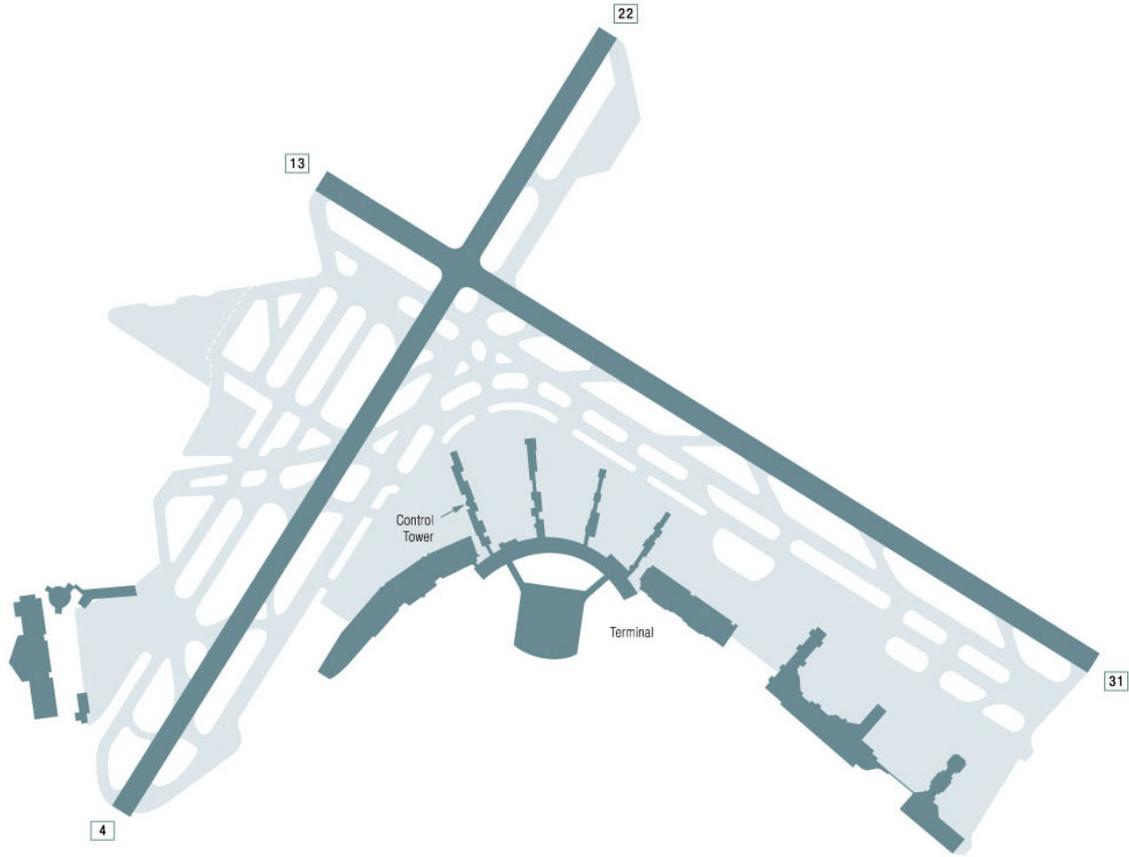


**NEW YORK – New York La Guardia (LGA)**



## NEW YORK – New York La Guardia Airport (LGA)

### Benchmark Results

- The capacity benchmark for New York La Guardia Airport today is 78-85 flights per hour (arrivals and departures) in Optimum weather, when visual approaches can be conducted.
- The benchmark rate is 74-84 flights per hour in Marginal conditions, and 69-74 flights per hour in IFR conditions, for the most commonly used runway configuration in these conditions. Throughput may be less when conditions force the use of other configurations.
- These benchmark rates represent balanced operations, with equal numbers of arrivals and departures per hour. Greater total throughput may be possible during arrival or departure peaks.
- Planned technological improvements at LGA would increase the benchmark rate slightly in Marginal conditions. The benefit in Marginal conditions assumes that CEFR enables visual separations and the use of the same runway configuration as in Optimum conditions.
- In the following charts, please note that a number of hourly traffic points fall outside the calculated capacity curves at LGA, especially in IFR conditions. There are many possible reasons why this may occur without affecting operational safety, including efficient sequencing of aircraft and above-average controller and pilot performance. Also, actual weather conditions during the hour may have been better than the hourly readings in the database, allowing more efficient ATC procedures than were modeled.

*These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the airport or for the individual programs.*

***The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.***

**NEW YORK – New York La Guardia Airport (LGA)**

<i>Weather</i>	<i>Scenario</i>	<i>Configuration</i>	<i>Procedures</i>	<i>Benchmark Rate (per hour)</i>
<b>Optimum Rate</b>  Ceiling and visibility above minima for visual approaches (3200 ft ceiling and 4 mi visibility)  <i>Occurrence: 81%</i>	Today	Arrivals on 22 Departures on 13 <i>Frequency of Use: 25% in Optimum conditions</i>	Visual approaches, visual separation	<b>78-85</b>
	New Runway	N/A		<b>N/A</b>
	Planned improvements (2013)	Same		<b>85</b>
<b>Marginal Rate</b>  Below visual approach minima but better than instrument conditions  <i>Occurrence: 10%</i>	Today	Arrivals on 4 Departures on 13 <i>Frequency of Use: 37% in Marginal conditions</i>	Instrument approaches, visual separation	<b>74-84</b>
	New Runway	N/A		<b>N/A</b>
	Planned improvements (2013)	Arrivals on 22 Departures on 13	Visual approaches, visual separation	<b>85</b>
<b>IFR Rate</b>  Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles)  <i>Occurrence: 9%</i>	Today	Arrivals on 4 Departures on 13 <i>Frequency of Use: 48% in IFR conditions</i>	Instrument approaches, radar separation	<b>69-74</b>
	New Runway	N/A		<b>N/A</b>
	Planned improvements (2013)	Same		<b>69</b>

