

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 11/27/2025	APWS Task ID: 1B2CC89404684E588C8B4A921B80117F	APWS Project ID: B0C0FF9F95374E07A5C2DAD590C0E559
Procedure: VADDR ONE RNAV STAR		Enroute: YES	Specialist: Denton, Hope		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:</div> <div>WAIVER: FAA ORDER 8260.3F, PARA 2-2-7E. DO NOT PUBLISH OR CODE ANY ALTITUDES ON KLGA VADDR ONE (RNAV) ARRIVAL.</div> <div>WAIVER: FAA ORDER 8260.19J, PARA 4-5-2E. PUBLISH THE "EXPECT" CHART NOTE IN THE PLAN VIEW (WAIVER SUBMITTED TO AFS BY EST FPT).</div> <div>RKA VORMON.</div> <div>CONTACT CASIMIR TABAKA, AJV-A432, 405-202-7857.</div> <div><div>QUALITY 41 CHECKED</div><div>06/12/2025 QUALITY 14 CHECKED</div></div>					

FIPC DME/DME FORM						
PROCEDURE: VADDR (RNAV) ONE ARRIVAL			AIRPORT NAME: LAGUARDIA		AIRPORT ID: KLGA	SPECIAL CONTROL NO: YG-07-134-25
FAC ID: VADDR1		CITY: NEW YORK			ST: NY	ORIG CHART DATE: 11/27/2025
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0721	PTS TASK ID: 1B2CC89404684E588C8B4A921B80117F		
PREFLIGHT NOTES						
REVIEWER: michael g campbell					DATE: 08/23/2025	
COMMENTS:					CHECK ONE:	
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 08/23/2025	CREW #: VN504	N #: N83	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: michael g campbell @ 08/23/2025 18:06			PRINTED NAME: CAMPBELL, MICHAEL GRANT			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:						
DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT		SPECIALIST SIGNATURE: david c-ctr cook @ 08/26/2025 13:33			PRINTED NAME: Dave Cook	
SPECIALIST REMARKS: Procedure sat for DME/DME/IRU flight. All ESV's recorded.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

FIPC DME/DME FORM						
PROCEDURE: VADDR (RNAV) ONE ARRIVAL			AIRPORT NAME: LAGUARDIA		AIRPORT ID: KLGA	SPECIAL CONTROL NO: YG-07-134-25
FAC ID: VADDR1		CITY: NEW YORK			ST: NY	ORIG CHART DATE: 11/27/2025
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0721	PTS TASK ID: 1B2CC89404684E588C8B4A921B80117F		
PREFLIGHT NOTES						
REVIEWER: michael g campbell					DATE: 08/23/2025	
COMMENTS:					CHECK ONE:	
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 08/23/2025	CREW #: VN504	N #: N83	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: michael g campbell @ 08/23/2025 18:06			PRINTED NAME: CAMPBELL, MICHAEL GRANT			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:						
DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:				PRINTED NAME:	
SPECIALIST REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

1. FLIGHT PROCEDURE IDENTIFICATION:

NEW YORK, NY
LGA
VADDR ARRIVAL (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Publish the "EXPECT" chart note in the plan view. Per 8260.19J, para 4-5-2 e Note: Do not define an altitude as one that could be expected to be assigned by ATC.

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

- a. The airspace is not optimized for constant profile descent operations with published altitude and speed restrictions on the STAR, and therefore, is not eligible to support coded altitudes. However, some method of vertical planning is necessary and the best way to achieve this is an "EXPECT" altitude chart note.
- b. This STAR is a non-OPD procedure serving multiple New York airports with different altitude and traffic separation requirements. Air traffic operations require different crossing altitudes be used at the same waypoint. Publishing the "CYPER JET AIRCRAFT EXPECT TO CROSS AT LOWEST USABLE FLIGHT LEVEL" and "BASYE JET AIRCRAFT EXPECT 8000" chart notes provides flight crews vertical navigational planning guidance, reduces radio transmissions, and allows them to prepare for forthcoming restrictions.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- a. The "EXPECT(altitude)" chart notes are consistent with the procedures described in ZBW/N90 Letter of Agreement(LOA) and N90 Standard Operating Procedures (SOP).
- b. ATC will provide appropriate altitudes as specified in the ZBW/N90 LOA and N90 SOP for separation, including obstacle clearance. A review of track data from the National Offload Program indicates that an operation utilizing ATC assigned altitudes and the vertical navigational planning note ensures a significantly high percentage of pilot compliance and absence of deviations.
- c. To reduce flight crew confusion, additional workload, and FMS programming errors the procedure will not have any coded altitudes charted.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

