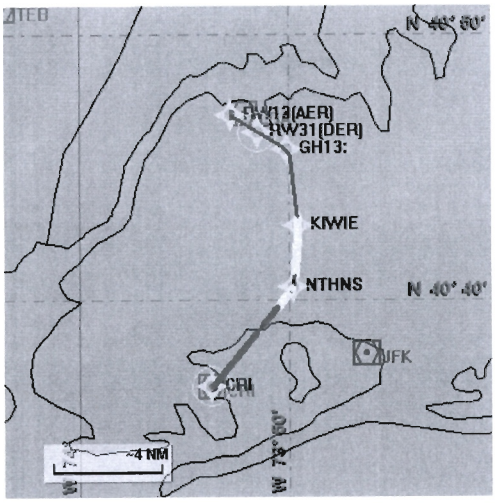

Name:	DAVE COOK
Project Name:	KLGA NTHNS2 SID RW13 CRI 20120229
Software:	RNAV-Pro™
Version:	2.35l
Date/Time:	2/29/2012 2:27:02 PM
Input File:	LKGA NTHNS2 RW13 CRI...
Databases:	AVNIS Date: 08/26/2011
	NFD Date: 07/02/2009
	DTED® (MAX) Date: 2002

Results Summary:

Flyability	✓ **Please Check Flyability Results**
DME/DME	✓
Radars	✓
Comms	
TERPS	

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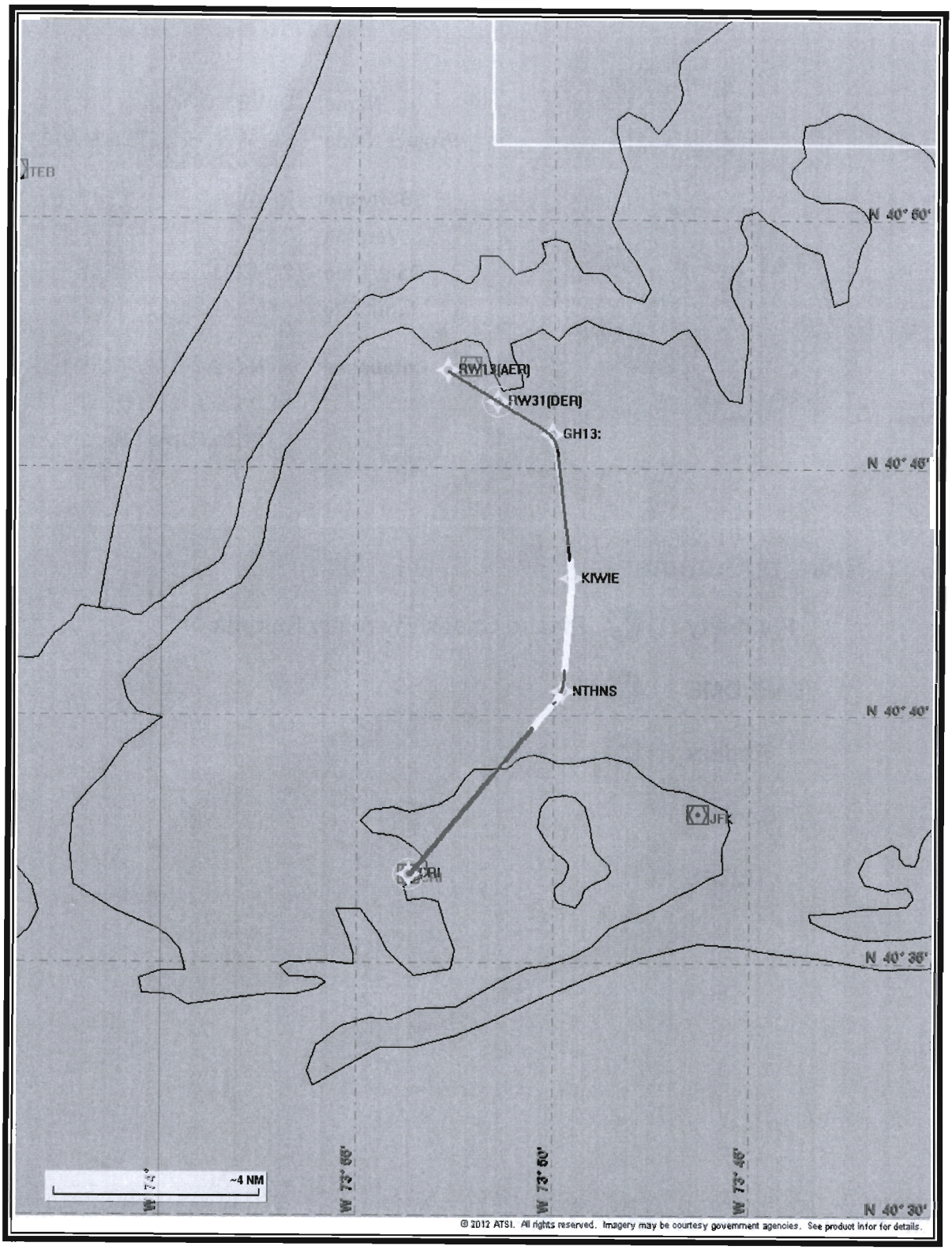
TEB
N 40° 50'
RW13(AER)
RW31(DER)
GH13:
N 40° 45'
KIWIE
NTHNS
N 40° 40'
JFK
CRI
N 40° 35'
W 73° 55'
W 73° 50'
W 73° 45'
N 40° 30'
~4 NM
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Flight Plan

