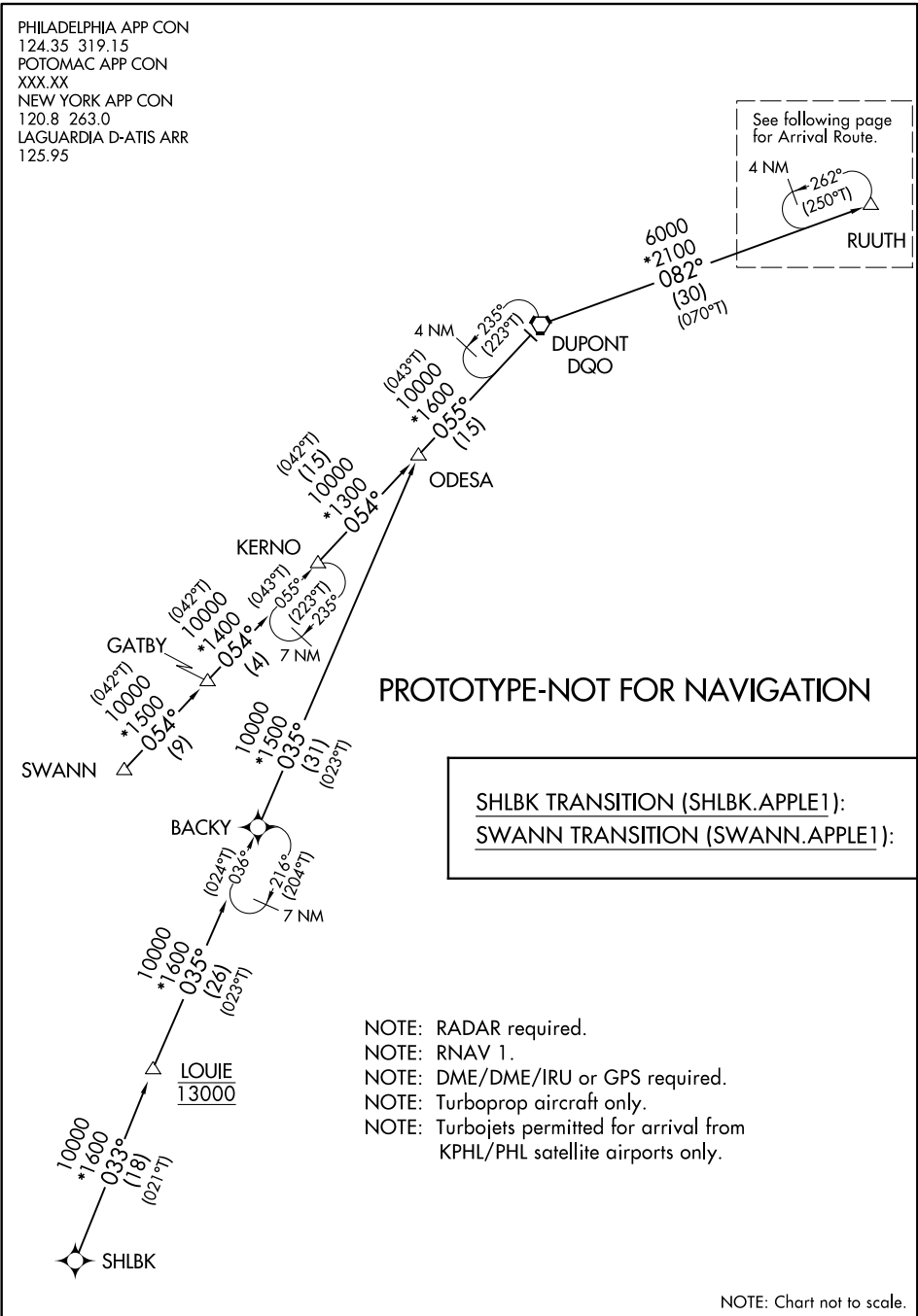
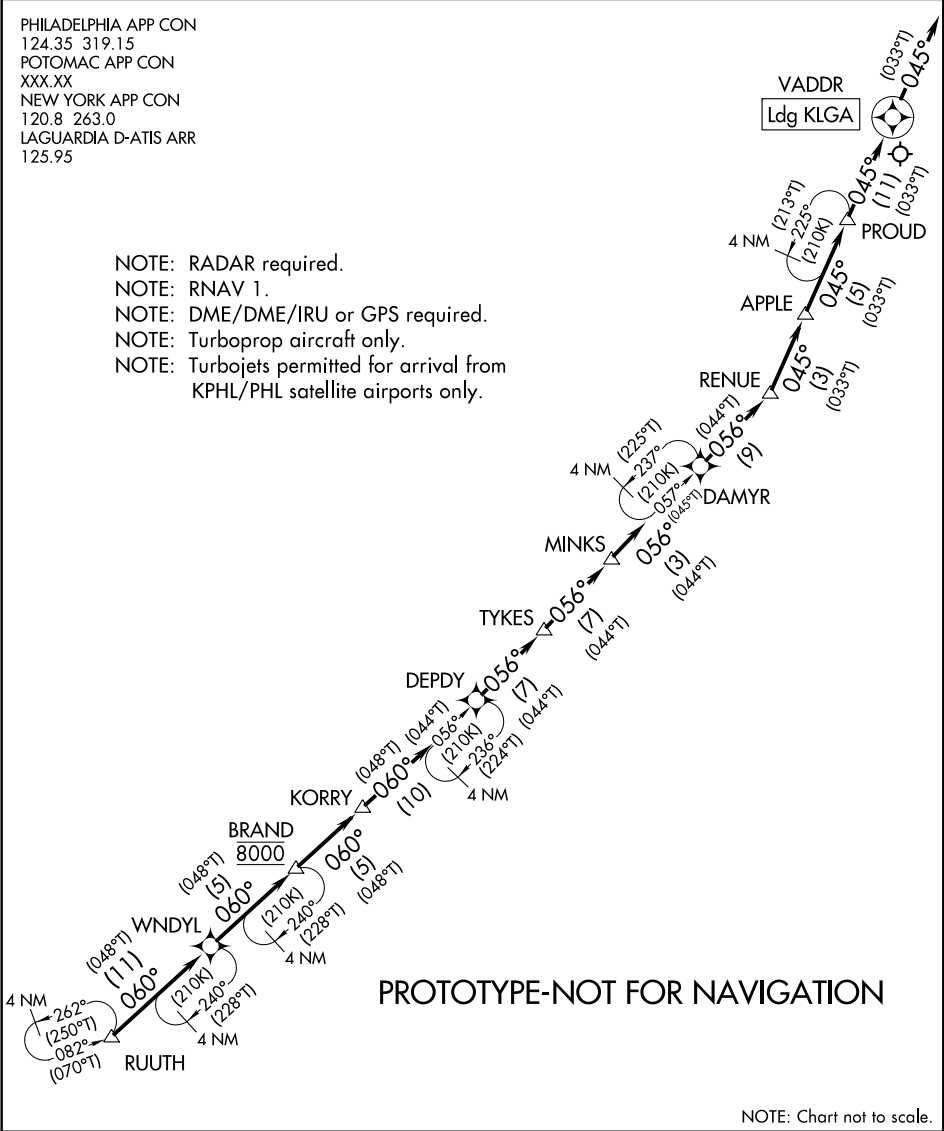