- a. Air Traffic's stated purpose for "EXPECT" altitudes is to provide essential information for pilots in the planning of their descent and are advisory in nature only. These crossing altitudes are normally established at facility boundaries and are supported via LOA between facilities. However, the assignment of these altitudes is not absolute or consistent due to the dynamic and complex airspace inherent in the Northeast area.
- b. No vertical planning information on arrival: The absence of "EXPECT" altitude chart note(s) will increase pilot-to-controller radio transmissions and lead to frequency congestion. Without any tools for vertical planning this often results in "unable" responses from flight crews when they are given crossing clearances. This results in flight crews often being behind the aircraft in preparing for and configuring the aircraft for descent and requires controllers to formulate another clearance to ensure safety is not compromised and the flow to multiple airports is not adversely affected.
- c. Relying on coded altitudes for pilot arrival planning: This procedure was not designed as a "Descend Via" STAR. Coded altitudes on the plate indicates to flight crews this procedure is a descend via procedure and they have permission to descend once provided lateral clearance. Now that OPD is being utilized much more frequently within the NAS and internationally, air crews have become accustomed to receiving descend via clearances. Eliminating coded altitudes on the plate removes the misinterpretation that this procedure is an OPD and prevents flight crews from expecting to hear a "descend via" clearance.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area Flight Procedures Team PBN FAA and NATCA leads.
Boston ARTCC (ZBW)
New York TRACON (N90)
Delta Air Lines, American Airlines, JetBlue Airlines, Southwest Airlines, United Airlines

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
06/17/2025	AJV-A432	MGR

SIGNATURE

Digitally signed by
CASIMIR L TABAKA
Jun 17, 2025

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

NEW YORK, NY
LGA
VADDR ARRIVAL (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Do not publish or code any altitudes on the procedure. Per 8260.3F, para 2-2-7e. Common route and runway transitions. Establish a mandatory, minimum or block altitude restriction at a fix that represents the lowest altitude authorized by the STAR or STAR runway transition.

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

a. The VADDR STAR serves multiple airports and runway configurations within New York TRACON (N90) airspace and utilizes varying altitude restrictions to all airports based on dynamic traffic situations. Additionally, the procedure authorizes differing aircraft types, thus introducing different performance characteristics from one aircraft to another. The VADDR STAR is not a descend via procedure and ATC will issue CROSS (FIX) AT AND MAINTAIN or DESCEND AND MAINTAIN clearances to control the flow of traffic.

b. Coding the procedure with an altitude on the common route that serves multiple airports with mixed aircraft types and differing performance characteristics may cause confusion and additional workload when the issued altitude is different from the coded restriction on the procedure. Coding two different altitudes on one procedure based on aircraft type is not allowed per design criteria.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

a. FAAO 7110.65, paragraph 4-5-6 and 5-6-1 requires altitude assignments above the minimum IFR altitude/minimum vectoring altitude (MIA/MVA).

b. With RADAR required and ATC issuing a "CROSS (FIX) AT AND MAINTAIN" or "DESCEND AND MAINTAIN" clearance for all aircraft ensures the requirements are met. These altitudes provide obstacle clearance, communication, and navigable facility requirements for aircraft to utilize. When radio communications are in use, ATC will provide appropriate altitudes as specified in the ZBW/N90 Letter of Agreement for separation, including obstacle clearance.

c. The MVA at the termination fix VADDR is 2500 ft MSL. The lowest altitude that will be assigned by ATC at VADDR is 2500 ft MSL.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Designing a STAR with coded altitudes was considered and deemed not feasible. Establishing coded altitudes on the STAR common route restricts ATC ability to dynamically assign altitudes based upon the traffic scenarios. A procedure with one coded altitude restriction on the common route that authorizes mixed aircraft performance characteristics and numerous airports of intended landing may create pilot confusion and questions resulting in a significant workload increase for ATC and pilots.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area Flight Procedures Team PBN FAA and NATCA leads.
Boston ARTCC (ZBW)
New York TRACON (N90)
Delta Air Lines, American Airlines, JetBlue Airlines, Southwest Airlines, United Airlines

