




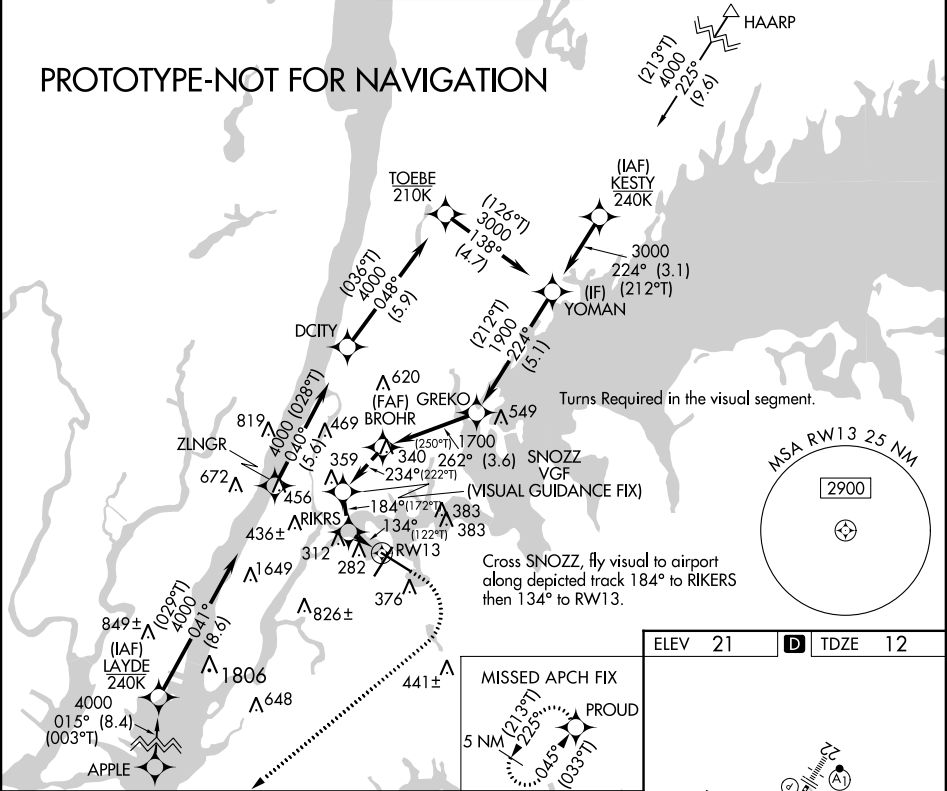
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 01/25/2024	APWS Task ID: BA01F30F0001429FB17C322761631D8D	APWS Project ID: 778AA24FF63F48DE802B4F6F93B647D3
Procedure: RNAV (GPS) Y RWY 13 ORIG		Enroute: NO	Specialist: Dean, Kelly		Agreement Number:
Airport ID: KLGA			Airport City: NEW YORK		State: NY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ACTIVE DATA UTILIZED</div> <div>WAIVERS (2): TURNS IN FINAL VISUAL AREA CONSTRUCTION</div> <div>POC FOR THIS ACTION IS CAS TABAKA 405-954-7931</div> <div>12/15/2023: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/18/2023.</div> <div>1. CHANGED MDA 1200/HAT 1188 TO MDA1020/HAT 1008.</div> <div>2. CHANGED MISSED APPROACH FROM " (DO NOT EXCEED 185 KIAS UNTIL RWY 13 THEN DO NOT EXCEED 210 KIAS UNTIL PROUD) CLIMB TO 2000 ON FMS LATERAL PATH TO RWY 13, THEN CLIMBING RIGHT TURN TO 3000 DIRECT PROUD AND HOLD" TO "(DO NOT EXCEED 185 KIAS UNTIL RWY 13 THEN DO NOT EXCEED 210 KIAS UNTIL PROUD) CLIMB TO 2000 ON THE EXTENDED VISUAL APPROACH TRACK TO RWY 13, THEN CLIMBING RIGHT TURN TO 3000 DIRECT PROUD AND HOLD."</div> <div>3. DELETED VDP.</div> <div>4. UPDATED NOTE: GP ALT IN PROFILE TO BROHR 1700, *RIKRS 525.</div> <div>QUALITY 15 CHECKED</div> <div>J ZEDER 12/15/2023 16</div> <div>QUALITY 10 CHECKED</div>					

