

List of pages in this Trip Kit

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Airport Information For KLGA

Terminal Charts For KLGA

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: NEW YORK NY USA
ICAO/IATA: KLGA / LGA
Lat/Long: N40° 46.63', W073° 52.36'
Elevation: 21 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 12.0° W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1150 Z
Sunset: 2133 Z

Runway Information

Runway: 04
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt

TDZ-Elev: 7 ft

Lighting: Edge, Centerline, REIL

Communication Information

ATIS: 125.950 Arrival Service

ATIS: 127.050 Departure Service

Laguardia Tower: 118.700

Laguardia Ground: 121.700

Laguardia Ground: 121.850 Secondary

Laguardia Ground: 127.675 Secondary

Laguardia Ramp/Taxi: 129.675

Laguardia Ramp/Taxi: 131.475

Laguardia Ramp/Taxi: 131.375

Laguardia Ramp/Taxi: 129.775

Laguardia Clearance Delivery: 121.875

Laguardia Clearance Delivery: 135.200

Laguardia Clearance Pre-Taxi: 135.200

New York Approach: 120.800

New York Approach: 120.050 Secondary

New York Approach: 124.950 Secondary

New York Approach: 127.300 Secondary

New York Approach: 128.800 Secondary

New York Approach: 132.700 Secondary

New York Terminal Control Area: 125.700 (71°-142°)

New York Terminal Control Area: 127.600 (270°-328°)

New York Terminal Control Area: 128.550 (231°-270°)

New York Terminal Control Area: 128.125 (142°-231°)

New York Terminal Control Area: 126.400 (329°-71°)

Laguardia Terminal Control Area: 126.050

New York Terminal Control Area: 120.550 (329°-71°) Secondary

New York Departure: 120.400

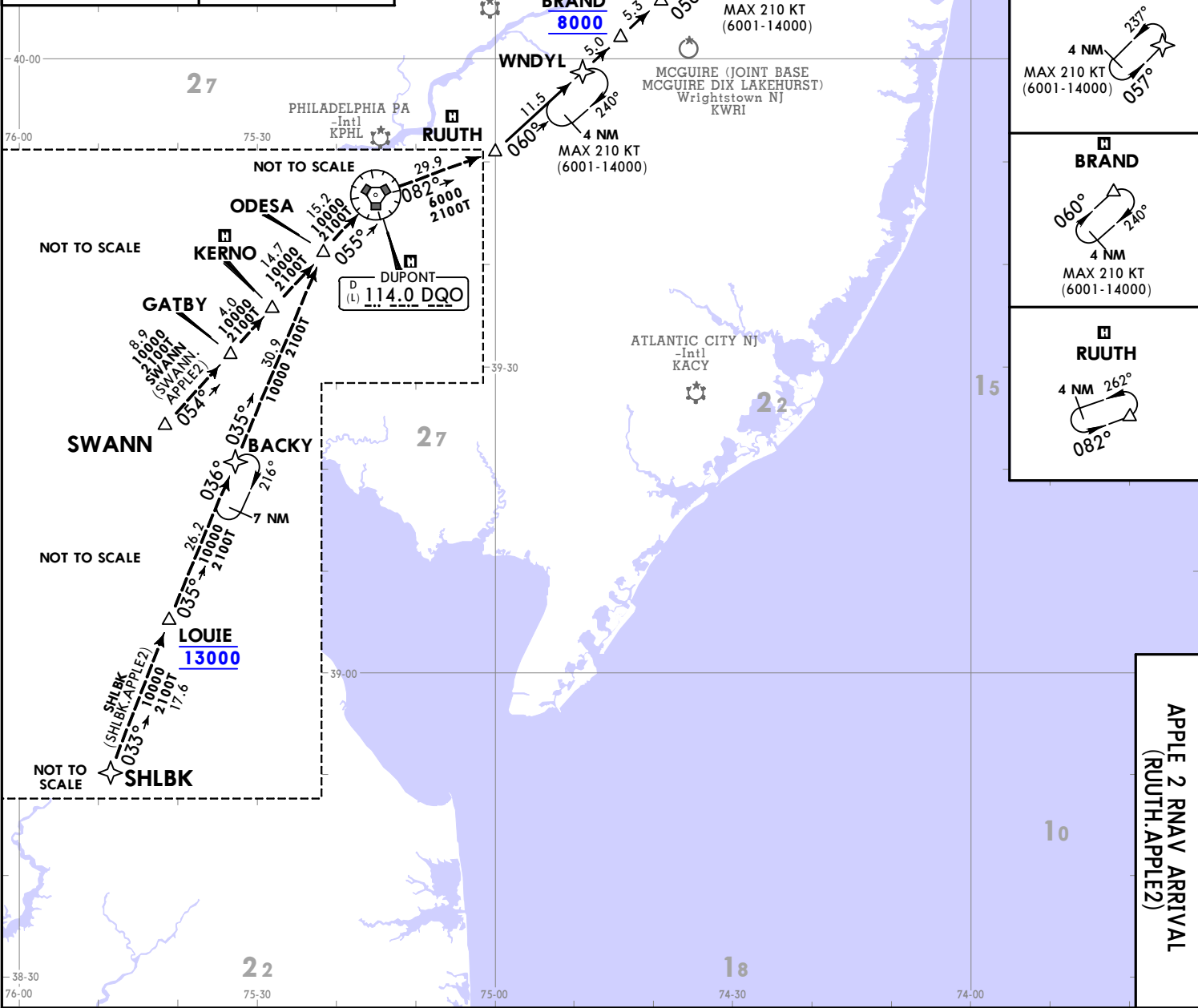
New York Departure: 124.450 Secondary

New York Departure: 127.050 Secondary

Laguardia UNICOM: 122.950

CHANGES: Procedure renumbered, revised.

D-ATIS Arrival 125.95	Apt Elev 21
Alt Set: INCHES Trans level: FL180	
RNAV 1 - DME/DME/IRU or GPS	
1. RADAR required. 2. Turboprop aircraft only. 3. Jet aircraft permitted for arrival from KPHL/PHL satellite airports only.	
APPLE 2 RNAV ARRIVAL (RUUTH.APPLE2)	
ROUTING	
From RUUTH on track 060° to WNDYL, then on track 060° to cross BRAND at 8000, then on track 060° to KORRY, then on track 060° to DEPDY, then on track 056° to TYKES, then on track 056° to MINKS, then on track 056° to JERZY, then on track 056° to RENUE, then on track 045° to APPLE, then on track 045° to PROUD, then on track 045° to VADDR, then on track 045°. EXPECT RADAR vectors to final approach course.	
KERNO 	DQO VOR



PROUD
JERZY
BRAND
RUUTH

APPLE 2 RNAV ARRIVAL (RUUTH.APPLE2)

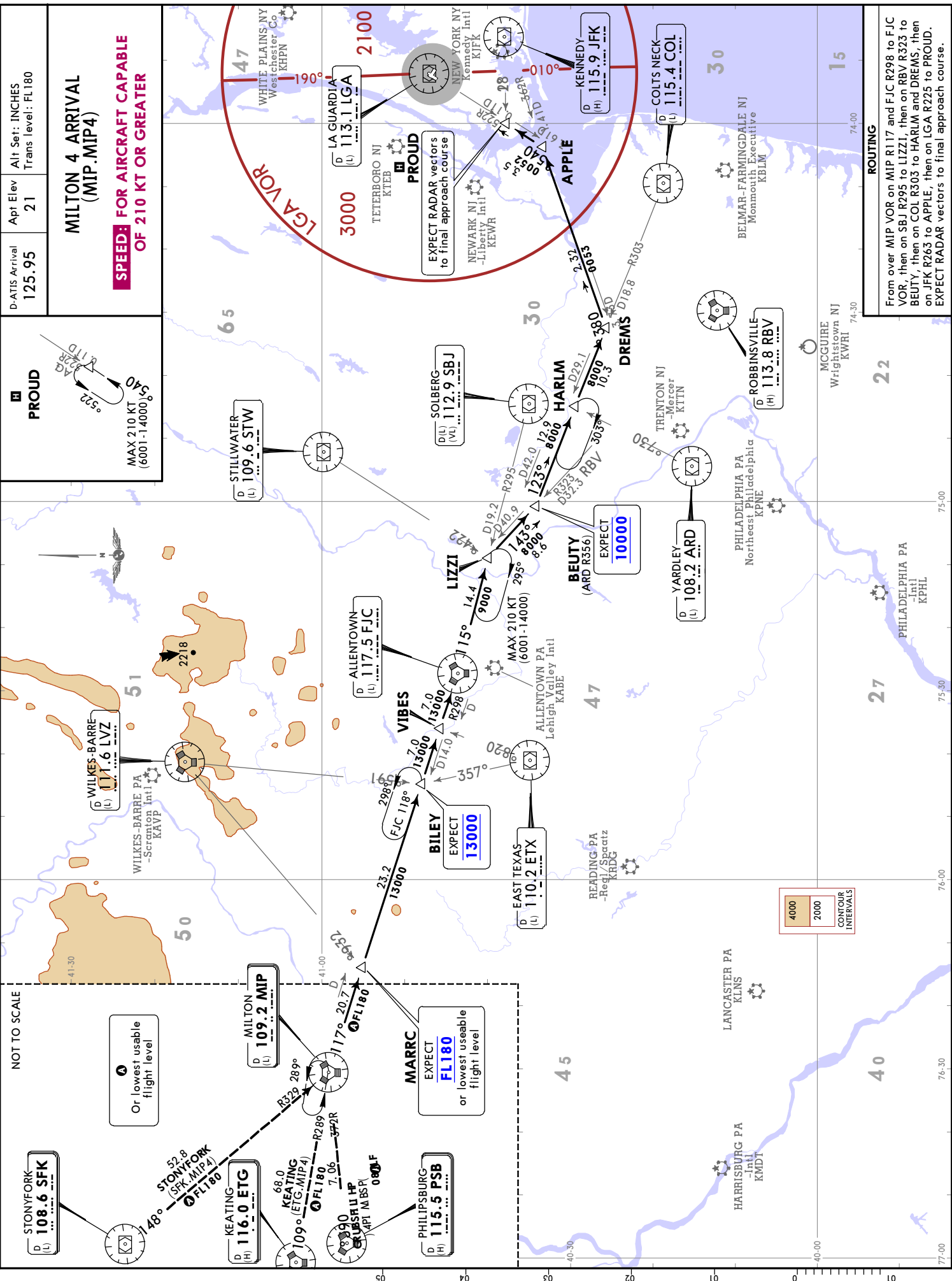
9 JUN 23 10-2 EFF 15 JUN RNAV STAR

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NEW YORK, NY
STAR

JEPPESSEN
4 AUG 23 10-2C Eff 10 Aug

KLGA/LGA
LAGUARDIA

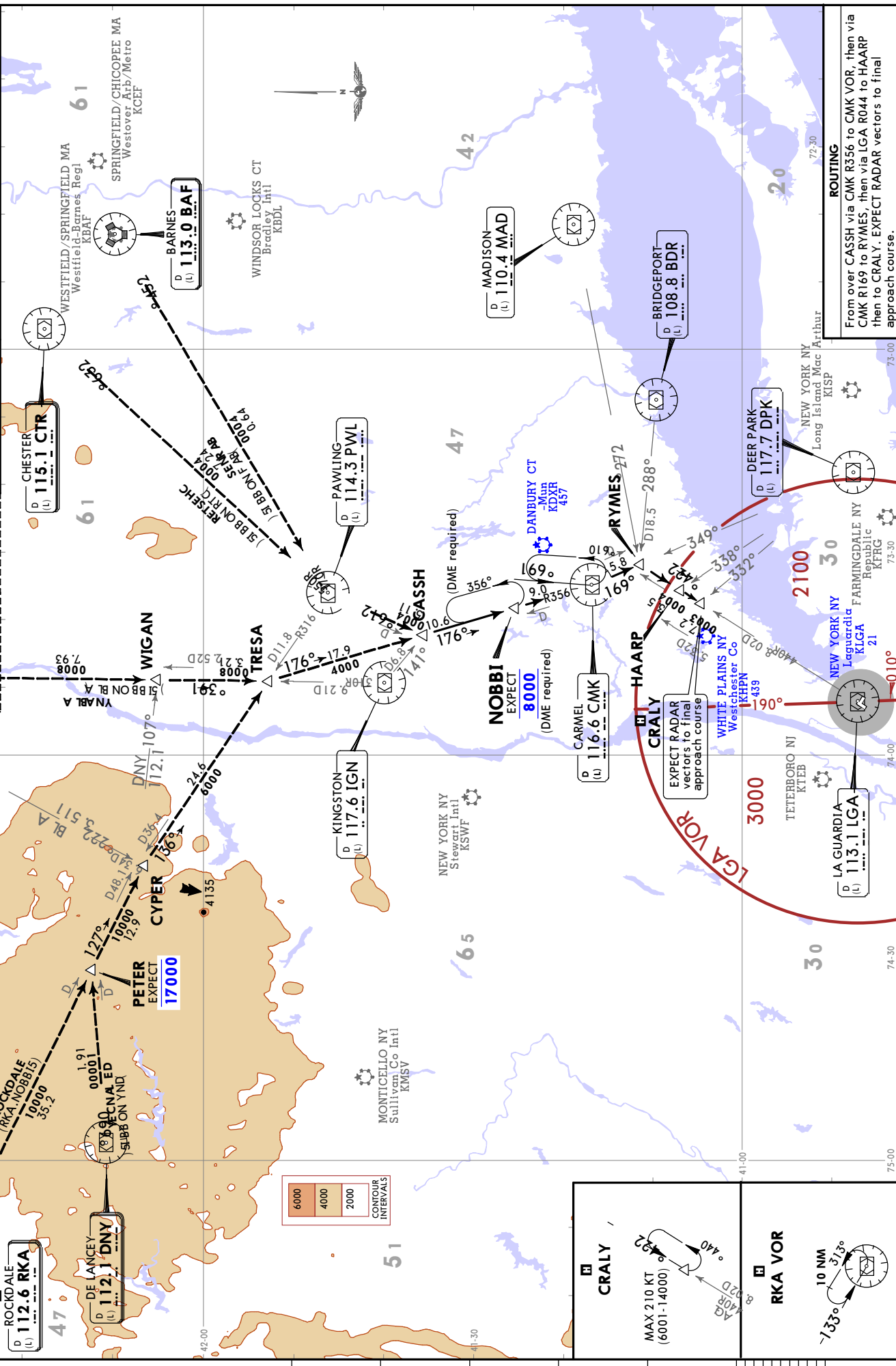


9 JUN 23 (10-2D) Eff 15 Jun STAR

ALBANY (L) 115.3 ALB
D-ATIS Arrival 125.95
Apt Elev See Graphic

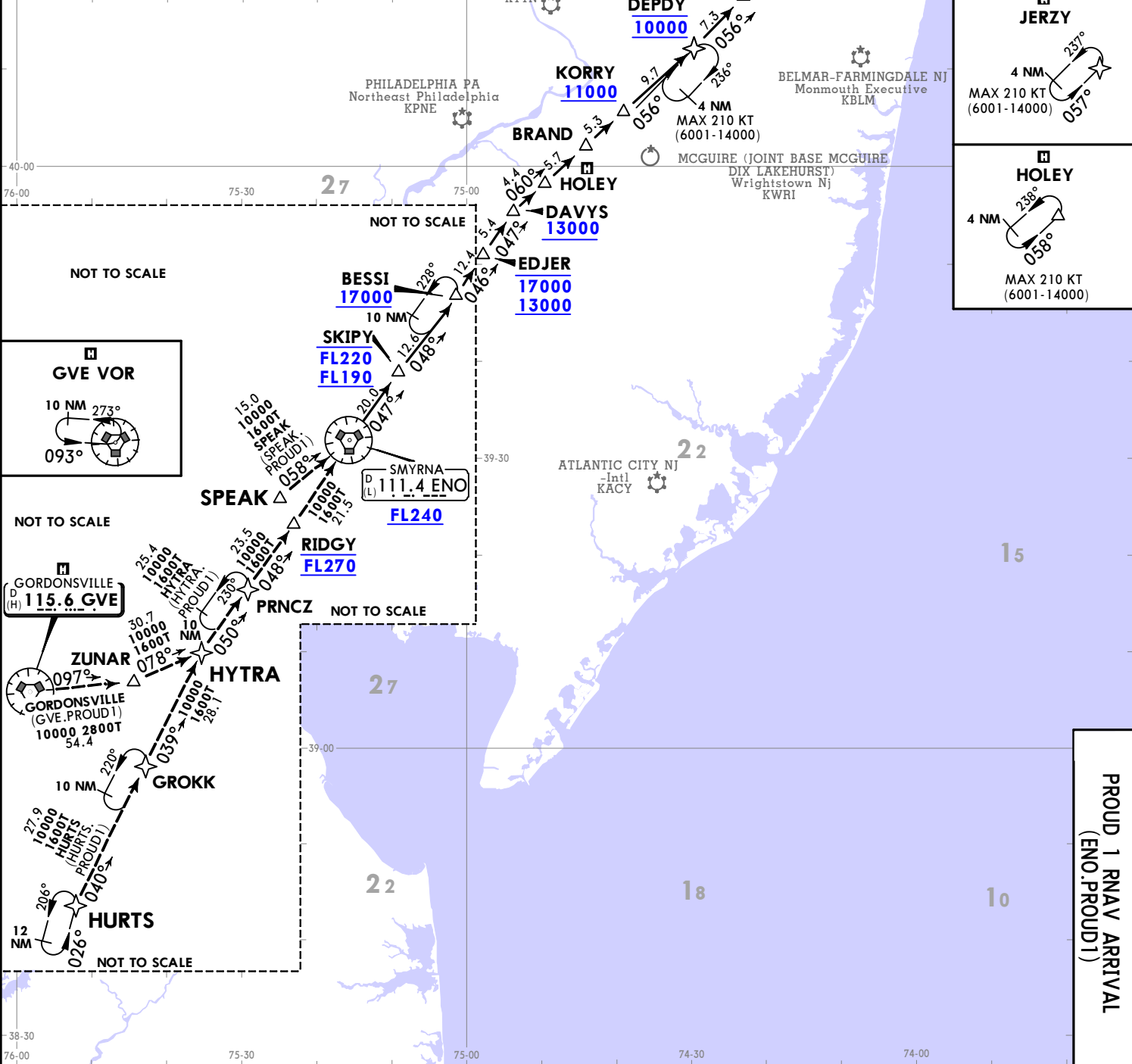
NOBBI 5 ARRIVAL (NOBBI.NOBBIS)
Alt Set: INCHES Trans level: FL180
This procedure is applicable to prop and turboprop aircraft operating at 250 KT or less.

ROCKDALE (RKA.NOBBIS) 10000 35.2
DELANCEY (DNY) 112.1 DNY
PETER EXPECT 17000
WIGAN
TRESA
NOBBI EXPECT 8000 (DME required)
CARMEL (L) 116.6 CMK
CRALY
EXPECT RADAR vectors to final approach course
HAARP
RYMES
DANBURY CT (L) 114.3 PWL
PAWLING
KINGSTON (L) 117.6 IGN
NEW YORK NY Stewart Intl KSWF
MONTICELLO NY Sullivan Co Intl KMSV
NEW YORK NY Long Island MacArthur KISP
NEW YORK NY FARMINGDALE NY Republic KJGA
TETERBORO NJ KTEB
LA GUARDIA (L) 113.1 LGA
WHITE PLAINS NY Westchester Co KHPN
BRIDGEPORT (L) 108.8 BDR
DEER PARK (L) 117.7 DPK
NEW YORK NY KJFK



CHANGES: New procedure at this airport.

D-ATIS Arrival 125.95	Apt Elev 21
Alt Set: INCHES Trans level: FL180	
RNAV 1 - DME/DME/IRU or GPS	
1. RADAR required. 2. Jet aircraft only. 3. SPEAK Transition for Washington Metropolitan departures only.	
PROUD 1 RNAV ARRIVAL (ENO.PROUD1)	
ROUTING	
From ENO VOR on track 047° to cross SKIPY between FL190 and FL220, then on track 048° to cross BESSI at or above 17000, then on track 046° to cross EDJER between 13000 and 17000, then on track 047° to cross DAVYS at or above 13000, then on track 060° to HOLEY, then on track 060° to BRAND, then on track 060° to cross KORRY at or above 11000, then on track 060° to cross DEPDI at 10000, then on track 056° to TYKES, then on track 056° to MINKS, then on track 056° to JERZY, then on track 056° to RENUE, then on track 045° to PROUD, then on track 045° to VADDR, then on track 045°. EXPECT RADAR vectors to final approach course.	