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
06/17/2025	AJV-A432	MGR

SIGNATURE

Digitally signed by
CASIMIR L TABAKA
Jun 17, 2025

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE

ROUTING SYMBOL

SIGNATURE



FOR INFO ONLY

Federal Aviation Administration

Memorandum

Date: January 31, 2023

To: Instrument Flight Procedure Service Providers

WADE EK TERRELL
Digitally signed by WADE
EK TERRELL
Date: 2023.01.31 09:21:16
-06'00'

From: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group

Subject: Waiver to FAA Order 8260.58C paragraph 1-2-5.c.(3), Maximum bank angle

Background: The Performance Based Navigation (PBN) Aviation Rulemaking Committee (PARC) made a recommendation that the FAA adjust the turn parameters used in PBN instrument flight procedure (IFP) design to reflect modern avionics values. The Flight Procedures and Airspace Group analyzed current avionics specifications with the help of several FAA offices and RTCA SC-227 to identify the new bank angles necessary for current IFP design. The Flight Procedures and Airspace Group then conducted an Operational Safety Review (OSR) for this amendment to bank angle criteria. The outcome of the OSR was that no new hazard is introduced into the National Aerospace System (NAS).

Purpose: This memorandum waives FAA Order 8260.58C, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, paragraph 1-2-5.c.(3) and authorizes use of a maximum bank angle of 23 degrees above FL195 up to FL245 and a maximum bank angle of 16 degrees above FL245.

This waiver remains in effect until rescinded. No additional waiver request action is required. Please direct all inquiries to Thomas J. Nichols, Standards Section Manager, Flight Procedures and Airspace Group at 405-954-1171 or thomas.j.nichols@faa.gov



FOR INFO ONLY

Federal Aviation Administration

Memorandum

Date: July 18, 2023

To: Instrument Flight Procedures Service Providers
WADE EK
TERRELL

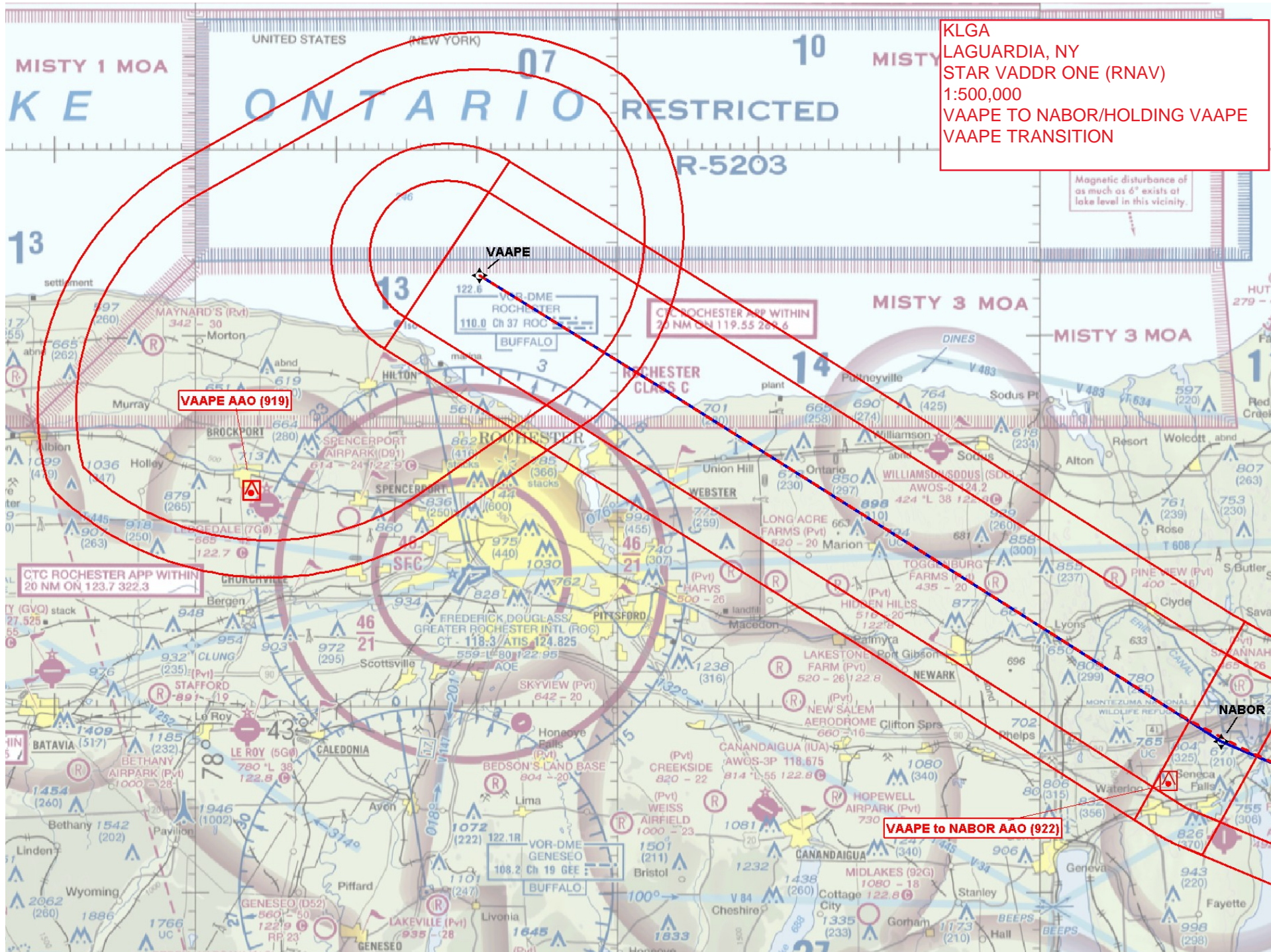
From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures Division