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 05/21/2020	APWS Task ID: 4E3AD4EFBE724DDDB838A9BC7CBA94C27	APWS Request ID: BB930EAC17E74D27AC9AB981EAB35523
Procedure: RNAV STAR APPLE ONE LAGUARDIA NY LGA		Enroute: YES	Specialist: Donahue, Liam		Agreement Number:
Airport ID: KLGA	Airport Name: LAGUARDIA		Airport City: NEW YORK		State: NY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>Approval letter for Termination fix without a published or mandatory altitude.</div> <div>CONTACT: DON LANIER, AJV, A431 MANAGER, 405.954-8242</div> <div>01/30/2020</div> <div>QUALITY 14 CHECKED</div>					

FIPC DME/DME FORM						
PROCEDURE: RNAV STAR APPLE ONE LAGUARDIA NY LGA			AIRPORT NAME: LAGUARDIA		AIRPORT ID: KLGA	SPECIAL CONTROL NO: YG-02-083-20
FAC ID: APPLE1		CITY: NEW YORK			ST: NY	ORIG CHART DATE: 05/21/2020
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0721	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE:	
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 03/16/2020	CREW #: VN053	N #: N79	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: durley j felder @ 03/17/2020 13:44			PRINTED NAME: FELDER, DURLEY JAN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:						
DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:			PRINTED NAME:		
SPECIALIST REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		





ARRIVAL ROUTE DESCRIPTION

From RUUTH on track 060° to WNDYL, then on track 060° to cross BRAND at 8000, then on track 060° to KORRY, then on track 060° to DEPDY, then on track 056° to TYKES, then on track 056° to MINKS, then on track 056° to DAMYR, then on track 056° to RENUE, then on track 045° to APPLE, then on track 045° to PROUD, then on track 045° to VADDR, then on track 045°.

