



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

March 9, 2017

Attachment 16 – LaGuardia Airport Diagram and Runway 22 Approach Charts

OPERATIONAL FACTORS

DCA17IA020

KLGA/LGA
 Apt Elev **21'**
 N40 46.6 W073 52.4

D-ATIS Departure	127.05	ACARS: D-ATIS PDC	LAGUARDIA Clearance (Cpt)	135.2	Tower	118.7	Copter Clearance	121.87	NEW YORK Departure (R)	120.4
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LEGEND

- Start-up positions
- MOVEMENT/NON-MOVEMENT AREA
- BOUNDARY

Runway Incursion Hot Spot

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

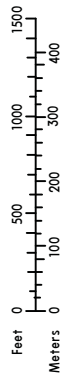
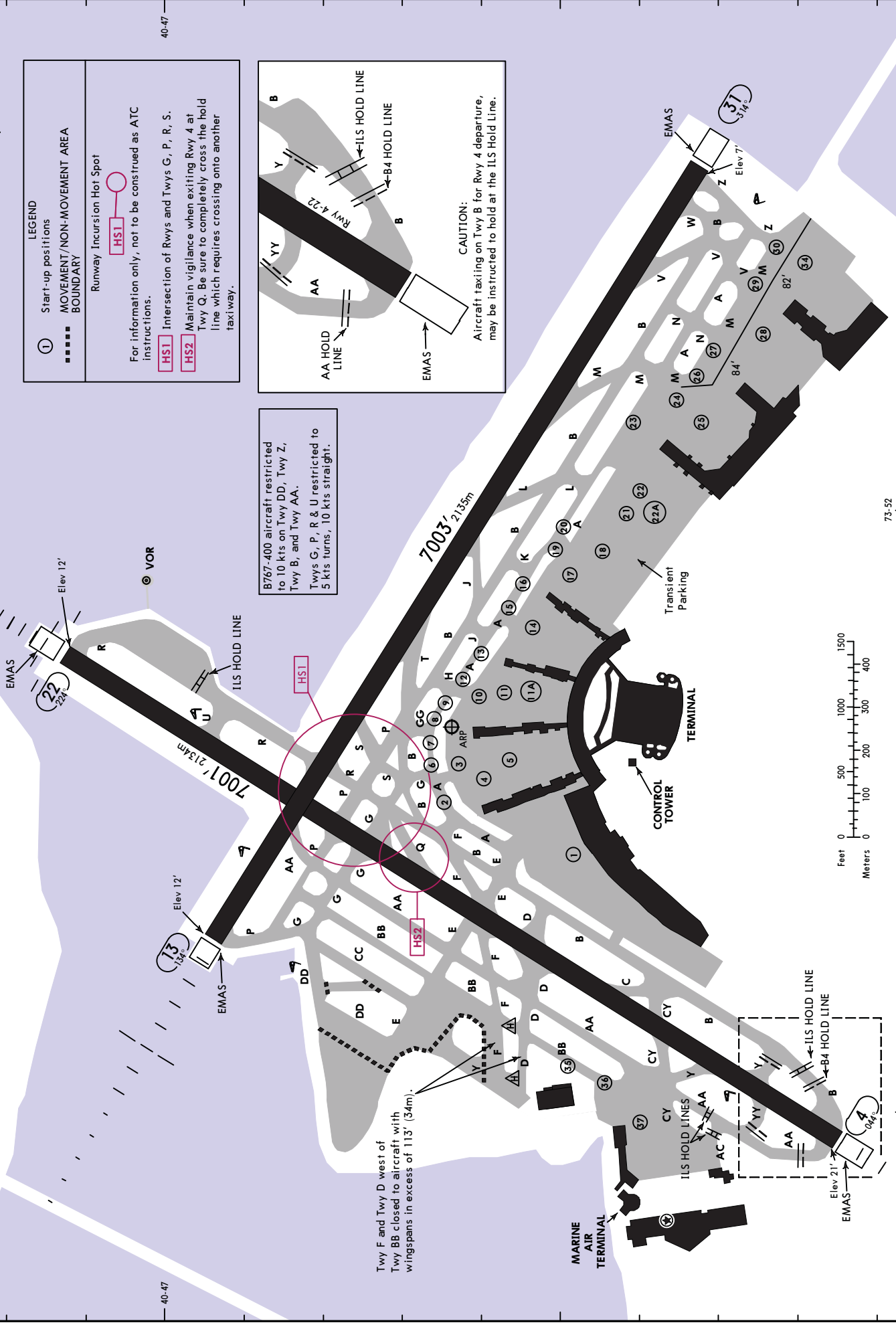
HS1 Intersection of Rwy's and Twys G, P, R, S.