Subject: Waiver to FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), STAR Termination Altitude

This memorandum waives the requirement of FAA Order 8260.3 paragraph 2-2-7.f(2) for Flight Standards approval when, due to an operational need, an altitude is not established at the termination fix on a STAR that does not join an approach.

Establishing an altitude at the termination fix on STAR that does not join an approach is beneficial for arrival descent planning purposes and is highly encouraged where practical. We recommend consulting Flight Standards, Flight Procedures and Airspace Group early in the design phase to assist in understanding how an altitude at a termination fix benefits operators.

No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section (405) 954-1139 or 9-AWA-AVS-AFS420@faa.gov.



KLGA
LAGUARDIA, NY
STAR VADDR ONE (RNAV)
1:500,000
VAAPE TO NABOR/HOLDING VAAPE
VAAPE TRANSITION

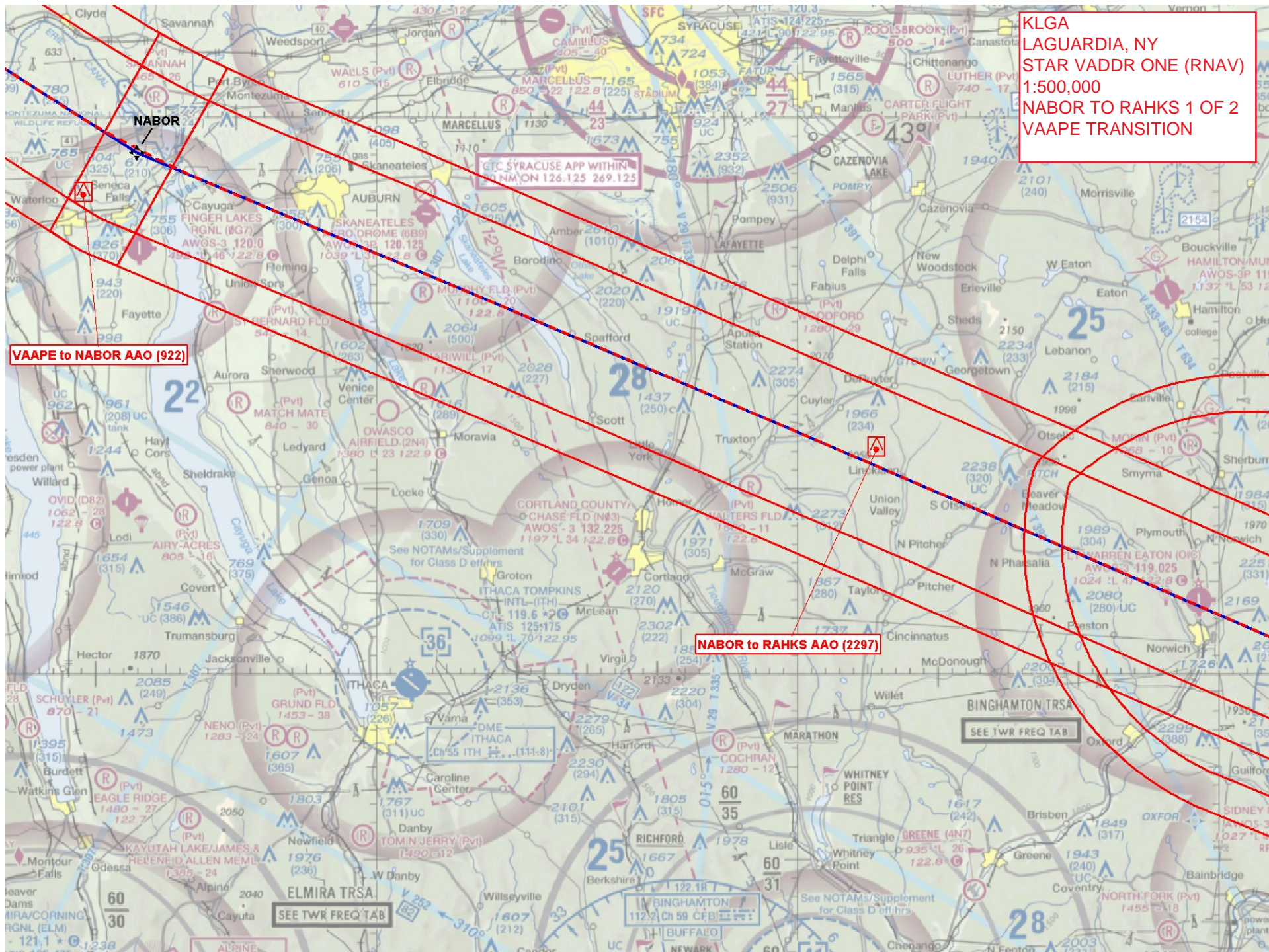
Magnetic disturbance of
as much as 6° exists at
lake level in this vicinity.