FIPC BASIC FORM								
PROCEDURE: RNAV (GPS) Y RWY 13 ORIG			AIRPORT NAME: LAGUARDIA		AIRPORT ID: KLGA	SPECIAL CONTROL NO: YG-10-288-23		
FAC ID: KLGA13Y		CITY: NEW YORK			ST: NY	ORIG CHART DATE: 01/25/2024		
DFL TYPE: PROC/G	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: BA01F30F0001429FB17C322761631D8D			
PREFLIGHT NOTES								
REVIEWER:					DATE:			
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
							YES	NO
					CPV COMPLETE?		X	
PROCEDURE RESULTS								
INSPECTION DATE: 12/13/2023		CREW #: VN075	N #: N87	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: joel f hawkley @ 12/14/2023 07:33			PRINTED NAME: HAWKLEY, JOEL FEWENS				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS:								
IN-FLIGHT OBSTACLE REPORT								
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	

APP CRS	Rwy Idg	7003
134°	TDZE	12
	Apt Elev	21

RNAV (GPS) Y RWY 13
LAGUARDIA (LGA)

RNP APCH - GPS.		<div>MALSR</div> <div></div>	MISSED APPROACH: (Do not exceed 185K until Rwy 13 then do not exceed 210K until PROUD) Climb to 2000 on FMS lateral path to Rwy 13, then climbing right turn to 3000 direct PROUD and hold.			
RADAR required.						
<div> </div>						
D-ATIS ARR 125.95	NEW YORK APP CON	LAGUARDIA TOWER		GND CON	CLNC DEL	CPDLC
D-ATIS DEP 127.05	120.8 263.0	118.7 263.0		121.7 263.0	135.2	



YOMAN		GREKO		BROHR		SNOZZ		RIKRS		RW13	
3000		(212°T) 224°		(250°T) 262°		(222°T) 234°		1700			
5.1 NM		3.6 NM		1.5 NM		0.6 NM		1.5 NM		1.4 NM	
CATEGORY		A		B		C		D			
LNAV MDA		1200-3		1188 (1200-3)							

ELEV 21	D	TDZE 12
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TDZ/CL Rwy 4, 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

TWR 240

1. FLIGHT PROCEDURE IDENTIFICATION:

RNAV (GPS) Y RWY 13
LaGuardia
New York City, New York

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58 paragraph 3-1-5: TF turns are not authorized in the final segment

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

This RNAV (GPS) procedure will allow for N90 to use R13 as a straight-in procedure with straight-in minimums when an east flow is warranted due to winds or runway configuration at EWR and JFK. This procedure is required to allow arrivals to runway 13 with out impeding on TEB traffic like the current RNAV (GPS) RWY 13 procedure does. Currently today to archive this operation N90 would need to clear an aircraft for the ILS or LOC RWY 22 circle to land runway 13. This maneuver is not desirable due to the unpredictability of one aircrafts path to another which has lead to compression issues and at time cutoff situations. This RNAV (GPS) Y RWY 13 procedure design with a more repeatable ground track for a safe air traffic flow in the congested New York metropolitan airport area than the current circling maneuver. this procedure will allow for less delays at LGA, TEB and EWR airports.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. RADAR will be required, which will allow to the controller to see and correct any deviation from path.
2. Planview note stating the Turns in Visual Segment required.
3. With a MDA of 1200' MSL (1188 HAT) and the highest OBS to the primary area (FINAL) is Building (36-002852) 359' MSL is located 0.53 NM West of final course. Next highest OBS is an Industrial System (36-000602) 312' MSL is located 0.55NM South of final course in the visual segment.
5. Flight Management Systems (FMS) manufacturers report if FMS unable to process this procedure, the procedure will not be selectable nor displayed.
6. Per N90's email attached, Air Traffic will start coordinating runway change and flow of traffic when the weather is goes below 2000-5 and the wind at 2000 ft AGL is greater than 20 KTS from the south.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Due the type of aircraft that utilizes LGA and the the tight airspace constants no other option is available that provide lateral and vertical guidance with interfering with TEB/EWR airspace.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

