

Hudson VFR Corridor after the new flight rules

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On the way to a Delaware fly-in in early December 2009, we decided to use the newly defined Hudson River VFR Corridor. Having used this route many times in the past, looked forward to flying it with the new procedures.

I headed west from Danielson CT, climbing to 4500 feet. Once past White Plains I descended to 1500 direct to the Tappan Zee Bridge. Once I reached the Hudson I turned south at 1200 to follow the corridor.

Flying the corridor with the new procedure is much like using the diamond lane when driving through a city on an interstate highway – everyone in your lane is just passing through, following each other at a steady speed and removed from the often confused traffic lanes of the “locals.” Local Hudson traffic is now below 1100 feet and the class B controlled traffic is above 1300. The transient traffic – the diamond lane – is between 1100 and 1300, following along their respective right-hand riverbank, lights on and calling each waypoint. The new flight corridors remove most of the worry of mixing local and transient aircraft traffic, but good vigilance is still warranted.

The view was as spectacular as ever and it seemed that we owned the sky. The only traffic we heard on 123.05 were a tour helicopter crossing behind us from Manhattan to the Statue of Liberty and another helicopter maneuvering over the East River.



George Washington Bridge



New Yankee Stadium in the Bronx



Empire State Building and mid-town Manhattan



Statue of Liberty and Staten Island Ferry.



New York harbor



Verrazano Narrows Bridge

The system works, and the opportunity for GA aircraft to fly directly through the greatest city in America is still awesome. Come on down!