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

AA HOLD LINE
 B4 HOLD LINE
 ILS HOLD LINE

B767-400 aircraft restricted to 10 kts on Twy DD, Twy Z, Twy B, and Twy AA.
 Twys G, P, R & U restricted to 5 kts turns, 10 kts straight.



Twy F and Twy D west of Twy BB closed to aircraft with wingspans in excess of 113' (34m).

KLGA/LGA

JEPPESEN

NEW YORK, NY
LAGUARDIA

20 MAY 16

10-9A

Eff 26 May

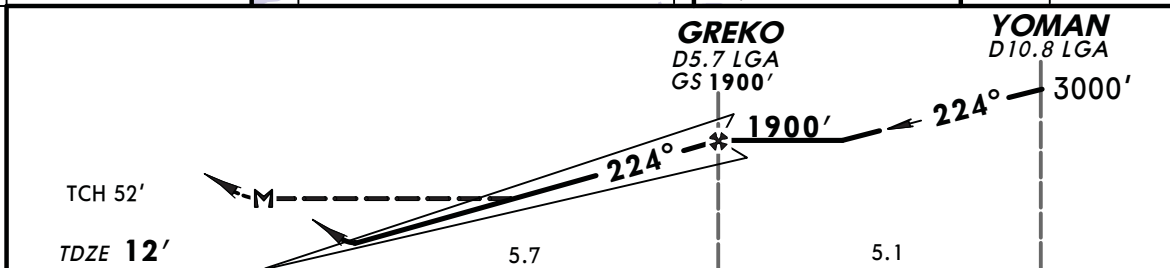
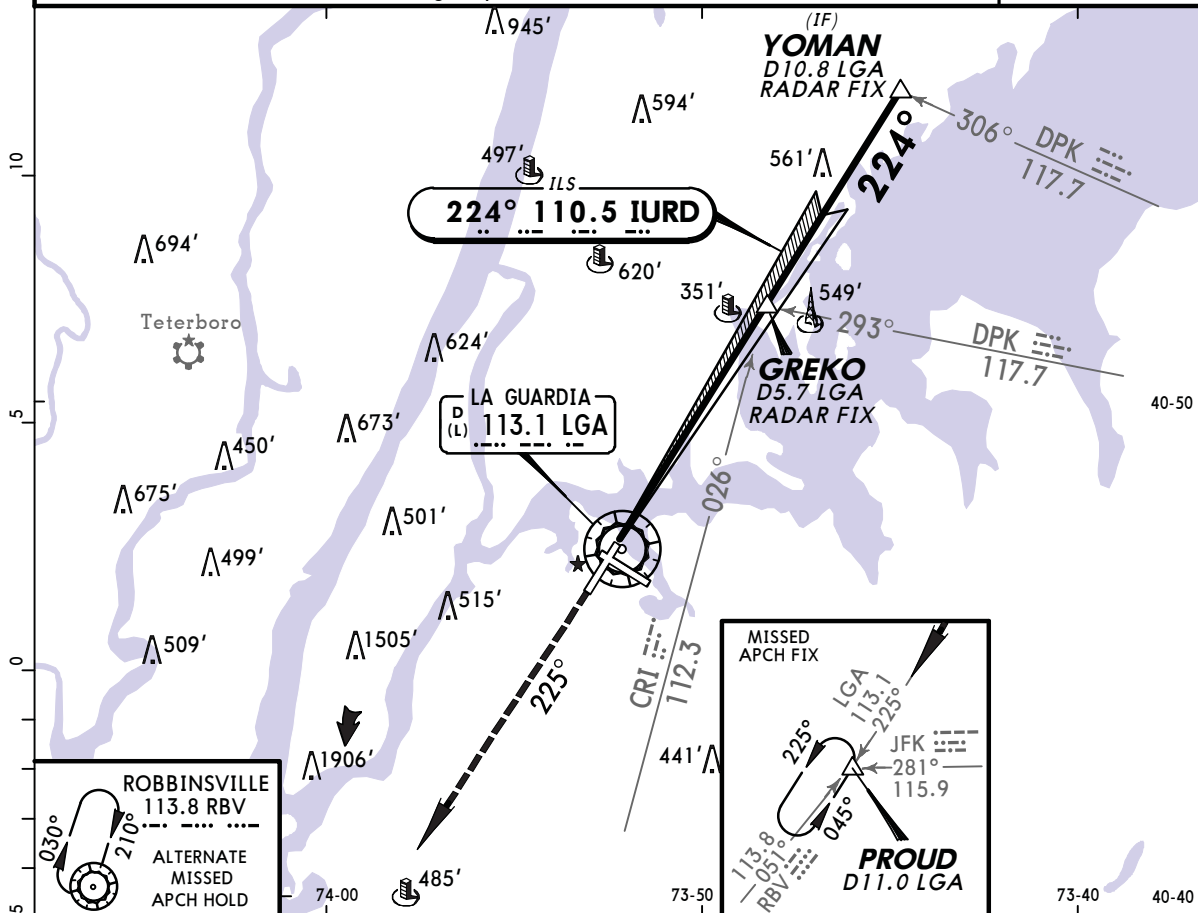
GENERAL						
Low-level wind shear alert system. Runway Status Lights in operation. Birds in vicinity of airport. ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all twys and rwys. Noise abatement procedures in effect. For details contact airfield manager.						
ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
			Threshold	Glide Slope	TAKE-OFF	WIDTH
4 ① 22	HIRL CL MALSR ② PAPI-R		RVR	5899' 1798m		150' 46m
	HIRL CL ALSF-I TDZ REIL ④ PAPI-R		RVR	5979' 1822m	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 31	HIRL CL MALSR TDZ REIL ⑥ PAPI-L		RVR	6058' 1846m	⑦	150' 46m
	HIRL CL REIL PAPI-R (angle 3.20°)		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'						
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				300-1 3/4	
Rwy 22						
① With Mim climb of 210'/NM to 400'						
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				300-2 1/4	
Rwy 13						
With Mim climb of 280'/NM to 500'						
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				400-2 1/4	
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						
COPTER ILS Rwy 13 COPTER ILS DME Rwy 22	ILS Rwy 22	ILS Rwy 4	COPTER LOC Rwy 13 COPTER LOC DME Rwy 22	RNAV (RNP) Z Rwy 4 RNAV (RNP) Z Rwy 22	COPTER RNAV (GPS)-210° COPTER RNAV (GPS)-250°	Other
A	600-2	600-2	700-2	800-2	NA	800-2
B		800-2 1/4	800-2 1/4			800-2 1/4
C		1100-3	1100-3			1100-3
D						

