

LGA NYCAR Brief

Presented to: **LGA NYCAR**

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Date: **December 4, 2018**



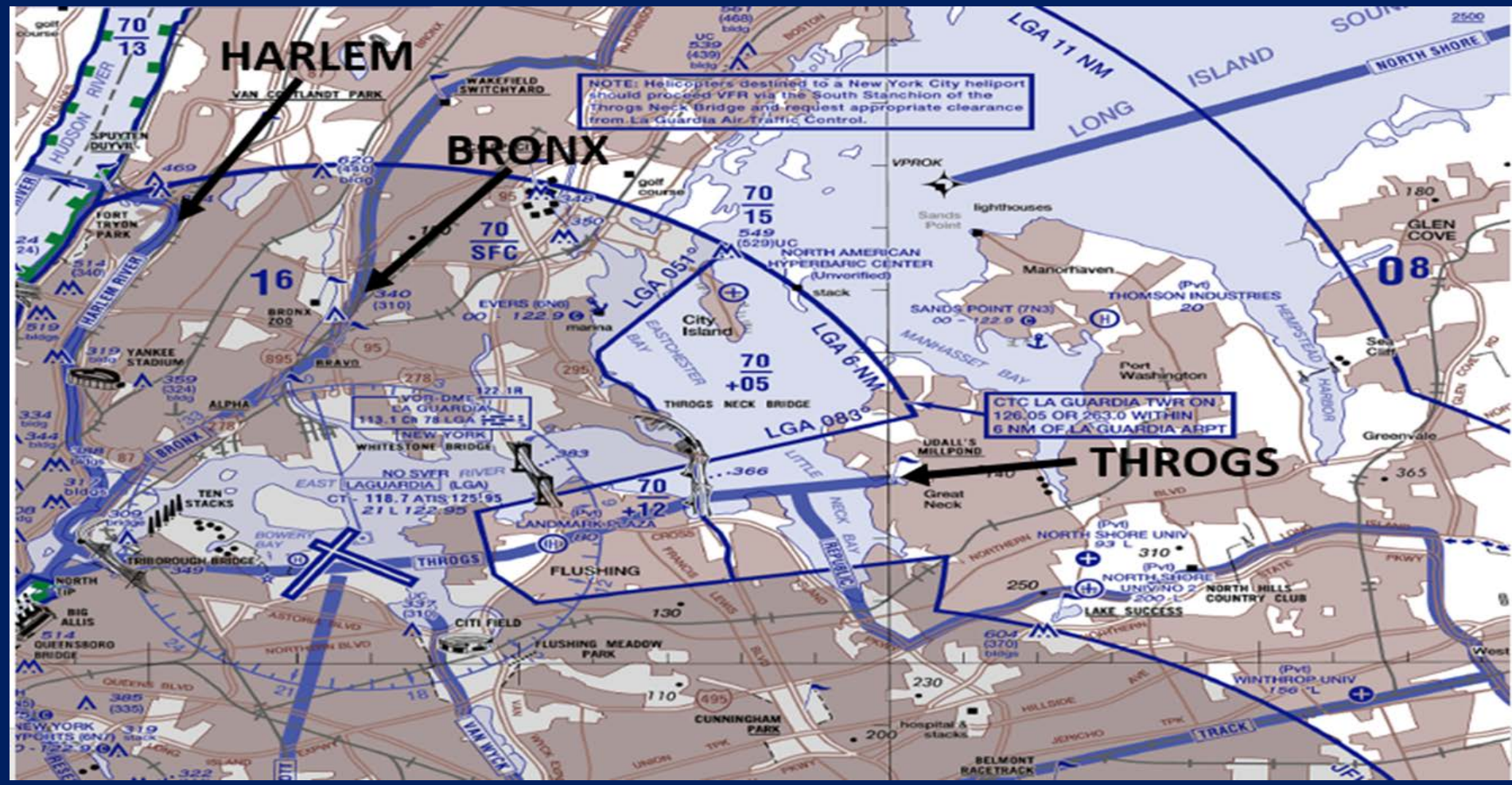
**Federal Aviation
Administration**

AGENDA

- **THROGS HELICOPTER ROUTE**
- **LGA RNAV (GPS) RUNWAY 31**
- **LGA TNNIS RNAV DEPARTURE**



THROGS Helicopter and Seaplane Route 180-Day Test



THROGS Route Change

- Relieve congestion and operational concerns along the THROGS route and conflicting fixed wing aircraft aborting landing at LGA
- FAA worked with the Eastern Region Helicopter Council for pilots to voluntarily consider alternate routes
- The test started on October 15, 2018, and will not exceed 180 days
- FAA will collect flight data for operational effectiveness and environmental impacts
- If the test is deemed successful by improving safety and efficiency, additional NEPA review will be conducted by FAA before permanent implementation



Inviting Feedback

THROGS-Test@faa.gov



LGA Temporary RNAV (GPS) Y Runway 31



LGA Temporary RNAV (GPS) Y Runway 31

- In order to avoid forcing JFK to operate on a single configuration, the LGA temporary procedure was designed.
- During LGA runway construction periods:
 - de-conflict JFK operations from LGA operations
 - maintain operational efficiency



LGA Temporary RNAV (GPS) Y Runway 31

- Procedure is valid for 180 days and is not for use beyond the runway construction period
- Procedure will be NOTAMed “NA” on the February 28, 2019 publication date. The NOTAM will be removed when ATC plans to use the procedure during the runway construction period



LGA Temporary RNAV (GPS) Y Runway 31

- **LGA Order of Preference for RY 31 Approaches During JFK 2019 Construction**
 - Expressway Visual RY 31
 - ILS 4 Circle to RY 31
 - New RNAV RY 31 Approach
 - Localizer RY 31



JFK Operation and TNNIS Use

- JFK ILS 22L and/or simultaneous use of RY 22L/R restrict LGA from use of Whitestone Climb
 - LGA will use TNNIS as part of “All Climbs”
- Add JFK 31L departure to above operation
 - LGA will be forced to TNNIS only

Without the TNNIS procedure, either LGA or JFK must reduce capacity during peak JFK operation



Restrictions on TNNIS Use

- TNNIS only to be used when JFK is on approved runway configurations

JFK Arrival RWY

22L

22L

22L, 22R

22L, 22R

22L, 22R

JFK Dept RWY

22R¹

22R, 31L²

22R¹

22R, 31L²

31L²

Note 1: As part of “All Climbs”

Note 2: TNNIS only



TNNIS Use as Defined by CATEX

Historical Use as overlay to Flushing Climb Still Applies:

- During match play at the US Open
- When JFK is using the ILS RWY 13L/R Approach
- For propeller aircraft, when JFK is landing ILS 22/R approaches
- When strong winds make use of Whitestone Climb inadvisable



•7:00 am – 10:00 am LOCAL

•LGA ARRIVE ILS 22

•LGA DEPART 13 - NT3 GM4 TN5

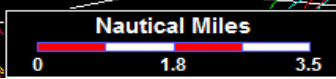
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•JFK ARRIVE ILS 22 R / L

•JFK DEPART 22R

- SURFACE – 1000'
- 1000' – 2000'
- 2000' - 3000'
- 3000' – 4000'
- 4000' – 5000'
- 5000' – 6000'
- 6000' – 7000'



Improving Oversight for Compliance in TNNIS Use

- Added N90 Operations Manager in Charge (OMIC) responsibility to monitor operational need for procedure
- N90 Operations Supervisors required to coordinate conditional airspace with N90 OMIC prior to use



