

LaGuardia Airport (LGA) River Visual RWY 13 Approach Procedure

AMENDMENT Temporary Implementation

Date: September 4, 2019



Federal Aviation
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LGA Runway 13 River Visual Description and Benefits

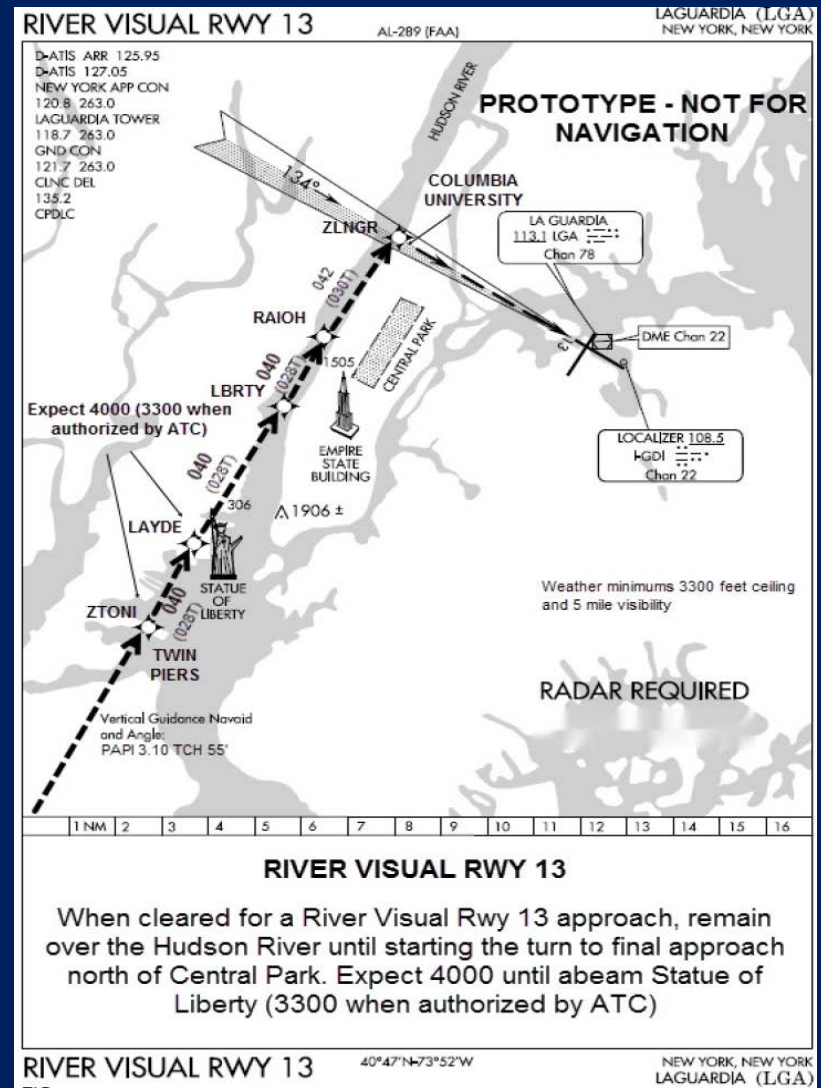
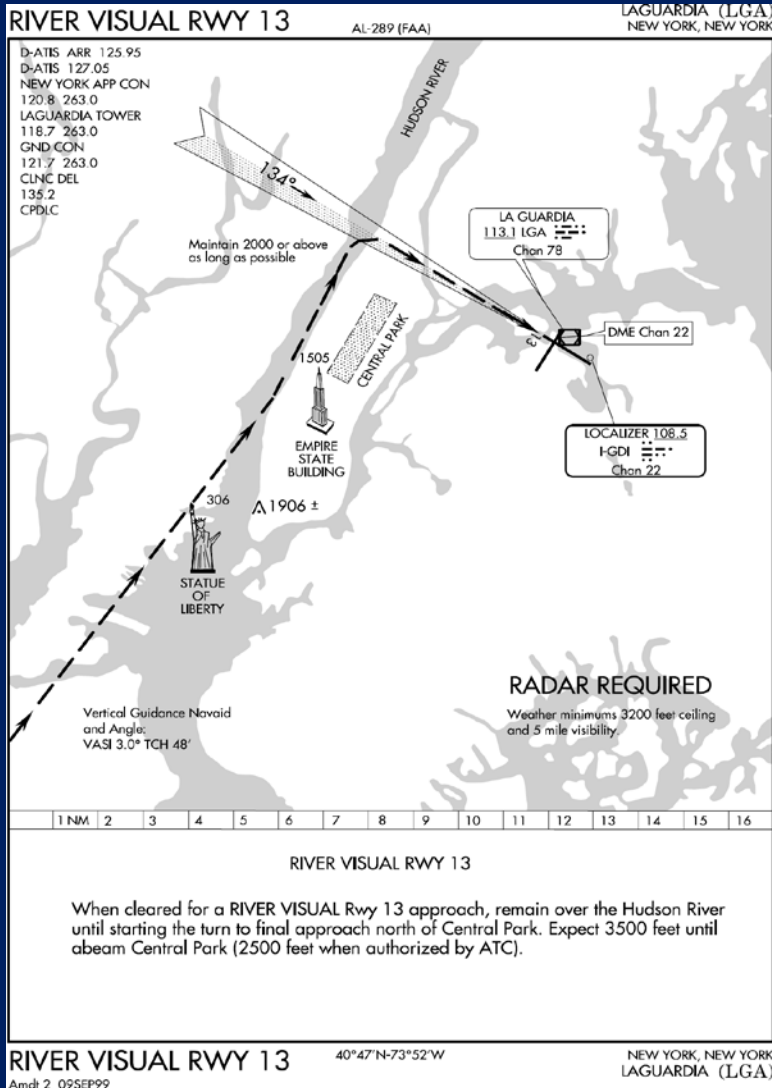
- Currently published procedure which has not been in use due to airspace boundaries with Newark Approach.
- Procedure being revised to be available during LGA construction requiring a closure of a portion of TWY A.
- Adds RNAV waypoints to the existing approach procedure to help maintain airspace boundaries with aircraft landing RWY 22L/R at EWR.
- Aircraft to remain over the Hudson River until starting the turn to final approach.
- FAA is considering additional review to maintain procedure permanently. Full NEPA will be completed if this is pursued.