JERZY

4 NM
MAX 210 KT
(6001-14000)

237°
057°

HOLEY

4 NM
MAX 210 KT
(6001-14000)

238°
058°

GVE VOR

10 NM
273°
093°

**GORDONSVILLE
(H) 115.6 GVE**

10000 2800T
54.4

NOT TO SCALE

HURTS

12 NM
206°
027°

GROKK

10 NM
27.9
10000
1600T
HURTS (PROUD1)

HYTRA

10 NM
039°
10000
1600T
28.1

PRNCZ

NOT TO SCALE

**RIDGY
FL270**

23.5
10000
1600T
048°

SPEAK

15.0
10000
1600T
SPEAK (PROUD1)
058°

**SKIPY
FL220
FL190**

20.0
10000
1600T
047°

**BESSI
17000**

10 NM
228°
046°

**EDJER
17000
13000**

12.4
12.6
047°
046°

**DAVYS
13000**

5.4
060°

HOLEY

5.1
060°

BRAND

5.3
060°

**KORRY
11000**

9.7
056°

**DEPDI
10000**

7.3
056°

TYKES

4 NM
MAX 210 KT
(6001-14000)

236°

MINKS

3.0
056°

JERZY

9.0
056°

RENUE

4 NM
MAX 200 KT
(6001-14000)

045°
045°

PROUD

11.0
045°

VADDR

1806
045°

KIGA/LGA
 LAGUARDIA
 9 JUN 23
 JEPPesen
 10-2E
 E15 JUN
 NEW YORK, NY
 RNAV STAR

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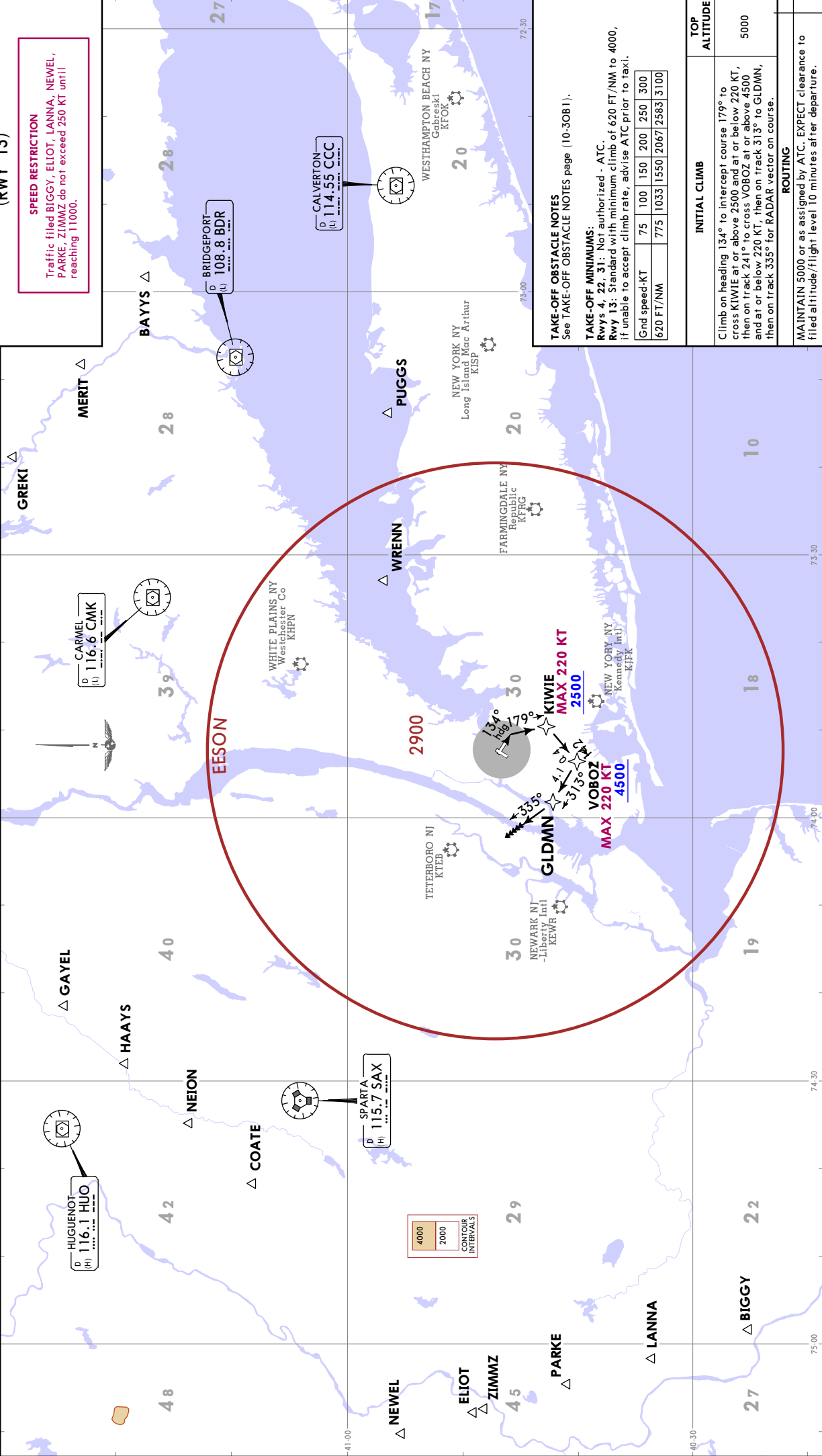
JEPPESEN NEW YORK, NY
 14 APR 23 10-3 Eff 20 Apr RNAV SID

KLGA/LGA
 LAGUARDIA

GLDMN 8 RNAV DEPARTURE
 (GLDMN8.GLDMN)
 (RWY 13)

SPEED RESTRICTION
 Traffic filed BIGGY, ELIOT, LANNA, NEWEL, PARKE, ZIMMZ do not exceed 250 KT until reaching 11000.

NEW YORK Departure (R) 120.4
 Trans alt: 18000
 RNAV 1 - DME/DME/IRU or GPS
 1. RADAR required.
 2. For turbojets only.



TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

TAKE-OFF MINIMUMS:
 Rwy 4, 22, 31: Not authorized - ATC.
 Rwy 13: Standard with minimum climb of 620 FT/NM to 4000, if unable to accept climb rate, advise ATC prior to taxi.
 Gnd speed-KT 75 100 150 200 250 300
 620 FT/NM 775 1033 1550 2067 2583 3100

INITIAL CLIMB	TOP ALTITUDE
Climb on heading 134° to intercept course 179° to cross KIWIE at or above 2500 and at or below 220 KT, then on track 241° to cross VOBOZ at or above 4500 and at or below 220 KT, then on track 313° to GLDMN, then on track 335° for RADAR vector on course.	5000

ROUTING
 MAINTAIN 5000 or as assigned by ATC. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

KLGA/LGA

 **JEPPESEN**
2 APR 10 (10-3-0) Eff 8 AprNEW YORK, NY
LA GUARDIA**LGA RNAV SID ADVISORY NOTICE****Flight Crew Procedures for RNAV SIDs**

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En Route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. *Ensure all transitions are loaded correctly.*
2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify that the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s). For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. *If unable to comply with the RNAV SID, contact ATC prior to takeoff and request an amended clearance.*
3. **AFTER TAKEOFF:** Unless instructed to fly a heading by the Tower, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. *If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC.*
4. **HOT DAY CLIMB GRADIENT ADVISORY:** Mandatory crossing altitudes established on the GLDMN, TREEO, NTHNS, TNNIS and STBNZ departures are to de-conflict with LGA airspace and adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Compute takeoff and climb performance as soon as practicable. *Advise ATC as early as possible, prior to calling for takeoff, and request alternate instructions if unable to comply with published crossing altitude and speed restrictions.*

JEPPESEN NEW YORK, NY
RNAV SID
 14 APR 23 **10-3A** Eff 20 Apr

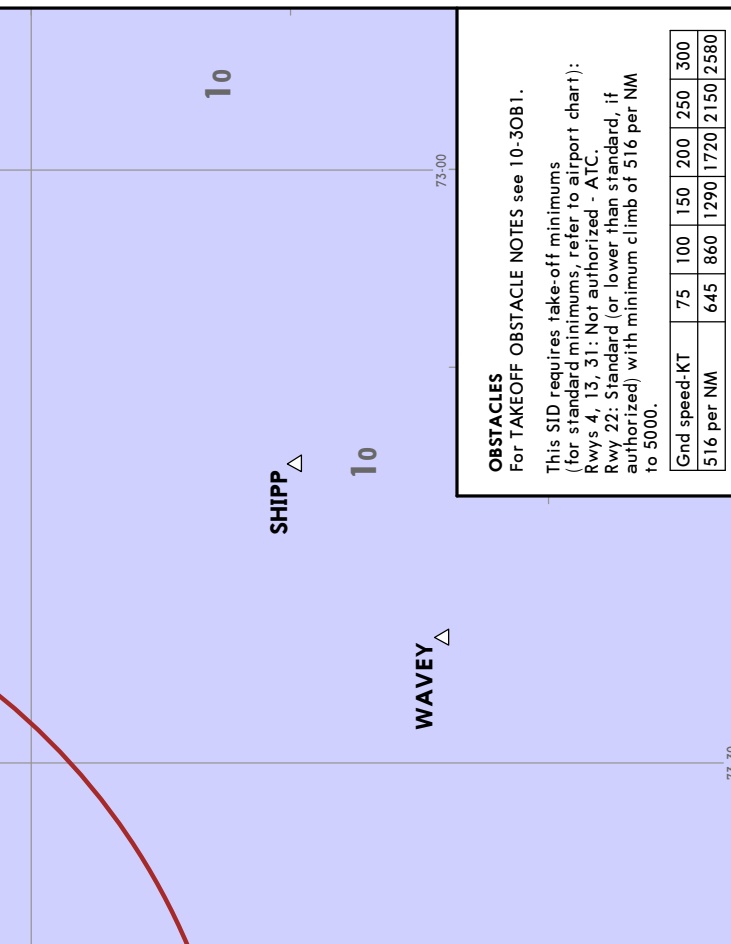
NEW YORK Departure (R)
120.4

Apft Elev
21

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. RADAR required.
 4. For turboprops only.

5. Strict compliance to track and altitude restrictions is MANDATORY. Aircraft performance may require reduced airspeed to comply with altitude restrictions. Advise ATC on initial contact if unable to comply with climb gradient requirements.
 6. Aircraft filed RBV VOR, WHITE, SHIPP, WAVEY, DIXIE, EXPECT RADAR vectors after ASALT.

HOPEA 3 RNAV DEPARTURE
(HOPEA 3.HOPEA)
(RWY 22)
SPEED: DO NOT EXCEED:
220 KT UNTIL PASSING HOPEA,
230 KT UNTIL PASSING CRI VOR



INITIAL CLIMB	TOP ALTITUDE
Climb heading 224° to intercept course 189° to cross HOPEA at or above 2500, then on 189° track to cross CRI VOR at or above 5000, then on track 224° to ASALT, then on track 224° for vectors on course. MAINTAIN 5000 or as assigned by ATC. EXPECT clearance to filed altitude/flight level 10 minutes after departure.	5000

NEW YORK Departure (R)
120.4

Apft Elev
21

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. RADAR required.
 4. For turboprops only.

5. Strict compliance to track and altitude restrictions is MANDATORY. Aircraft performance may require reduced airspeed to comply with altitude restrictions. Advise ATC on initial contact if unable to comply with climb gradient requirements.
 6. Aircraft filed RBV VOR, WHITE, SHIPP, WAVEY, DIXIE, EXPECT RADAR vectors after ASALT.

HOPEA 3 RNAV DEPARTURE
(HOPEA 3.HOPEA)
(RWY 22)
SPEED: DO NOT EXCEED:
220 KT UNTIL PASSING HOPEA,
230 KT UNTIL PASSING CRI VOR



INITIAL CLIMB	TOP ALTITUDE
Climb heading 224° to intercept course 189° to cross HOPEA at or above 2500, then on 189° track to cross CRI VOR at or above 5000, then on track 224° to ASALT, then on track 224° for vectors on course. MAINTAIN 5000 or as assigned by ATC. EXPECT clearance to filed altitude/flight level 10 minutes after departure.	5000

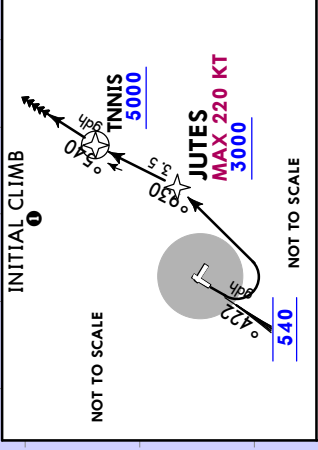
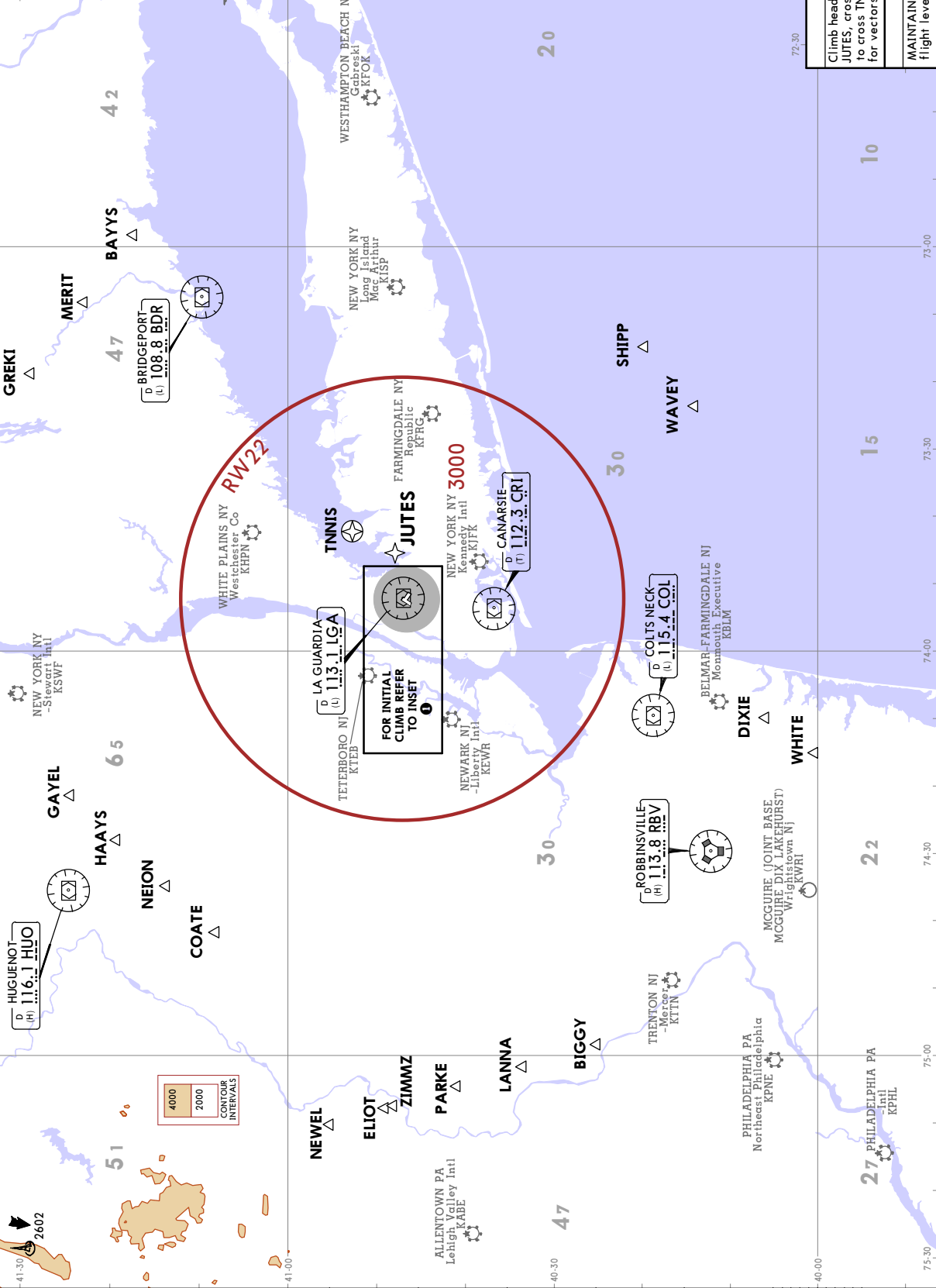
JUTES 3 RNAV DEPARTURE
(JUTES3.JUTES)
(RWY 22)

3. Turboprops assigned by ATC only.
4. Strict compliance to track and altitude restrictions is MANDATORY. Aircraft performance may require reduced airspeed to comply with altitude restrictions. Advise ATC on initial contact if unable to comply with climb gradient requirements.
5. All aircraft EXPECT vectors after TNNIS.

NEW YORK Departure (R)	120.4
Apt Elev	21
Trans alt: 18000	
RNAV 1 DME/DME/IRU or GPS required	
1. RADAR required.	
2. All turboprops.	

SPEED RESTRICTION

- Do not exceed 220 KT until passing JUTES.
- Traffic filed over BIGGY, ELIOT, LANNA, NEWEL, PARKE, ZIMMZ do not exceed 250 KT until reaching 11000.



TAKE-OFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

TAKE-OFF MINIMUMS:
Rwys 4, 13, 31: Not authorized - ATC.
RWY 22: Standard with minimum climb of 501 FT/NM to 540, then ATC climb of 356 FT/NM to 3000, then ATC climb of 374 FT/NM to 5000.

Gnd speed-KT	75	100	150	200	250	300
356 FT/NM	445	593	890	1187	1483	1780
374 FT/NM	468	623	935	1247	1558	1870
501 FT/NM	626	835	1253	1670	2088	2505

INITIAL CLIMB		TOP ALTITUDE	
Climb heading 224° to 540, then climbing LEFT turn direct JUTES, cross JUTES at or above 3000, then on track 039° for vectors on course.		5000	

ROUTING

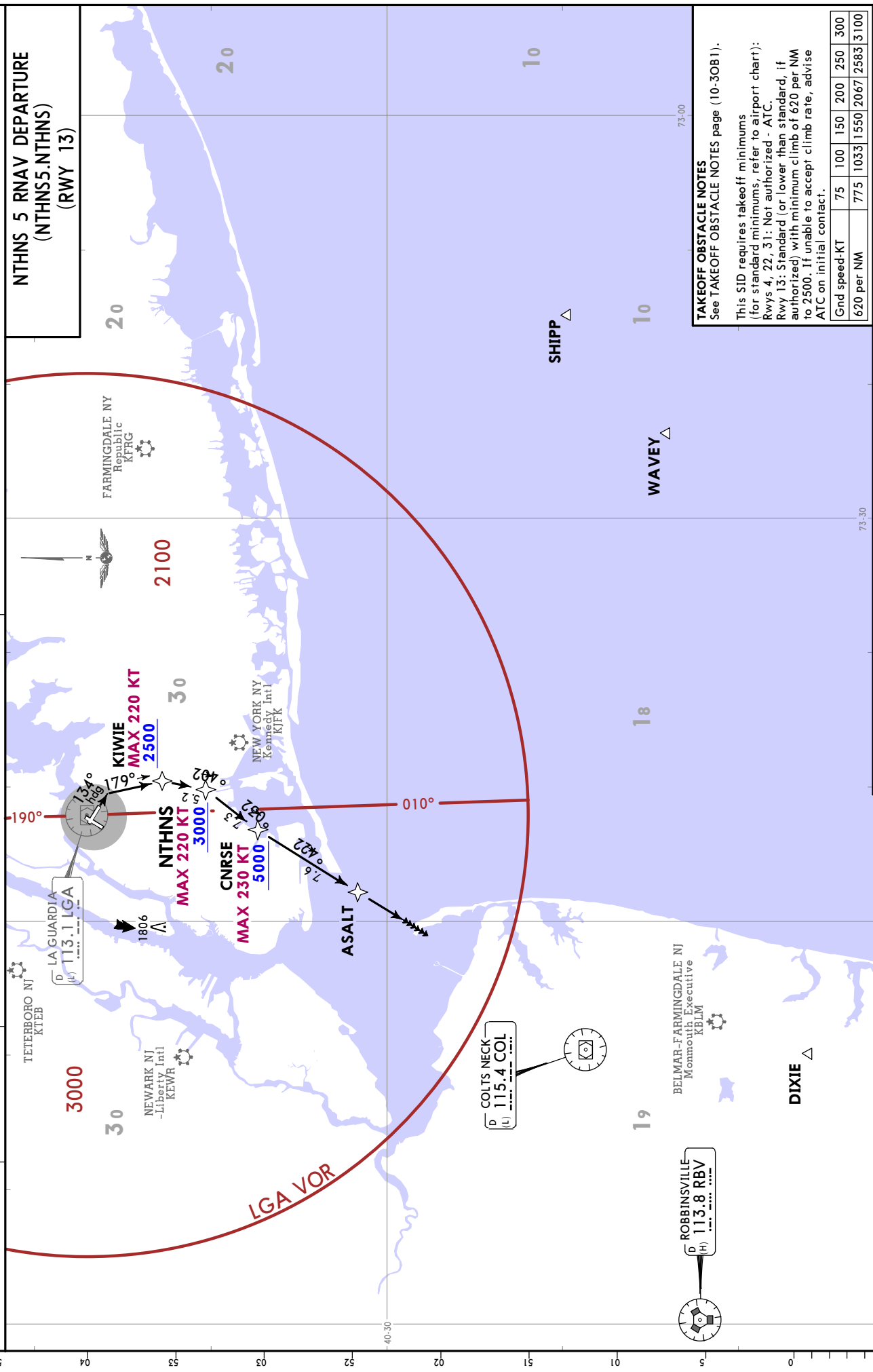
MAINTAIN 5000 or as assigned by ATC. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

JEPPESEN NEW YORK, NY
RNAV SID
 15 MAY 20 (10-3D) Eff 21 May

NEW YORK DEPARTURE (R)
120.4

Apt Elev
21

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. RADAR required.
 4. For turbojet aircraft only.



NTHNS 5 RNAV DEPARTURE
(NTHNS5.NTHNS)
(RWY 13)

5. Strict compliance to track and altitude restrictions is MANDATORY. Aircraft performance may require reduced airspeed to comply with altitude restrictions. Advise ATC on initial contact if unable to comply with climb gradient requirements.
 6. Aircraft filed RBV VOR, WHITE, SHIPP, WAVEY, DIXIE, EXPECT RADAR vectors after ASALT.

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 4, 22, 31: Not authorized - ATC.
 Rwy 13: Standard (or lower than standard, if authorized) with minimum climb of 620 per NM to 2500. If unable to accept climb rate, advise ATC on initial contact.

Gnd speed-KT	75	100	150	200	250	300
620 per NM	775	1033	1550	2067	2583	3100

INITIAL CLIMB		TOP ALTITUDE
Climb on heading 134° to intercept course 179° to cross KIWIE at or above 2500 and at or below 220 KT, then on track 204° to NTHNS at or above 3000 and at or below 220 KT, then on track 230° to CNRSE at or above 5000 and at or below 230 KT, then on depicted route to ASALT, then on track 224° for RADAR vectors on course. MAINTAIN 5000 or as assigned by ATC. EXPECT clearance to filed altitude/flight level 10 minutes after departure.		5000

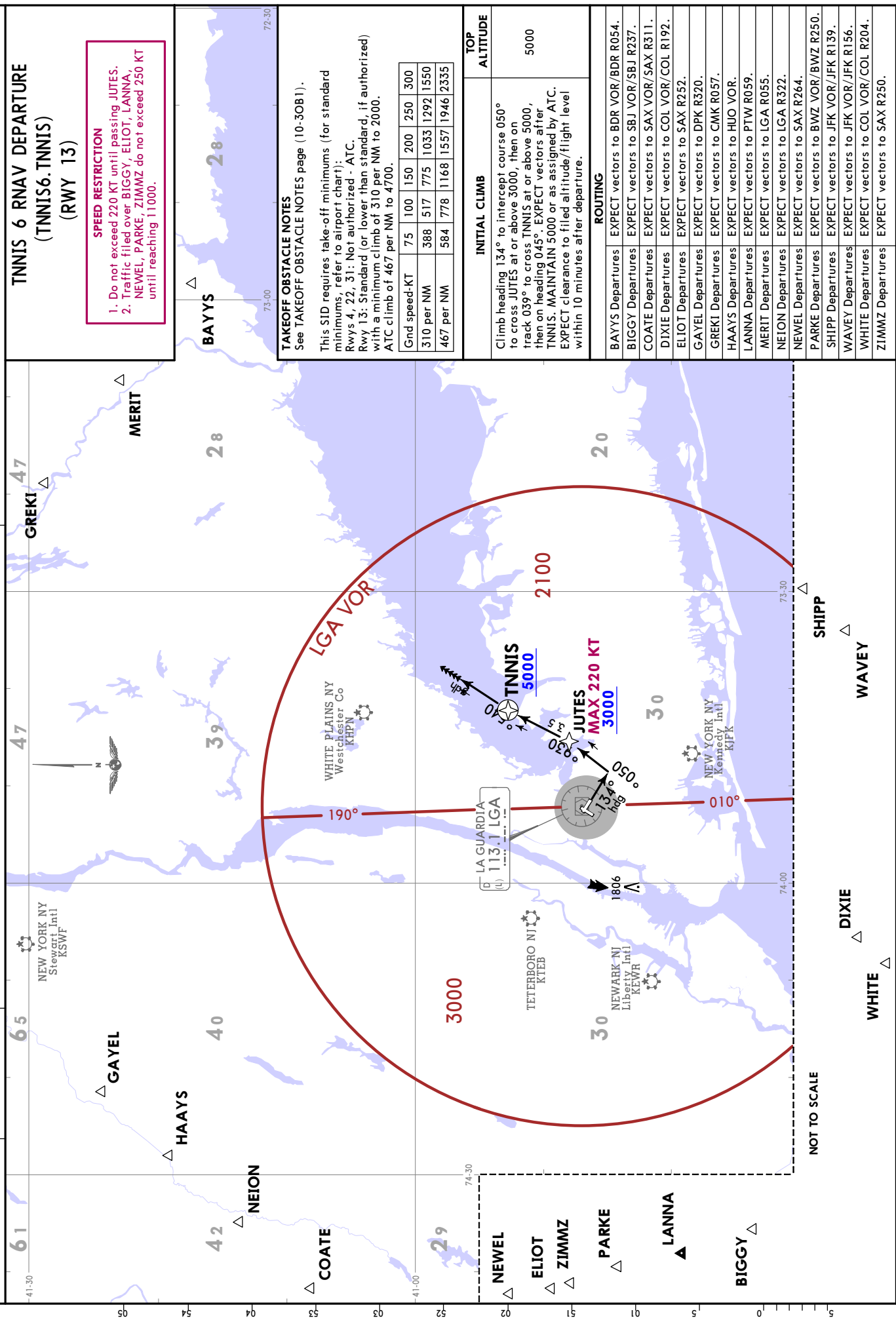
NEW YORK Departure (R)
120.4

Apt Elev
21

Trans alt: 18000

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. For all turboprop aircraft. 5. Turboprop traffic as assigned by ATC.
6. Strict compliance to track and altitude restrictions is MANDATORY. Aircraft performance may require reduced airspeed to comply with altitude restrictions. If unable to comply with climb gradient, notify ATC on initial contact.

