

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 01/22/2026	APWS Task ID: E5FF944DD4A3450BB651F4E9D1017B44	APWS Project ID: 51290F4DEE2C4AD6858757CD810579A9
Procedure: RNAV (GPS) RWY 1 AMDT 3B		Enroute: NO	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KFRG			Airport City: FARMINGDALE		State: NY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: ACTIVE AIRNAV DATA USED. BARO-VNAV UPDATE HAT CHANGES FOR AIRPORT ELEVATION CHANGES CLEAR NOTAM FDC 4/9281 APPROVAL LETTER ON FILE FOR USE OF A 190 KIAS SEPEED RESTRICTION IN THE MISSED APPROACH. POC: ROBERT HAMILTON, AJV-A433, 405-954-4608					

QUALITY
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QUALITY
37
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FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 1 AMDT 3B			AIRPORT NAME: REPUBLIC		AIRPORT ID: KFRG	SPECIAL CONTROL NO: YG-07-227-25	
FAC ID: KFRG01.03		CITY: FARMINGDALE			ST: NY	ORIG CHART DATE: 01/22/2026	
DFL TYPE: PROC/S	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID: E5FF944DD4A3450BB651F4E9D1017B44		
PREFLIGHT NOTES							
REVIEWER: michael g campbell					DATE: 09/06/2025		
COMMENTS:					CHECK ONE:		
					☐ FLT CK REQ ☒ NFCR ☐ REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 09/06/2025		CREW #: VN504	N #:	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: michael g campbell @ 09/06/2025 07:42			PRINTED NAME: CAMPBELL, MICHAEL GRANT				NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS: No changes requiring flight check							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:



Federal Aviation Administration

Memorandum

To: Wade Terrell, Manager, Flight Technologies and Procedures Division
THRU: Wayne Radicke, Manager, Flight Procedures and Airspace Group

From: Julie Morgan, Manager, Instrument Flight Procedures (IFP) Coordination Team, AJV-A410
Digitally signed by
ANDI LAU
Jun 28, 2021

Subject: Approval Request: Republic, Farmingdale, NY (KFRG)
RNAV (GPS) RWY 1, AMDT 3

This is an approval request for the use of a 190 KIAS speed restriction in the missed approach per FAAO 8260.58 Table 1-2-2 note 2 "Flight Standards or military authority approval is required for missed approach restrictions for other than obstacle avoidance."

The requested speed restriction provides for a reduced Section 1 and minimizes Turn Radius which allows for this procedure to remain within the boundaries of JFK sectors airspace. KFRG is located in within the New York City ATC (N90) service area. This area is heavily saturated with other airports which causes traffic conflicts when using a standard missed approach speeds.

Maintaining 190 KIAS in the missed approach allows for aircraft flight paths to remain close to KFRG and not interfere with the surrounding airports traffic.



FAA

Aviation Safety

Memorandum

Date:

To: Manager, Instrument Flight Procedures Coordination Team

From: Manager, Flight Technologies and Procedures Division

Prepared by: Flight Procedures & Airspace Group

Subject: Approval Request; Memorandum Dated 06/28/2021

Wayne C Radicke
Signed By: Wayne C Radicke Thu
Jul 1 2021 09:15:26 GMT-05:00:00
(Central Standard Time)

Your request to publish Missed Approach speed restriction of 190 KIAS on the "RNAV (GPS) RWY 1, AMDT 3" at Republic, Farmingdale, NY was discussed at the Flight Standards Procedure Review Board meeting on 05/27/2021 is approved and forwarded for your action.

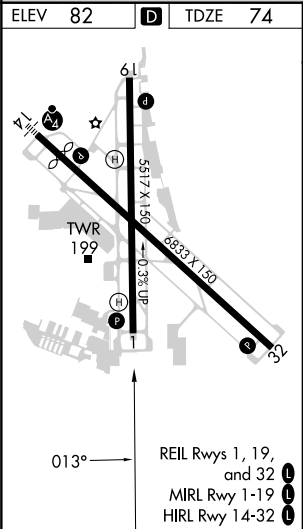
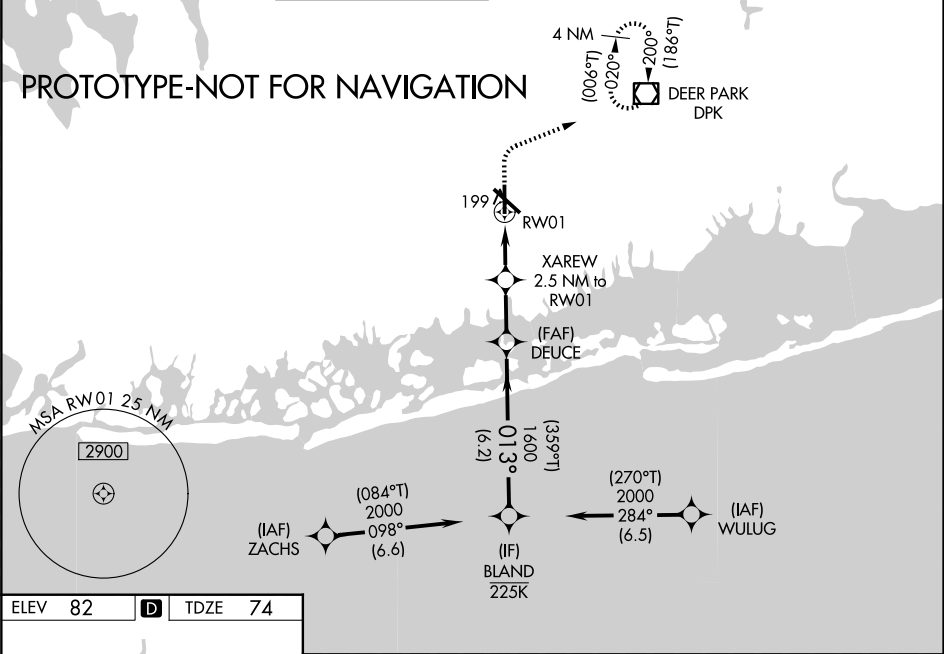
Please direct all inquiries to Victor B. Naso, PRB Lead, Flight Procedures and Airspace Group, at (405) 954-5181.