Expect RADAR vectors to final approach course.



Federal Aviation Administration

Memorandum

Date: November 5, 2019

To: Mark Steinbicker, Manager, Flight Technologies and Procedures Div.
Thru: Wade Terrell, Flight Procedures and Airspace Group

From: Leslie Swann, Air Traffic Manager (A), Washington ARTC Center

Prepared by: Mark Thompson, Sr. ATC Specialist, NAVTAC, (404) 305-5627

Subject: Approval Request: Laguardia Airport, New York, NY (KLGA)

APPLE (RNAV) Standard Terminal Arrival Route (STAR), VADDR Terminus

FAAO 8260.3D, PARA 2-2-7.f (2) Approval is required to establish a STAR termination fix utilizing radar vectors without a published mandatory altitude.

The APPLE (RNAV) STAR is a new STAR, an overlay of current GATBY procedure serving multiple runway configurations and flow at KLGA. The current version has no published vertical navigation at the Terminus fix. ATC continuously monitors this procedure and altitude assignments are variable based on airspace configuration. The airspace changes dynamically based upon New York Metro airports runway usage. FAAO 7110.65 PARA 4-5-6 requires altitude assignments above the minimum IFR altitude/minimum vectoring altitude (MIA/MVA) so the absence of an altitude does not introduce any new risk into the system.

AFS Memorandum dated Sep. 24, 2018 states:

“This memorandum authorizes waivers to the FAA Order 8260.3D, paragraph 2-2-7 f(2) requirement to establish an altitude restriction at the STAR termination fix and the paragraph 2-2-10 requirements for minimum deceleration distance/reduced descent gradient requirements prior to a fix with a speed restriction. STARs not meeting these requirements may be authorized with Flight Standards approval.”

Request approval to continue to utilize a termination fix without a published or mandatory altitude.

PROCEDURE REVIEW BOARD (PRB) RESULTS

February 20, 2020 (rec 02/28/20)

PRB recommendations do not constitute approval

15. Waiver/Approval: (LGA) LA GUARDIA, NEW YORK, NY - APPLE ONE (RNAV) STAR

<https://swims.faa.gov/PTR/Edit/7815>

Requested by: AIS

PRB Result: RETURN FOR REWORK

a. Waiver not required for 210 KIAS restriction. This is allowed by 8260.3D, para. 17-2-3b(2) between 6,000 and 14,000 MSL "where operationally necessary." No waiver required for leg length. Specified leg length 4 NM is less than the **maximum** leg length required by Table 17-10-2. Remove 8260-1 from package. **REMOVED**

b. Inconsistencies between 8260-2s and 8260-17.1 need to be resolved. 8260-2 documents 210 KIAS holding restrictions at DQO and KERNO that are not documented on the Form 8260-17.1 in "Fixes and Holding Patterns." Holding airspeed restrictions are also included in "Additional Flight Data" which is not an 8260.19 requirement. Either remove or add DQO and KERNO for consistency.

**No change to 8260-17.1 Required.
8260-2's will be updated when out of FC
Status to remove 210 KT restriction.**

Additional info:

c. Graphic depiction/FIG 210 KT ICON not charted at DQO and KERNO.

Will be corrected on final publication.

Additional administrative findings:

d. Forms 8260-2 "Fix Use" section need to be amended as follows:

1) PROUD: Change "IAP" to "STAR."

Both 8260-2's will be updated when out of FC status.