7. All aircraft EXPECT vectors after TNNIS.
8. ELIOT authorized only for aircraft requesting final altitude of 14000 or 16000.
9. NEWEL authorized only for aircraft requesting a final altitude of or above FL180.
10. ZIMMZ authorized only for aircraft requesting a final altitude of FL180 or above.



SPEED RESTRICTION

1. Do not exceed 220 KT until passing JUTES.
2. Traffic filed over BIGGY, ELIOT, LANNA, NEWEL, PARKE, ZIMMZ do not exceed 250 KT until reaching 11000.

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 22, 31: Not authorized - ATC.
Rwy 13: Standard (or lower than standard, if authorized) with a minimum climb of 310 per NM to 2000.
ATC climb of 467 per NM to 4700.

Gnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550
467 per NM	584	778	1168	1557	1946	2335

TOP ALTITUDE	
INITIAL CLIMB	ALTITUDE
Climb heading 134° to intercept course 050° to cross JUTES at or above 3000, then on track 039° to cross TNNIS at or above 5000, then on heading 045°. EXPECT vectors after TNNIS. MAINTAIN 5000 or as assigned by ATC. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.	5000

ROUTING	
BAYYS Departures	EXPECT vectors to BDR VOR/BDR R054.
BIGGY Departures	EXPECT vectors to SBJ VOR/SBJ R237.
COATE Departures	EXPECT vectors to SAX VOR/SAX R311.
DIXIE Departures	EXPECT vectors to COL VOR/COL R192.
ELIOT Departures	EXPECT vectors to SAX R252.
GAYEL Departures	EXPECT vectors to DPK R320.
GREKI Departures	EXPECT vectors to CMK R057.
HAAYS Departures	EXPECT vectors to HJO VOR.
LANNA Departures	EXPECT vectors to PTW R059.
MERIT Departures	EXPECT vectors to LGA R055.
NEION Departures	EXPECT vectors to LGA R322.
NEWEL Departures	EXPECT vectors to SAX R264.
PARKE Departures	EXPECT vectors to BWZ VOR/BWZ R250.
SHIPP Departures	EXPECT vectors to JFK VOR/JFK R139.
WAVEY Departures	EXPECT vectors to JFK VOR/JFK R156.
WHITE Departures	EXPECT vectors to COL VOR/COL R204.
ZIMMZ Departures	EXPECT vectors to SAX R250.

KLGA/LGA

 **JEPPESEN**
15 MAY 20 (10-30B1)

NEW YORK, NY

LA GUARDIA

TAKEOFF OBSTACLE NOTES - DEPs

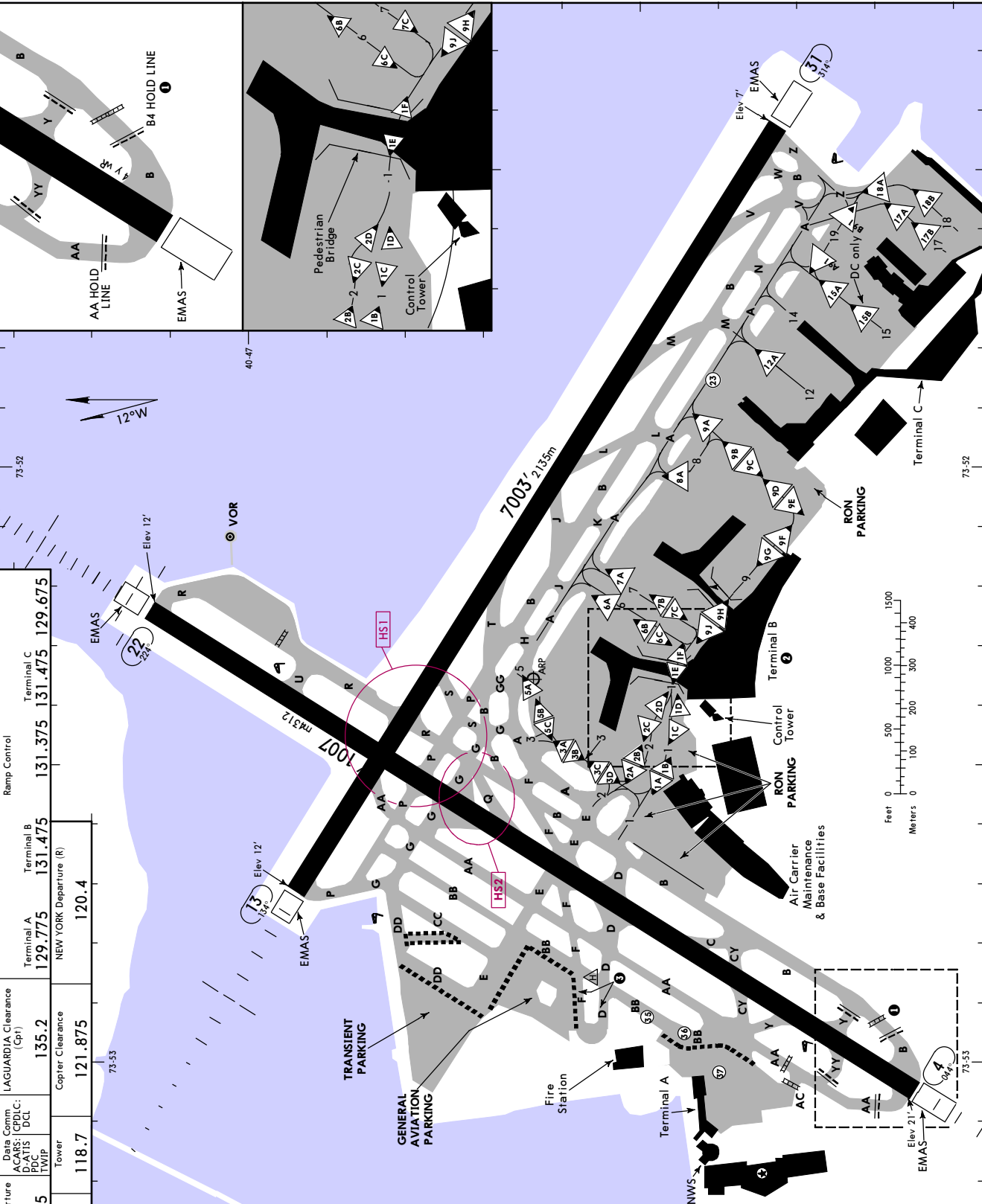
- RWY 13:
Localizer 392 from DER, on centerline, 18 AGL/19 MSL. Stack, fences, and buildings beginning 97 from DER, 171 left of centerline, up to 83 AGL/103 MSL. Fences, buildings, and trees beginning 28 from DER, 415 right of centerline, up to 21 AGL/22 MSL. Stack 4934 from DER, 1513 left of centerline, 172 AGL/181 MSL. Building 1.9 NM from DER, 758 right of centerline, 280 AGL/345 MSL.
- RWY 22:
Building 1278 from DER, 169 left of centerline, 48 AGL/71 MSL. Buildings and trees beginning 165 from DER, 150 left of centerline, up to 72 AGL/101 MSL. Blast fence, fence, stack on building, navaid, and trees beginning 109 from DER, 138 right of centerline, up to 55 AGL/104 MSL. Tower 1.8 NM from DER, 566 right of centerline, 222 AGL/302 MSL. Multiple trees and buildings beginning 1731 from DER, 138 right of centerline up to 73 AGL/104 MSL. Localizer 421 from DER, 275 right of centerline 25 AGL/44 MSL. Fence 109 from DER, 335 right of centerline 14 AGL/31 MSL.
- RWY 31:
Stack 1.2 NM from DER, 2015 left of centerline, 250 AGL/268 MSL.

NEW YORK, NY
LAGUARDIA

JEPPESEN
9 JUN 23 (10-9) **EFF 15 JUN**

KLGA/LGA
Apt Elev 21'
MAG 46.6 W075 52.4

D-ATIS Departure	127.05	Data Comm	ACARS: CPDLC: RWIS: TWIP	LAGUARDIA Clearance (Cpt)	135.2	Terminal A	129.775	Terminal B	131.475	Terminal C	131.475	129.675
Ground	121.7	Tower	118.7	Copter Clearance	121.875	NEW YORK Departure (R)	120.4	Ramp Control				



LEGEND

- Start-up positions
- Directional start-up positions
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- ILS Hold Line
- Hold Line

Runway Inclusion Hot Spot

For information only, not to be construed as ATC instructions.

HS1 Intersection of Rwys and Twys G, P, R, S.

HS2 Maintain vigilance when exiting Rwy 4 at Twy Q. Be sure to completely cross the hold line which requires crossing onto another taxiway.

CAUTION NOTES

1 CAUTION: Aircraft taxiing on Twy B for Rwy 4 departure, may be instructed to hold at the ILS Hold line.

OPERATIONAL NOTES

2 Overhead pedestrian bridges on north side of Terminal B provide 50' tail height clearance when on taxiway centerline.

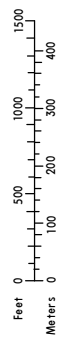
3 Twy F and Twy D west of Twy BB closed to aircraft with wingspans in excess of 125' (38m).

Rwy 13/31 northwest 944' of rwy is a deck over water; rwy friction may be different than remaining portion of rwy during winter weather.

Rwy 4/22: Northeast 1776' of rwy is a deck over water; rwy friction may be different than remaining portion of rwy during winter weather.

Twys G, P, R & U concrete deck restricted to 5 KT turns, 10 KT straight.

B767-400 aircraft restricted to 10 KT on Twy DD, Twy Z, Twy B, and Twy AA.



KLGA/LGA

JEPESEN
9 JUN 23 **10-9A** Eff 15 Jun

NEW YORK, NY
LAGUARDIA

GENERAL
Low-level wind shear alert system.
Runway Status Lights in operation.
Birds in vicinity of airport.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

ADDITIONAL RUNWAY INFORMATION							
RWY						USABLE LENGTHS	
						LANDING BEYOND	
	Threshold	Glide Slope	TAKE-OFF	WIDTH			
4 ①	HIRL CL MALSR ② PAPI-R	RVR	5899' 1798m	150' 46m			
22	HIRL CL ALSF-I TDZ ④ PAPI-R	RVR	5984' 1824m				③

① Runway grooved. ③ Magnetic anomalies may affect compass heading when using.
② Angle 3.10°. ④ Angle 3.00°. extension Rwy 22 (portion NE of Rwy 13-31) for take-off.

13 ⑤	HIRL CL MALSR TDZ ⑥ PAPI-L	RVR	6058' 1846m	150' 46m		
31	HIRL CL REIL PAPI-R (angle 3.00°)	RVR				

⑤ Runway grooved. ⑦ Magnetic anomalies may affect compass heading when using extension Rwy 13 (portion NW of Rwy 4-22) for take-off.
⑥ (angle 3.10°). Unusable 8° left of centerline and 9° right of centerline.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 4				
Both RVRs are required & controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10			

Rwy 31					
With Mim climb of 330'/NM to 500'					Other
Both RVRs are required & controlling		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1 3/4
Rollout RVR 5	Rollout RVR 10				

Rwy 22					
① With Mim climb of 210'/NM to 400'					Other
Both RVRs are required & controlling		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-2 1/4
Rollout RVR 5	Rollout RVR 10				

Rwy 13					
With Mim climb of 280'/NM to 500'					Other
Both RVRs are required & controlling		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	400-2 1/4
Rollout RVR 5	Rollout RVR 10				

① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1100' prior to departure end of runway.

OBSTACLE DP
Rwy 4: Climb heading 044° to 1000' before proceeding on course. Rwy 13: Climb heading 134° to 1000' before proceeding westbound. Rwy 22: Climb heading 224° to 2200' before proceeding westbound (Radar required). Rwy 31: Climb heading 314° to 1700' before proceeding westbound.
(For TAKEOFF OBSTACLE NOTES see 10-9A1)

FOR FILING AS ALTERNATE							
	ILS Rwy 4 ILS Rwy 13 ILS Rwy 22 COPTER ILS Rwy 13 COPTER ILS Rwy 22	COPTER LOC Rwy 13 COPTER LOC Rwy 22 RNAV (RNP) Z Rwy 4 RNAV (GPS) Z Rwy 31	LOC Rwy 4 RNAV (GPS) Y Rwy 4 RNAV (GPS) X Rwy 22	LOC Rwy 13 LOC Rwy 22 LOC Rwy 31 LDA-A RNAV (GPS) Y Rwy 22 RNAV (GPS) Y Rwy 31	RNAV (GPS) Rwy 13	RNAV (GPS) X Rwy 31	COPTER RNAV (GPS)-210° COPTER RNAV (GPS)-250° RNAV (RNP) Z Rwy 22
A				800-2	800-2		
B	600-2	800-2	800-2	800-2	800-2	1200-4	NA
C				1100-3	1100-3		
D			800-2 1/4	1100-3	1300-3		

A
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D
10

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 **JEPPESEN**
9 OCT 15 (10-9A1) Eff 15 OctNEW YORK, NY
LAGUARDIA**ODP TAKEOFF OBSTACLE NOTES**

◦ RWY 13:

Localizer 392' from DER, on centerline, 18' AGL/19' MSL. Stack, fences, and buildings beginning 97' from DER, 171' left of centerline, up to 83' AGL/103' MSL. Fences, buildings and trees beginning 28' from DER, 415' right of centerline, up to 21' AGL/22' MSL. Stack 4934' from DER, 1513' left of centerline, 172' AGL/181' MSL. Building 1.9 NM from DER, 758' right of centerline, 208' AGL/345' MSL.

◦ RWY 22:

Building 1278' from DER, 169' left of centerline, 48' AGL/71' MSL. Buildings and trees beginning 165' from DER, 150' left of centerline, up to 72' AGL/101' MSL. Blast fence, fence, stack on building, navaid, and trees beginning 109' from DER, 138' right of centerline, up to 55' AGL/104' MSL. Tower 1.8 NM from DER, 566' right of centerline, 222' AGL/302' MSL.

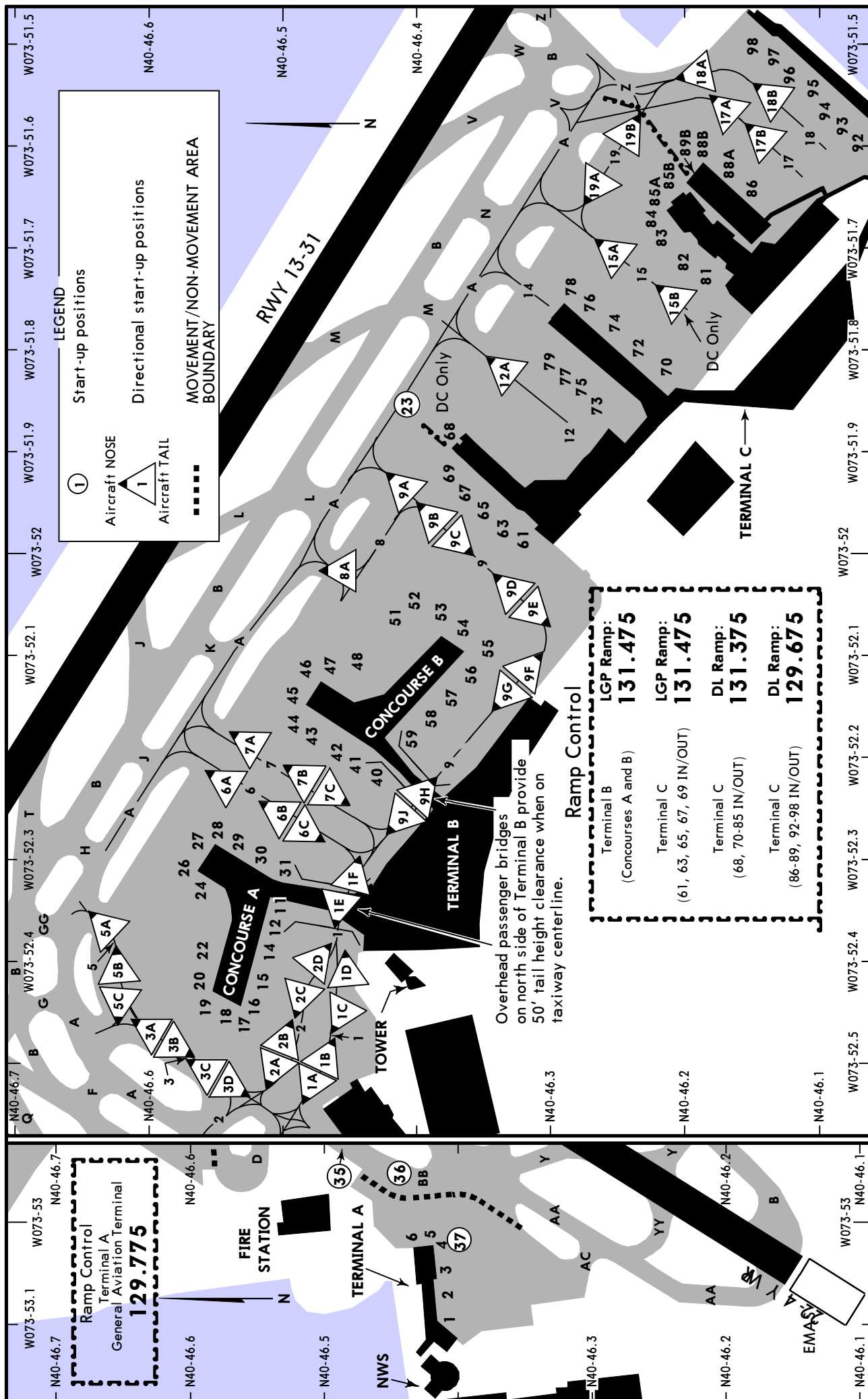
◦ RWY 31:

Stack 1.2 NM from DER, 2015' left of centerline, 250' AGL/268' MSL.

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JEPPesen
3 FEB 23 10-9B

NEW YORK, NY
LAGUARDIA



CHANGES: Comm boundaries, Ramp Control, start-up positions and gates revised.

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NEW YORK, NY
LAGUARDIA

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Terminal A		Terminal C	
1 thru 3	N40 46.4 W073 53.1	61, 63	N40 46.3 W073 52.0
4 thru 6	N40 46.4 W073 53.0	65, 67, 68, 69	N40 46.4 W073 51.9
Terminal B: Concourse A		Terminal C Hardstands	
11	N40 46.5 W073 52.3	70, 72	N40 46.2 W073 51.8
12, 14	N40 46.5 W073 52.4	73 thru 79	N40 46.3 W073 51.8
15 thru 18	N40 46.5 W073 52.5	Terminal C	
19, 20, 22	N40 46.6 W073 52.4	81 thru 84	N40 46.2 W073 51.7
24, 26, 27	N40 46.6 W073 52.3	85A, 85B	N40 46.2 W073 51.6
28 thru 31	N40 46.5 W073 52.3	86	N40 46.1 W073 51.7
Terminal B: Concourse B		88A, 88B, 89B	N40 46.2 W073 51.6
40, 41	N40 46.4 W073 52.2	92 thru 94	N40 46.1 W073 51.6
42 thru 44	N40 46.5 W073 52.2	95 thru 97	N40 46.1 W073 51.5
45 thru 47	N40 46.5 W073 52.1	98	N40 46.2 W073 51.5
48, 51, 52, 53, 54	N40 46.4 W073 52.1		
55	N40 46.3 W073 52.1		
56, 57	N40 46.4 W073 52.1		
58, 59	N40 46.4 W073 52.2		