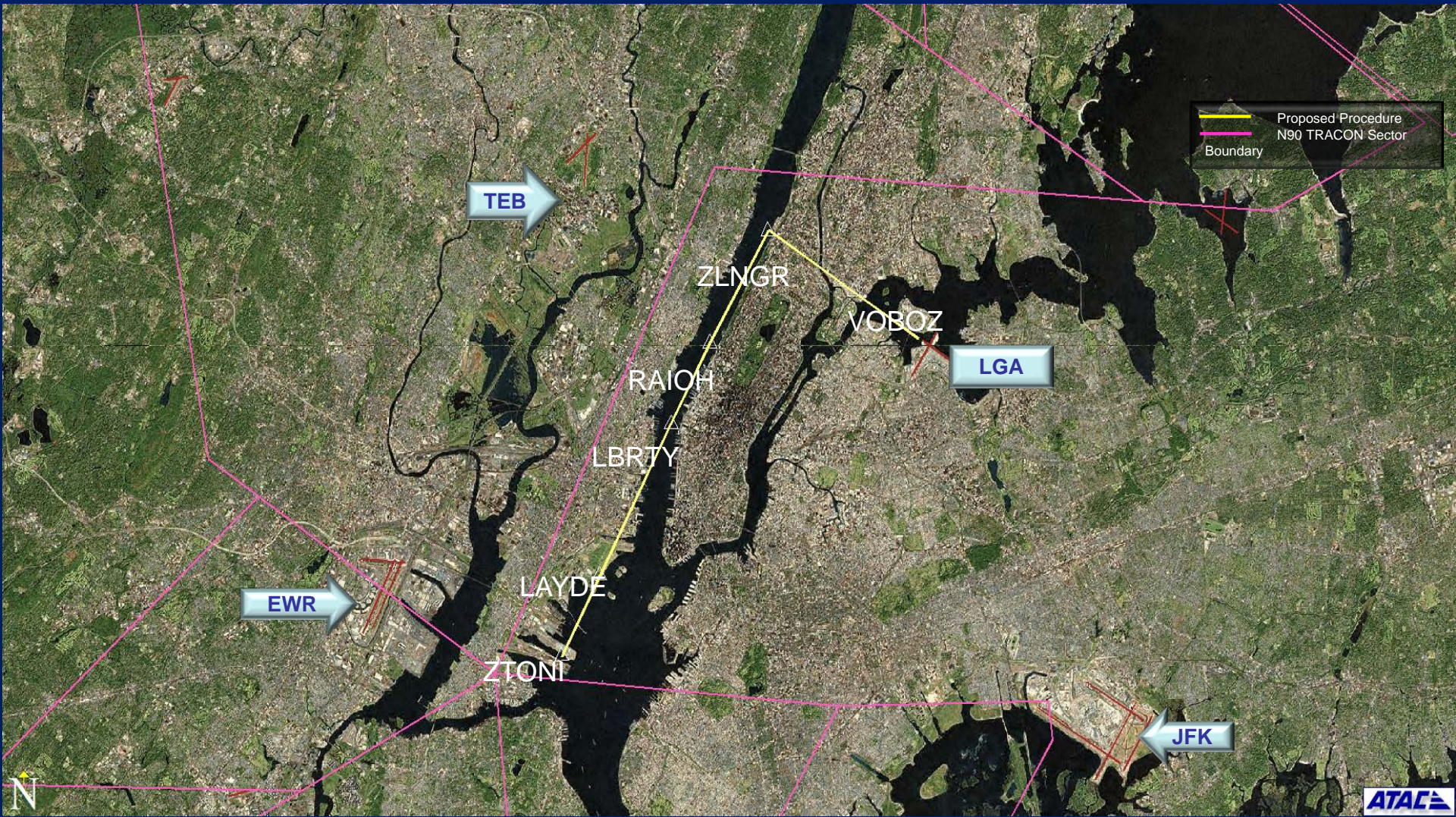
Environmental Review

- ❑ A categorical exclusion (CATEX) is permissible for the implementation of the River Visual RWY 13 approach procedure change based on FAA Order 1050.1F, Paragraph 5-6.5(m), “short-term changes in air traffic control procedures, not to exceed six months, conducted under 3,000 feet above ground level (AGL) to accommodate airport construction.”
- ❑ Noise screening indicated no significant or reportable noise impacts for the procedure.
- ❑ Amendment publication scheduled 9/12/19.