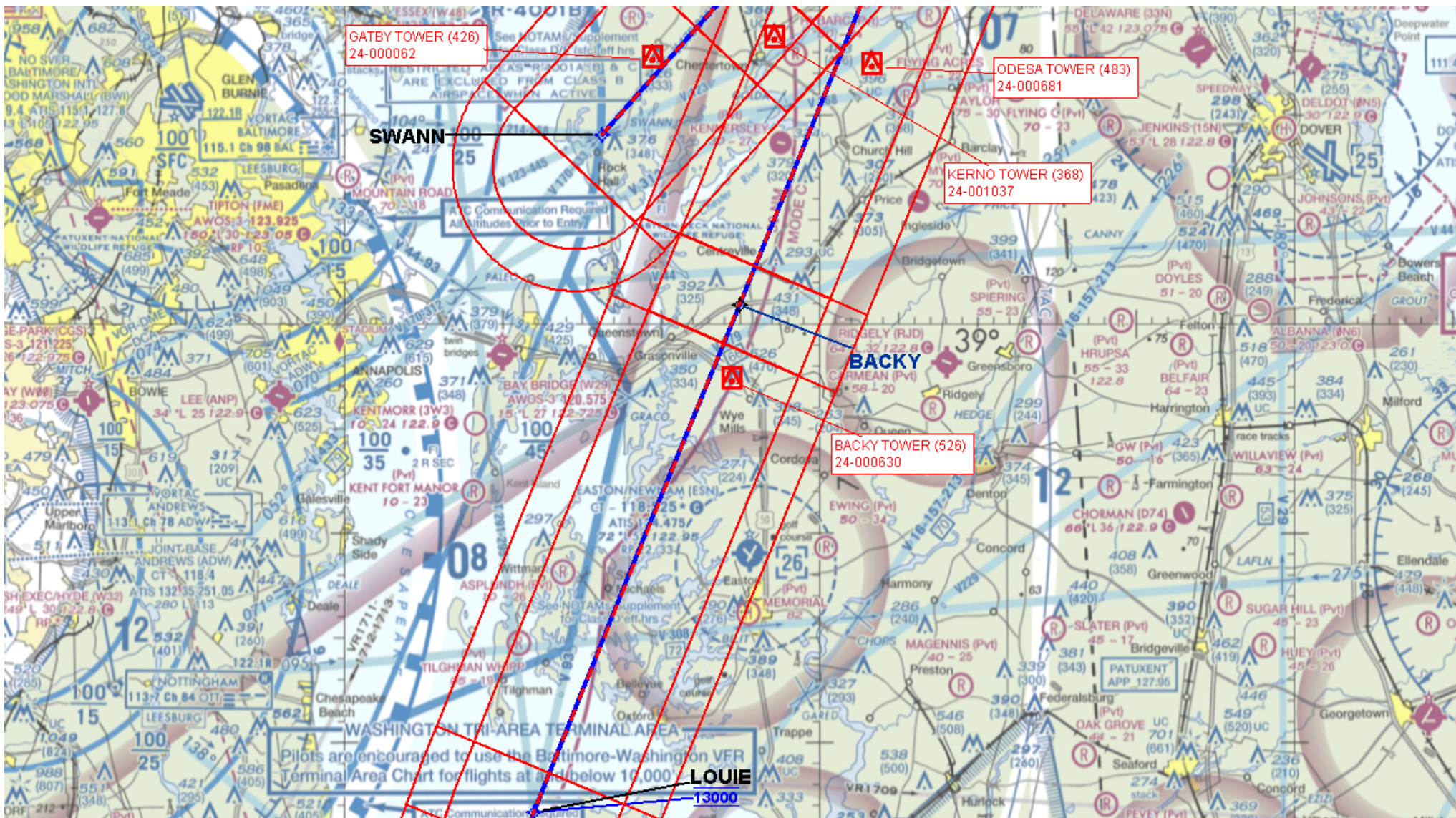
2) TYKES: Change "IAP" to "STAR."

