**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.

<table>
<thead>
<tr>
<th>Operational Description</th>
<th>Concise description of Operational Scenario</th>
<th>Target Operational Time Frame</th>
<th>Technology (equipage) Targeted</th>
<th>Impact on equipped</th>
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<tr>
<td>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.</td>
<td>This operation allows LGA to remain in a more optimal configuration with increased landing opportunity during lower weather and/or specific wind conditions.</td>
<td>2013 to 2014</td>
<td>PBN -- RNAV RNP 0.3 w/RF leg is enabled by: 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</td>
<td>• Provides IAP with vertical guidance</td>
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<td>and capable a/c</td>
<td>and lower minimums.</td>
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| **Impact to non-equipped or not capable a/c** | • 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** | • 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. |

Example Only: Procedures-Not published