Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 11/27/2025	APWS Task ID: FB18651576E14CF695BE890605DCC8A4	APWS Project ID: 800E4EC3FC714336B5C33673416075AB
Procedure: STAR NOBBI ONE (RNAV) NEW YORK NY KLGA		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KLGA			Airport City: NEW YORK		State: NY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
CONTACT ROBERT HAMILTON, AJV-A431 405-954-4608.

WAIVERS:
1) EXPECT CHART NOTE
2) NO CODED ALTITUDES

05/27/2025

QUALITY 14 CHECKED

QUALITY 38 CHECKED

Data as of: 05/01/2025 16:40:25 CDT

1. FLIGHT PROCEDURE IDENTIFICATION:

NEW YORK, NY
LGA
NOBBI 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 "EXPECT AT OR BELOW 17000 at PETER, HPN and DXR ARRIVALS EXPECT 6000 (DME REQUIRED) at NOBBI and LGA ARRIVALS EXPECT 8000 (DME REQUIRED) at NOBBI" 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

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
			Digitally signed by ***ROBERT G HAMILTON*** May 30, 2025

8. AFS ACTIONS:

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

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

1. FLIGHT PROCEDURE IDENTIFICATION:

NEW YORK, NY
LGA
NOBBI 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 NOBBI 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 NOBBI 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.

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	SIGNATURE
			Digitally signed by ***ROBERT G HAMILTON*** May 30, 2025

8. AFS ACTIONS:

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

COMMENTS:

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

DATE	ROUTING SYMBOL	SIGNATURE

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

INFO ONLY

Federal Aviation Administration

Memorandum

Date: August 11, 2023

To: Instrument Flight Procedures Service Providers

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

Subject: Waiver to FAA Order 8260.19, Flight Procedures and Airspace, STAR Termination Altitude

This memorandum waives the requirement of FAA Order 8260.19 paragraph 4-5-2.j for an altitude to be specified at the termination fix at the STAR termination point [see memo dated July 18, 2023, subject: Waiver to FAA Order 8260.3, paragraph 2-2-7.f(2)].

When no altitude is specified at that fix, the lowest altitude that will be assigned by air traffic control at the termination fix must be used for descent gradient and obstacle clearance calculations and noted in the Remarks section of Form 8260-17.1. Example: LOWEST ASSIGNED ATC ALTITUDE AT GIZMO, 3000.

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

INFO ONLY

Federal Aviation Administration

Memorandum

Date: July 18, 2023

To: Instrument Flight Procedures Service Providers

WADE EK TERRELL

Digitally signed by WADE EK TERRELL
Date: 2023.07.18 10:10:39 -05'00'