Digitally signed by
DONALD H LANIER

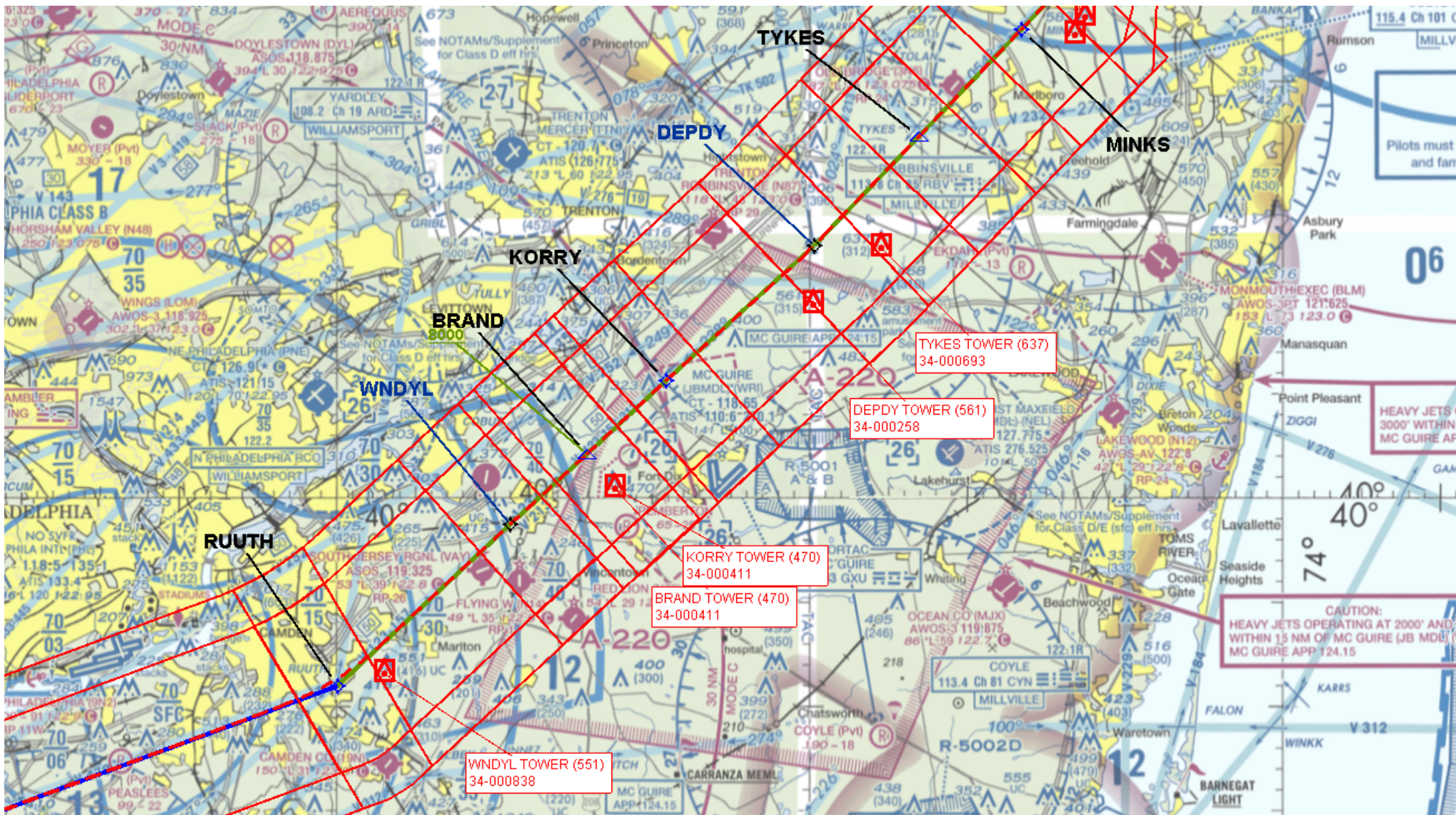
Mar 06, 2020



Generated 11/25/2019 02:13 PM by: TARGETS: 6.0.0; WGS84: 3.2.7 (09/18/19); Common RS: 2.6.0 (09/25/19); RNAV STAR RS: 2.5.0 (09/25/19)



APPLE1 (RNAV)

