Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 06/15/2023	APWS Task ID: D2D98B7F60C44BCBA9C3BD5E214BF359	APWS Project ID: D5C38FDE52E9417FB52E1E5FB6250997				
Procedure: E LGA APPLE TWO (RNAV) Y		Enroute: YES	Specialist: Stuckey, Boyd		Agreement Number:				
Airport ID: KLGA			Airport City: NEW YORK		State: NY				
Facility ID:	Facility Type:	Flight Inspection Remain New FC Slot	rk Type:						
Procedure Comments:	•	•							
VOR MON									
APPROVAL LETTER: 1, NO TERMINATIO	N ALTITUDE								
WAIVER: 1, HOLDING									
CONTACT: ALLAN WILL (405) 954-6103									
02/15/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/17/23. 8260-17.1 1. PROCEDURE DATA NOTES: CHANGED FROM NOTE: JET AIRCRAFT ONLY TO NOTE: TURBOPROP AIRCRAFT ONLY									
03/14/23: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/17/23. 1. FIXES AND/OR HOLDING PATTERNS: CHANGE FROM CHART HOLDING AT KERNO: HOLD SW, RT, 055.00 INBOUND, 7 NM LEGS. TO CHART HOLDING AT KERNO: HOLD SW, RT, 055.00 INBOUND, 7 NM LEGS, 210 KIAS.									
04/19/23: THIS IS A CORRECTED COPY 8260-2: JERZY 1. REQUIRED CHARTING: ADDED STAR	OF THE FORM APPROVE	D ON 3/16/23.							
					04/21/2023				
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LGA APPLE TWO (RNAV)					LAGUARDIA			KLGA	KLGA		YG-03-016-23			
FAC ID: APPLE2		CITY: NE	EW YORK		ST			ST: NY	ST: NY		<b>ORIG CHART DATE:</b> 06/15/2023			
DFL TYPE: 7	THIRD PARTY	FY: EST. TIME ON SITE: REIMB. NUMBER: PTS TASK ID:												
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<b>REVIEWER:</b> bob s pressler <b>DATE:</b> 03/16/2023									3					
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03/16/2023	VN	N137 X SAT SAT SAT W/CHANGES UNSAT SAT SAT/GOLD UNSA								NSAT				
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bob s pressler @ 03/16/2023 07:13					PRESSLER, ROBERT STEPHEN YES X NO								NO	
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DME/DME STATUS:       SPECIALIST SIGNATURE:       PRINTED NAME:														
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bob s pressler @ 03/16/2023 07:13					PRESSLER, ROBERT STEPHEN YES						<b>NO</b>				
FLIGHT INSPECTOR REMARKS:       TABLE-TOP, -SAT.       CHANGES:       1. CHANGE ALL MOCA VALUES TO 2100.															
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Federal Aviation Administration

# Memorandum

Date:	January 10, 2023
To:	Christopher Hope, Manager, Flight Technologies and Procedures Division THRU: Romana Wolf, Manager, Flight Procedures and Airspace Group
From:	Bev Bordy, Manager, Instrument Flight Procedures (IFP) Coordination Team, AJV-A45
Prepared by:	Miles H. Carpenter, ATC Specialist, NAVTAC CTR Support
Subject:	Approval Request: New York, NY (KLGA) APPLE (RNAV) STAR,
	No published altitude at Terminus fix

The termination fix for the APPLE Standard Terminal Arrival Route (STAR) is VADDR.

Currently, FAAO 8260.3E, PARA 2-2-7.f. requires an altitude at the termination fix and that altitude must be at or above the minimum vectoring altitude (MVA) and/or minimum IFR altitude (MIA) (as applicable).

The KLGA APPLE STAR does not have a published/coded terminus altitude. The altitude assignment at VADDR from New York (N90) TRACON is based on the current operational runway configuration, aircraft type and traffic flow. The altitude transition is covered by the N90/Washington ARTCC (ZDC) Letter of Agreement. The coding of a single altitude at VADDR is impractical for Air Traffic due to the varying altitude restrictions in use. FAAO 7110.65 PARA 4-5-6 and 5-6-1 requires altitude assignments above the minimum IFR altitude/minimum vectoring altitude (MIA/ MVA). The absence of a coded altitude at VADDR should not introduce any new risk into the system.

Therefore, the New York District is requesting an Approval to continue to utilize the APPLE (RNAV) STAR without a published terminus altitude for KLGA arrivals.

## 1. FLIGHT PROCEDURE IDENTIFICATION:

#### NEW YORK, NY LAGUARDIA **APPLE RNAV STAR**

## 2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Per FAA Order 8260.3E para 16-2-3 b. Where operationally necessary, restrict civil holding patterns to the following speeds when the procedure has the restriction annotated: 210 KIAS at altitudes above 6000 feet through 14000 feet MSL.

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

Holding at PROUD is typically no notice and is a last course of action due to airspace constraints and the close proximity of additional Core 30 airports. When stopping arrivals using this procedure 200 KIAS in the holding pattern allows for New York (N90) TRACON to make real time decisions, point out traffic to adjacent air traffic sectors, and plan actions to provide a safe continuous flow of traffic into KLGA.

#### 4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The slower speed allows aircrews to enter and exit the holding pattern on a consistent and predictable track. The holding pattern dimensions above 6000 at 200 KIAS are the same as the 210 KIAS holding pattern dimensions and introduce no additional safety risk. A consistently slower speed allows air traffic to better utilize congested airspace and provide a more efficient flow into KLGA.

## 5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Higher speeds were evaluated and determined not to be usable due to the multiple types of aircraft that utilize the APPLE (RNAV) STAR.

#### 6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

ESA PBN Co-Leads WASHINGTON (ZDC) ARTCC NEW YORK (N90) TRACON

#### 7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

01/18/23

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

SIGNATURE

COMMENTS:

David S. Johnson 08:31:14 -05'00'

SIGNATURE

DATE ROUTING SYMBOL



NE-2, 29 DEC 2022 ರ 26 JAN 2023

LAGUARDIA (LGA)







NEW YORK, NEW YORK LAGUARDIA (LGA)