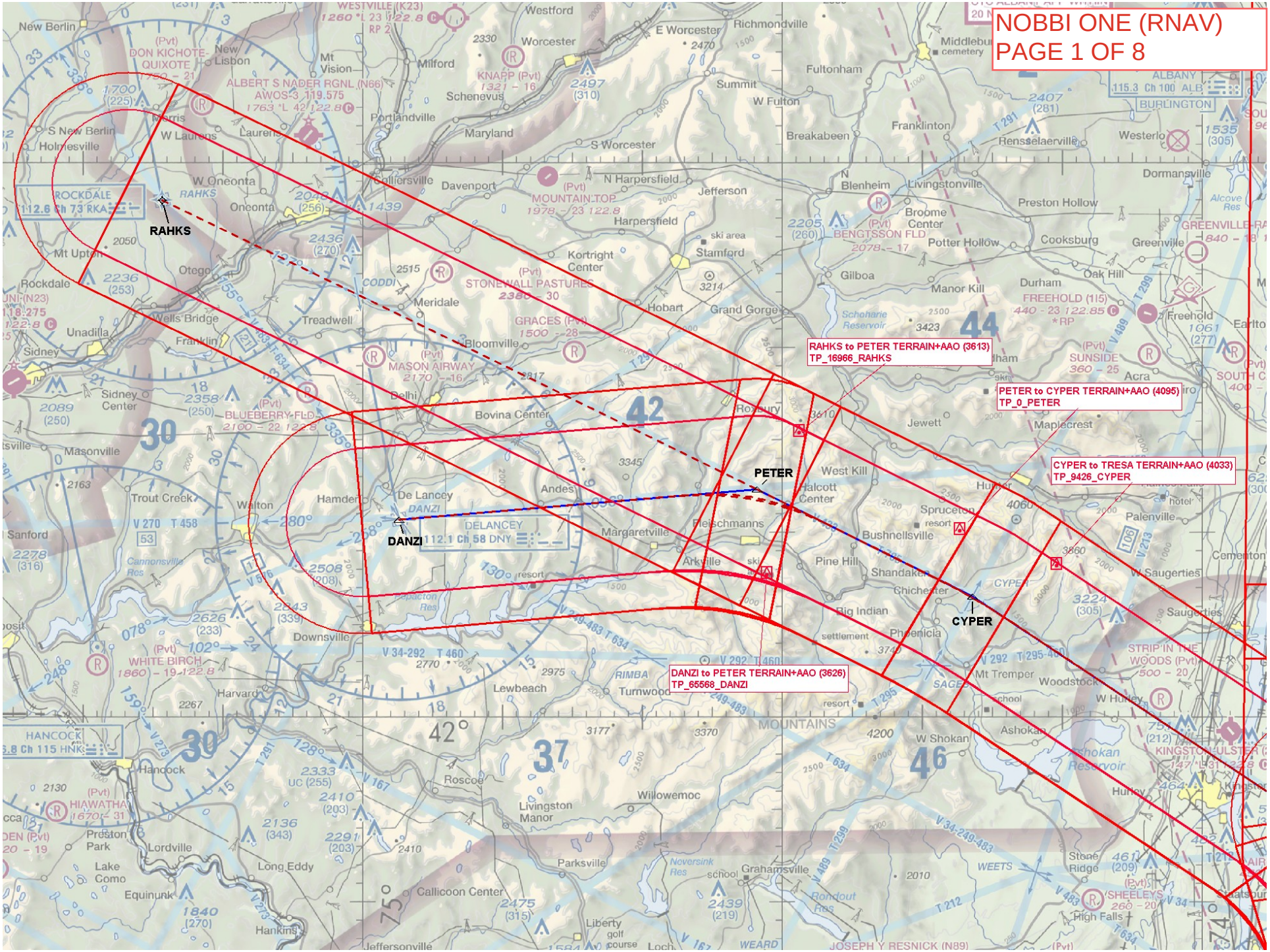
From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures Division