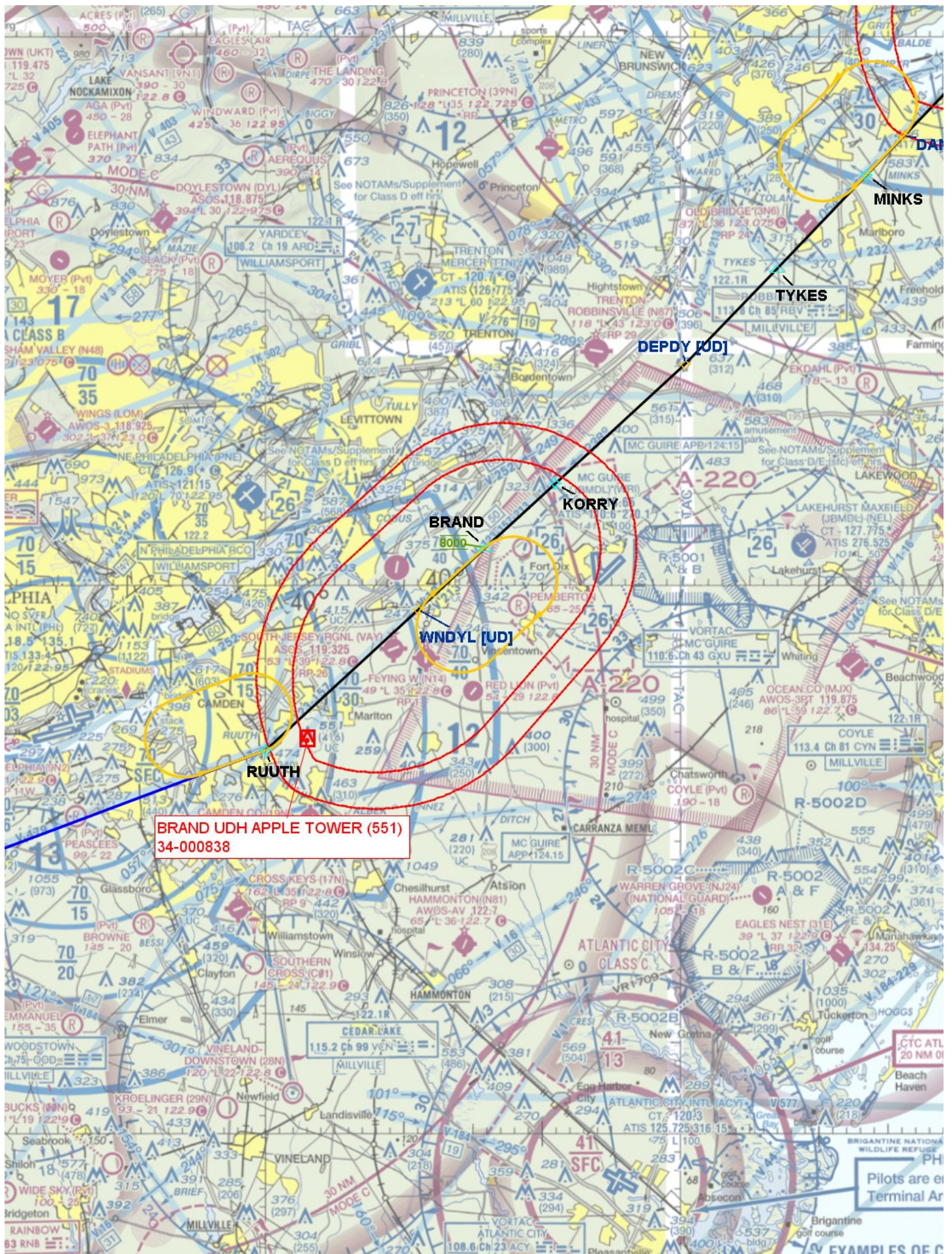


