience any safety or capability differences when compared

to the currently operating East Hampton Airport.

Regarding the Special procedures, Flight Tech is working with the FAA to design and implement non-Part 97 Special procedures for the new private-use facility. Flight Tech will also conduct ongoing maintenance of such Special procedures in accordance with its FAA approved maintenance program. Information regarding the instrument flight procedures is outlined below. Additional information will be available on the Town's website, at the Airport Director's office, and at Town Hall starting the week of March 21, 2022. Questions can be directed to the Airport Director starting March 23, 2022.

OPERATORS MUST TAKE ACTION TO GAIN FAA APPROVAL TO USE THE SPECIAL "M" PROCEDURES.

Special procedures are developed, implemented, and maintained at the Town's desire and expense. As a result, they are not public procedures and thus they are not available to the general public via normal FAA databases. Although these procedures are initially developed by Flight Tech, they still receive full FAA quality assurance reviews and approval similar to a public procedure. The Town will "own" the Special procedures once developed and it has the ability to grant permission to operators to utilize the procedures in its sole discretion.

Upon FAA approval of the Special procedures, the Town will allow **all operators** to apply to use the Special procedures **at no cost to the operator**. This application process is required because it is the sole responsibility of any operator to obtain the required FAA authorizations to legally utilize a Special Procedure. The FAA ultimately determines whether an operator is qualified to use the Special procedures—a decision that is not within the control of the Town—but the Town will help facilitate the application process to ensure it is as least burdensome to operators as possible. **All applications to use the Special procedures received by the Town on or before April 8, 2022, will be submitted by the Town to the FAA**. Applications completed after this date will need to be submitted by the operator to its appropriate FAA Flight Standards District Office pursuant to FAA guidance.

Since these are Special procedures that are developed and maintained by the Town and Flight Tech, operators are required to complete a use-and-hold-harmless agreement between the Operator, the Town, and Flight Tech. These documents are provided as part of an application packet that the Town is provided to all operators to facilitate use of the Special procedures. All documents in the application packet must be executed and returned to the Town and Flight Tech before an application will be considered by the FAA.

In addition, these Special procedures are not published in the standard public Coded Instrument Flight Procedure (CIFP) extract or the public charting database. However, they will be provided in the Jeppesen North America Database. Additional details for qualified and approved operators regarding access to charts and data for Flight Management Systems will be provided in the application packet.

PUBLIC VERSUS SPECIAL PROCEDURE OVERVIEW

The Town has been working with the FAA to ensure that the same safety and operational capabilities are available at the new private-use airport upon opening. The FAA has worked cooperatively with the Town, including by suggesting the deactivation (May 17) and activation (May 19) dates to ensure that the new airport's opening date coincides with FAA charting cycles. The FAA suggested activation to occur on May 19, in part, because it will permit the Special procedures to be in place on the same day that the new airport opens.

The Town thus retained Flight Tech to update but otherwise replicate the RNAV (GPS) Z RWY 10 and RNAV (GPS) Z RWY 28 instrument approach procedures (the "Z Procedures") available at East Hampton Airport today.[1] Specifically, Flight Tech will work with the FAA to convert and resubmit the two current Z Procedures to privately owned non-Part 97 Special procedures. Once the Z Procedures are converted to private Special procedures the FAA will require that they be redesignated as "M" procedures per FAA 8260.19 guidance. Despite the name change from "Z" to "M," operators should expect a very similar procedure as what is in place and utilized today.

In the process of recreating the existing Z Procedures as privately owned Special procedures, target points on the M Procedures mirror the existing design elements of the current Z Procedures; however, the existing procedures may require updates to bring them in line with current FAA (TERPS) design standards. To the extent additional or new obstacles are discovered during the design process in the Vertical Guidance Surface (VGS), 20:1, or 34:1 visual surface may cause additional procedure constraints, including nighttime restrictions.

The design targets for the New M Procedures are as follows:

(1) NEW RNAV (GPS) M RWY 10 Instrument Approach Procedure:

- Localizer Performance with Vertical Guidance (LPV) and LNAV/VNAV, & LNAV lines of minima.
- Aircraft Speed Category A-C.
- LPV Height Above Threshold (HAT) between 300-400 ft.
- Visibility: 1 statute mile (SM) for LPV and LNAV/VNAV.
- Vertical Descent Angle: 3.30 to 3.5 degrees.
- Straight-in Aligned Final Approach Course.
- Night Landing Capable (if visual segment obstacles can be mitigated and VGSI available).
- Standard Missed approach climb gradient (CG).

[1] After consulting with the FAA regarding the utilization rates for the current procedures, the remaining FAA instrument approach procedures in place at East Hampton Airport (RNAV (GPS) Y RWY 10, RNAV (GPS) X RWY 10, and RNAV (GPS) Y RWY 28) will be decommissioned on May 17, 2022.

(2) NEW RNAV (GPS) M RWY 28 Instrument Approach Procedure:

- Localizer Performance with Vertical Guidance (LPV), LNAV/VNAV, LNAV.
- Aircraft Speed Category A-C.
- LPV Height Above Threshold (HAT) between 275-350 ft.
- Visibility: 1 statute mile (SM) for LPV.
- Vertical Descent Angle: 3.30 to 3.6 degrees.
- Straight-in Aligned Final Approach Course.
- Night Landing Capable (if visual segment obstacles can be mitigated and VGSI available).
- Standard Missed approach climb gradient (CG).

(3) TAKEOFF MINIMUMS & (OBSTACLE) DEPARTURE PROCEDURE

- Retain and maintain existing ODP TAKEOFF OBSTACLE NOTES and corresponding visibility and ceiling minima.

Assessment of the New M Procedures consists of re-building the current Z Procedures in Flight Tech's Instrument Procedure Design System that utilizes the latest airport obstacle survey, Digital Obstacle File (DOF), US digital terrain elevation, and flight navigation data. The analysis will determine if the existing Z Procedures adhere to current FAA criteria and whether the New M Procedures will necessitate deviations and/or FAA waivers.

NEW M PROCEDURE APPROVAL OVERVIEW

All flight paths, altitudes, and weather minimums developed as part of the flight procedure package submission to the FAA are considered subject to review and modification by the FAA during the implementation process. After careful review by FAA Flight Standards office and Flight Procedures and Airspace Group (FPAG), a final decision will be made by the FAA Procedure Review Board (PRB). Although Flight Tech will do its best to match the existing Z Procedures, unforeseen factors may cause a difference between the existing Z Procedures and the New M Procedures. Flight Tech will provide updates to the Town should changes occur.