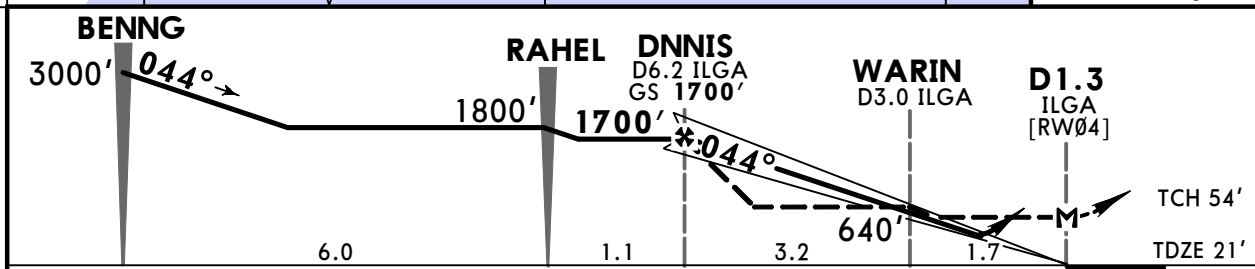
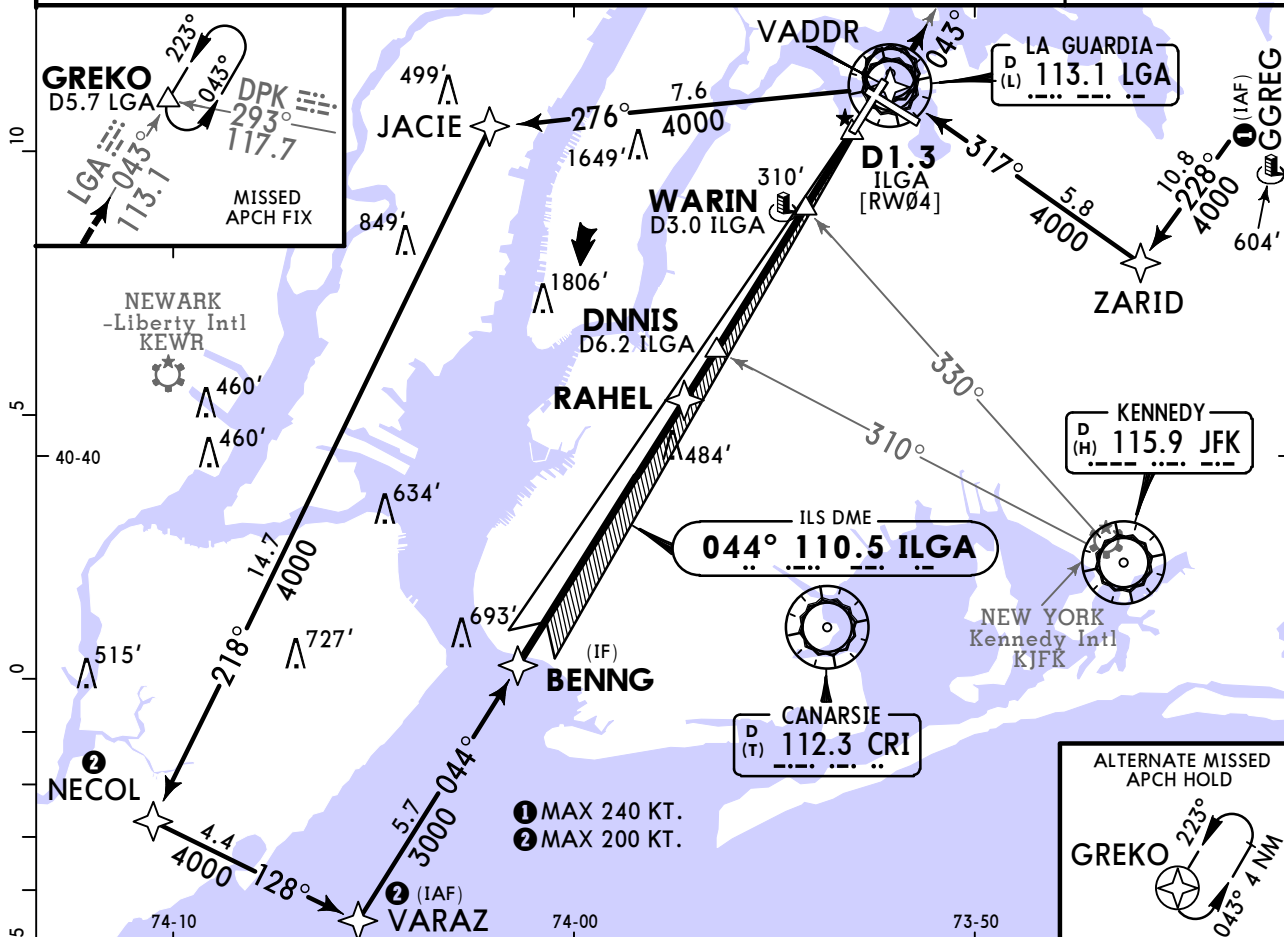
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4 AUG 23 (11-1)

NEW YORK, NY ILS or LOC Rwy 4

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
LOC ILGA 110.5	Final Apch Crs 044°	DNNIS 1700' (1679')		ILS DA(H) 283' (262')		Apt Elev 21' TDZE 21'	
MISSED APCH: Climb to 2000' outbound on LGA VOR R-043 to GREKO INT/D5.7 LGA and hold, continue climb-in-hold to 2000'.							<p>MSA LGA VOR</p>
RNP Apch-GPS	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Autopilot coupled approach not authorized. 2. DME from LGA VOR. 3. Rwy 4 helicopter visibility reduction below RVR 50 or 1 SM not authorized. 4. Going below glidepath may not provide obstacle clearance inside DA. 5. Crossing Rwy threshold below charted TCH may not provide required visual area obstacle clearance. 6. VGSI and ILS glidepath not coincident (VGSI angle 3.10°/TCH 76').							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 	2000' ↑ on 113.1 R-043 GREKO
GS	3.14°	389	500	556	667	889		
MAP at D1.3 ILGA or DNNIS to MAP	4.9	4:12	3:16	2:56	2:27	2:06		

TERPS						CIRCLE-TO-LAND		
ILS			LOC (GS out)			Not Authorized Northwest of Rwy 4 and Southwest of Rwy 13		
DA(H) 283' (262')			MDA(H) 560' (539')		MDA(H) 640' (619')		Max Kts	
RAIL/ALS out			1 With WARIN		Without WARIN		MDA(H)	
A	2		RVR 50 or 1		RVR 50 or 1		90	
B	RVR 40 or 3/4	RVR 45 or 7/8	RVR 55 or 1		1 1/2		120	
C			RVR 55 or 1		1 3/8		140	
D			RVR 55 or 1		1 7/8		165	
							680' (659')-1	
							700' (679')-2	
							760' (739')-2 1/4	

1 Dual VOR receivers or DME required. 2 RVR 24 authorized with Flight Director or HUD to DA.
 CHANGES: None. © JEPPesen, 1997, 2023. ALL RIGHTS RESERVED.

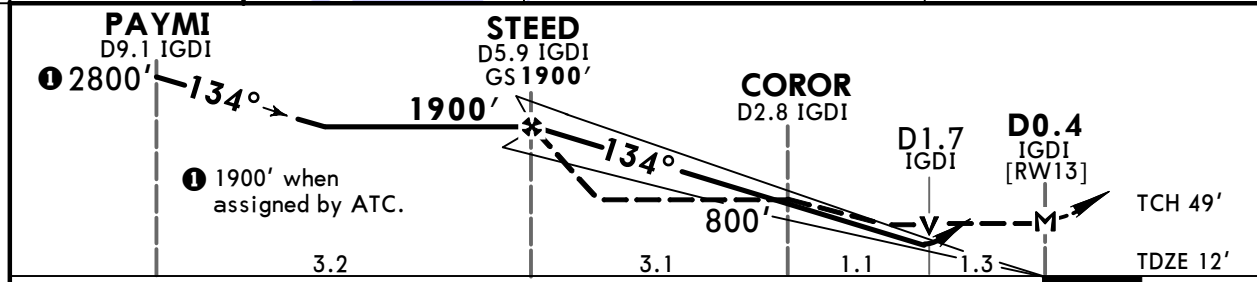
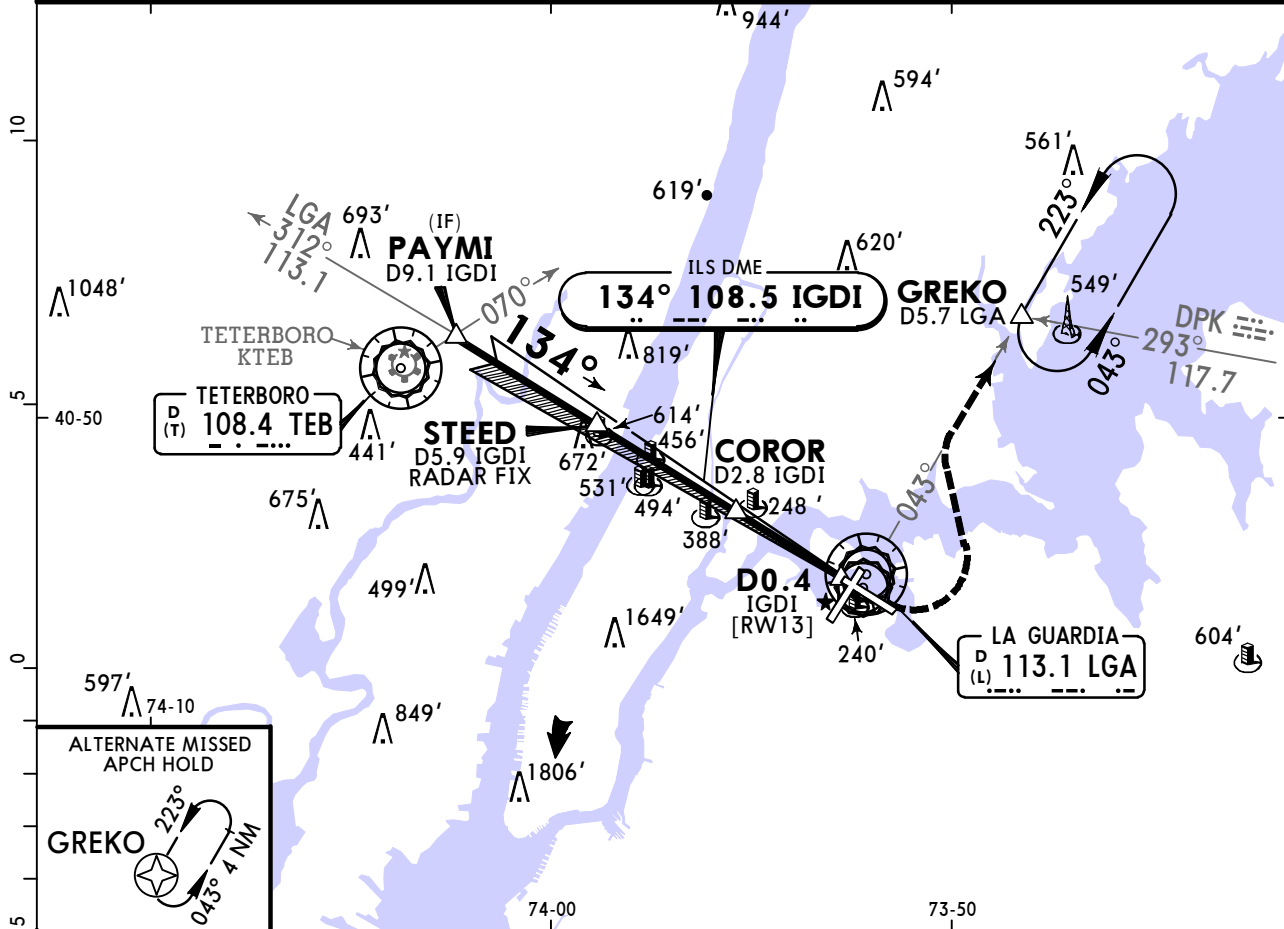
KLGA/LGA LAGUARDIA



4 AUG 23 **(11-2)**

NEW YORK, NY ILS or LOC Rwy 13

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
LOC IGD I 108.5	Final Apch Crs 134°	STEED 1900' (1888')		ILS DA(H) 212' (200')	Apt Elev 21' TDZE 12'		
MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' outbound on LGA VOR R-043 to GREKO/INT D5.7 LGA and hold, continue climb-in-hold to 2000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR required for procedure entry. 2. DME or RADAR required for LOC only. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.10°/TCH 55').							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 800' 2000' LGA on 113.1 GREKO R-043 LT
GS	3.10°	384	494	548	658	768	
MAP at D0.4 IGD I or STEED to MAP	5.5	4:43	3:40	3:18	2:45	2:21	

	STRAIGHT-IN LANDING RWY13				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not Authorized Northwest of Rwy 4 and Southwest of Rwy 13	
	DA(H)	TDZ/CL out	RAIL/ALS out	MDA(H) 500' (488') With COROR	MDA(H) 800' (788') Without COROR	Max Kts
A	212' (200')			RVR 24 or 1/2	RVR 50 or 1	90
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	120
C				RVR 40 or 3/4	RVR 60 or 1 1/4	140
D				RVR 50 or 1	1 1/2	165
						140
						165

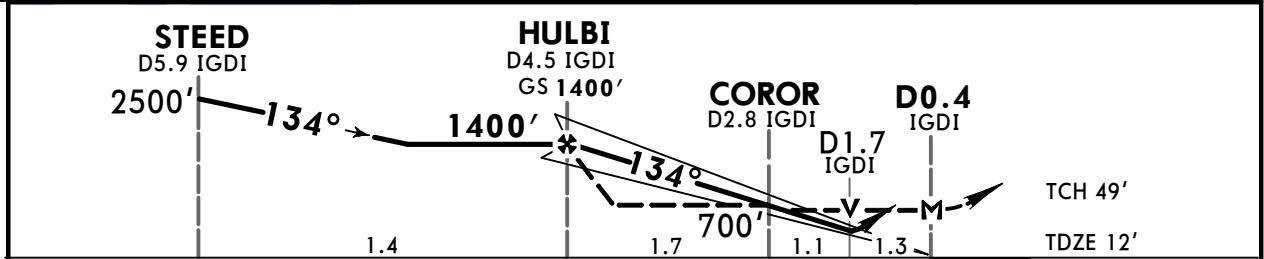
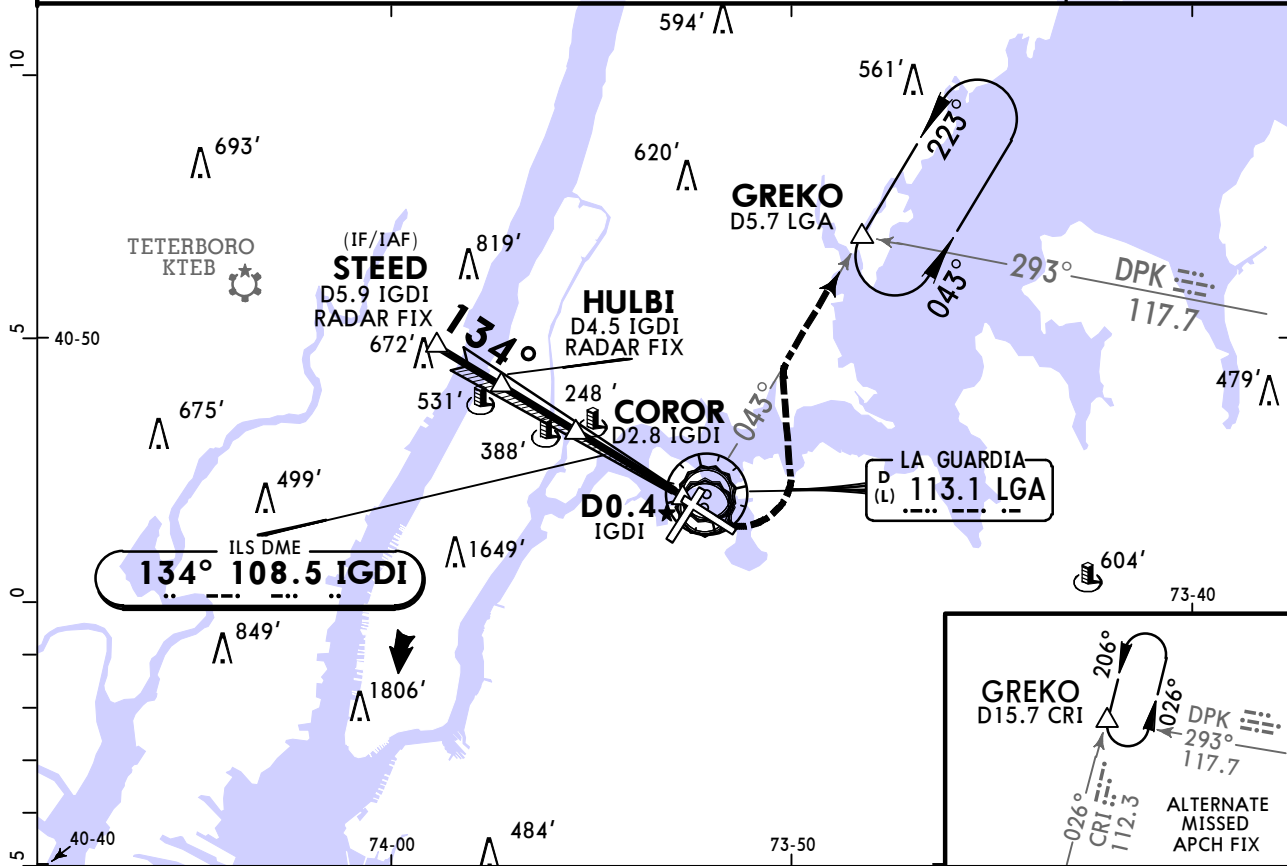
TERPS AMEND 2C 10 SEP 2020
 1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: Circling note added, format.
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KLGA/LGA
LAGUARDIA

JEPPESSEN
11 JUN 21
Eff 17 Jun

NEW YORK, NY
COPTER ILS or LOC Rwy 13

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
LOC IGDI 108.5	Final Apch Crs 134°	HULBI 1400' (1388')		ILS DA(H) 212' (200')	Apt Elev 21'		
MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' outbound on LGA VOR R-043 to GREKO INT/D5.7 LGA and hold, continue climb-in-hold to 2000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Radar required for procedure entry. 2. DME or Radar required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.10°/TCH 55'). 4. Limit intermediate approach to 90 KT. 5. Limit final and missed approach to 70 KT. 6. Increase to 90 KT upon reaching the missed approach altitude. 7. Intermediate descent gradient is 765'/NM.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 800' ↑ 2000' ↶ LT on 113.1 R-043 LGA GREKO
GS	3.10°	384	494	548	658	768	
MAP at D0.4 IGDI or HULBI to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

STRAIGHT-IN LANDING RWY 13					
ILS		LOC (GS out)			
DA(H) 212' (200')		MDA(H) 500' (488')		MDA(H) 700' (688')	
		With COROR		Without COROR	
FULL	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out
C O P T E R	RVR 12 or 1/4	RVR 24 or 1/2	RVR 12 or 1/4	RVR 40 or 3/4	RVR 12 or 1/4
					RVR 40 or 3/4

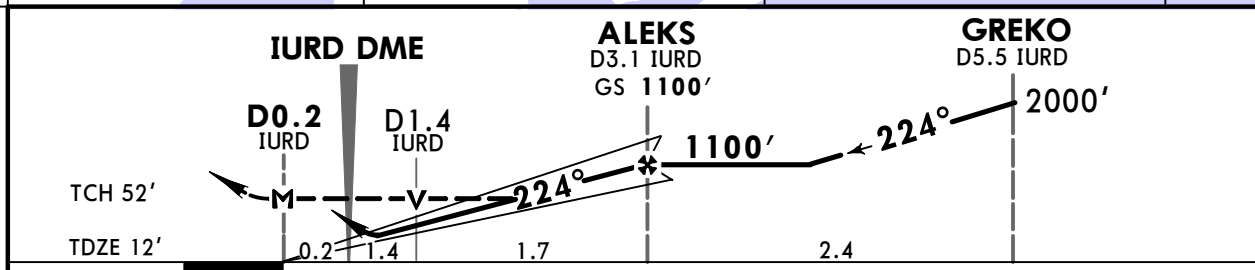
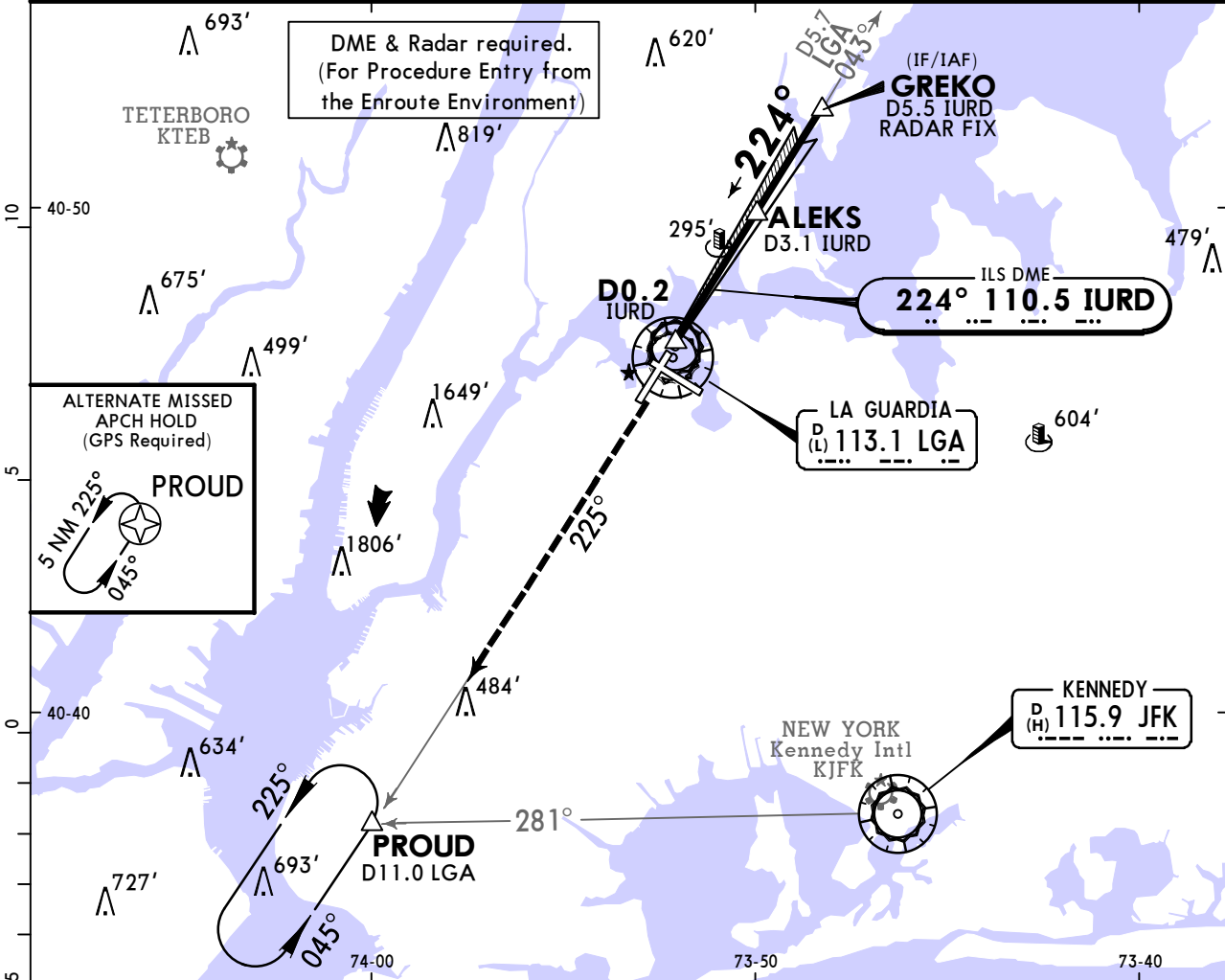
TERPS AMEND 1 17 JUN 2021

KLGA/LGA LAGUARDIA

JEPPESSEN
11 JUN 21
Eff 17 Jun (11-4)

NEW YORK, NY COPTER ILS or LOC Rwy 22

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7		
LOC IURD 110.5	Final Apch Crs 224°	ALEKS 1100' (1088')		ILS DA(H) 212' (200')	Apt Elev 21'		<p>MSA LGA VOR</p>	
MISSED APCH: Climb to 3000' outbound on LGA VOR R-225 to PROUD INT/D11.0 LGA and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Limit intermediate approach to 90 KT. 3. Limit final and missed approach to 70 KT. 4. Increase to 90 KT upon reaching the missed approach altitude. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 67').								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 3000' on 113.1 PROUD R-225
GS	372	478	531	637	743	849	
MAP at D0.2 IURD	2:50	2:12	1:59	1:39	1:25	1:14	

STRAIGHT-IN LANDING RWY 22			
ILS DA(H) 212' (200')		LOC (GS out) MDA(H) 560' (548')	
FULL	TDZ/CL out	ALS out	ALS out
RVR 12 or 1/4	RVR 24 or 1/2	RVR 12 or 1/4	RVR 40 or 3/4