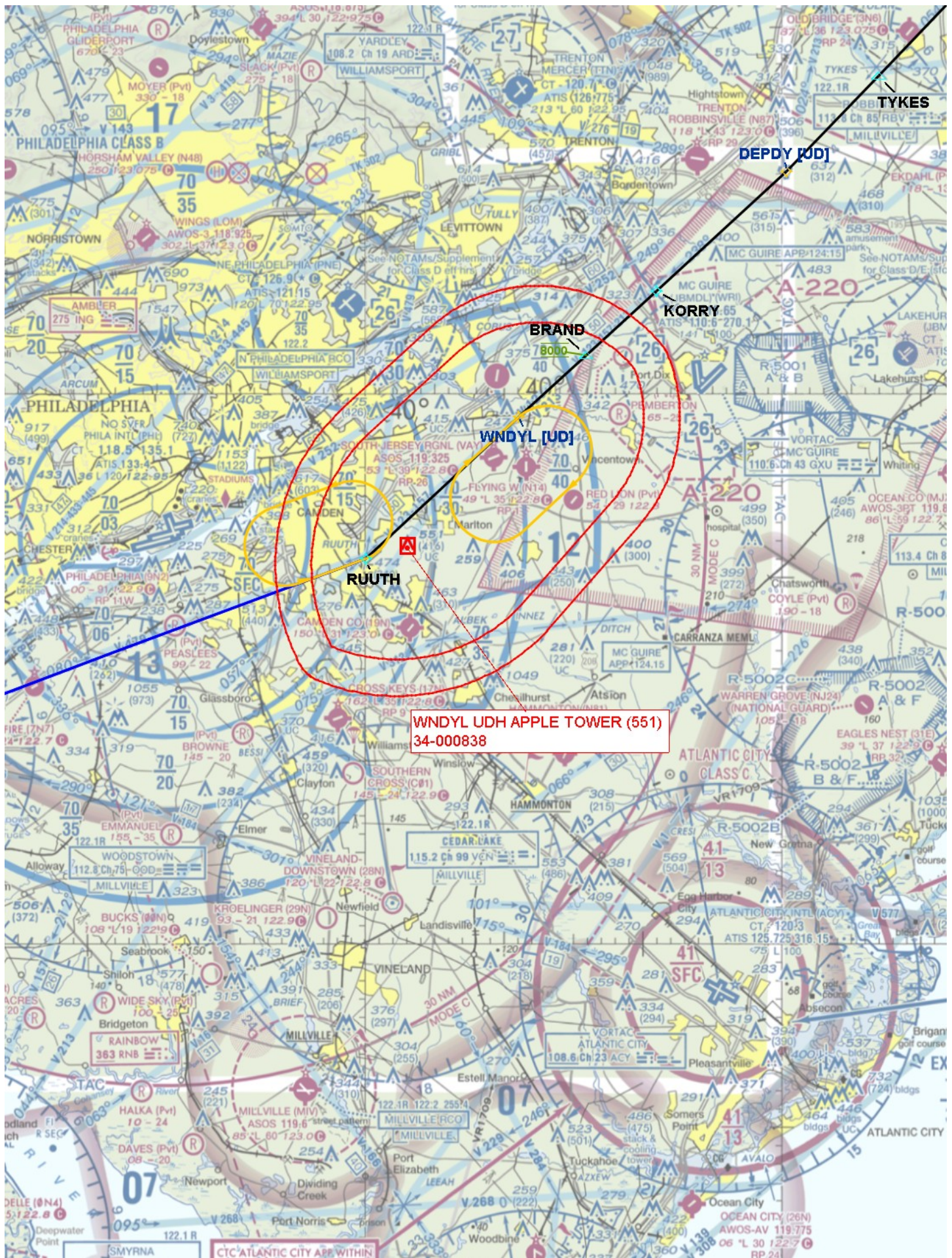
APPLE1 (RNAV)