Return To Summary

Name	Type	Lat/Lon	Alt [Ft]	VNAV Mode	IAS [Kts]	Turn Type	Leg Type
RW13(A...	WP	N 40° 46' 56.27" W 73° 52' 42.68"	11.6	VNAV	0.0	Fly By	TF
RW31(D...	WP	N 40° 46' 19.46" W 73° 51' 25.60"	41.7	VNAV	130.0	Fly Over	VI
GH13:	WP	N 40° 45' 39.49" W 73° 50' 1.96"	710.0	VNAV	220.0	Fly By	CF - 159.8°
KIWIE	WP	N 40° 42' 46.02" W 73° 49' 33.25"	2500.0	VNAV	220.0	Fly By	TF
NTHNS	WP	N 40° 40' 28.97" W 73° 49' 46.58"	2500.0	VNAV	220.0	Fly By	TF
CRI	WP	N 40° 36' 44.90" W 73° 53' 40.00"	5000.0	VNAV	230.0	Fly Over	TF

Flyability

Return To Summary

Settings:

Flight Type: Departure
Selected Airport: KLGA
Aircraft Category: Cat D
Climb Gradient: *None assigned*
Ground Speeds:
Departure: **120.0 Kts** out to **10.0 NM**
Table:
200.0 Kts up to **11000.0 Ft.**
240.0 Kts up to **18000.0 Ft.**
260.0 Kts up to **24000.0 Ft.**
340.0 Kts up to **99900.0 Ft.**
Wind Settings: *None assigned*
Descent During a Turn: Allowed
VNAV Mode: Flight Plan

Flight Track comes into contact with terrain. Minimum AGL along route was -67.14 Ft.
Flight Track contacted terrain (DTED lvl 0 max) between AER and DER or within 2/3 NM of DER.

DME/DME

Return To Summary

Settings:

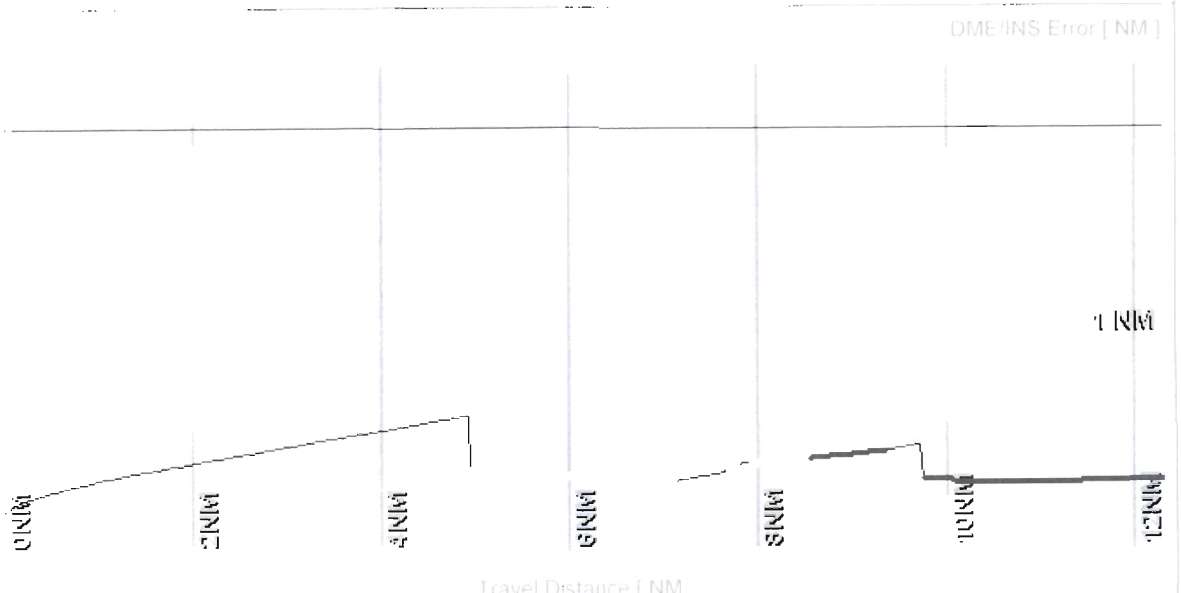
RNP: 2.0
Flight Mode: Manual
Line of Sight (DTED Level 0 Max): Evaluated
DME Restrictions: Evaluated
Inertial Drift: Enabled
Initial Drift: 0.165 NM
INS Drift Rate: 8.000 NM/Hour
Range Mode: OSV
Co-Frequencies: Evaluated
RNP Edges: Evaluated
Min DME Range: 3.0 NM
Allowed Gap Length: 4.0 NM
DME Types: VOR/DME , VORTAC , TACAN , and User
DME Include Angles: 30 to 150
Critical DMEs: Allowed
DoD Facilities: Not included
Foreign Facilities: Not included
Low & Terminal DMEs: Included
Flight Check DMEs: Selected
Higher Altitudes: Evaluated
Near Maximum Altitude: Evaluated
Minimum MSL DMEs Avail: 2160 Ft.

Total Number of DMEs Used: 6

Maximum DME Error: 0.558 NM.

No Critical DMEs were found.

Available DMEs: JFK, COL, LGA, CRI, TEB, RBV



DME/DME (Continued.)

Return To Summary

DMEs Used

#	Name	Lat/Lon	Range	Source	Critical	Err. [NM]	Status	Time	Distance
1	COL	N 40° 18' 41.88" W 74° 9' 35.02"	L	Database	NO	0.798	Enabled	19.2 %	20.6 %
2	JFK	N 40° 37' 58.40" W 73° 46' 17.00"	H	Database	NO	0.741	Enabled	16.7 %	17.9 %
3	LGA	N 40° 47' 1.38" W 73° 52' 6.96"	L	Database	NO	0.878	Enabled	11.6 %	12.5 %
4	CRI	N 40° 36' 44.90" W 73° 53' 40.00"	T	Database	NO	0.558	Enabled	11.6 %	12.5 %
5	TEB	N 40° 50' 55.40" W 74° 3' 44.10"	T	Database	NO	0.594	Enabled	18.5 %	21.0 %
6	RBV	N 40° 12' 8.65" W 74° 29' 42.09"	H	Database	NO	0.558	Enabled	15.9 %	18.3 %

Flight Check DME Selection

Distance [NM]	Selected DMEs					Alternate
0.0						
1.2						
2.1	COL	JFK	LGA			
5.1	COL	JFK	LGA			
7.3	COL	TEB	LGA	CRI	RBV	JFK