LGA ATCT, N90, AFS-400, Industry, EFPT

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
09/19/23	AJV-A432	MANAGER	<i>Digitally signed by</i> CASIMIR L TABAKA Nov 14, 2023

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

See JFK Weather actions Email that stated they start looking to change the runway configurations to discontinue the RNAV (GPS) Z RWY 13L procedure.

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

RNAV (GPS) Y RWY 13
LaGuardia
New York City, New York

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.3 para 3-3-2 c Determine visibility based on evaluation of the visual portion of the final approach segment. Apply the offset visual area to evaluate the visual portion of a straight-in approach that is not aligned with the runway centerline (more than ± 0.03 degrees). These evaluations determine if visibility minimums and/or night operations must be restricted. A modification of this visual area construction with an offset final is required.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The Visual area of this procedure contains Track To Fix (TF) segments legs that are not covered in this paragraph but is essential to insure that the 34:1 and the 20:1 surface is evaluated.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The construction of this visual area starts as described in the 8260.3 para 3-3-2 c (2), 200 feet from LTP and in this case extends to the VDP 0.60 NM from SNOZZ the procedures charted missed approach point. The Width: beginning width is 200 feet either side of the runway Center Line (RCL). The right side splays is based on formula $(1/2 W = (0.15 \times D) + 200)$ is continued to each fix in the visual segment until it reaches the VDP prior to SNOZZ which is connected at the 1/2 width at the VDP (0.60nm). The left side starts at the point 200 feet from threshold and 200 feet from RCL and and splays per the formula above but also adds the distance from the radius tangent point of the turn fix. The inside turn consideration of the connects at the 1/2 width of the final approach primary area at the VDP. This formal takes in a greater area than the formula 3-3-1 in the 8260.3.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Procedure could not be designed in criteria do to noise abatement and environmental issues .

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS-420, N90, EFPT

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
09/19/23	AJV-A432	MANAGER	<i>Digitally signed by</i> CASIMIR L TABAKA Nov 14, 2023

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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KLGA
LAGUARDIA
NEW YORK, NY
1:500,000
RNAV (GPS) Y RWY 13
ORIG

Feeder: HAARP to KESTY
AAO (794)

Initial: KESTY to YOMAN
AAO (486)

Initial: TOEBE to YOMAN
AAO (660)

Initial: DCITY to TOEBE
AAO (666)