**NOTE:** Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

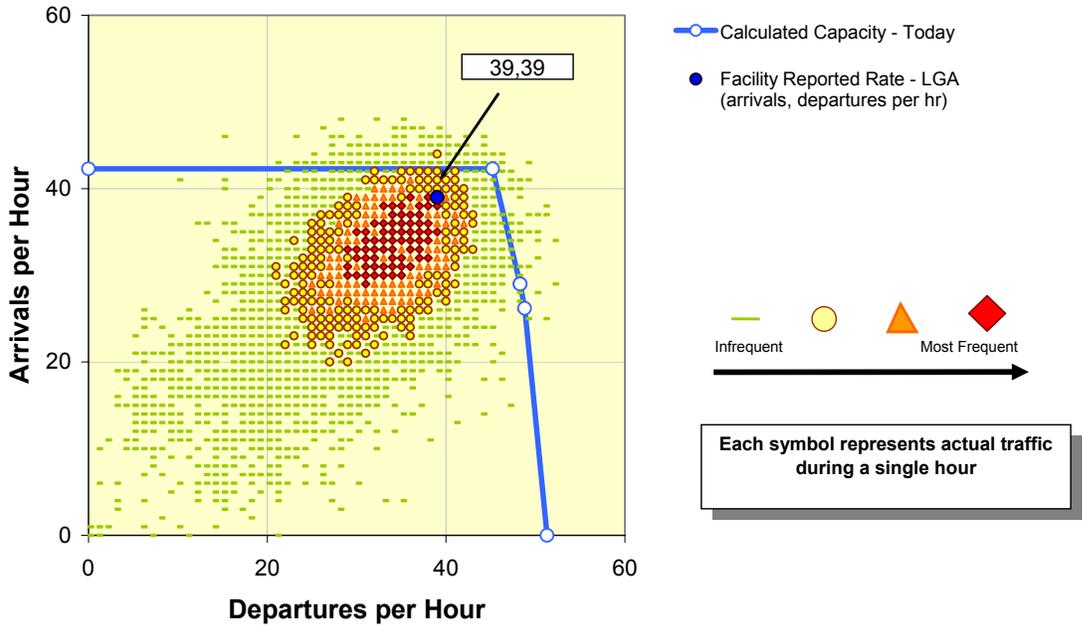
**Planned Improvements at LGA include:**

- CEFRR, for reduced in-trail separations between arrivals in Marginal conditions

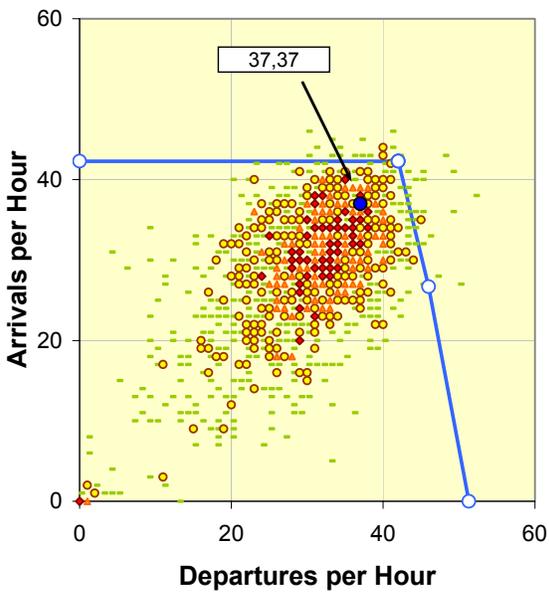
Additional information on this improvement may be found in the Introduction and Overview of this report, under “Assumptions.”

**Calculated Capacity (Today) and Actual Throughput**

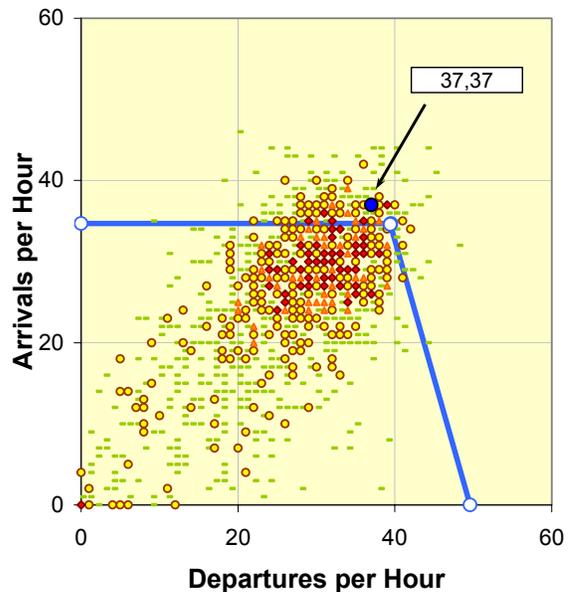
**Optimum Rate**



**Marginal Rate**



**IFR Rate**



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were reviewed by ATC personnel at LGA.