River Visual RWY 13 Approach vs. Temporary River Visual RWY 13 Approach



LGA River Visual – N90 Boundaries



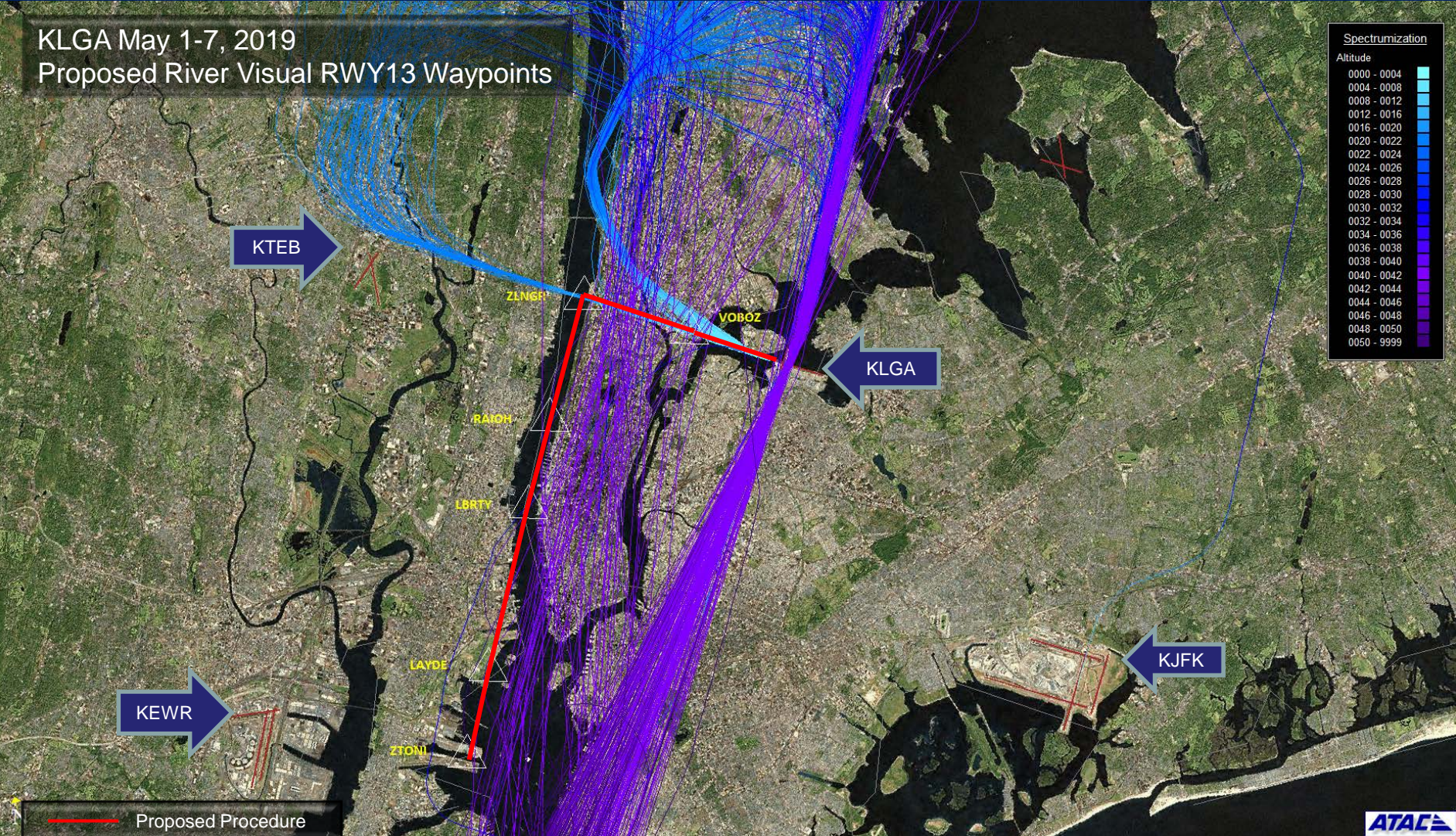
LGA River Visual RWY 13 Approach



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LGA River Visual Waypoints

KLGA May 1-7, 2019
Proposed River Visual RWY13 Waypoints



Spectrumization	
Altitude	Color
0000 - 0004	Lightest Blue
0004 - 0008	Light Blue
0008 - 0012	Medium-Light Blue
0012 - 0016	Medium Blue
0016 - 0020	Dark Blue
0020 - 0022	Very Dark Blue
0022 - 0024	Dark Blue-Black
0024 - 0026	Black
0026 - 0028	Black
0028 - 0030	Black
0030 - 0032	Black
0032 - 0034	Black
0034 - 0036	Black
0036 - 0038	Black
0038 - 0040	Black
0040 - 0042	Black
0042 - 0044	Black
0044 - 0046	Black
0046 - 0048	Black
0048 - 0050	Black
0050 - 9999	Black

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LGA TNNIS Departure

- ❑ The use of the TNNIS procedure continues to be monitored by N90 Operations Manager in Charge (OMIC) to ensure procedure use is compliant with SOP and CATEX.
- ❑ JFK closure of Runway 13L/31R has contributed to an increased use of TNNIS procedure.
