

Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KISP airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

Long Island Mac Arthur Airport (KISP), in the town of Islip (pronounced "Ice-lip"), New York, is a medium sized airport located on Long Island, New York, about 45 miles east of New York City. It has some air carrier traffic, but primarily serves the corporate, business, and general aviation communities. The airport has undergone extensive renovation recently, and major configuration changes have occurred.

KISP Tower Administrative Office
Business Phone 631-619-9040
Open 0800 to 1600 – Monday through Friday

- ✓ RWYs 15R/33L and 15L/33R are parallel RWYs with staggered thresholds. RWY 15R/33L is almost twice the size of RWY 15L/33R. Pilots tend to go for the largest or the first RWY that they see. Confirm your landing RWY.
- ✓ There have been unauthorized crossings at RWY 06/24 at TWY W. Pilots may be misled by the fact that the TWY crosses the RWY at an oblique angle and that the remnants of a closed RWY intersects at the same point.
- ✓ TWY B4 & TWY E are not directly across the RWY from each other. Aircraft approaching the intersection with a clearance to cross RWY 33L and continue taxi on TWY E have instead turned onto RWY 33L by mistake.
- ✓ Aircraft are failing to hold short of the Approach Hold Location on TWY H coming from the hangars on the east side of the airport.

Airspace

The **airspace** at KISP is **Class C** with a 4100' MSL ceiling. Bayport (K23N) airport is within the Class C airspace. When TWR is closed, the airspace reverts to Class E. (Refer to Sectional Chart)

Class C Airspace Requirements (CFR §91.130 and AIM 3-1-4; 3-2-4)

- | | |
|------------------------|--|
| ○ Visibility | 3 statute miles |
| ○ Distance from Clouds | 500 feet below 1,000 ft above 2,000 ft horizontal |
| ○ Communications | Establish communications (controller response) |
| ○ Pilot | No special certification required |
| ○ Equipment | Two-way radio, operable radar beacon transponder with automatic altitude reporting capability and operable ADS-B Out |

Cautions

Hot Spots

HS 1 Maintain vigilance at intersection of RWY 24 and 33L. Pilots often depart RWY 33L instead of 24.

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.
- ✓ TWR will issue intersection departures on RWY 24 from the intersection of RWY 15L/33R and RWY 15R/33L.

Landing [See Arrival Alert Notices](#)

- ✓ Wrong Surface Landing risk exists here.
- ✓ TWY B parallel to RWY 15R/33L and the risk of landing on a TWY exists.
- ✓ RWY 15R/33L is almost twice the size of RWY 15L/33R.
- ✓ Pilots may line up on the largest or the first RWY that they see. Confirm your landing runway.
- ✓ ADVISORY: Traffic Landing RWY 33L, high density VFR traffic operating 600' MSL and below in the vicinity of Bayport Aerodrome – 3 miles Southeast.

Surface Risk – Movement Area

- ✓ Aircraft are failing to hold short of the Approach Hold Location on TWY H coming from the hangars on the east side of the airport.
- ✓ TWY B4 & TWY E are not directly across the RWY from each other. Aircraft approaching the intersection with a clearance to continue onto TWY E have turned onto RWY 33L by mistake.
- ✓ RWY Incursion Risk – Intersection of TWY W and RWY 15R/33L. Aircraft taxiing to RWY 33L from the west side sometimes fail to turn onto TWY B and enter RWY 15R/33L without clearance.
- ✓ Approach Hold markings are located in two areas at KISP.
 - On TWY S to remain clear of RWY 33L approach
 - On TWY D to remain clear of RWY 15L approach
- ✓ 2 ILS Critical Areas located:
 - TWY G
 - TWY D
- ✓ Opposite direction taxi traffic utilized (aircraft type permitting).
- ✓ Run-Ups on inactive RWYs:
 - When RWY 24 is in use, intersection departures are most common from inactive RWYs 15R/33L and 15L/33R.
- ✓ RWY 15R/33L closed to fixed wing aircraft at night and available for taxiing.



Additional Cautions

- ✓ Updrafts may be encountered in the vicinity of the power plant located 1.5 NM northeast of RWY 24.
- ✓ If ever in doubt about your position or your instructions, ask the TWR.
- ✓ TWY S unlighted east of terminal apron.
- ✓ RWY 15L nonstandard markings, threshold bar missing on RWY end.
- ✓ RWY 33R nonstandard markings, threshold bar missing on RWY end.

Communications

KISP Tower (TWR) operates from 0600 – 0000 local time.

When TWR is closed:

- ✓ The airspace becomes class **E**.
- ✓ Use CTAF 119.3.
- ✓ Use CTAF for RWY lighting when TWR is closed.
- ✓ For clearance and releases contact New York Approach on 120.05.
- ✓ If unable on 120.05 contact New York Approach at 516-683-2449.
- ✓ To cancel IFR, contact New York Approach on 120.05 or 516-683-2449.
- ✓ For traffic advisories contact New York Approach after departure on 120.05 and remain clear of the NY Class B airspace.
- ✓ Airport Firefighting/Rescue monitors CTAF 119.3 continuously 24/7.
- ✓ There is no Unicom Frequency.

From the KISP Control Tower

Local information that your KISP TWR controllers want you to know.

Ground

- ✓ All aircraft must contact Clearance Delivery (CD) to obtain transponder code for departure.
- ✓ VFR aircraft requesting flight following – advise CD of destination/on-course heading and requested altitude.
 - Pilots will be issued “Fly RWY heading, maintain VFR at or below 2000 feet, transponder Code”.
- ✓ VFR aircraft not requesting flight following – advise CD of on course heading.
 - Pilots will be issued “Fly RWY heading, maintain VFR at or below 1400 feet, transponder code”.
 - Service will be terminated clear of Class C airspace.
- ✓ Taxiway Sierra Approach Hold Lines for RWY 33L.
- ✓ Taxiway Delta Approach Hold Lines for RWY 15L.

Take-off/Departure

- ✓ RWY 15L/33R not available for night takeoff and landing operations.
- ✓ IFR departures expect the Long Island SID (RWY Heading - Climb to 3000’)

Arrival/Landing

- ✓ RWY 15L/33R not available for night takeoff and landing operations.
- ✓ Landing Fee for all aircraft except military and government.

Helicopter Pilots

- ✓ RWY 15L/33R not available for night takeoff and landing operations.
- ✓ Pattern work from the Sod and Slope grassy areas (south and west of TWY B and on both sides of RWY 06/24) will conform to the active RWY patterns.
- ✓ VFR Helicopters expect "Fly assigned heading."
 - If requesting flight following expect climb to 2000 feet.
 - If not requesting flight following expect climb to 1400 feet.

6. Additional Information

- ✓ New York TRACON communications can be received at ground level.
- ✓ Aircraft requesting practice instrument approaches, practice area air work or closed pattern traffic will be accommodated based on traffic conditions.

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