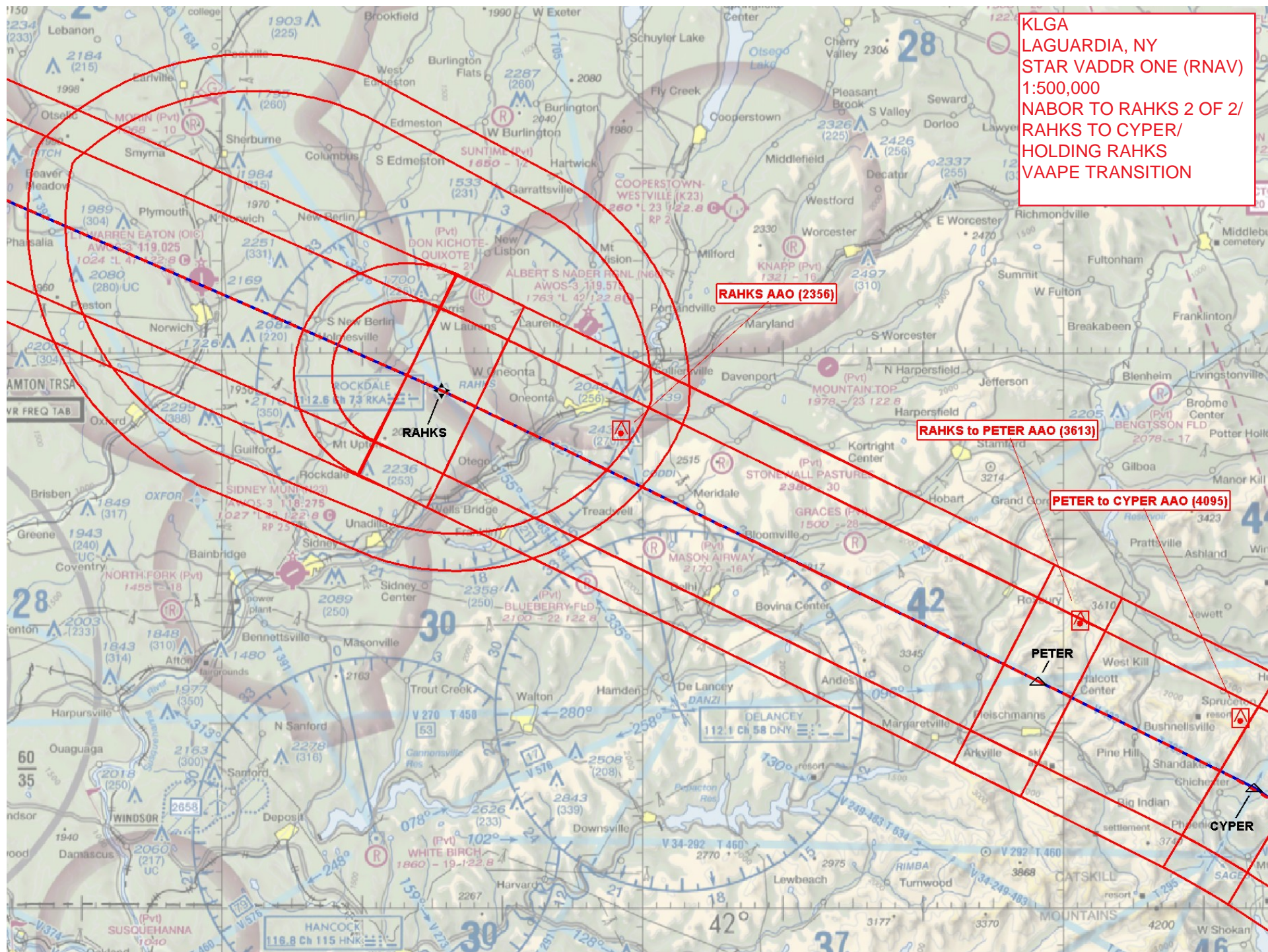
CTC ROCHESTER APP WITHIN
20 NM ON 119.55 269.6

