

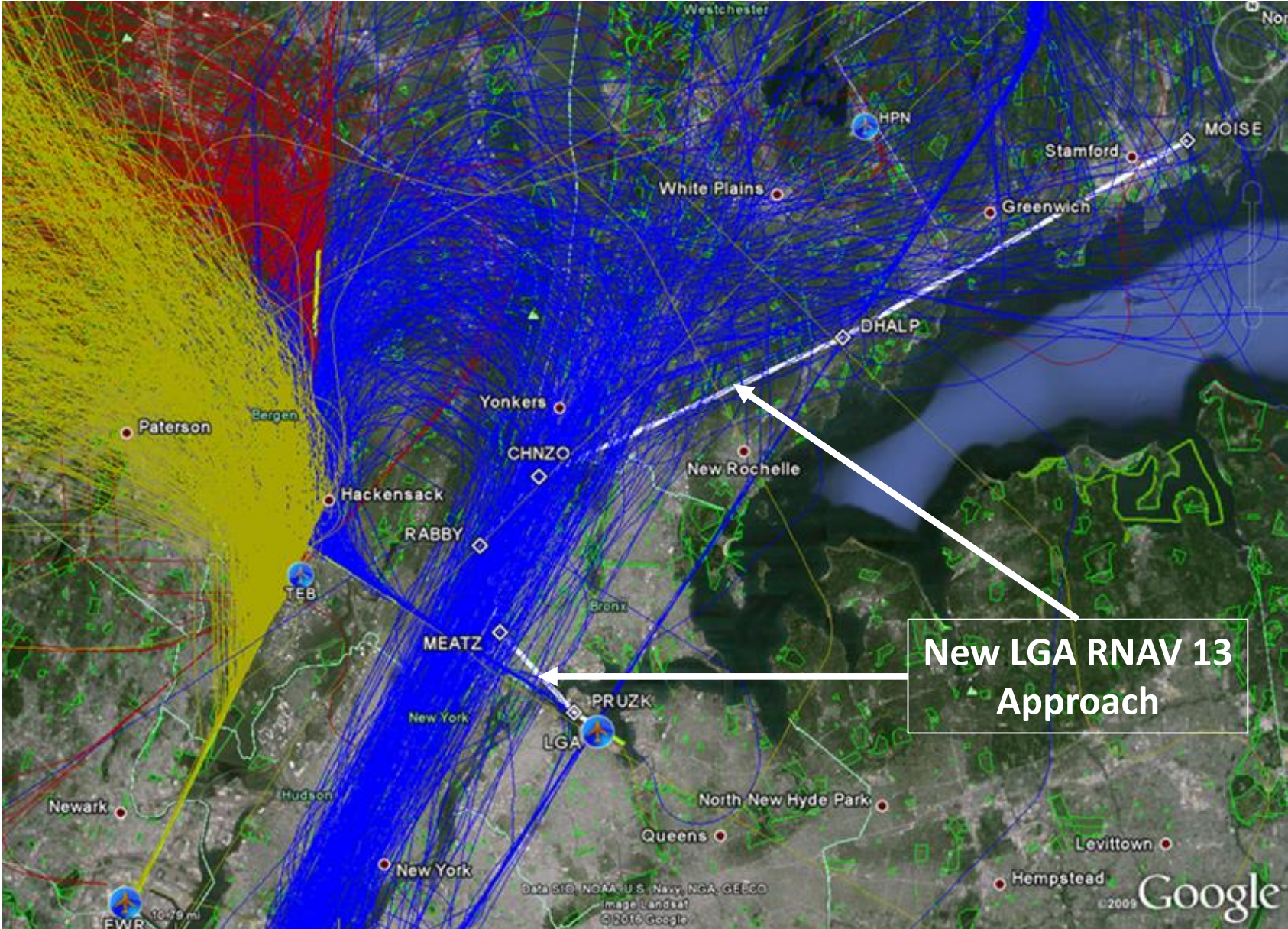
New LGA RNAV (GPS) Arrival Procedure to Runway 13