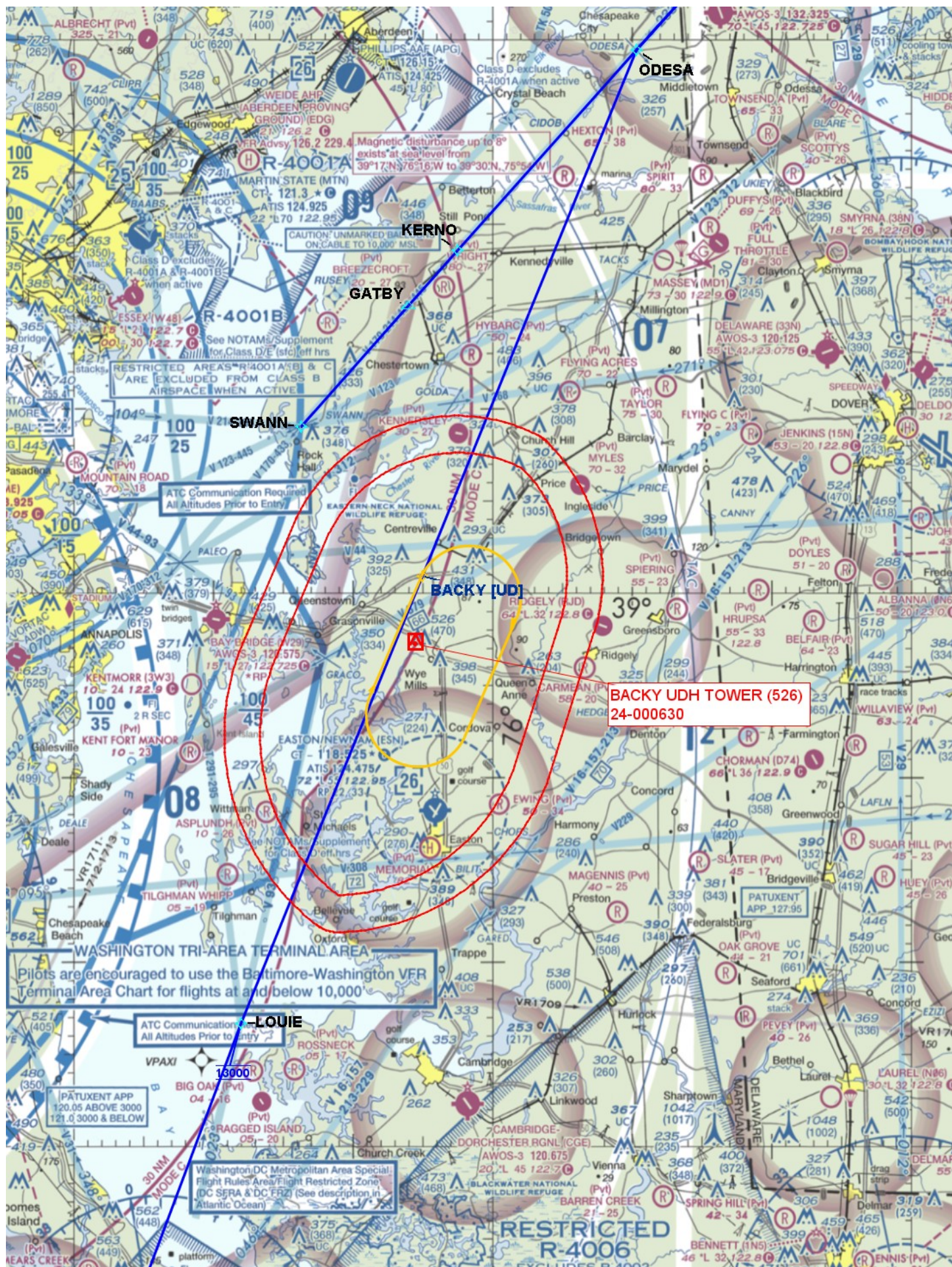












RAPT Consensus Form

Airport: La Guardia (LGA)

City: New York **State: NY**

Project Request:

Cancel and replace GATBY ONE

Project Request Approved: ☒

Disapproved: ☐ (see comments)

Status/Issues:

Cancel and replace procedures due to NOTTINGHAM (OTT) VORTAC decommissioning. See 11-AEA-129-NR. Cancel and replace GATBY ONE: Remove OTT from the chart. Redefine the FIX/INT make-up of SWANN and GRACO

Priority Assigned:

Project Tracking Number:

2016111526658101001

EFPT Internal Tracking Number:

17-1188

CHRISTOPHER DOUGLAS COX
Digitally signed by CHRISTOPHER DOUGLAS COX
Date: 2017.08.08 14:21:26 -04'00'

Service Center Flight Procedures Team

CURBY FOWLER
Digitally signed by CURBY FOWLER
Date: 2017.08.08 08:30:37 -04'00'

Service Center Air Traffic Operations Support

JOHN A. DEPHILLIPS
Digitally signed by JOHN A. DEPHILLIPS
Date: 2017.06.05 12:00:17 -04'00'

**Flight Standards Division
NextGen Branch**

Airports Division

TERRY E SHARP
Digitally signed by TERRY E SHARP
Date: 2017.08.07 07:11:52 -04'00'

Service Center Planning and Requirements Group

08/08/2017

Date

Federal Aviation Administration Categorical Exclusion Declaration

Date: 08/03/19

IFP: Griffin, Edward (Edward.CTR.Griffin@faa.gov)

Airport Contact: -

Request ID: KLGA_180313_55

Single or Multiple Procedure: Single

Procedure Name(s): GATBY ONE ARRIVAL

Procedure Request Description:

CANCEL GATBY ONE ARRIVAL and replace with APPLE ONE ARRIVAL (RNAV).

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.i: Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: Andrew Pieroni C. Armstead Date: Nov 26, 2019

Title: Concurrence by: Andrew Pieroni - Env. Protection Specialist / Environmental, CI and NAS Analytics (ECINA) - ESC ATO Reviewed by: C. Armstead - Env. Engineer - NISC III Contract Support Environmental, CI and NAS Analytics (ECINA) - ESC ATO

Approved By: Charles J Gibson Date: 11/26/2019

Title: Team Manager, ECINA - ESC/ATO

Note:

Original CatEx document signed Nov 11, 2019 by Matt Cathcart acting for Deb Hogan