TERPS AMEND 3 7 DEC 2017

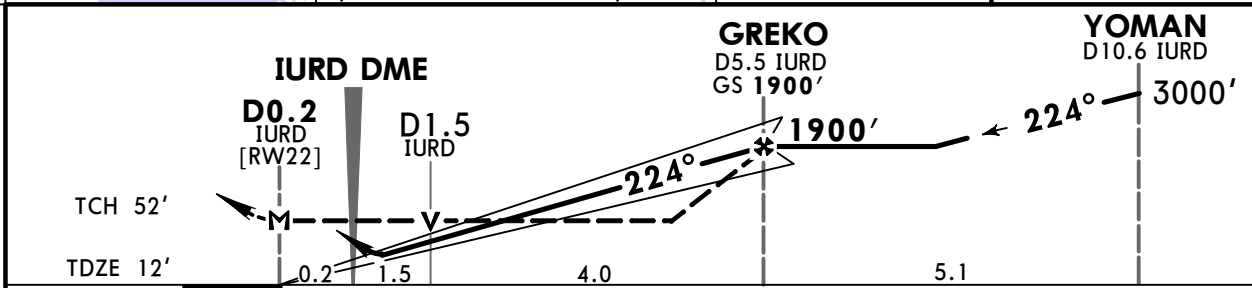
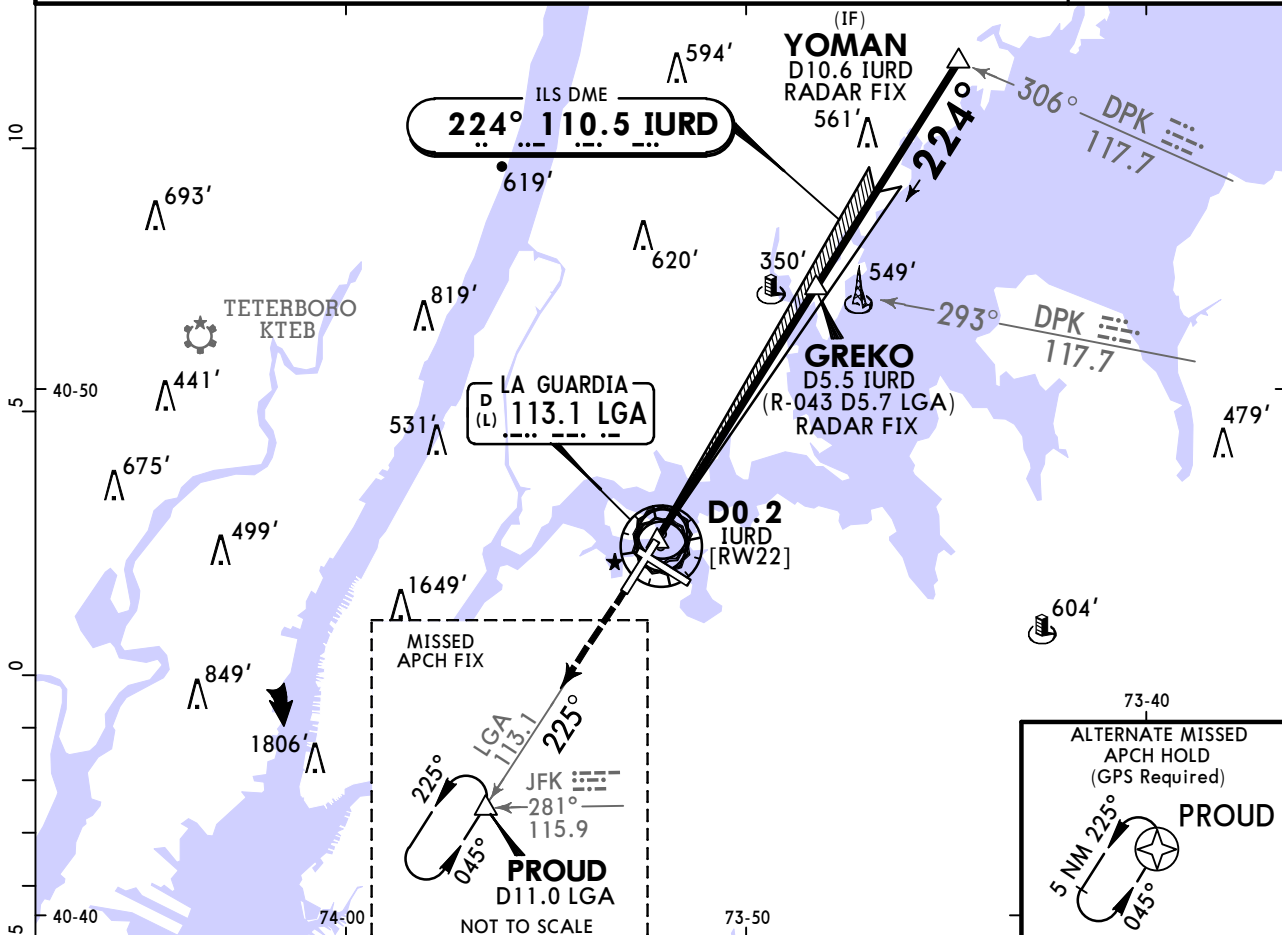
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4 AUG 23 (11-5)

NEW YORK, NY ILS or LOC Rwy 22

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
LOC IURD 110.5	Final Apch Crs 224°	GREKO 1900' (1888')		ILS DA(H) 212' (200')	Apt Elev 21'	TDZE 12'	
MISSED APCH: Climb to 3000' outbound on LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, continue climb-in-hold to 3000'.							<p>MSA LGA VOR</p>
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
RADAR required for procedure entry. RADAR or DME required for LOC only.							
VGSi and ILS glidepath not coincident (VGSi angle 3.00°/TCH 67').							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	3000'	LGA on 113.1 R-225	PROUD
GS	3.00°	372	478	531	637	849				
MAP at D0.2 IURD										
GREKO to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08			

TERPS				STRAIGHT-IN LANDING RWY22				CIRCLE-TO-LAND			
ILS				LOC (GS out)				Not Authorized Northwest of Rwy 4 and Southwest of Rwy 13			
DA(H) 212' (200')				MDA(H) 600' (588')				Max Kts			
TDZ/CL out		ALS out		ALS out		ALS out		MDA(H)			
A								90	700' (679') - 1		
B								120	1080' (1059') - 3		
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4					140	1260' (1239') - 3		
D								165			
1 RVR 18 with Flight Director or Autopilot or HUD to DA.											

CHANGES: Circling note added, format.

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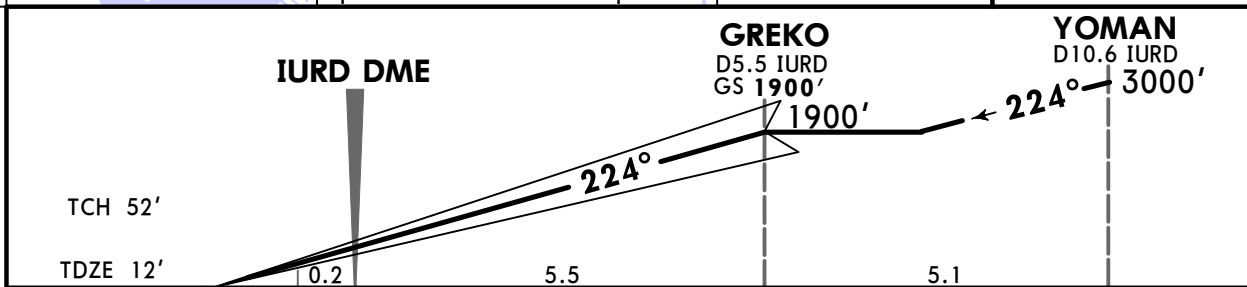
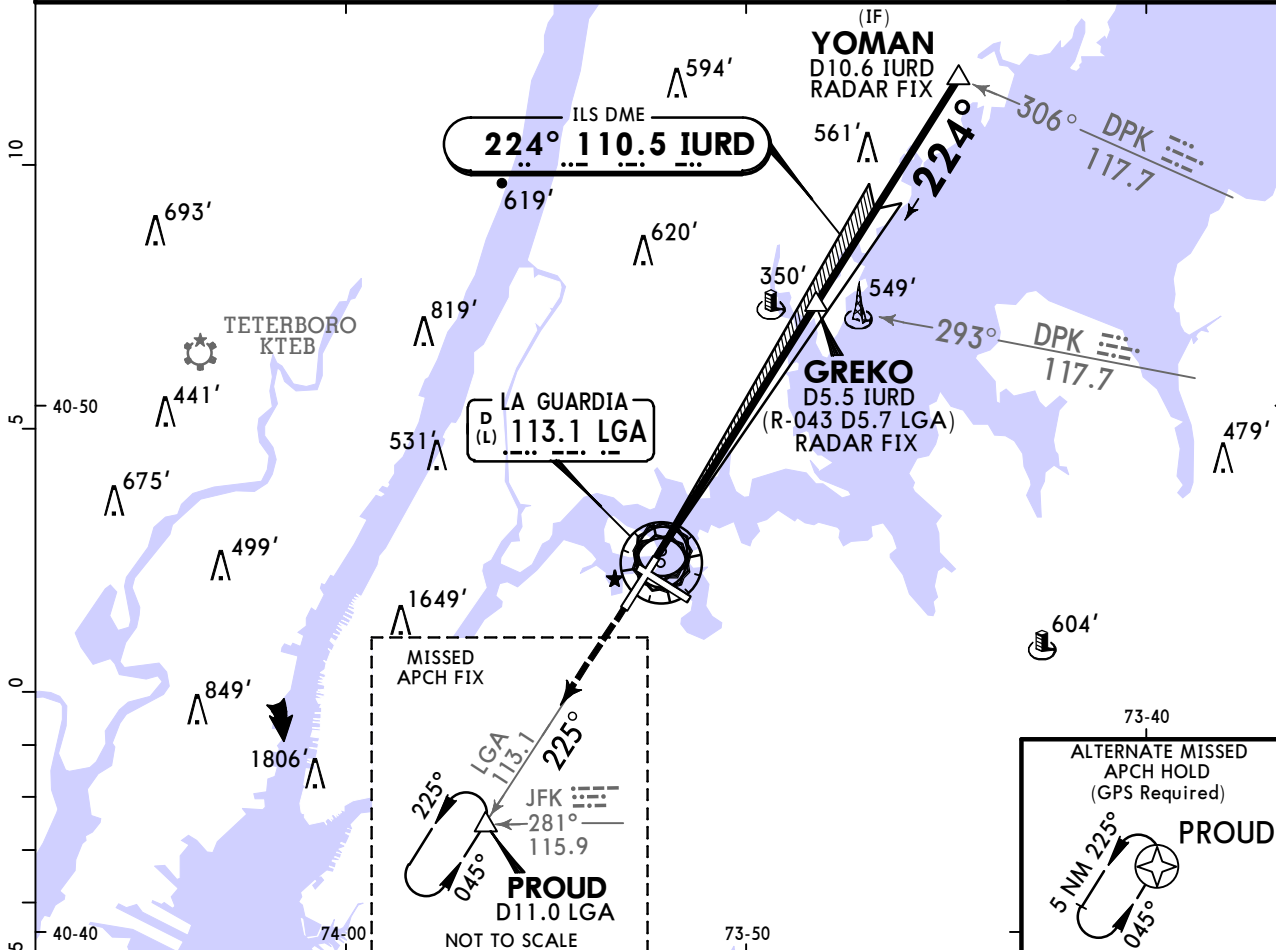
TERPS AMEND 2 ID 13 SEP 2018

KLGA/LGA LAGUARDIA

JEPPESSEN
4 AUG 23 **11-5A**

NEW YORK, NY ILS Rwy 22 SA CAT I

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
LOC IURD 110.5	Final Apch Crs 224°	GREKO 1900' (1888')		SA CAT I ILS RA 162' DA(H) 162' (150')	Apt Elev 21' TDZE 12'		<p>MSA LGA VOR</p>
MISSED APCH: Climb to 3000' outbound on LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
Special Aircrew & Acft Certification Required. RADAR required for procedure entry.							
VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 67').							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	3000' ↑	LGA on 113.1 R-225	PROUD
GS	3.00°	372	478	531	637	743				

TERPS STRAIGHT-IN LANDING RWY 22
SA CAT I ILS
RA 162'
 DA(H) 162' (150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

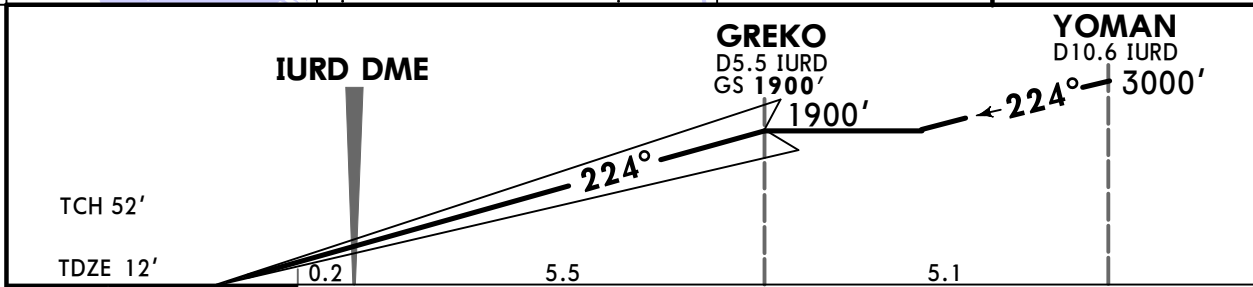
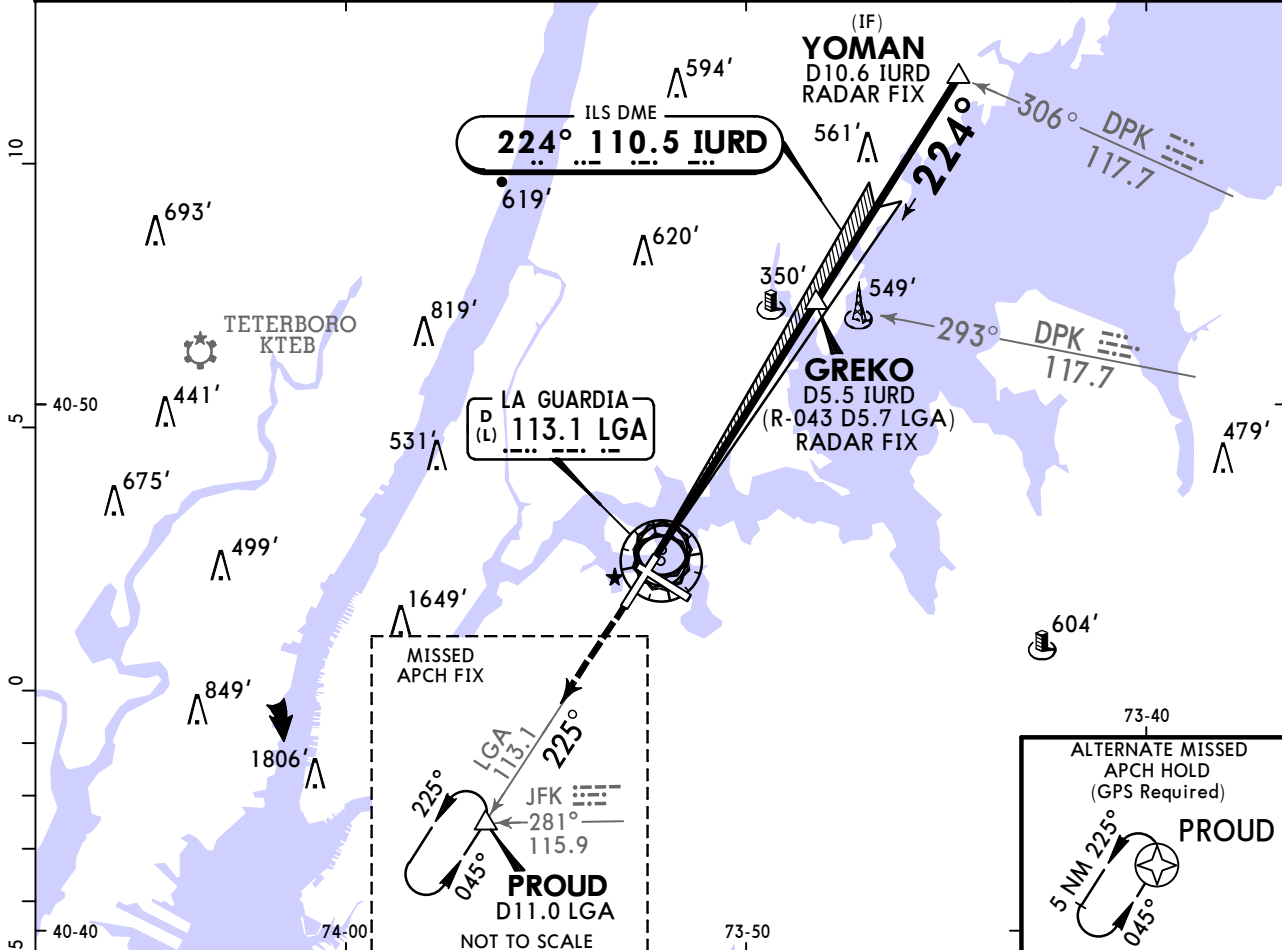
TERPS AMEND 2 ID 13 SEP 2018

KLGA/LGA
LAGUARDIA

JEPPESEN
4 AUG 23 **(11-5B)**

NEW YORK, NY
ILS Rwy 22 SA CAT II

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
LOC IURD 110.5	Final Apch Crs 224°	GREKO 1900' (1888')		SA CAT II ILS RA 112' DA(H) 112' (100')		Apt Elev 21' TDZE 12'	
MISSED APCH: Climb to 3000' outbound on LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
Special Aircrew & Acft Certification Required. RADAR required for procedure entry.							
VGSi and ILS glidepath not coincident (VGSi angle 3.00°/TCH 67').							MSA LGA VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	3000' ↑	LGA on 113.1 R-225	PROUD
GS	3.00°	372	478	531	637	743				

TERPS STRAIGHT-IN LANDING RWY 22
SA CAT II ILS
RA 112'
 DA(H) 112' (100')

A	RVR 12
B	
C	
D	

Reduced lighting: Requires specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

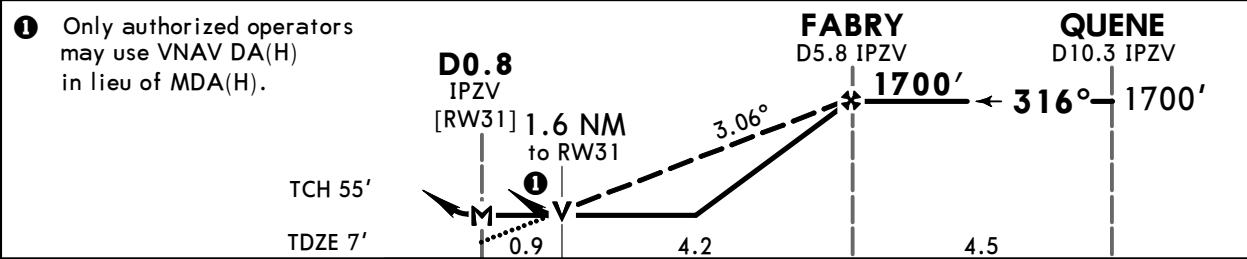
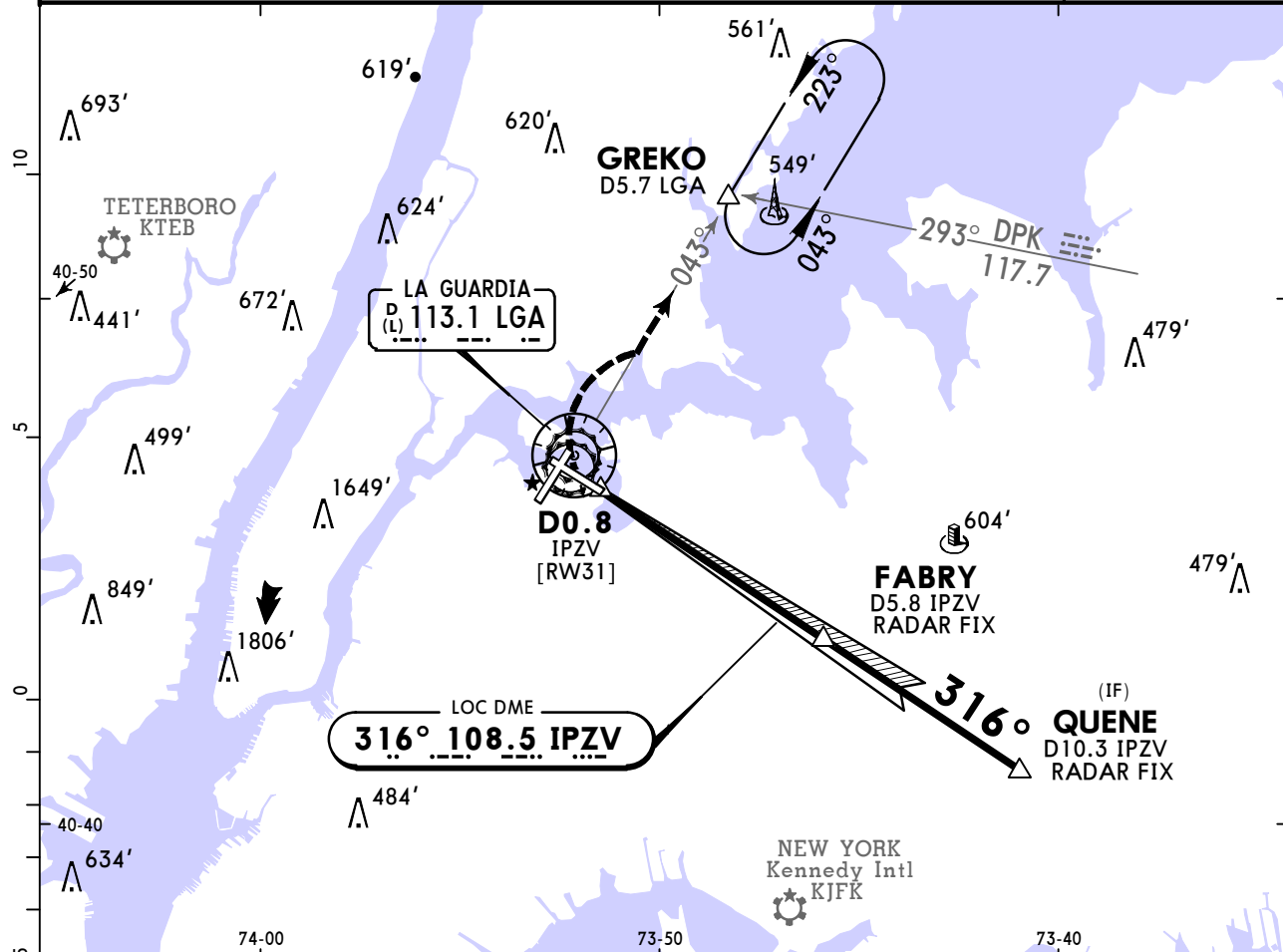
TERPS AMEND 2 ID 13 SEP 2018

KLGA/LGA LAGUARDIA

JEPPesen
4 AUG 23 (11-6)

NEW YORK, NY
LOC Rwy 31

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
LOC IPZV 108.5	Final Apch Crs 316°	FABRY 1700' (1693')		MDA(H) 600' (593')		Apt Elev 21' TDZE 7'	
MISSED APCH: Climbing RIGHT turn to 2000' outbound on LGA VOR R-043 to GREKO/INT D5.7 LGA and hold, continue climb-in-hold to 2000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR required for procedure entry. 2. DME required. 3. Rwy 31 helicopter visibility reduction below RVR 40 or 3/4 SM not authorized. 4. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 71'). 5. Localizer offset 1.71°.							