CTC ROCHESTER APP WITHIN
20 NM ON 123.7 322.3

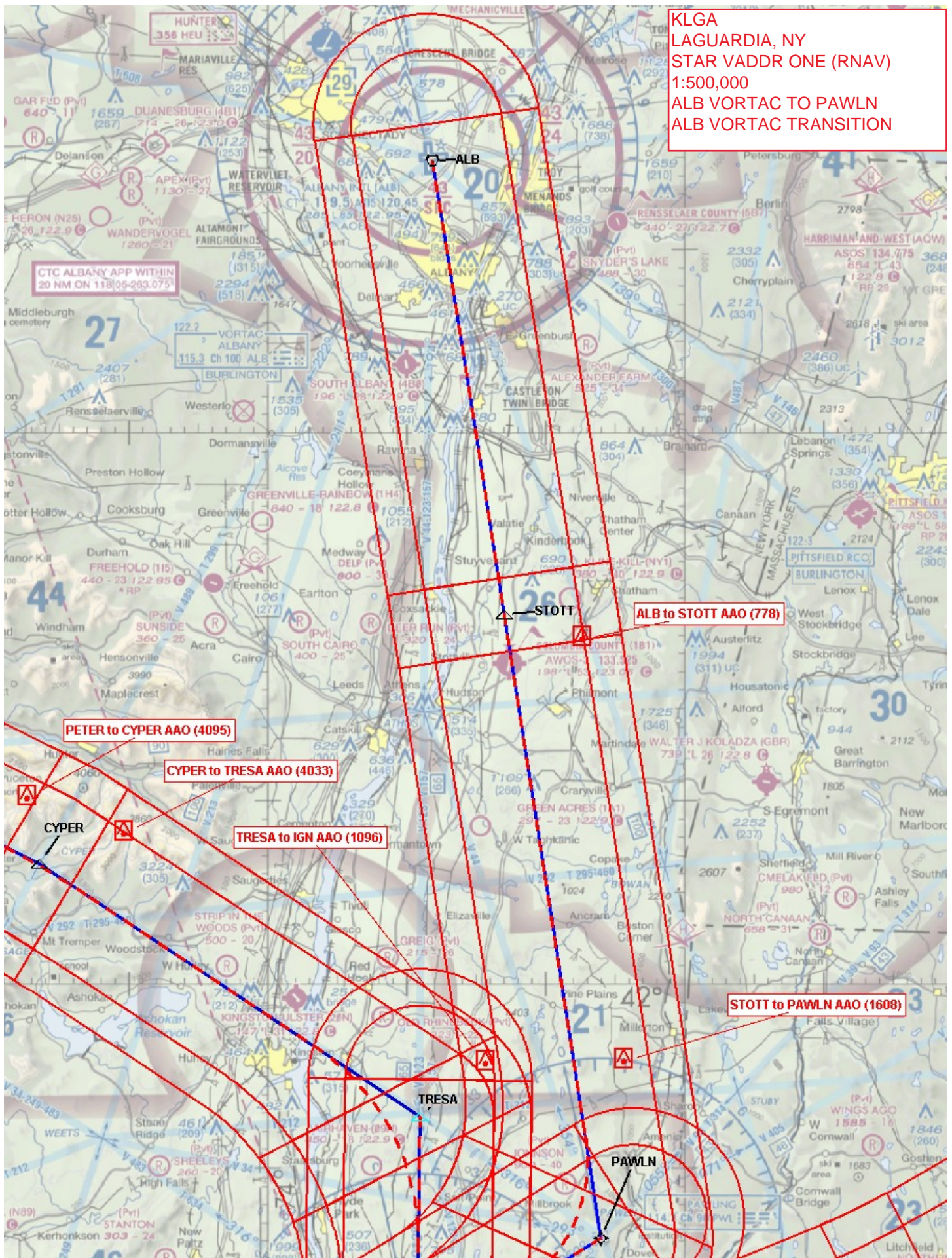
VAAPE to NABOR AAO (922)