Initial: ZLNGR to DCITY BUILDING (819)
34-025115

LNNAV Final: BROHR to SNOZZ
BUILDING (359)
36-000852

Initial: LAYDE to ZLNGR;
Missed Holding: PROUD
BUILDING (1806)
36-020633

Feeder: APPLE to LAYDE
BLDG_TWR (760)
36-001383

Intermediate: YOMAN to GREKO
BUILDING (561)
36-020555

Intermediate: GREKO to BROHR
TOWER (549)
36-000263

LNNAV Final: SNOZZ to RIKRS;
RIKRS to KLGA RW13 AER
INDUSTRIAL_SYSTEM (312)
36-000602

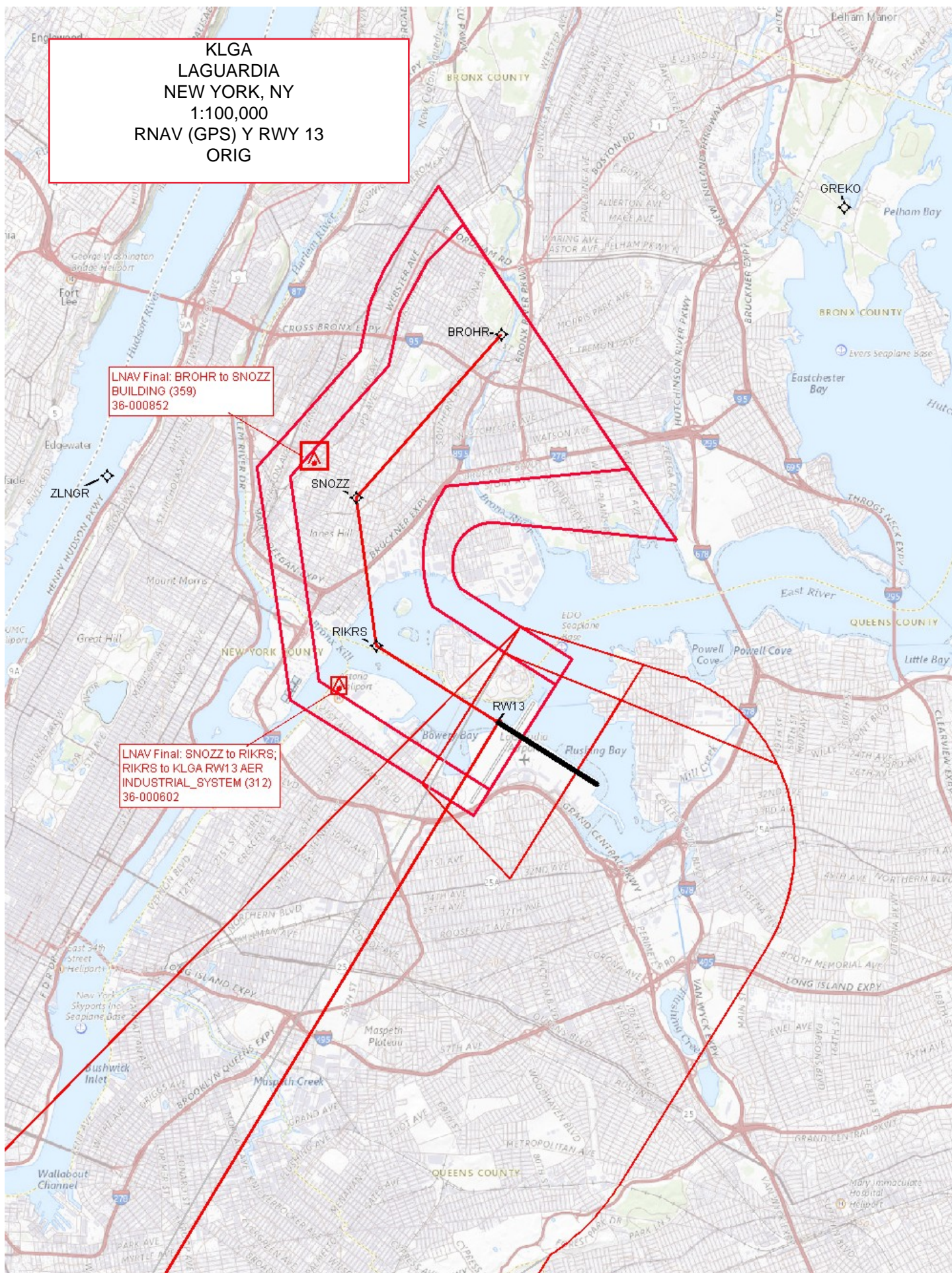
Missed: Level Surface
BUILDING (1048)
36-160119

SPECIAL FLIGHT RULES AREA
CFR PART 93
NEW YORK CLASS B HUDSON & EAST RIVER EXCLUSIONS
Pilots must have a current New York TAC and/or New York Helicopter Route Chart in the aircraft
and familiarize themselves with the information contained therein to operate in this area.

KLGA
LAGUARDIA
NEW YORK, NY
1:100,000
RNAV (GPS) Y RWY 13
ORIG

LNAV Final: BROHR to SNOZZ
BUILDING (359)
36-000852

LNAV Final: SNOZZ to RIKRS;
RIKRS to KLGA RW13 AER
INDUSTRIAL_SYSTEM (312)
36-000602



KLGA
LAGUARDIA
NEW YORK, NY
1:500,000
RNAV (GPS) Y RWY 13
ORIG
VDA MAP