 - ❑ Due to closure, use of Runways 22L and 22R has increased.
- ❑ JFK ILS 22L and/or simultaneous use of RY 22L/R restrict LGA from using Whitestone Climb.
- ❑ Without the TNNIS procedure, either LGA or JFK must reduce capacity during peak JFK operation.
- ❑ Upon completion of JFK Runway 13L/31R construction, TNNIS Departure to be used as required.



•7:00 am – 10:00 am LOCAL

•LGA ARRIVE ILS 22

•LGA DEPART 13 - NT3 GM4 TN5

•3.5
nm

•3.5
nm

•JFK ARRIVE ILS 22 R / L

•JFK DEPART 22R

•SURFACE – 1000'

•1000' – 2000'

•2000' - 3000'

3000' – 4000'

4000' – 5000'

5000' – 6000'

6000' – 7000'



Update on THROGS Route Change

- ❑ Test will continue until October 2, 2019.
 - ❑ If test is successful by improving safety and efficiency, procedure will be made permanent.

- ❑ Currently collecting flight data for operational effectiveness and environmental impacts.
 - ❑ Current data shows:
 - ❑ Relief of congestion along the THROGS route
 - ❑ Reduced conflicts with fixed wing aircraft aborting landing at LGA.

- ❑ Any required NEPA review will be completed prior to permanent implementation.



Inviting Feedback

THROGS-Test@faa.gov