❖ Background

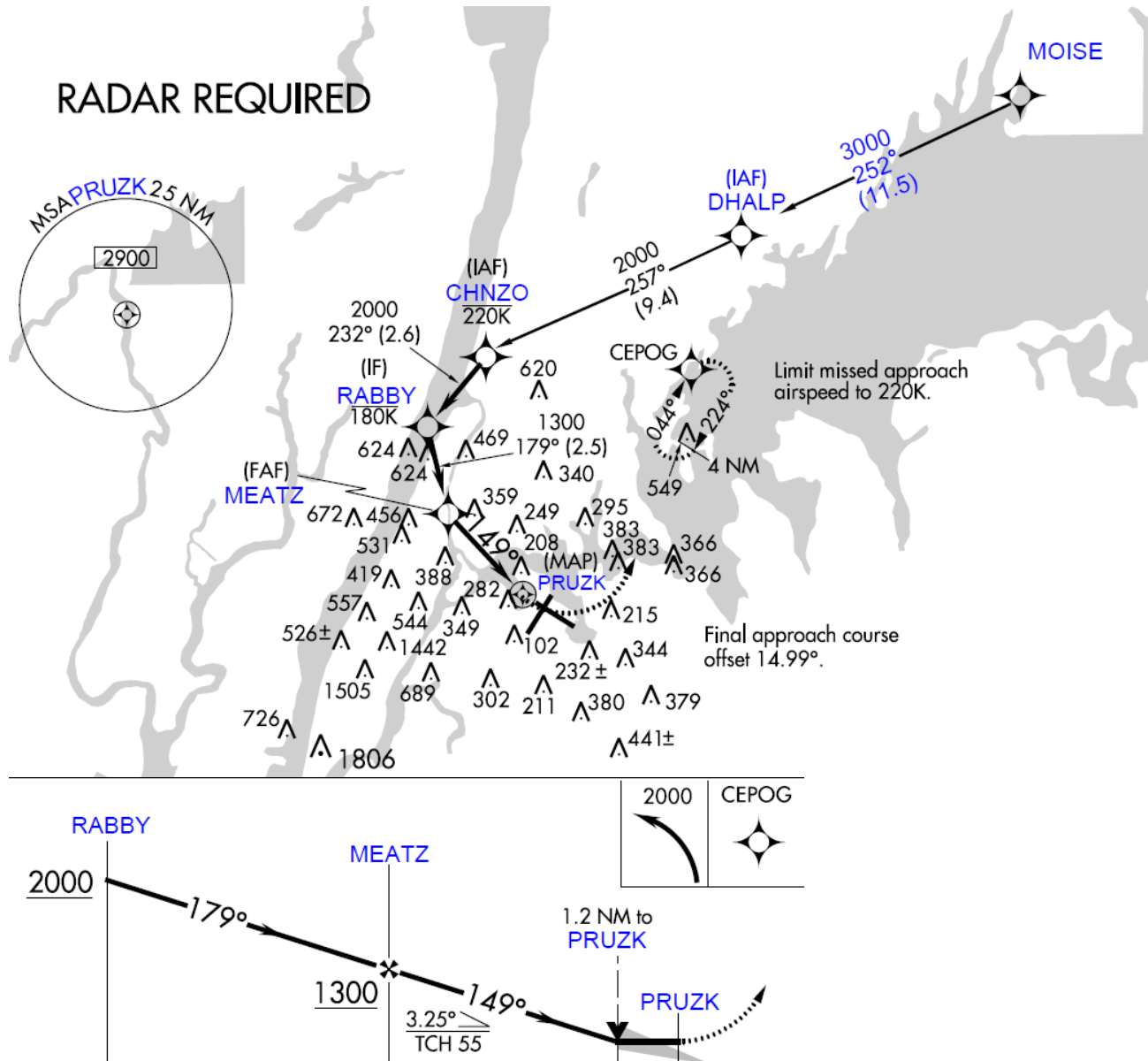
- When JFK flights are arriving on Runway 13L (ILS procedure), LGA flight must also arrive on Runway 13 (which currently happens approximately 1-2% of the in an average year)
- Due to Runway 4R/22L closure at JFK, Runway 13L will see higher usage for arrivals
- The existing arrival procedures to Runway 13 at LGA are straight in approaches which fly over New Jersey creating conflicts with airspace for both TEB and EWR airports – causing an effective shutdown of operations for EWR or TEB, since both airports cannot run concurrent operations when LGA is landing Runway 13
- FAA designed the new RNAV approach to Runway 13 to be used only during the closure of Runway 4R/22L closure at JFK

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Depiction of EWR, TEB & LGA current arrival flight tracks