Attachments

WAAS CH 82524 W01A	APP CRS 013°	Rwy Ldg TDZE 74 Apt Elev 82
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RNAV (GPS) RWY 1
REPUBLIC (F'RG)

RNP APCH - GPS.		MISSED APPROACH: (Do not exceed 190K until DPK VOR/DME) Climb to 800 then climbing right turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.			
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA.		ATIS 126.65	NEW YORK APP CON 128.125 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65	GND CON 121.6 269.6
		CLNC DEL 128.25		CLNC DEL 128.25 (When twr closed)	
		UNICOM 122.95			

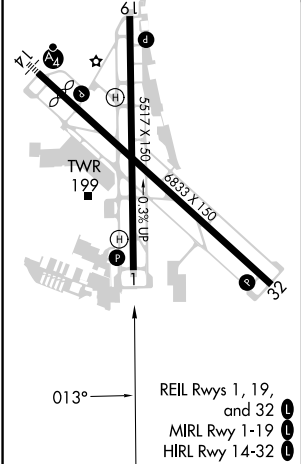
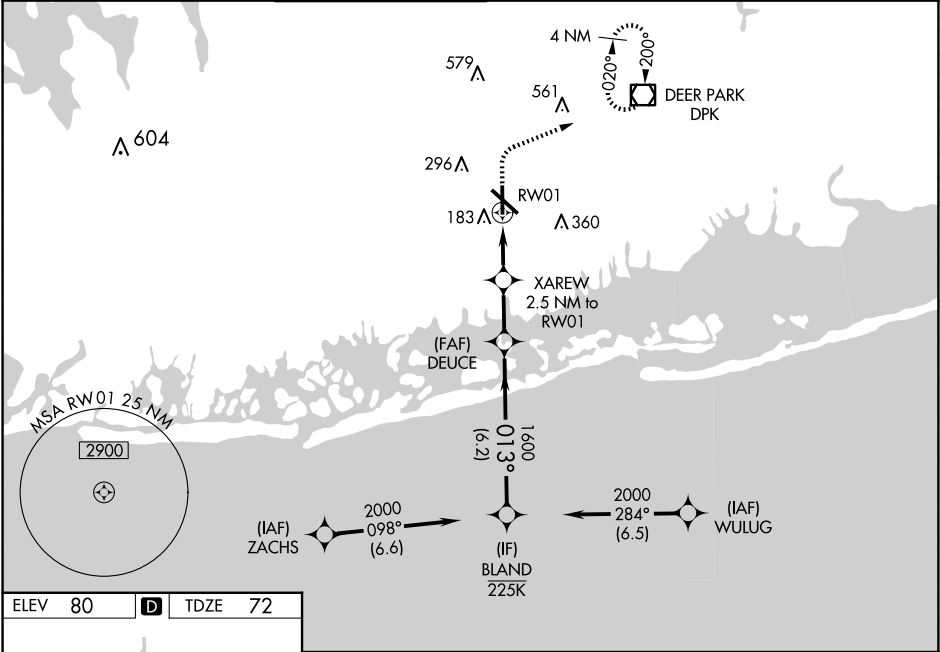


800 3000 DPK		VGSi and RNAV glidepath not coincident (VGSi Angle 3.09° TCH 44).			
BLAND 225K		DEUCE 1600 2000			
XAREW 2.5 NM to RWY 1		RWY 1 1.1 NM to RWY 1			
1.1 1.4 2.2 6.2 NM		GP 3.00° TCH 37			
CATEGORY	A	B	C	D	
LPV DA	335-7/8		261 (300-7/8)		
LNAV/VNAV DA	370-7/8		296 (300-7/8)		
LNAV MDA	460-1 386 (400-1)		460-1 386 (400-1 1/8)		
CIRCLING	640-1 558 (600-1)	720-1 638 (700-1)	860-2 1/4 778 (800-2 1/4)	1000-3 918 (1000-3)	

WAAS CH 82524 W01A	APP CRS 013°	Rwy Idg 5517 TDZE 72 Apt Elev 80
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RNAV (GPS) RWY 1
REPUBLIC (F'RG)

RNP APCH - GPS.			MISSED APPROACH: (Do not exceed 190K until DPK VOR/DME) Climb to 800 then climbing right turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.			
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA.						
ATIS 126.65	NEW YORK APP CON 128.125 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	CLNC DEL 128.25 (When twr closed)	UNICOM 122.95



800 ↑		3000 	DPK 		VGSI and RNAV glidepath not coincident (VGSI Angle 3.09°/ TCH 44).	
 		1.1 NM to RW01 ↓ RW01	XAREW 2.5 NM to RW01	DEUCE 1600 	BLAND 2000 GP 3.00° TCH 37°	
1.1		1.4 NM	2.2 NM	6.2 NM		
CATEGORY	A		B	C	D	
LPV DA			335-7/8	263 (300-7/8)		
LNAV/VNAV DA			370-7/8	298 (300-7/8)		
LNAV MDA	460-1 388 (400-1)		460-1 3/8 388 (400-1 1/8)			
 CIRCLING	640-1 560 (600-1)	720-1 640 (700-1)	860-2 1/4 780 (800-2 1/4)	1000-3 920 (1000-3)		