Inertial Drift Segments

#	Start Location	End Location	Length [NM]
1	N 40° 46' 56.27" W 73° 52' 42.68"	N 40° 43' 9.41" W 73° 49' 36.55"	4.9
	VOR: CMK	Available from N 40° 46' 56.27" W 73° 52' 42.68" to N 40° 43' 9.41" W 73° 49' 36.55"	
	VOR: COL	Available from N 40° 46' 56.27" W 73° 52' 42.68" to N 40° 43' 9.41" W 73° 49' 36.55"	
	VOR: CRI	Available from N 40° 46' 56.27" W 73° 52' 42.68" to N 40° 43' 9.41" W 73° 49' 36.55"	
	VOR: DPK	Available from N 40° 46' 56.27" W 73° 52' 42.68" to N 40° 43' 9.41" W 73° 49' 36.55"	
	VOR: JFK	Available from N 40° 46' 56.27" W 73° 52' 42.68" to N 40° 43' 9.41" W 73° 49' 36.55"	
	VOR: LGA	Available from N 40° 46' 56.27" W 73° 52' 42.68" to N 40° 43' 9.41" W 73° 49' 36.55"	
	VOR: SAX	Available from N 40° 46' 56.27" W 73° 52' 42.68" to N 40° 43' 9.41" W 73° 49' 36.55"	
	VOR: TEB	Available from N 40° 46' 56.27" W 73° 52' 42.68" to N 40° 43' 9.41" W 73° 49' 36.55"	

DME/DME (Continued.)

Return To Summary

Inertial Drift Segments (Continued.)

#	Start Location	End Location	Length [NM]
2	N 40° 40' 55.72" W 73° 49' 43.92"	N 40° 40' 26.39" W 73° 49' 50.82"	0.5
	VOR: CMK	Available from N 40° 40' 55.72" W 73° 49' 43.92" to N 40° 40' 26.39" W 73° 49' 50.82"	
	VOR: COL	Available from N 40° 40' 55.72" W 73° 49' 43.92" to N 40° 40' 26.39" W 73° 49' 50.82"	
	VOR: CRI	Available from N 40° 40' 55.72" W 73° 49' 43.92" to N 40° 40' 26.39" W 73° 49' 50.82"	
	VOR: DPK	Available from N 40° 40' 55.72" W 73° 49' 43.92" to N 40° 40' 26.39" W 73° 49' 50.82"	
	VOR: JFK	Available from N 40° 40' 55.72" W 73° 49' 43.92" to N 40° 40' 26.39" W 73° 49' 50.82"	
	VOR: LGA	Available from N 40° 40' 55.72" W 73° 49' 43.92" to N 40° 40' 26.39" W 73° 49' 50.82"	
	VOR: SAX	Available from N 40° 40' 55.72" W 73° 49' 43.92" to N 40° 40' 26.39" W 73° 49' 50.82"	
	VOR: TEB	Available from N 40° 40' 55.72" W 73° 49' 43.92" to N 40° 40' 26.39" W 73° 49' 50.82"	
3	N 40° 40' 17.99" W 73° 49' 57.93"	N 40° 40' 13.28" W 73° 50' 2.81"	0.1
	VOR: CMK	Available from N 40° 40' 17.99" W 73° 49' 57.93" to N 40° 40' 13.28" W 73° 50' 2.81"	
	VOR: COL	Available from N 40° 40' 17.99" W 73° 49' 57.93" to N 40° 40' 13.28" W 73° 50' 2.81"	
	VOR: CRI	Available from N 40° 40' 17.99" W 73° 49' 57.93" to N 40° 40' 13.28" W 73° 50' 2.81"	
	VOR: DPK	Available from N 40° 40' 17.99" W 73° 49' 57.93" to N 40° 40' 13.28" W 73° 50' 2.81"	
	VOR: JFK	Available from N 40° 40' 17.99" W 73° 49' 57.93" to N 40° 40' 13.28" W 73° 50' 2.81"	
	VOR: LGA	Available from N 40° 40' 17.99" W 73° 49' 57.93" to N 40° 40' 13.28" W 73° 50' 2.81"	
	VOR: SAX	Available from N 40° 40' 17.99" W 73° 49' 57.93" to N 40° 40' 13.28" W 73° 50' 2.81"	
	VOR: TEB	Available from N 40° 40' 17.99" W 73° 49' 57.93" to N 40° 40' 13.28" W 73° 50' 2.81"	