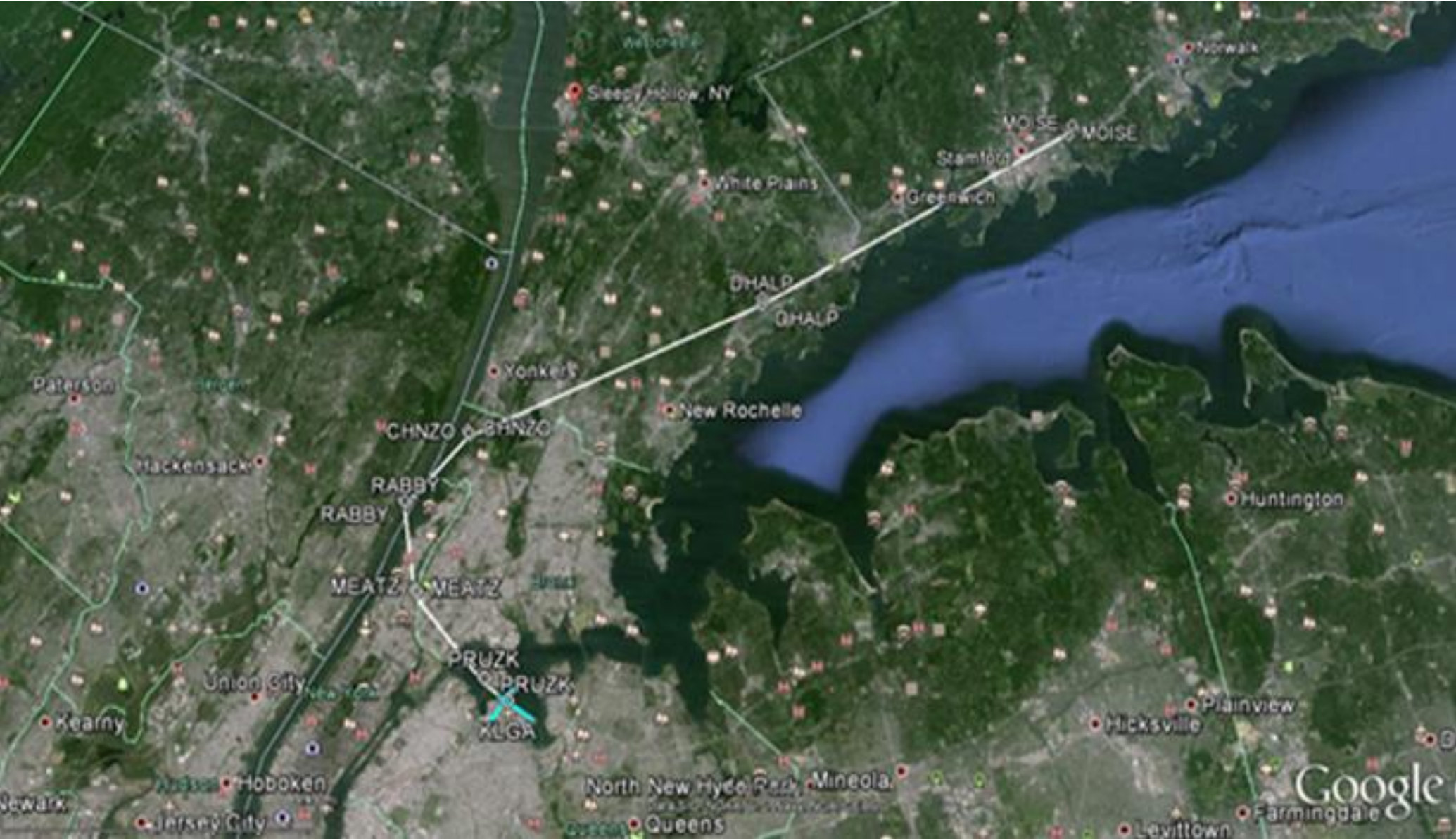


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- The new procedure will be used frequently when JFK is forced to the ILS 13L
- Majority of the traffic will transition over head LGA and a left turn to the final towards CHNZO. Northeast fixes will primarily be used for traffic inbound from the north
- When weather is below minimums for this approach ATC will revert to the ILS 13 at LGA
- Approach will be published on March 2, 2017

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- FAA conducted an Environmental review (NEPA - CATEX) for the new procedure using the noise screening tool (TARGETS)
- The results of noise screening analysis indicated that there would no significant impact (i.e. an increase of 1.5 dB DNL within 65 dB DNL), nor any reportable noise increases (i.e. an increase of 3 dB DNL in an area exposed to noise between 60 and 65 DNL or any increase of 5 dB DNL in an area exposed to noise between 45 and 60 dB DNL)
- The use of the new procedure as permitted by the CATEX will not exceed six months in total length, as it will be discontinued when Runway 4R/22L at JFK is placed into service during the interval between construction periods.