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.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PAGE 1 OF 8
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CYPER
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PETER to CYPER TERRAIN+AAO (4095)
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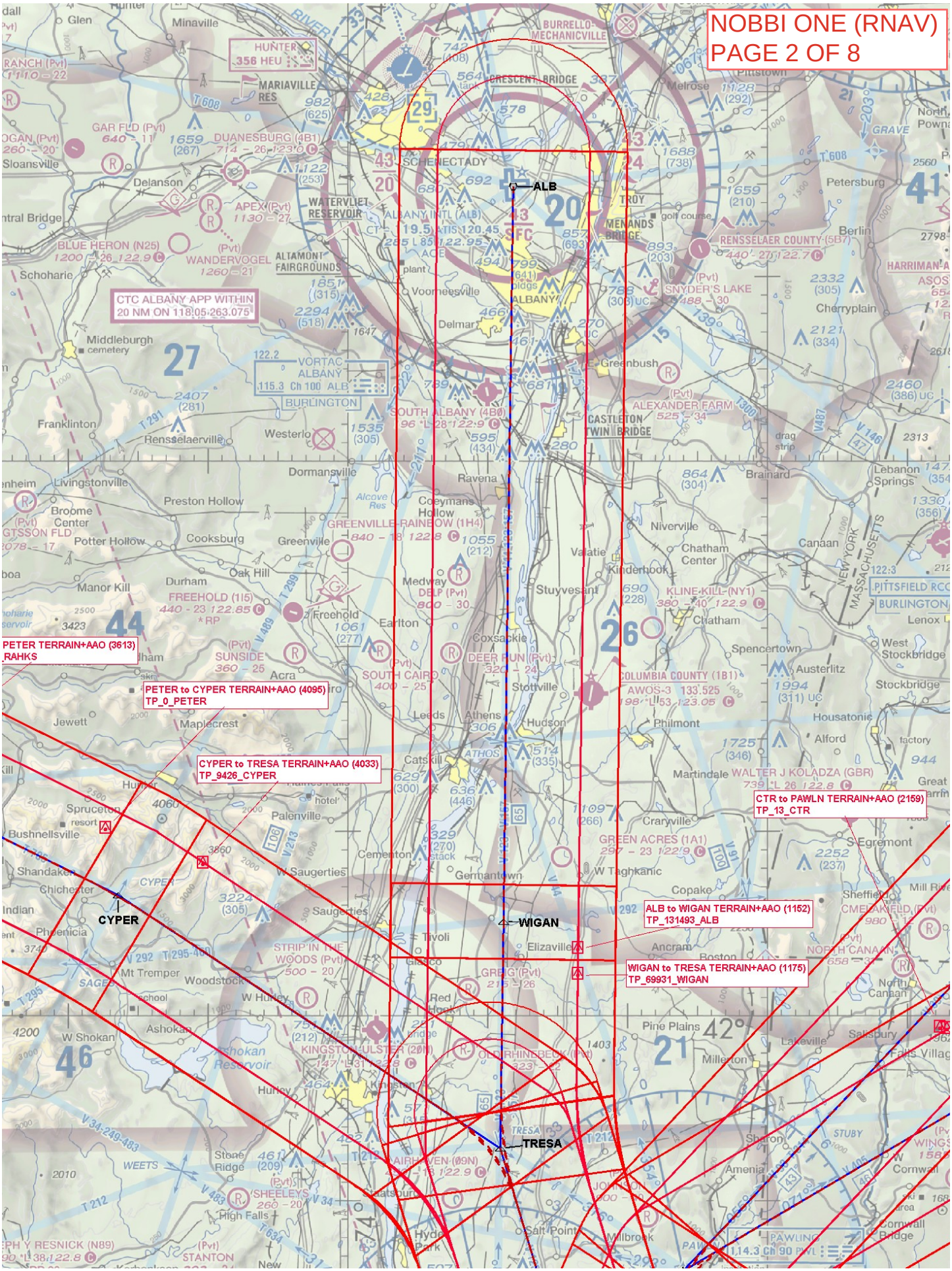
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FREEHOLD (11S)
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KINGSTON-ULSTER (20N)
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AIRHAVEN (09N)
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WALTER J KOLADZA (GBR)
