

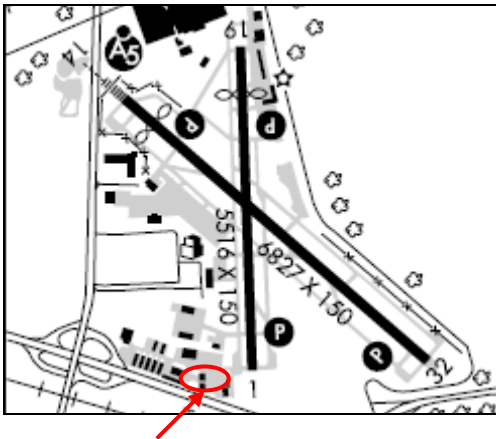
FBO Information

Atlantic Aviation Services
ARINC: 129.0
Route 109
Farmingdale, NY 11735
Phone: (631) 752-9022
Fax: (631) 752-9099

General Manager: [Shawn Rose](#)

Hours: 24 / 7

<http://www.atlanticaviation.com/locations/frg.html>



PLEASE :

- 1 Clean up after yourself and replace cowl plugs, pitot tube covers, and heat shields.
- 2 Be sure the aircraft is chocked and/or securely tied down after your flight. You may ask line service to assist you, but they may not be immediately available.
- 3 Obey noise abatement procedures and voluntary curfew (No flying between 10:00pm and 7:00am).
- 4 Have the customer service reps fax completed flight detail sheets as soon as possible.
- 5 Telephone AirShares Elite to report any serious or airworthiness related squawks.

Dispatch Procedures

Out

Aircraft keys and flight detail sheet binder are kept behind the front desk and must be dispatched by Atlantic Aviation staff. The staff receives a daily fax from which they'll verify your name and scheduled tail number association. They may be unaware of last minute changes to the schedule, so please be patient while they call us to confirm your booking if a discrepancy is found.

At Atlantic, the aircraft are usually tied down behind the building accessible via the back door. FRG has a strict security badge system in place and you will probably need to be escorted to the aircraft by a staff member.

Fuel orders may be called in several hours in advance of your flight, though we recommend not calling the night before in case unexpected circumstances force your cancellation. (The aircraft would then be left topped off for another Owner who may have weight and balance issues to contend with.)

Charts and supplies may be purchased at the pilot shop adjacent to the FBO.

In

After taxiing onto the ramp, contact the FBO via the ARINC frequency and ask for guidance on parking. Usually, you can simply taxi back to the area where you picked up the airplane on departure.

Return the aircraft key and flight binder to the front desk. Please ensure that the Flight Detail Sheet has been properly filled out and then promptly faxed by the customer service rep whenever possible.

Grounding squawks must be reported immediately by calling AirShares Elite at 800-482-5411.

Helpful airport information can be found on their web-site here:

<http://www.republicairport.net/generalinformation.htm>

Local ATC Procedures

VFR

Farmingdale Republic airport is a busy Class D airport, with a tremendous mix of flight training and commercial operations. The tower frequency can be very busy and clogged with bad student-pilot phraseology, so be patient, listen up, and be prepared to issue all of the required information on the first call; who you are, where you are, and what you want. It is important to inform the tower that you are unfamiliar, as they make regular reference to ground based reporting points that would only be known to locals. It is located in very close proximity to Islip (ISP), a class C airport, and JFK International (JFK), one of the three major Class B airports in the area. Do not attempt to fly here without referencing a New York terminal area chart (TAC). An airspace violation here may have dire consequences.

IFR

IFR operations in and around FRG can be intimidating for the uninitiated. You will be working with the New York TRACON, one of the busiest terminal facilities in the world. Communicate and fly like a professional and you will be treated like one. When the tower is closed (2300-0700 local), you can obtain clearances on 128.25 or on the telephone, 516-683-2984.

Noise Abatement

On Arrival: Maintain 1,100 ft. MSL - Traffic Pattern Altitude or higher prior to entering the downwind leg. Enter the traffic pattern from the northeast.

On Departure: Runway 01: Use Vy (best rate of climb) and fly runway heading to 1,000 ft. MSL. Reduce power setting for climb and fly to the Long Island Expressway (I-495) before proceeding on course.

Runway 14: Use Vy (best rate of climb) and fly runway heading to 800 ft. MSL then turn right heading 190°. Upon reaching 1,000 ft. MSL reduce power setting for climb and parallel Runway 19 until reaching the Sunrise Highway before proceeding on course.

Runway 19: Use Vy (best rate of climb) and fly runway heading to 1,000 ft. MSL. Reduce power setting for climb and fly to the Sunrise Highway before proceeding on course.

Runway 32: Use Vy (best rate of climb) and fly runway heading to 800 ft. MSL then turn right heading 010°. Upon reaching 1,000 ft. MSL. reduce power setting for climb and overfly Route 110 until reaching the Long Island Expressway before proceeding on course.

Hazards

Wake Turbulence

The aircraft operating out of FRG on any given day range from Tri-Pacers to 737s and everything in between. The Cirrus pilot must be vigilant about wake turbulence hazards from commercial airline traffic, business jets, and helicopters.

Weather

FRG is situated between two large bodies of water, Long Island Sound and the Atlantic Ocean. Whenever the potential for low weather exists, you can be sure this airport gets as low as any in the area. Ceilings are often measured in vertical visibility (VV) and ¼ mile forward visibility is not uncommon. Be prepared to fly to an alternate and check the weather before departure and while enroute.

Birds and Wildlife

Bird activity is always present here.

Limited Off-airport Landing Sites

The densely populated areas surrounding the airport do not offer much in the way of off-airport forced landing sites. CAPS deployment may be the only option, altitude permitting.

Traffic and Amateur Operations

On weekends especially, the density of small airplane traffic is staggering. You will also be sharing the airspace with some remarkably inept pilots with extremely poor radio technique. Keep your eyes outside the cockpit at all times and maintain situational awareness, as you might be the only one who is.

Local AirShares Elite Office

AirShares Elite Mid-Atlantic

27 Wright Way

Fairfield, NJ 07004

Phone: (973) 575 0123

Fax: (973) 575 0485

Kevin Price, Regional Director

Richard Bertoli, Regional Chief Pilot

