

BEBS 1B PBN Approaches to LGA RWY 13/31

Candidate Scenario Description: Incorporate RNAV/ RNP w/ RF legs into Charted Visual Flight Procedure (CVFP) at LGA Expressway Visual approach RWY 31, and Hudson River Visual Approach RWY13.

Theme: Keeps airport visual arrival rates for extended period using PBN capabilities and de-conflicts operation between LGA, EWR and JFK.

<p>Operational Description</p>	<p>Concise description of Operational Scenario</p>	<p>Tracking existing Charted Visual Flight Procedure (CVFP) to incorporate RNAV/ RNP w/ RF legs for LGA RWY 31 and 13. De-conflicts with JFK operations to RWY 22R, and EWR RWY 4/22 Operations.</p> <p>This operation allows LGA to remain in a more optimal configuration with increased landing opportunity during lower weather and/or specific wind conditions.</p> <p>Landing on RWY 31 and RWY 13 is a frequent and favored operation at LGA using the Expressway Visual Approach to RWY 31 and the River Visual Approach to RWY 13.</p> <p>Operating at reduced minimums using PBN will substantially lessen the requirements for ILS RWY 13, Localizer RWY 31, and ILS RWY 4 circling to RWY 31, which are inefficient.</p> <p>Provide PBN equipped a/c priority handling during lower than visual approach vectoring minimums.</p>
<p>Target Operational Time Frame</p>		<p>2013 to 2014</p>
<p>Technology (equipment) Targeted</p>		<p>PBN -- RNAV RNP 0.3 w/RF leg is enabled by:</p> <ol style="list-style-type: none"> 1. GPS with Approach Capability, or 2. RNP capable FMC with multi-scan DME/DME and GPS sensors, and 3. Advanced NAV Display capable of RF legs
<p>Impact on equipped</p>		<ul style="list-style-type: none"> • Provides IAP with vertical guidance

and capable a/c		and lower minimums.
Impact to non-equipped or not capable a/c		<ul style="list-style-type: none"> • Non-equipped must use higher approach minimums with no vertical guidance • Will experience greater delays and ground stops. Equivalent to (CAT II/III) holding delays)
Impact on NAS efficiency or capacity		<ul style="list-style-type: none"> • This will reduce dependent operations between the airports • Supports simultaneous independent operations between airports. • Increases efficiency and capacity by enabling LGA to stay in a most efficient configuration for a longer period of time.

