



Long Island MacArthur Airport (ISP)

PILOT INFORMATION

Updated: 06/16/2023

ISP Tower Administrative Office

Business Phone 631-619-9040

Open 0800L to 1600L – Monday through Friday



**Federal Aviation
Administration**



Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

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IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- [Aeronautical Information Services](#)
- [Airport Construction](#)
- [Airport Diagram](#)
- [Chart Supplement](#)
- [From the Flight Deck Videos](#)
- [Hot Spots](#)
- [NOTAMS](#)
- [VFR Charts](#)

Some Advisory Circulars for Reference

- ❖ [AC 90-66C \(faa.gov\)](#) Subject: Non-Towered Airport Flight Operations – 6/06/2023
- ❖ [AC 91-73B \(faa.gov\)](#) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- ❖ [AC 91-92 \(faa.gov\)](#) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- ❖ [AC 90-48E \(faa.gov\)](#) Subject: Subject: Pilots' Role in Collision Avoidance – 10/20/22

ISP Specific Section

Long Island Mac Arthur airport, 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. As a result of these changes, there are no Hot Spots indicated for the airport, however, there are areas of concern.

1. From the Flight Deck (FTFD) Video Notes

- ✓ Recent renovations and changes have occurred at the airport resulting in the removal of all published Hot Spots.
- ✓ RWYs 15R/33L and 15L/33R are parallel, staggered runways. RWY 15R/33L is almost twice the size of RWY 15L/33R. Pilots tend to go for the largest or the first runway that they see. Confirm your landing runway.
- ✓ There have been unauthorized crossings at RWY 6/24 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.

2. Airspace

The airspace at ISP is Class C with a 4100' MSL ceiling. Bayport (23N) 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

3. Cautions

Hot Spots

- ✓ Recent renovations and changes have occurred at the airport resulting in the removal of all published Hot Spots.
- ✓ Though there are no defined hotspots at ISP, continue to be vigilant. Wrong surface landings, intersection wrong direction departures, and surface events continue to be a problem here and in the NAS.

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

- ✓ Wrong Surface Landing risk exists here.
- ✓ RWYs 15R/33L and 15L/33R are parallel, staggered runways, also with TWY B parallel to both.
- ✓ RWY 15R/33L is almost twice the size of RWY 15L/33R.
- ✓ Pilots tend to go for the largest or the first runway 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 ISP.
 - On TWY S to remain clear of RWY33L approach
 - On TWY D to remain clear of RWY15L 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.

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.

4. Communications

ISP 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.

5. From the ISP Control Tower

(Local information that your ISP 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 Runway 33L
- ✓ Taxiway Delta Approach Hold Lines for Runway 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-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.

End of ISP Specific Section



General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check for proper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklist may come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling to below VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageous to use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish to talk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- The clearance must be requested by the pilot.
- If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft must be certified for IFR flight.
- A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- You may depart for another destination
- You may transition
- You may enter and land
- You may do touch and go landings

End of General Section