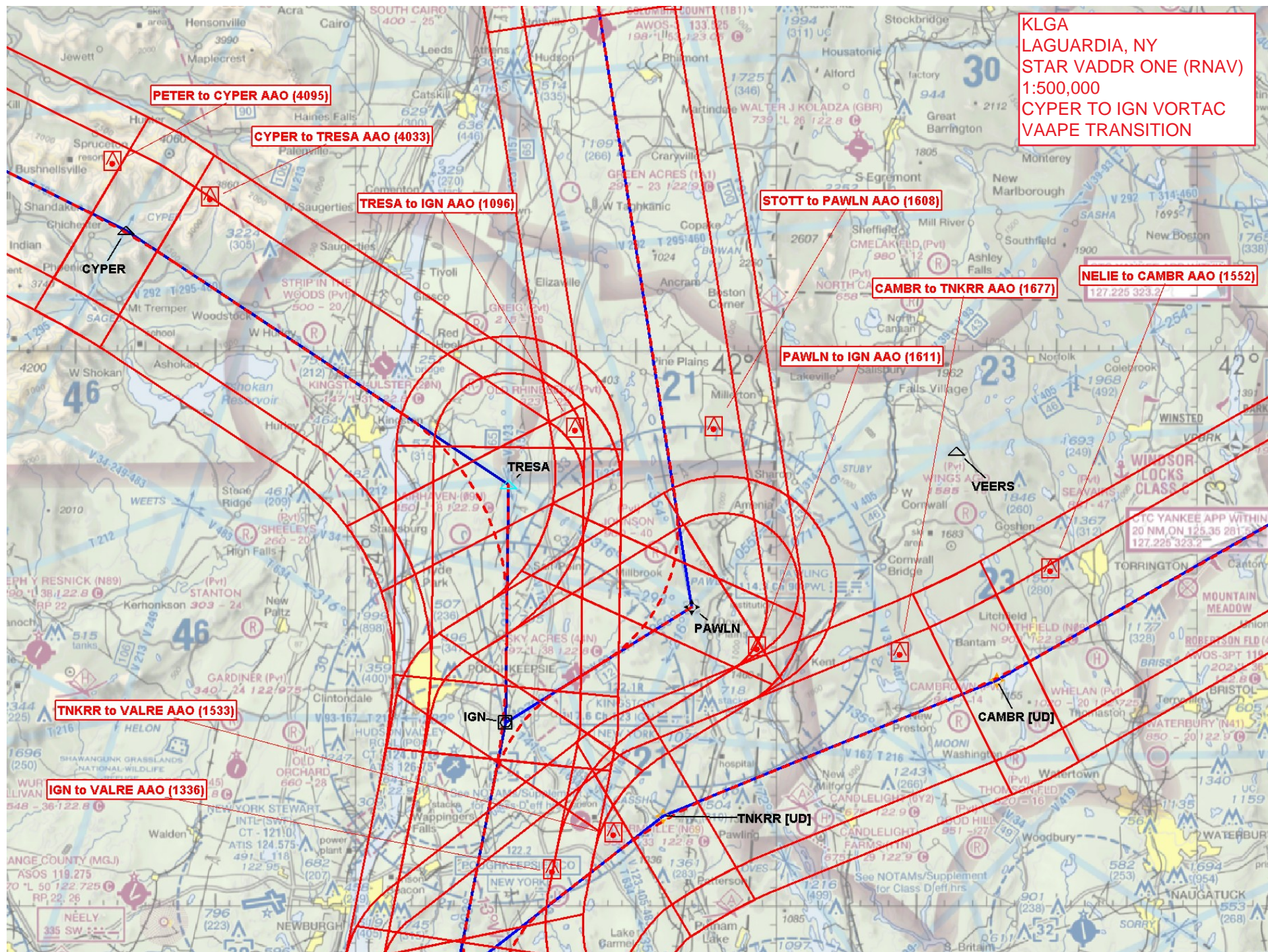
VAAPE AAO (919)

