



**RE: Republic Airport Approach and Departure Procedures**

April 1, 2010

The Federal Aviation Administration (FAA) is making changes to several approach and departure procedures for Republic Airport that will enhance safety and reduce noise impacts. Effective April 2010, the FAA will modify the approach minimums to the Instrument Landing System (ILS) to Runway 14, add a newly created Lateral Precision with Vertical Guidance (LPV) approach to Runway 32, and modify the approach procedures to Runways 1 and 19. Additionally, the FAA will publish two voluntary helicopter noise abatement departure and arrival procedures on route charts. The following will explain the nature of these changes and the benefits.

The modification to the approach minimums for the Runway 14 ILS was proposed by the FAA with no input or consultation from Republic Airport. The aircraft using the ILS approach will fly the same path and approach angle to the runway as they do now, so they will not fly any lower than they do now. The changes will allow the aircraft to get closer to the airport before they have to decide to continue the approach or go around.

The changes will result in a reduction in the visibility requirements from 1 mile to  $\frac{3}{4}$  mile and a lower published Decision Altitude (DA) from 250 feet to 200 feet above the airport. The DA represents the lowest height above the ground to which the pilot may descend when flying the ILS before deciding to land. Again, the aircraft path and height will not change. The new approach minimums will simply allow the pilot to fly closer to the airport in poor weather conditions.

The visibility minimums are defined as the lowest visibility permitted in order to conduct an ILS approach. As mentioned above, the current ILS visibility requirements at Republic Airport are 1 mile and will be reduced to  $\frac{3}{4}$  of a mile when the new procedure is implemented. This change will enable pilots to complete the approach and land instead of being forced to divert to another airport due to inadequate visibility.

The changes to the ILS minimums will enhance safety and reduce noise by reducing the number of go-arounds, and minimize the inconvenience to pilots as a result of weather diversions. The new minimums will not change the type or size of aircraft that operate into Republic Airport, and will not change the capacity of the airport.

Another important change is the creation of the LPV approach to Runway 32. This approach is similar to an ILS procedure except that guidance is provided by satellite technology. Thus, no change to the airport infrastructure is required to support this change.

Prior to the inception of the LPV approach, no direct instrument approach existed to Runway 32 and the use of that runway was limited to Visual Flight Rule (VFR) conditions. This situation forced aircraft to fly the approach to Runway 1. When below the clouds, the aircraft would then fly east to Runway 32 to make the final approach. The LPV approach will mitigate many of these issues by ensuring that aircraft fly a stabilized near-precision approach directly to Runway 32, resulting in reduced aircraft noise and increased safety.

Republic Airport encourages all aircraft operators to follow voluntary noise abatement procedures in an attempt to mitigate the effects of noise on the surrounding communities. Helicopter departure and arrival procedures have been in effect for many years at Republic, but were never incorporated into the New York Helicopter Route Charts to afford Air Traffic Control (ATC) the opportunity to utilize them on a routine basis. We have just been informed that due to our repeated requests, the FAA has finally agreed to include the Microwave and Southern helicopter noise abatement routes on the route charts. These procedures will help to reduce noise by defining precise paths for the ingress and egress of helicopter traffic to the airport, and raise awareness of their availability among operators.

Other changes that will soon be implemented are a slight modification to a flight track on the Farmingdale Four Departure procedure, and the addition of Lateral Navigation (LNAV) approach procedures to Runway 1 and 19. The change to the Farmingdale Four is insignificant and will have no impact.

The LNAV approaches will benefit aircraft operators by providing them with more precise guidance to the runway, increasing safety during low visibility conditions. The improved guidance is provided by aircraft computers and satellite technology.

LNAV approaches will improve safety due to reduced pilot workloads as a result of this technology. Aircraft noise may also be reduced as a result of the reduced workloads, since pilots will now be able to focus more attention on maintaining a gentle descent to the runway as opposed to aggressive maneuvers that require large changes in aircraft power.

In summary, the changes described above will benefit aircraft operators, improve safety and reduce noise levels on the surrounding communities. Should you have any questions regarding any of these procedures, please contact me to discuss them further.

Sincerely yours,

Michael J. Geiger  
Airport Director