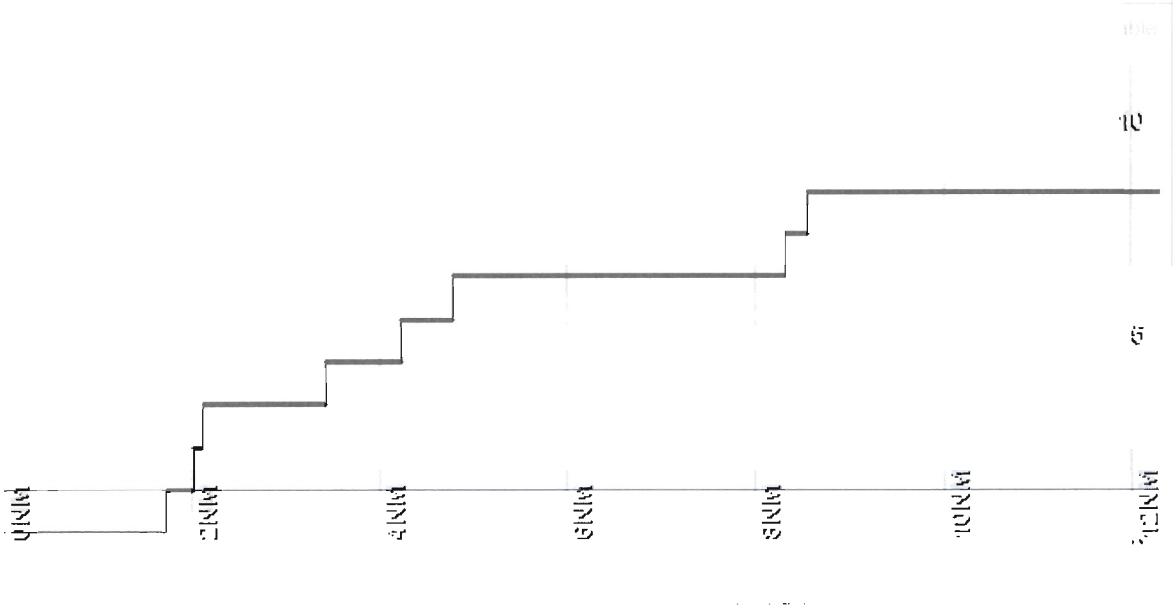
DME/DME (Continued.)

Return To Summary

Inertial Drift Segments (Continued.)

#	Start Location	End Location	Length [NM]
4	N 40° 39' 5.85" W 73° 51' 13.14"	N 40° 38' 48.61" W 73° 51' 31.11"	0.4
	VOR: CMK	Available from N 40° 39' 5.85" W 73° 51' 13.14" to N 40° 38' 50.18" W 73° 51' 29.48"	
	VOR: COL	Available from N 40° 39' 5.85" W 73° 51' 13.14" to N 40° 38' 48.61" W 73° 51' 31.11"	
	VOR: CRI	Available from N 40° 39' 5.85" W 73° 51' 13.14" to N 40° 38' 48.61" W 73° 51' 31.11"	
	VOR: DPK	Available from N 40° 39' 5.85" W 73° 51' 13.14" to N 40° 38' 48.61" W 73° 51' 31.11"	
	VOR: JFK	Available from N 40° 39' 5.85" W 73° 51' 13.14" to N 40° 38' 48.61" W 73° 51' 31.11"	
	VOR: LGA	Available from N 40° 39' 5.85" W 73° 51' 13.14" to N 40° 38' 48.61" W 73° 51' 31.11"	
	VOR: RBV	Available from N 40° 39' 5.85" W 73° 51' 13.14" to N 40° 38' 48.61" W 73° 51' 31.11"	
	VOR: SAX	Available from N 40° 39' 5.85" W 73° 51' 13.14" to N 40° 38' 48.61" W 73° 51' 31.11"	
	VOR: TEB	Available from N 40° 39' 5.85" W 73° 51' 13.14" to N 40° 38' 48.61" W 73° 51' 31.11"	

Radar Analysis

Return To Summary

Settings: **Radar Types:** ARSR and ASR