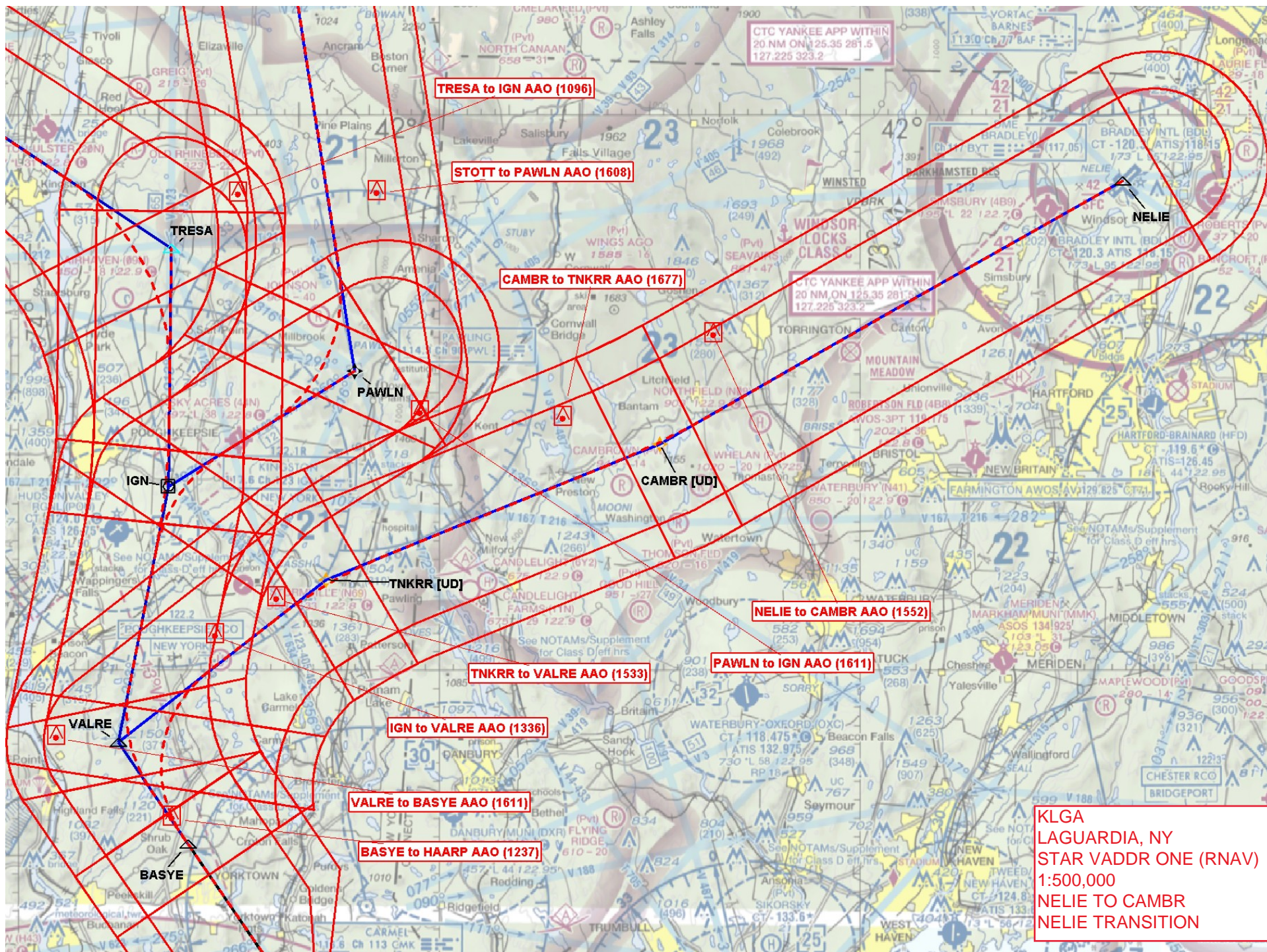




KLGA
LAGUARDIA, NY
STAR VADDR ONE (RNAV)
1:500,000
ALB VORTAC TO PAWLN
ALB VORTAC TRANSITION







KLGA
LAGUARDIA, NY
STAR VADDR ONE (RNAV)
1:500,000
NELIE TO CAMBR
NELIE TRANSITION