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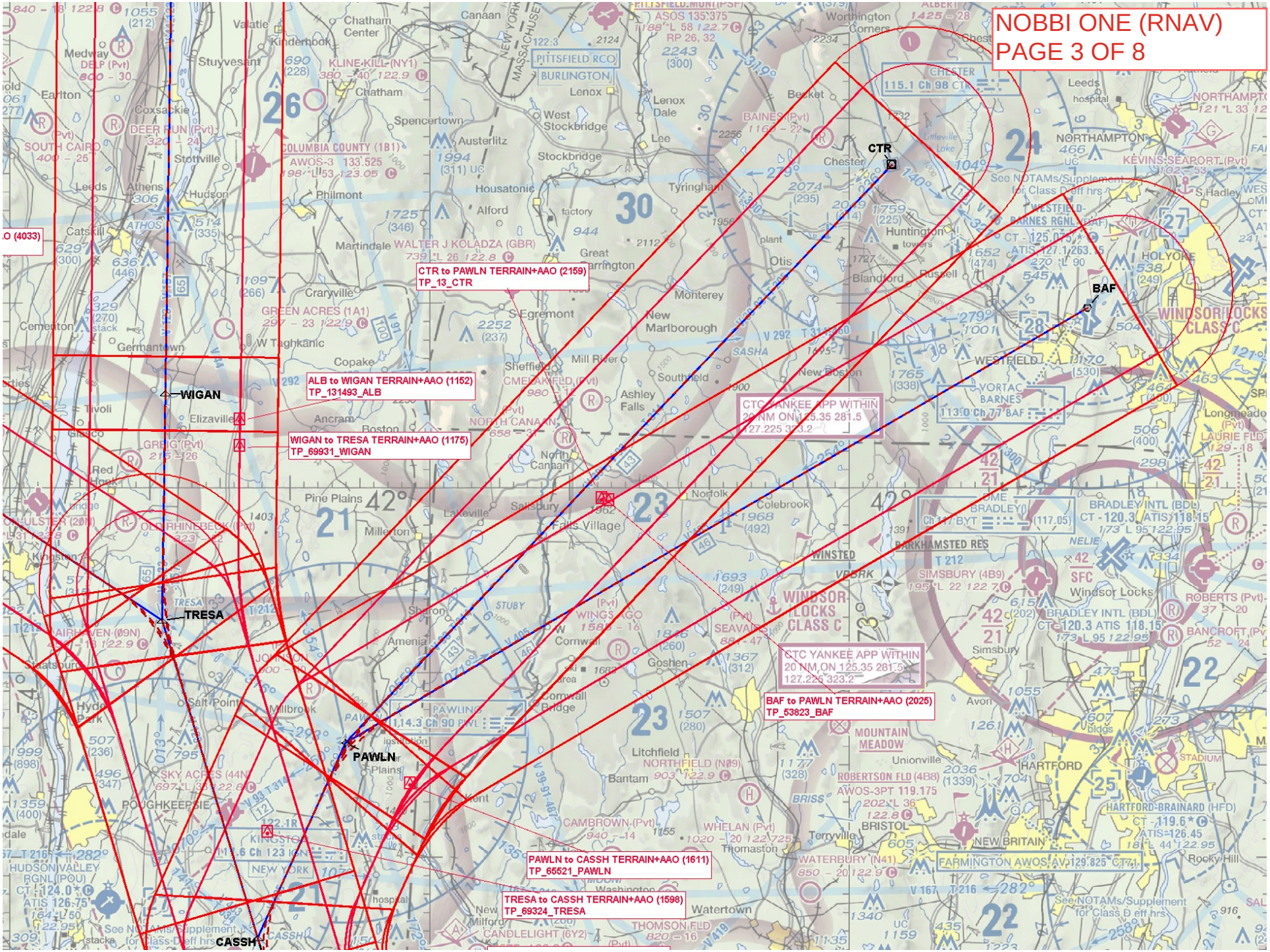
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WIGAN to TRESA TERRAIN+AAO (1175)
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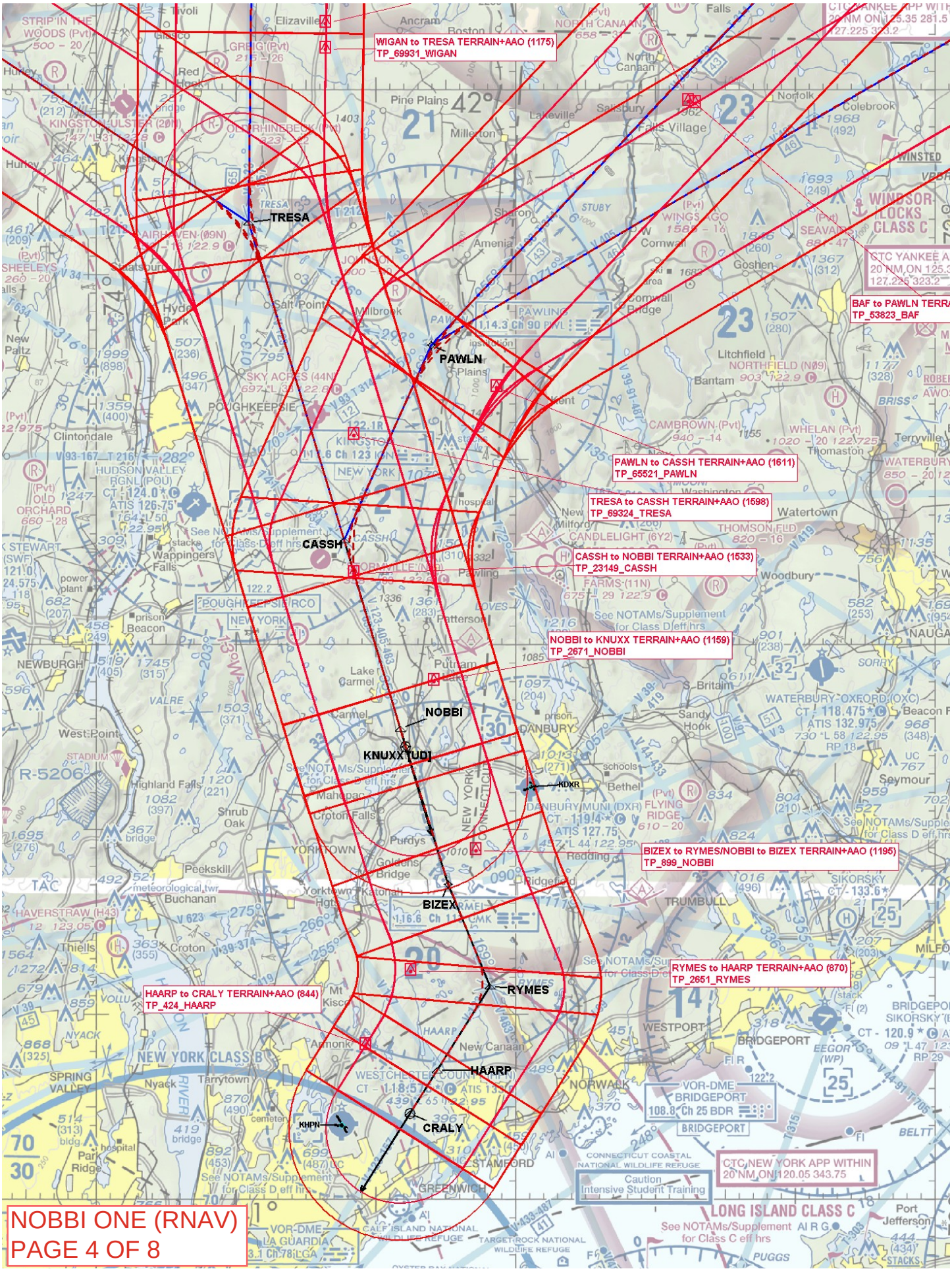