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.06°	379	487	541	650	758	866
MAP at D0.8 IPZV or FABRY to MAP	5.1	4:22	3:24	3:04	2:33	2:11

REIL PAPI-R	2000'	LGA	113.1	GREKO
	RT	on	R-043	

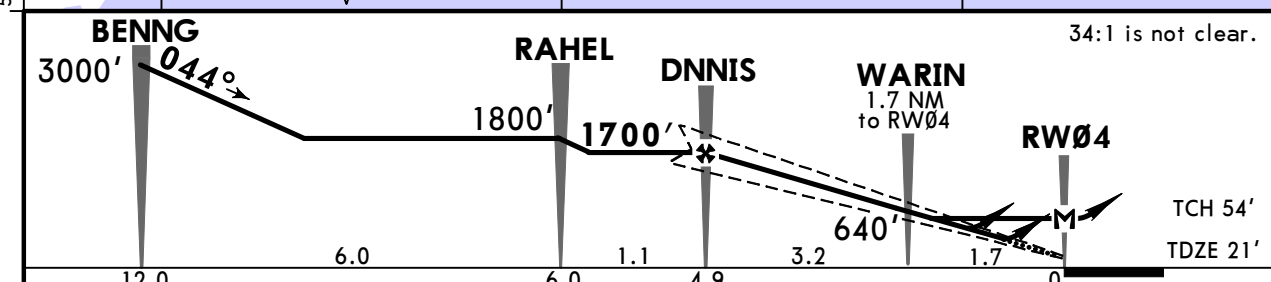
TERPS		STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
		MDA(H) 600' (593')		Not Authorized Northwest of Rwy 4 and Southwest of Rwy 13	
A		RVR 55 or 1		Max Kts	
B				90	700' (679') -1
C				120	
D		1 3/4		140	1080' (1059') -3
				165	1260' (1239') -3

KLGA/LGA LAGUARDIA

JEPPESSEN
4 AUG 23 **(12-1)**

NEW YORK, NY
RNAV (GPS) Y Rwy 4

D-ATIS Arrival 125.95	NEW YORK Approach (R) 120.8	LAGUARDIA Tower 118.7	Ground 121.7
WAAS Ch 60918 W-04A	Final Apch Crs 044°	DNNIS 1700' (1679')	LPV DA(H) 271' (250')
MISSED APCH: Climb to 2000' direct GREKO and hold, continue climb-in-hold to 2000'.			
RNP Apch-GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
<p>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Rwy 4 helicopter visibility reduction below RVR 50 or 1 NM not authorized. 3. Going below glidepath may not provide obstacle clearance inside DA. 4. Crossing Rwy threshold below charted TCH may not provide required visual area obstacle clearance. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.10°/TCH 76').</p>			



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	→	GREKO
Glide Path Angle	3.14°	389	500	556	667	889	PAPI	↑		
MAP at RW04										

TERPS			STRAIGHT-IN LANDING RWY 4			CIRCLE-TO-LAND		
LPV DA(H) 271' (250')	LNAV/VNAV DA(H) 499' (478')		LNAV MDA(H) 560' (539')		Not Authorized Northwest of Rwy 4 and Southwest of Rwy 13			
RAIL/ALS out	RAIL/ALS out		RAIL/ALS out		Max Kts	MDA(H)		
A					90	680' (659') -1		
B	RVR 40 or 3/4		RVR 50 or 1		120	700' (679') -2		
C			1 3/8		140	760' (739') -2 1/4		
D					165			

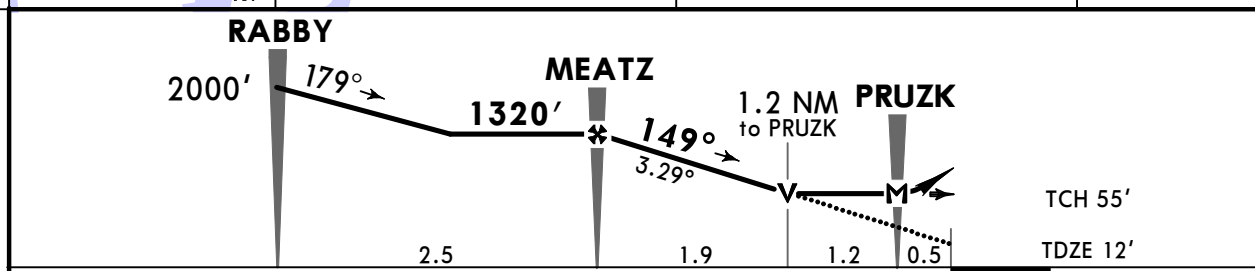
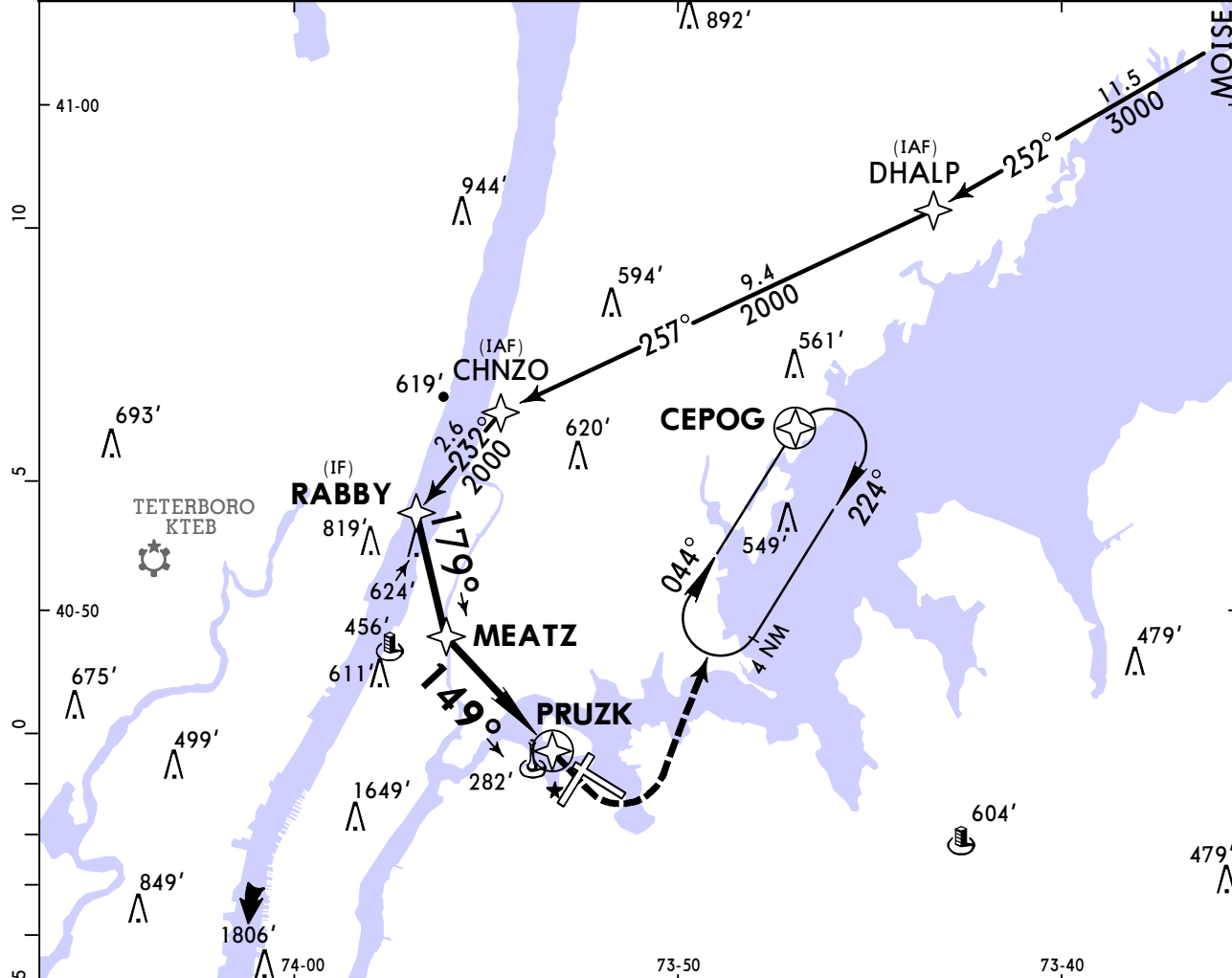
TERPS AMEND 4A 23 FEB 2023
 1 RVR 24 authorized with Flight Director or Autopilot or HUD to DA.
 CHANGES: None. © JEPPESSEN, 2003, 2023. ALL RIGHTS RESERVED.

KLGA/LGA LAGUARDIA

JEPPESEN
4 AUG 23 **(12-2)**

NEW YORK, NY RNAV (GPS) Rwy 13

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
RNAV	Final Apch Crs 149°	MEATZ 1320' (1308')	MDA(H) 620' (608')	Apt Elev 21' TDZE 12'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">2900</div>	
MISSED APCH: Climb to 2000' direct CEPOG and hold. Limit missed approach to 220 KT.							
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'			
Final approach course offset 15.0°.						MSA PRUK	



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2000'	D	CEPOG
Descent Angle	3.29°	407	524	582	699	815				

TERPS				STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
				LNAV				Not Authorized Northwest of Rwy 4 and Southwest of Rwy 13			
				MDA(H) 620' (608')				Max Kts			
				RAIL/ALS out				MDA(H)			
A	RVR 24 or 1/2			RVR 50 or 1			90	700' (679') - 1			
B							120				
C	1 3/4			2 1/4			140	1080' (1059') - 3			
D							165	1260' (1239') - 3			

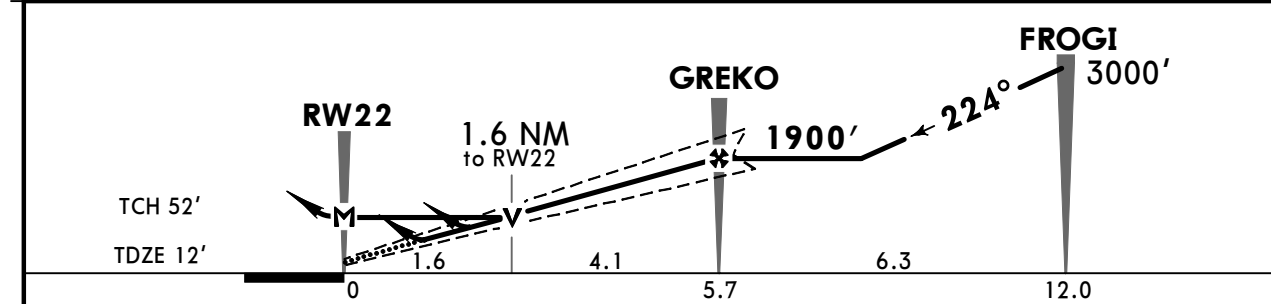
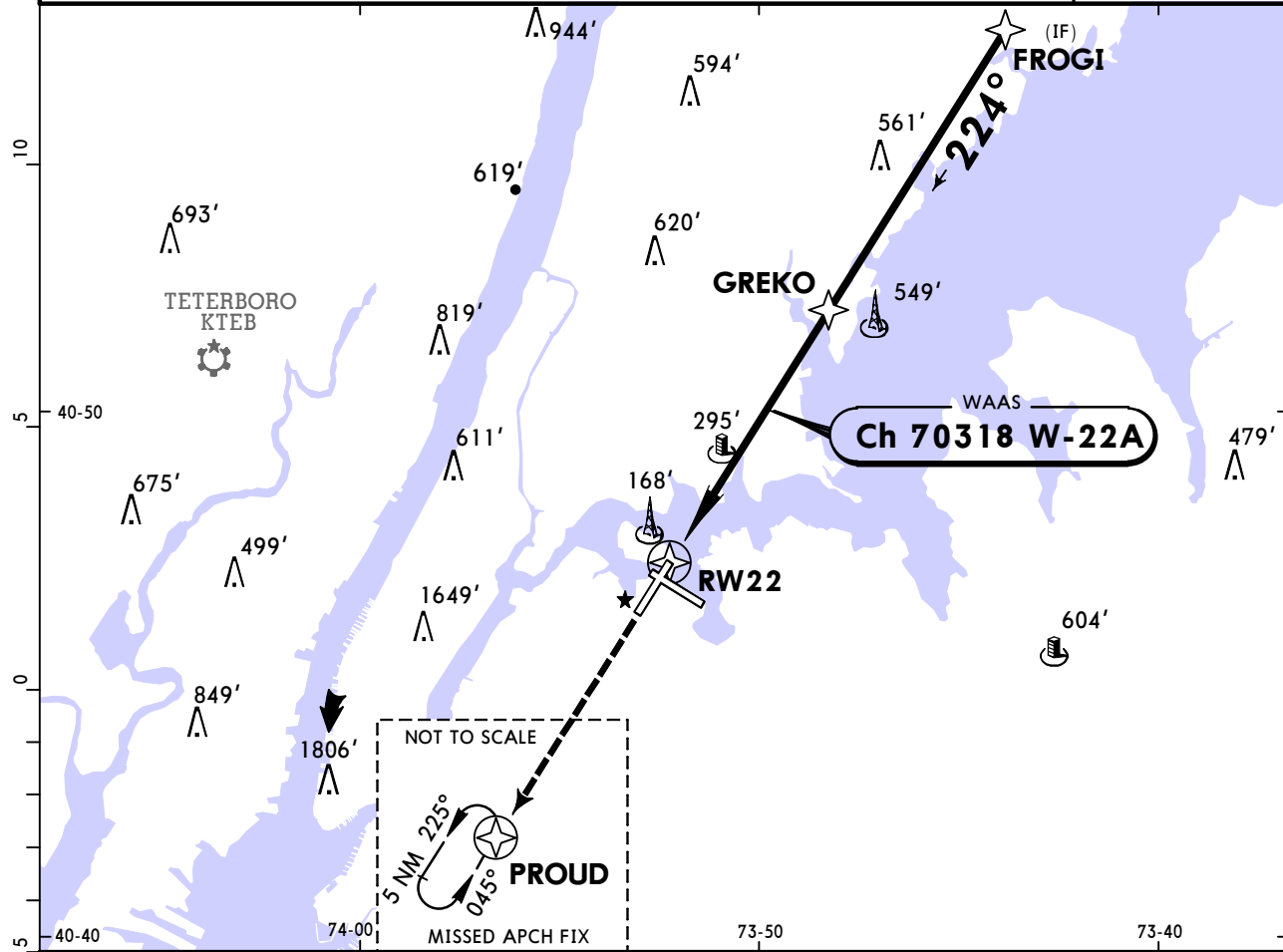
TERPS AMEND 1C 26 MAR 2020

KLGA/LGA LAGUARDIA

JEPPESSEN
4 AUG 23 (12-3)

NEW YORK, NY RNAV (GPS) Y Rwy 22

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7			
BRIEFING STRIP™	WAAS Ch 70318 W-22A	Final Apch Crs 224°	GREKO 1900' (1888')	LPV DA(H) 262' (250')	Apt Elev 21' TDZE 12'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3000</p>			
	MISSED APCH: Climb to 3000' direct PROUD and hold, continue climb-in-hold to 3000'.								
	RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
	1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 67').							MSA RW22	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	<div style="border: 1px solid black; padding: 2px;">3000'</div>	<div style="border: 1px solid black; padding: 2px;">D →</div>	PROUD
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RW22										

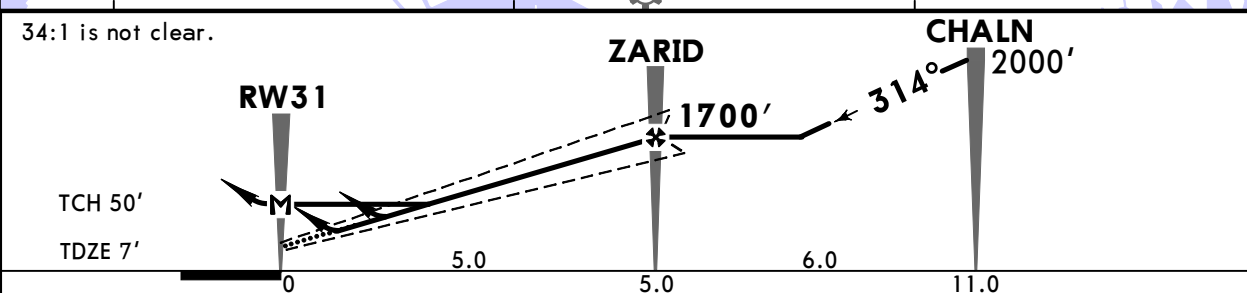
	STRAIGHT-IN LANDING RWY 22						CIRCLE-TO-LAND		
	LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)	
	DA(H) 262' (250')	ALS out	DA(H) 527' (515')	ALS out	MDA(H) 580' (568')	ALS out			
A						RVR 24 or 1/2	RVR 50 or 1	90	<div style="border: 1px solid black; padding: 2px;">700' (679') -1</div>
B								120	
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4		RVR 50 or 1	1 1/2	140	1080' (1059') -3
D						RVR 60 or 1/4	1 3/4	165	1260' (1239') -3

KLGA/LGA LAGUARDIA

JEPPESSEN
4 AUG 23 **(12-4)**

NEW YORK, NY
RNAV (GPS) Z Rwy 31

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7		
WAAS Ch 48928 W-31A	Final Apch Crs 314°	ZARID 1700' (1693')	LPV DA(H) 330' (323')	Apt Elev 21' TDZE 7'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> 2900 </div> <p>MSA RW31</p>		
MISSED APCH: (Do not exceed 220 KT until CEPOG) Climb to 700' then climbing RIGHT turn to 2000' direct CEPOG and hold.								
RNP Apch - GPS		Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 48°C. 2. Rwy 31 helicopter visibility reduction below RVR 50 or 1 SM not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	700'	2000'	D → CEPOG
Glide Path Angle	3.10°	384	494	548	658	878		↑	RT	
MAP at RW31										

TERPS AMEND 1H 28 FEB 2019	TERPS			STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND			
	LPV DA(H) 330' (323')		LNAV/VNAV DA(H) 618' (611')			LNAV MDA(H) 640' (633')			<div style="border: 1px solid black; padding: 2px;"> G </div> Max Kts 90 120 140 165	MDA(H)
	RVR 50 or 1		1¾			RVR 55 or 1				700' (679') -1
						1¾				1080' (1059') -3
								1260' (1239') -3		

1 Circling not authorized Northwest of Rwy 4 and Southwest of Rwy 13.
CHANGES: Notes, circling note modified, format. © JEPPESSEN, 2003, 2023. ALL RIGHTS RESERVED.

KLGA/LGA LAGUARDIA



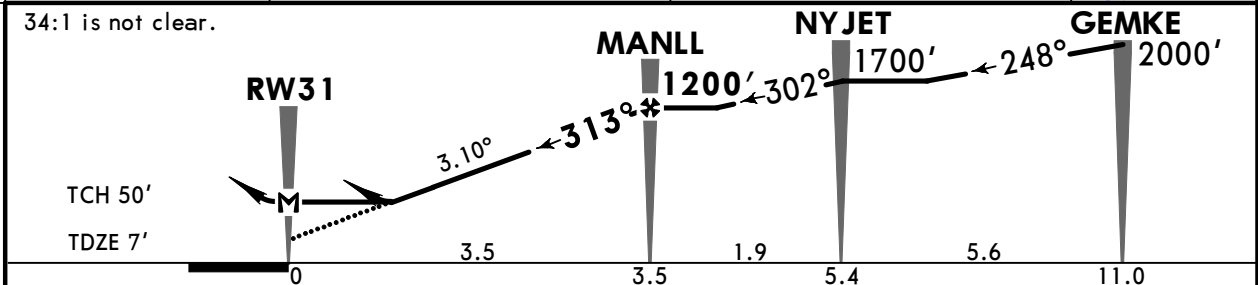
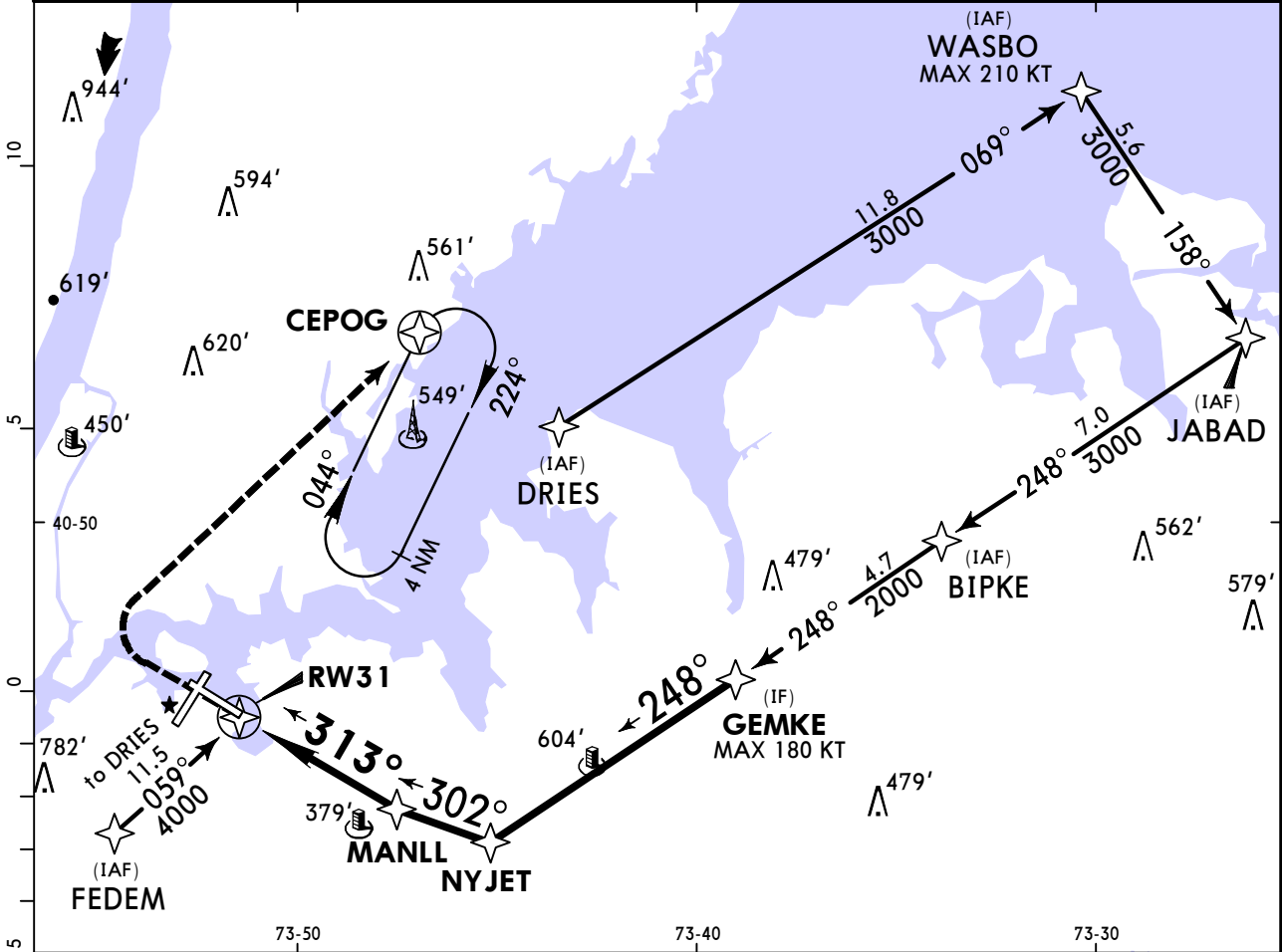
4 AUG 23

(12-5)

NEW YORK, NY RNAV (GPS) Y Rwy 31

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
RNAV	Final Apch Crs 313°	MANLL 1200' (1193')	LNAV/VNAV DA(H) 618' (611')	Apt Elev 21' TDZE 7'		<p>2900 MSA RW31</p>	
MISSED APCH: (Do not exceed 220 KT until CEPOG) Climb to 700' then climbing RIGHT turn to 2000' direct CEPOG and hold.							
RNP Apch-GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 48°C. 2. Rwy 31 helicopter visibility reduction below 1 SM not authorized. 3. Final approach offset 1.15°. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	700'	2000'	D → CEPOG
Descent Angle	3.10°	384	494	548	658	878		↑	↻ RT	
MAP at RW31										

TERPS		STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
		LNAV/VNAV		LNAV			
		DA(H) 618' (611')		MDA(H) 640' (633')		MDA(H)	
A				RVR 55 or 1		90	
B						120	
C	1¾					140	
D				1¾		D	
						NA	

Ⓛ Circling not authorized Northwest of Rwy 4 and Southwest of Rwy 13.

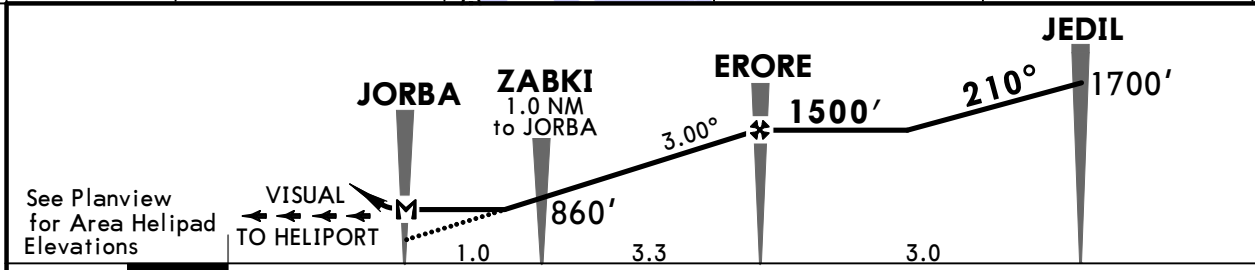
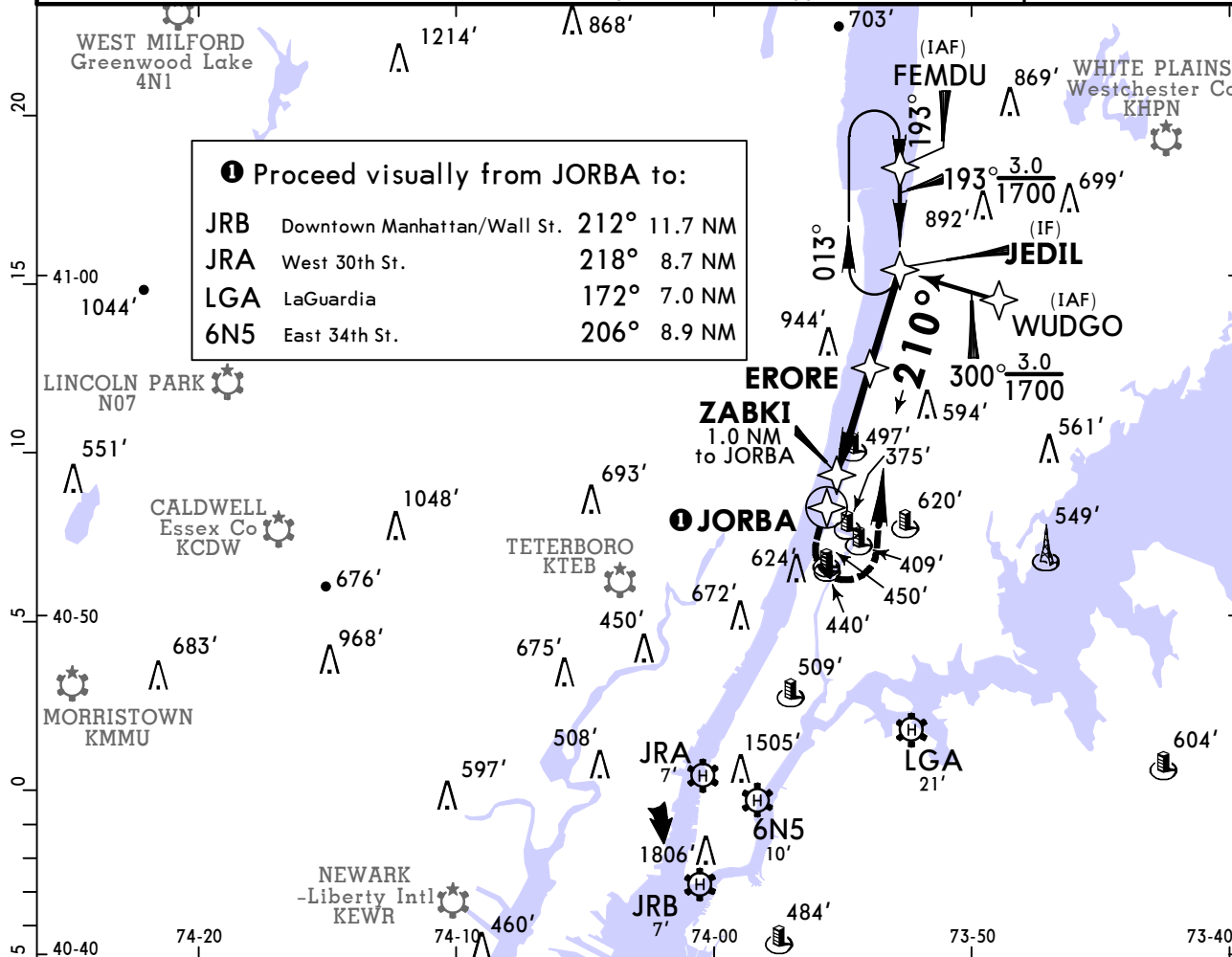
TERPS ORIG-C 28 FEB 2019

KLGA/LGA LAGUARDIA

JEPPESEN
22 FEB 19
Eff 28 Feb (12-7)

NEW YORK, NY COPTER RNAV (GPS) 210

D-ATIS (Arrival)		LAGUARDIA Approach (R)		NEW YORK Approach (R)	
125.95		126.05		127.85	
RNAV	Final Apch Crs 210°	Minimum Alt ERORE 1500'	H-210 MDA 780'	See Planview for Area Helipad Elevations	2900 MSA JORBA
MISSED APCH: Climbing LEFT turn to 2000' direct JEDIL and hold. 90 KIAS. 6. Increase to 90 KIAS upon reaching the missed approach altitude.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Use Teterboro, NJ altimeter setting; if not received, use LaGuardia altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Limit final and missed approach airspeed to 70 KIAS. 5. Limit initial and intermediate approach to 90 KIAS. 6. Proceed VFR from JORBA or conduct the specified missed approach.					



Gnd speed-Kts	70	90	100	120	140	160	2000'	D →	JEDIL
Descent Angle	3.00°	372	478	531	637	849			
MAP at JORBA							LT		

LANDING H-210	TAKE-OFF
MDA 780'	6N5 (AMEND 0) JRB (AMEND 0) JRA (AMEND 1)

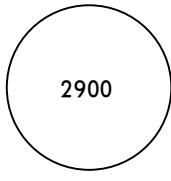
TERPS AMEND 0 15 NOV 2012

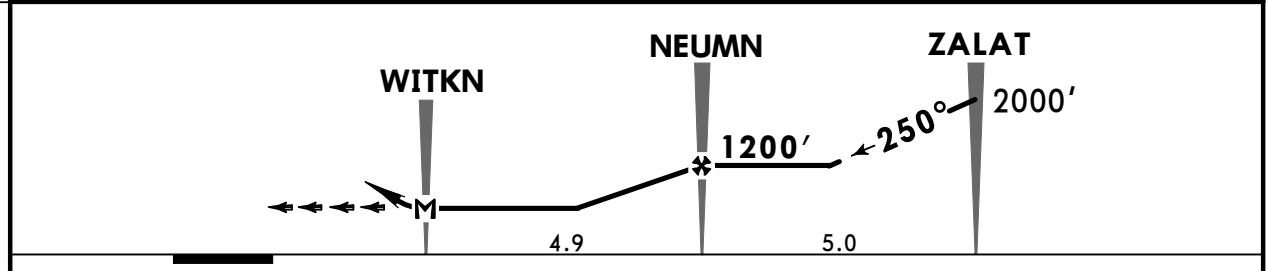
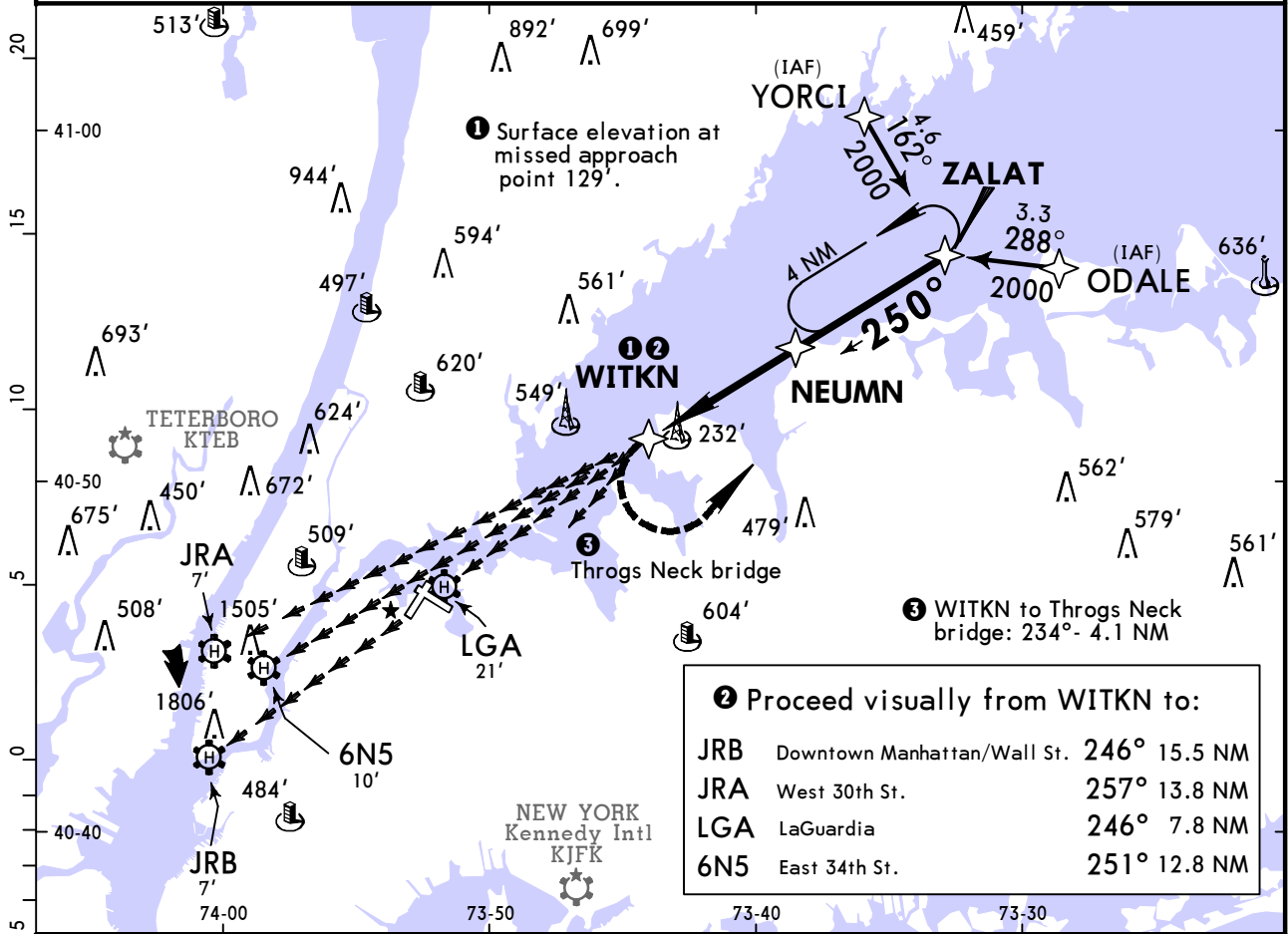
C O P T E R	3/4	C O P T E R	USE JEDIL DEPARTURE
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KLGA/LGA LAGUARDIA

JEPPESEN
22 FEB 19
Eff 28 Feb (12-8)

NEW YORK, NY COPTER RNAV (GPS) 250

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
RNAV	Final Apch Crs 250°	Minimum Alt NEUMN 1200'	H-250 MDA(H) 520' (391')	LaGuardia Apt Elev 21'		 2900 MSA WITKN	
MISSED APCH: Climbing LEFT turn to 1240', then climb to 2000' direct ZALAT and hold (maintain heading 070° until 1240'). Increase to 90 Knots upon reaching the missed approach altitude; maintain 90 Knots while in holding.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Use LaGuardia altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. Helicopters destined to a New York City heliport should proceed VFR via the south Stanchion of the Throgs Neck bridge and request appropriate clearance from LaGuardia Air Traffic Control. 4. Limit final and missed approach to 70 Knots.							



				1240'	070° until 1240'	2000'	D → ZALAT
MAP at WITKN				LT			

LANDING H-250 MDA(H) 520' (391')		CIRCLE-TO-LAND		TAKE-OFF 6N5 (AMEND 0) JRB (AMEND 0) JRA (AMEND 1)	
C O P T E R	3/4	C O P T E R	NA	C O P T E R	USE JEDIL DEPARTURE

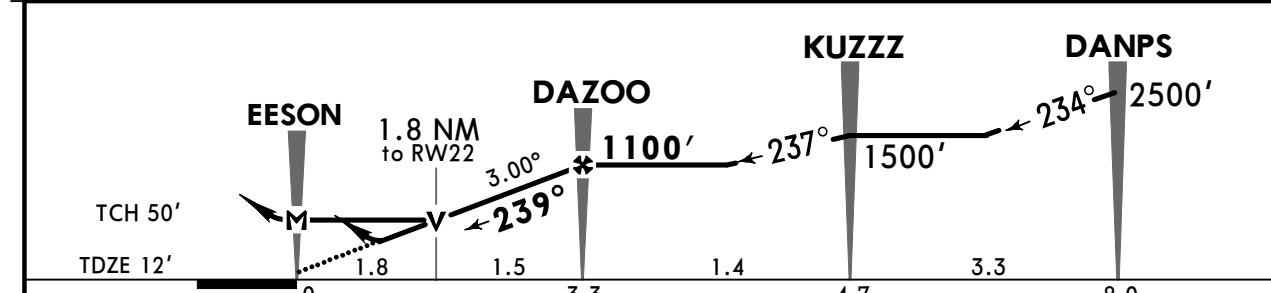
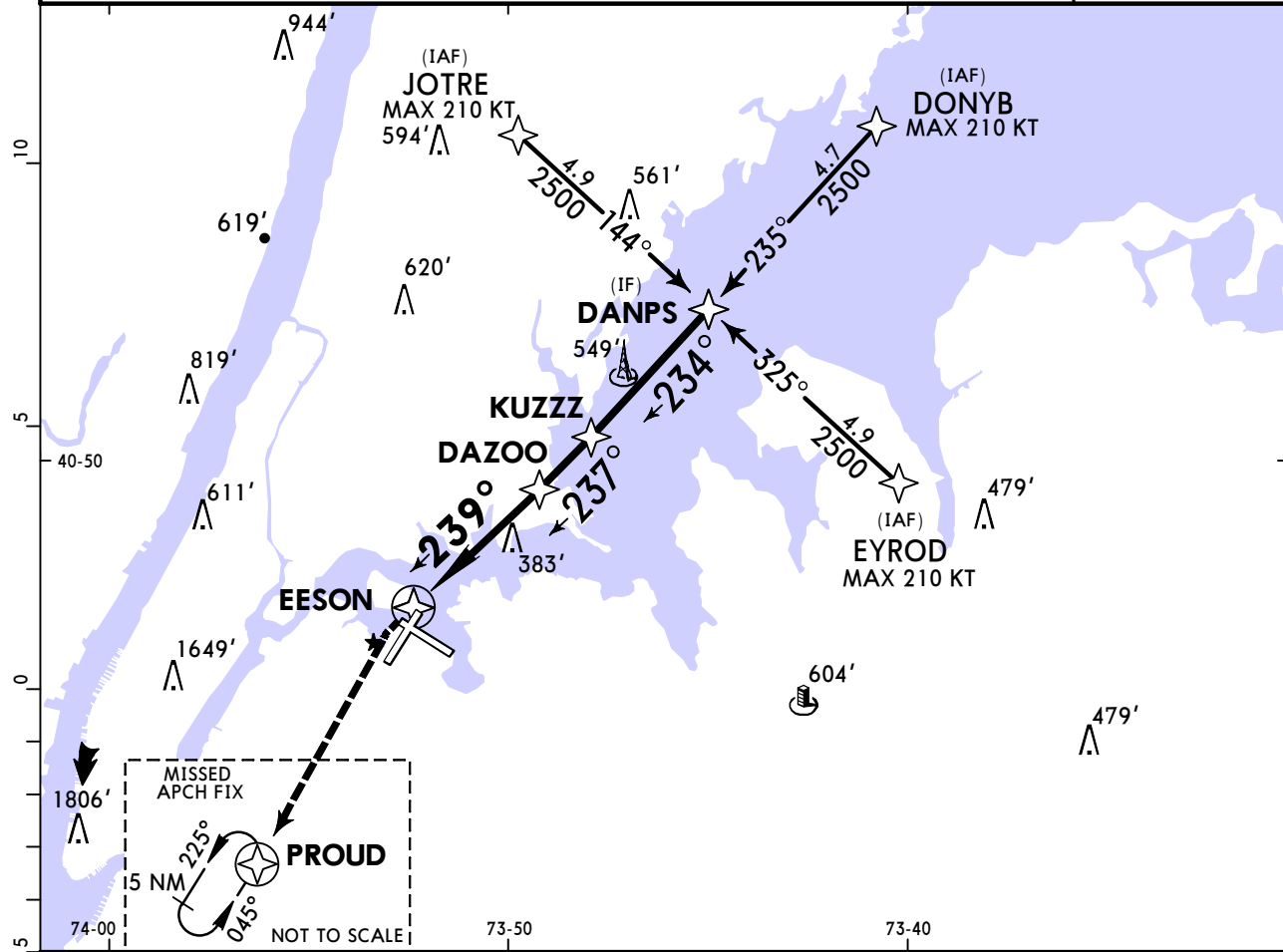
TERPS AMEND 0B 17 AUG 2017

KLGA/LGA LAGUARDIA

JEPPESSEN
4 AUG 23 (12-9)

NEW YORK, NY RNAV (GPS) X Rwy 22

D-ATIS Arrival 125.95	NEW YORK Approach (R) 120.8	LAGUARDIA Tower 118.7	Ground 121.7
RNAV	Final Apch Crs 239°	DAZOO 1100' (1088')	LNAV/VNAV MDA(H) 381' (369')
Apt Elev 21' TDZE 12'			2900 MSA EESON
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct PROUD and hold, continue climb-in-hold to 3000'.			
RNP Apch - GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C or above 54°C. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 67'). 3. Final approach course offset 14.68°.			