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PAGE 4 OF 8


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PAGE 5 OF 8
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PAGE 6 OF 8
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TARGET ROCK NATIONAL WILDLIFE REFUGE
OYSTER BAY NATIONAL WILDLIFE REFUGE
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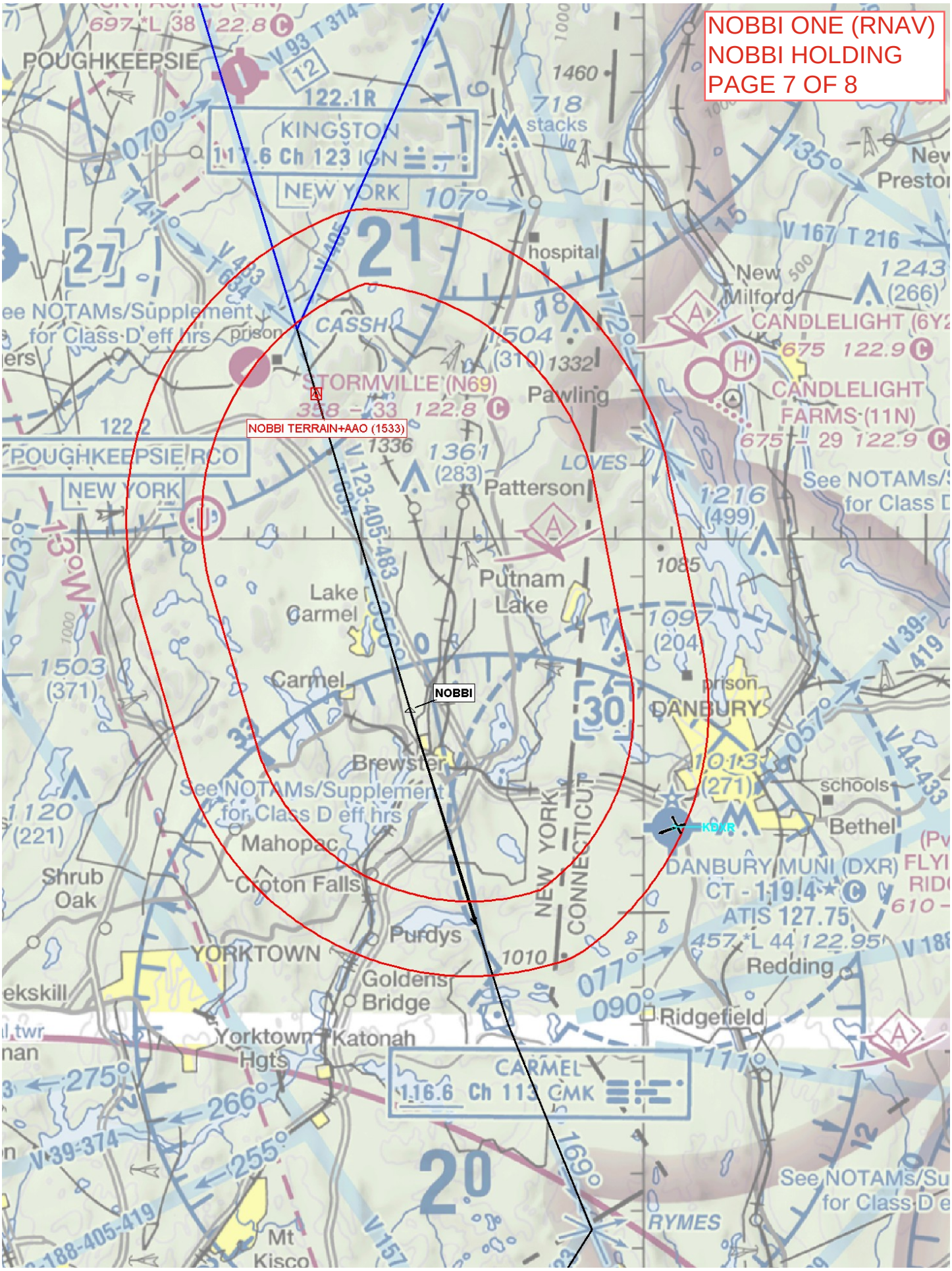
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PAGE 7 OF 8
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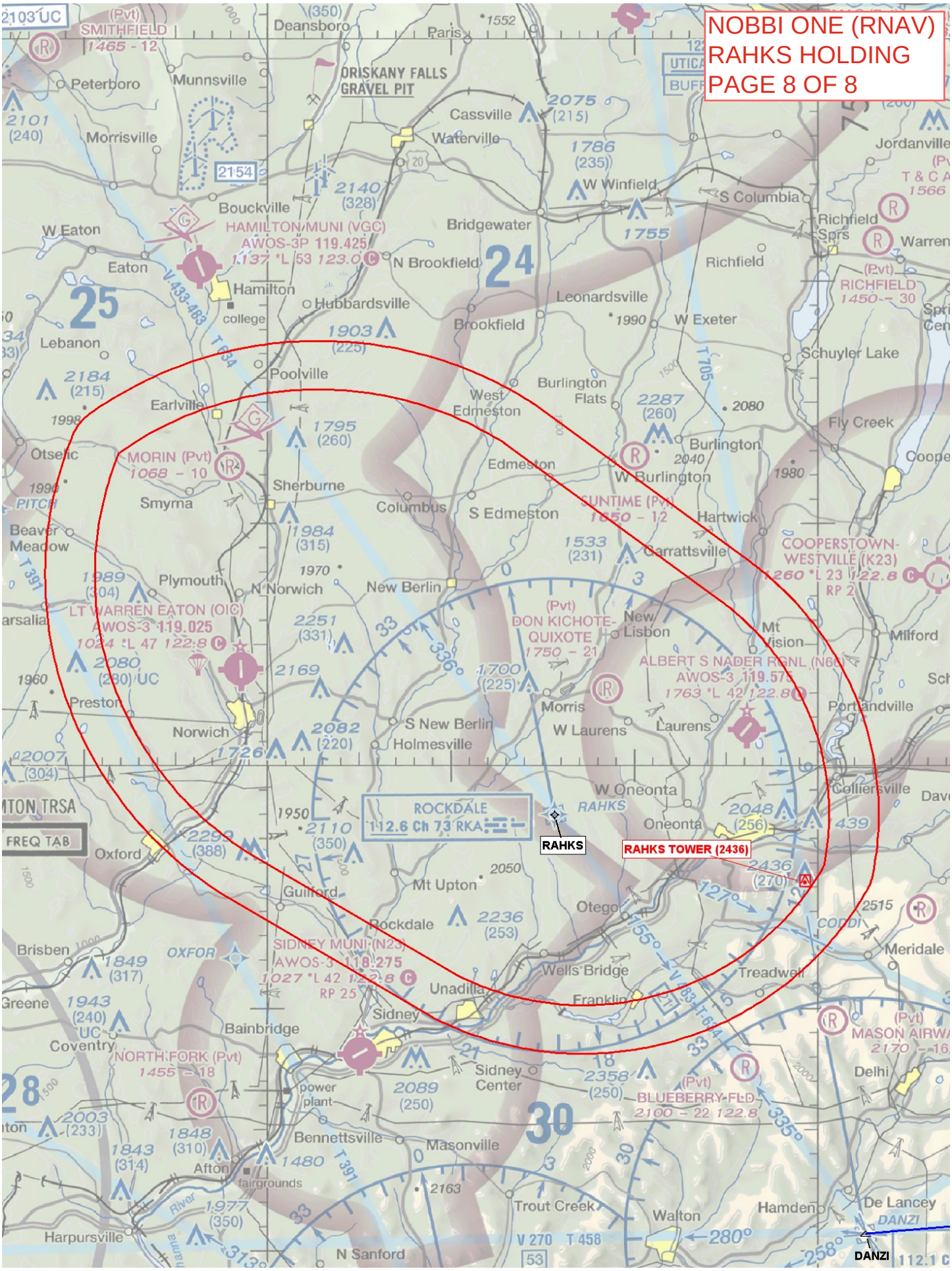
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SMITHFIELD
ORISKANY FALLS GRAVEL PIT
FREQ TAB
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Paris
Peterboro
Munnsville
Morrisville
Cassville
Waterville
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Earlville
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Hartwick
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W Oneonta
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Oxford
Guilford
Mt Upton
Otego
Rockdale
Brisben
Greene
Coventry
Unadilla
Wells Bridge
Treadwell
Meridale
Franklin
Sidney
Bainbridge
Sidney Center
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