Gnd speed-Kts	70	90	100	120	140	160	ALSFI	500'	3000'	PROUD
Descent Angle	3.00°	372	478	531	637	849	PAPI	↑	LT	
MAP at EESON										

TERPS				STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		CIRCLING		Not Authorized Northwest of Rwy 4 and Southwest of Rwy 13	
DA(H) 381' (369')		MDA(H) 640' (628')		Max Kts		MDA(H)	
ALS out		ALS out		90	680' (659') -1		
A		RVR 24 or 1/2	RVR 50 or 1	120	700' (679') -2		
B	RVR 35 or 5/8	RVR 55 or 1		140	760' (739') -2 1/4		
C				165			
D							

KLGA/LGA LAGUARDIA



NEW YORK, NY

17 FEB 23

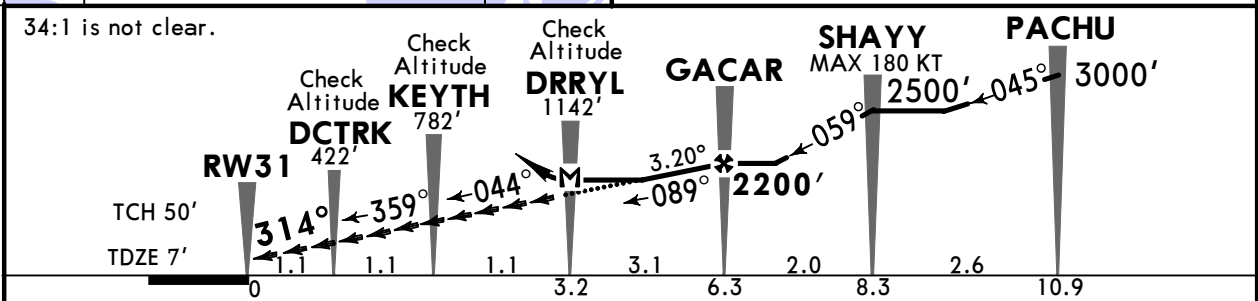
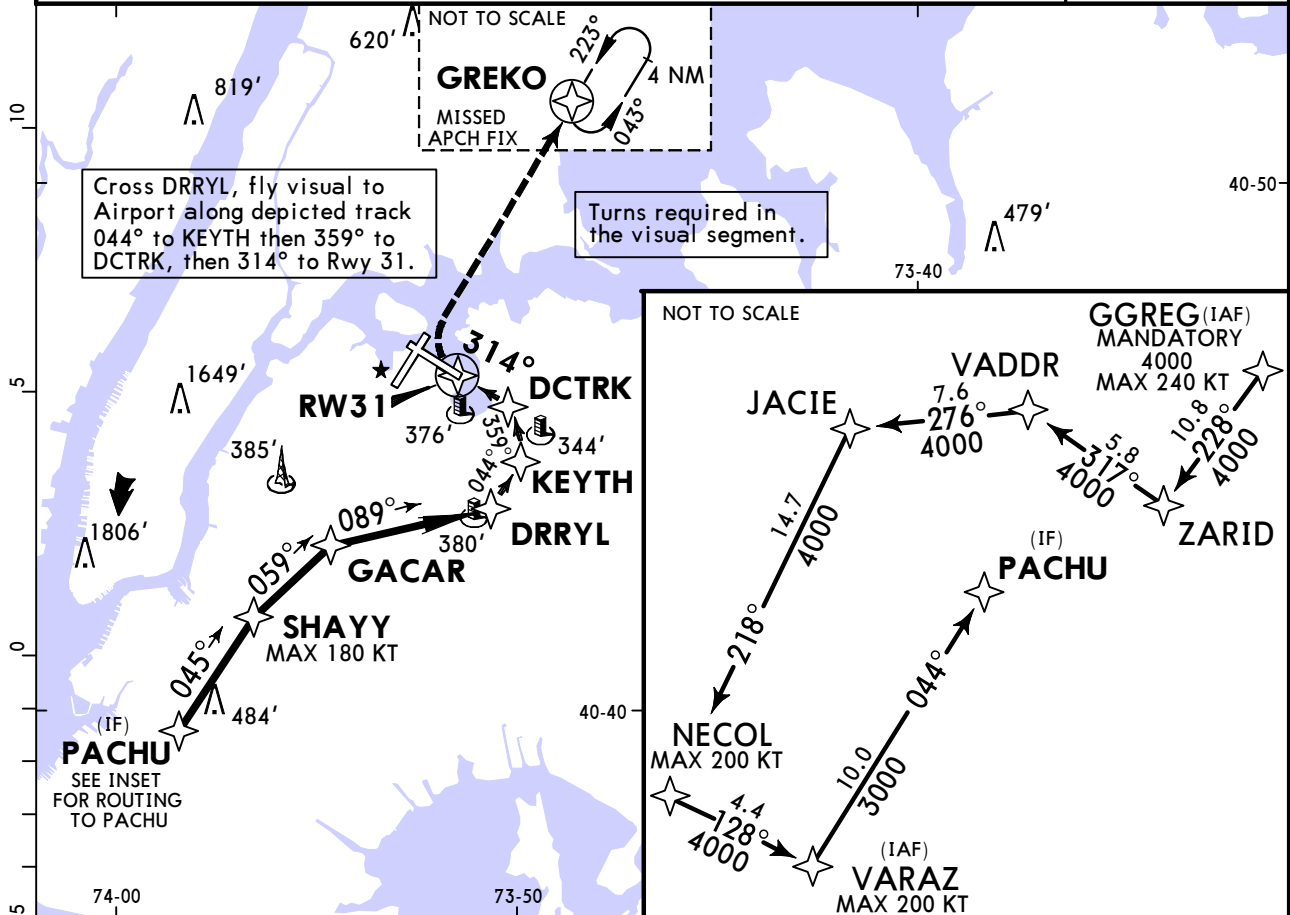
12-10

Eff 23 Feb

RNAV (GPS) X Rwy 31

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7		
RNAV	Final Apch Crs 314°	GACAR 2200' (2193')		LNAV MDA(H) 1160' (1153')		Apt Elev 21' TDZE 7'		
<p>MISSED APCH: (Do not exceed 165 KT until Rwy 31 then do not exceed 210 KT until GREKO) Climb to 2000' on FMS lateral path to RW31, then climbing RIGHT turn direct GREKO and hold. If unable to follow the FMS lateral path, turn LEFT heading 025° and climb to 2000' direct GREKO and hold.</p>								
RNP Apch-GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
<p>1. RADAR required. 2. Rwy 31 helicopter visibility reduction below 3/4 SM not authorized. 3. VGSI and descent angle not coincident (VGSI angle 3.00°/TCH 71').</p>								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	Refer to Missed Apch Above
Descent Angle 3.20°	396	510	566	679	793	906		

TERPS STRAIGHT-IN LANDING RWY 31
LNAV
MDA(H) **1160'** (1153')

TERPS ORIG-A 23 FEB 2023

A	4
B	
C	
D	

KLGA/LGA LAGUARDIA

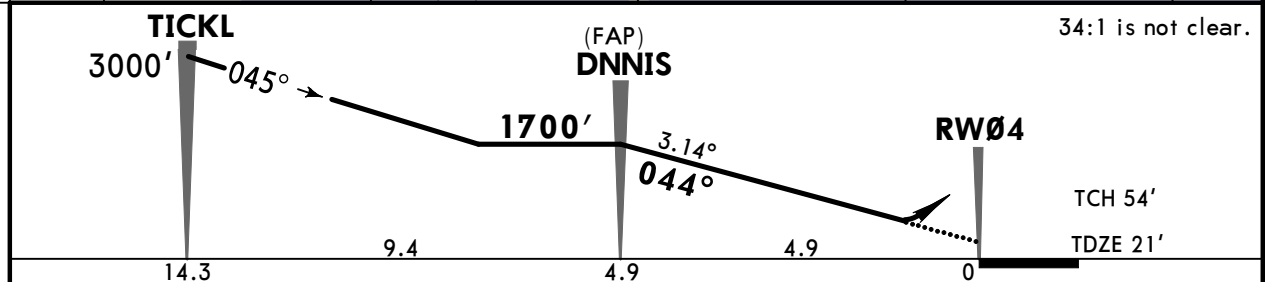
JEPPESSEN
24 DEC 21
Eff 30 Dec 12-20

NEW YORK, NY
RNAV (RNP) Z Rwy 4

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7			
RNAV	Final Apch Crs 044°	DNNIS 1700' (1679')	RNP 0.18 DA(H) 482' (461')	Apt Elev 21' TDZE 21'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2900</div> <p style="text-align: center; margin-top: 10px;">MSA RW04</p>			
MISSED APCH: Climb to 2000' on track 044° to GREKO and hold. Continue climb-in-hold to 2000'.									
RNP AR Apch-GPS		Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'	
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.10/TCH 76').									



- ① Procedure not authorized for arrivals at GRITY on V433 westbound.
- ② Procedure not authorized for arrivals at MINKS on V123-157 southwest bound.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	on 044°	GREKO
Glide Path Angle	3.14°	389	500	556	667	889				

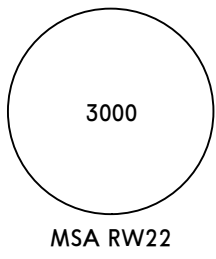
TERPS		STRAIGHT-IN LANDING RWY 4	
RNP 0.18		RNP 0.30	
DA(H) 482' (461')		DA(H) 610' (589')	
RAIL/ALS out		RAIL/ALS out	
A			
B			
C	RVR 50 or 1	1 ³ / ₈	1 ¹ / ₄
D			

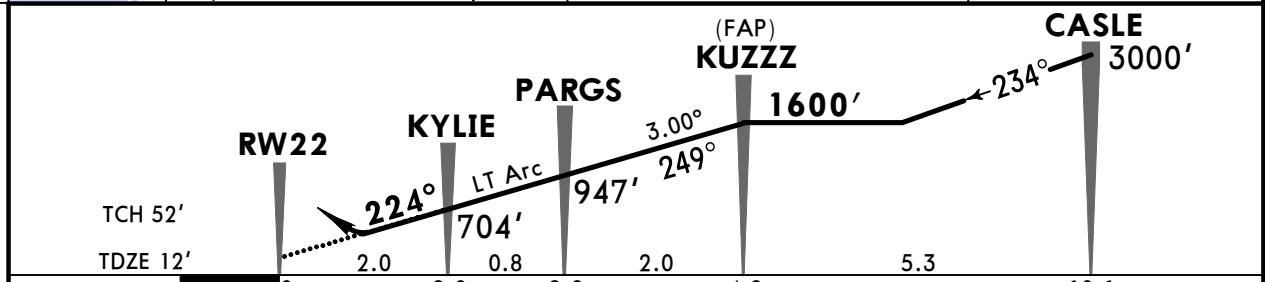
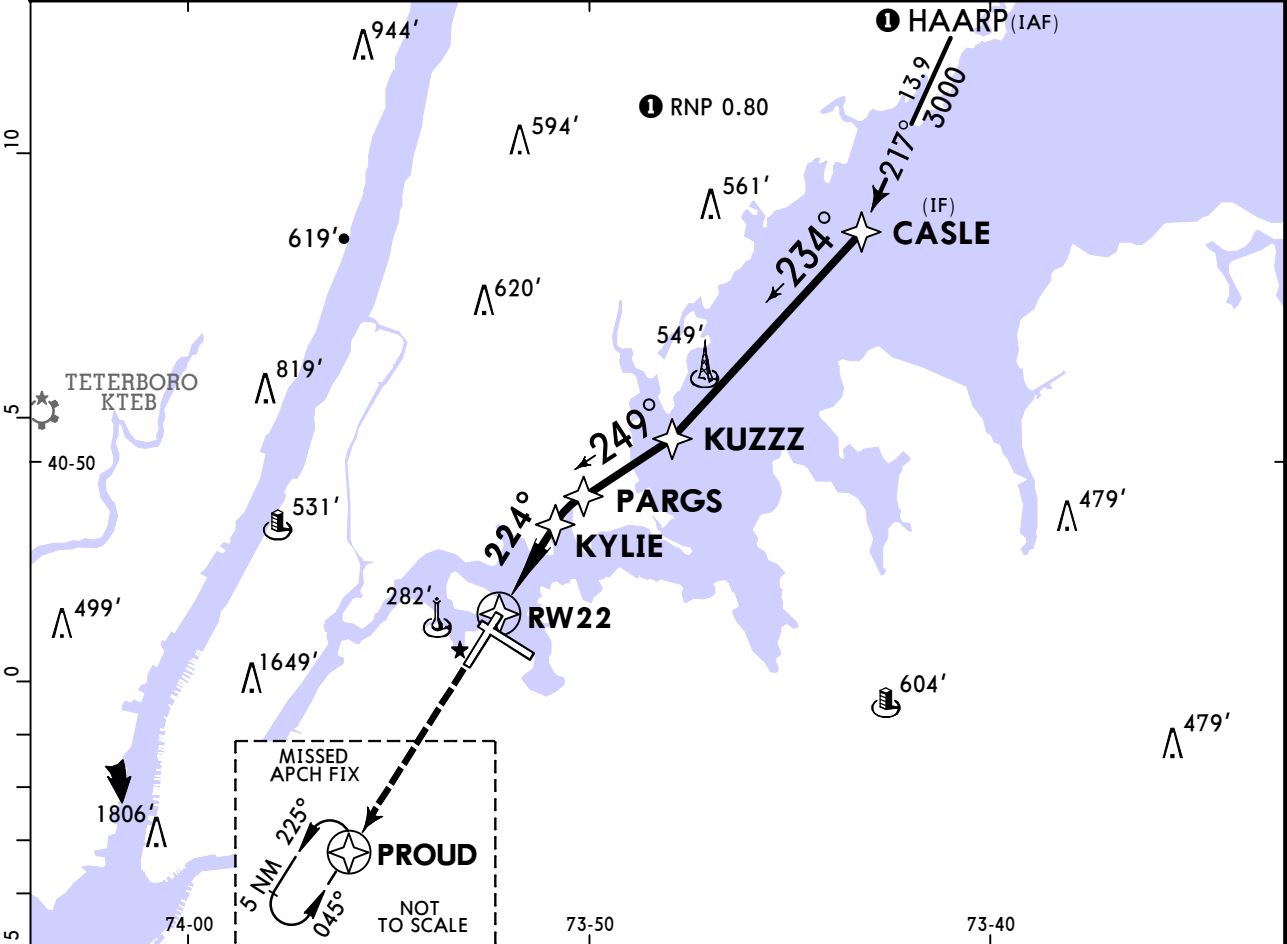
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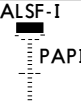

KLGA/LGA LAGUARDIA

JEPPESEN
24 DEC 21
Eff 30 Dec 12-21

NEW YORK, NY
RNAV (RNP) Z Rwy 22

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7		
RNAV	Final Apch Crs 224°	KUZZ	RNP 0.30 DA(H) (CONDITIONAL) 384' (372')	Apt Elev 21' TDZE 12'				
MISSED APCH: Climb to 3000' direct PROUD and hold, continue climb-in-hold up 3000'.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -11°C (13°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 67').							MSA RW22	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 	3000' ↑		PROUD
Glide Path Angle	3.00°	372	478	531	637	743				

TERPS				STRAIGHT-IN LANDING RWY 22			
Missed Apch Requires Minimum Climb of 397'/NM to 540' DA(H) 384' (372')				RNP 0.30 DA(H) 437' (425')			
ALS out		ALS out		ALS out		ALS out	

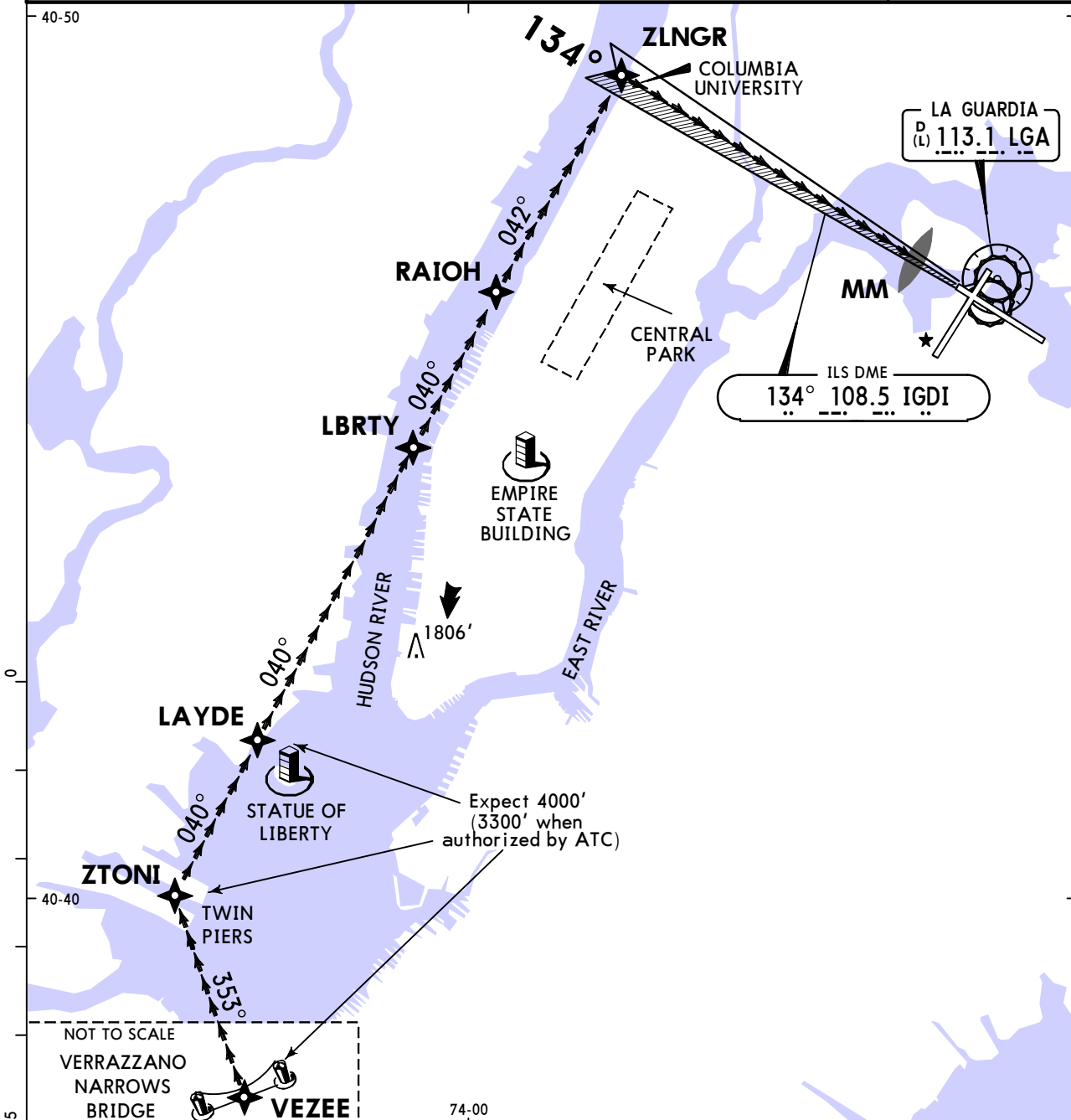
A							
B							
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1
D							

KLGA/LGA LAGUARDIA

JEPPESEN
14 APR 23
Eff 20 Apr (19-1)

NEW YORK, NY RIVER VISUAL Rwy 13

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
NAVAIDS- See Planview	Final Apch Crs 134°	No FAF		Ceiling-Vis 3300-5	Apt Elev 21'		
MISSED APCH: No missed approach procedure.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Radar required. 2. Vertical Guidance Navaid and angle: PAPI 3.10°/TCH 55'.							
							MSA LGA VOR



RIVER VISUAL RWY 13
 When cleared for the River Visual Rwy 13 Approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 4000' until abeam Statue of Liberty (3300' when authorized by ATC).

TERPS AMEND 3 8 SEP 2022



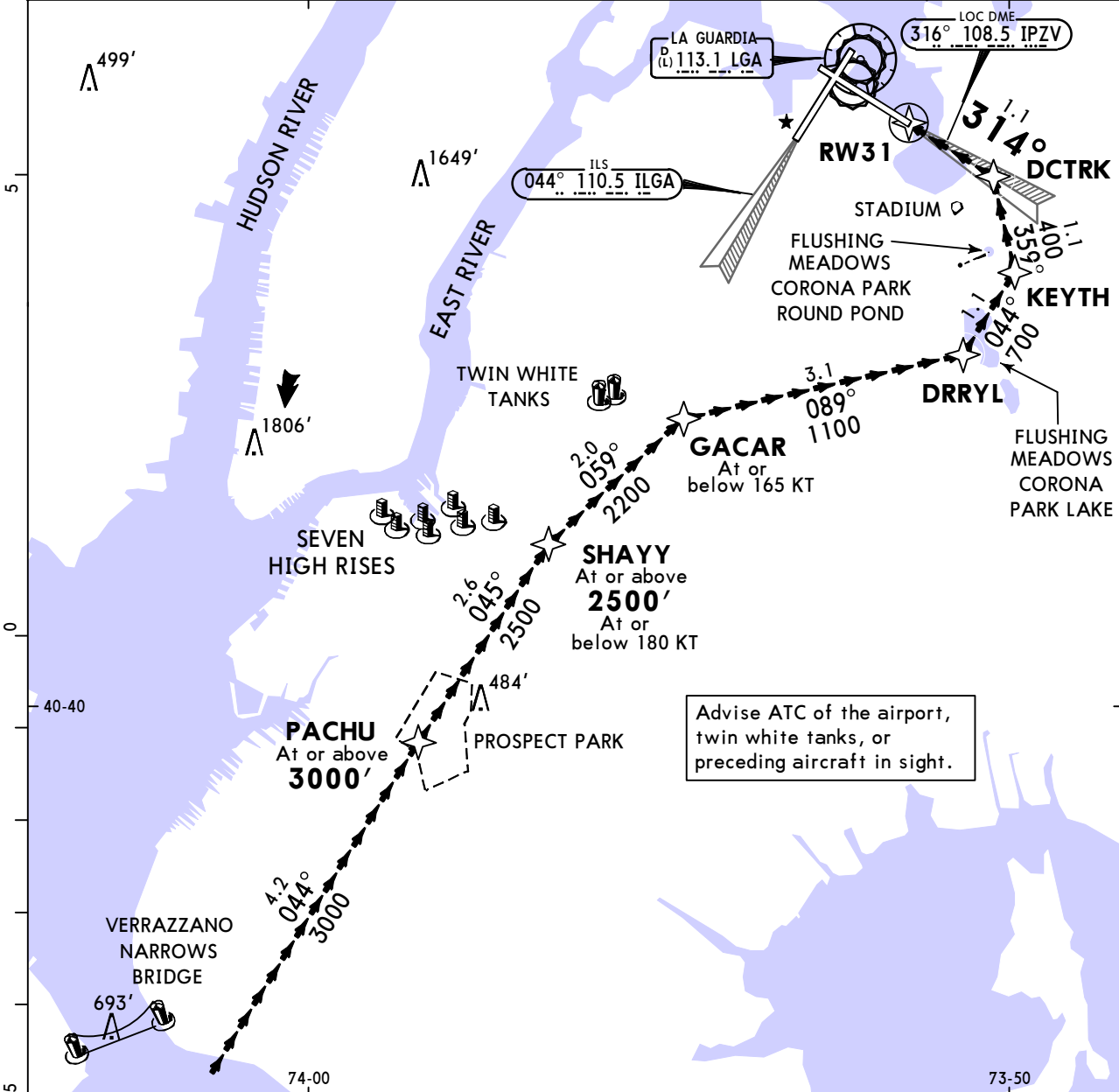
WEATHER MINIMUMS
 Ceiling **3300'** - VIS **5**

KLGA/LGA LAGUARDIA

JEPPESEN
17 FEB 23
Eff 23 Feb (19-3)

NEW YORK, NY PARK VISUAL Rwy 31

D-ATIS Arrival 125.95	NEW YORK Approach (R) 120.8	LAGUARDIA Tower 118.7	Ground 121.7	
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3000-5	
Apt Elev 21'			<p>MSA LGA VOR</p>	
MISSED APCH: No missed approach procedure.				
Alt Set: INCHES		Trans level: FL 180		
Trans alt: 18000'				
1. Radar required. 2. Recommend altitudes are for noise abatement. 3. VDA from GACAR to Rwy 31, 3.20°/TCH 50'. 4. IPZV LOC offset 1.71 degrees.				



PARK VISUAL RWY 31

When cleared for the PARK VISUAL RWY 31 aircraft may proceed via the RNAV (GPS) X Rwy 31 approach to Rwy 31 and/or cross PACHU at 3000' or above and tracking 045° to SHAYY at or below 180 KT (Seven High Rises) at 2500' or above and turn right tracking 059° to GACAR at or below 165 KT (Twin White Tanks) then turn right tracking 089° to DRRYL (Flushing Meadows Corona Park Lake) then turn left tracking 044° to KEYTH (Flushing Meadows Corona Park Round Pond) then left turn tracking 359° to DCTRK (Stadium) then left turn direct Rwy 31.

REIL
PAPI-R

WEATHER MINIMUMS

Ceiling **3000'** - VIS **5**

TERPS AMEND 1A 23 FEB 2023

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NEW YORK, NY (LAGUARDIA - KLGA)				
REV	KORRY 4 ARR	10-2B	04 Aug 2023	10 Aug 2023
REV	MILTON 4 ARR	10-2C	04 Aug 2023	10 Aug 2023
REV	ILS OR LOC RWY 4	11-1	04 Aug 2023	
REV	ILS OR LOC RWY 13	11-2	04 Aug 2023	
REV	ILS OR LOC RWY 22	11-5	04 Aug 2023	
REV	ILS RWY 22 SA CAT I	11-5A	04 Aug 2023	
REV	ILS RWY 22 SA CAT II	11-5B	04 Aug 2023	
REV	LOC RWY 31	11-6	04 Aug 2023	
REV	RNAV (GPS) Y RWY 4	12-1	04 Aug 2023	
REV	RNAV (GPS) RWY 13	12-2	04 Aug 2023	
REV	RNAV (GPS) Y RWY 22	12-3	04 Aug 2023	
REV	RNAV (GPS) Z RWY 31	12-4	04 Aug 2023	
REV	RNAV (GPS) Y RWY 31	12-5	04 Aug 2023	
REV	RNAV (GPS) X RWY 22	12-9	04 Aug 2023	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KLG

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(Series) Rwy 22 REIL removed

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(Series) Airport name and communication facility name (clearance, ground, tower) changed from LA GUARDIA to LAGUARDIA (no space).

Chart Change Notices for Country USA

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.