KLGA/LGA LA GUARDIA

JEPPESSEN
15 AUG 14 **(11-5)**

NEW YORK, NY ILS or LOC Rwy 22

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IURD 110.5	Final Apch Crs 224°	GS GREKO 1900' (1888')		ILS DA(H) 212' (200')	Apt Elev 21' TDZE 12'		<p>MSA LGA VOR</p>
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-1 REIL PAPI 2700' via 113.1 PROUD R-225
GS	3.00°	372	478	531	637	849	
GREKO to MAP	5.7	4:53	3:48	3:25	2:51	2:27	

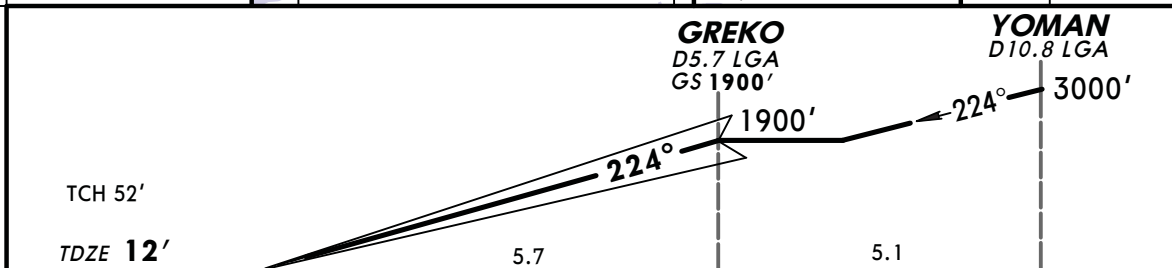
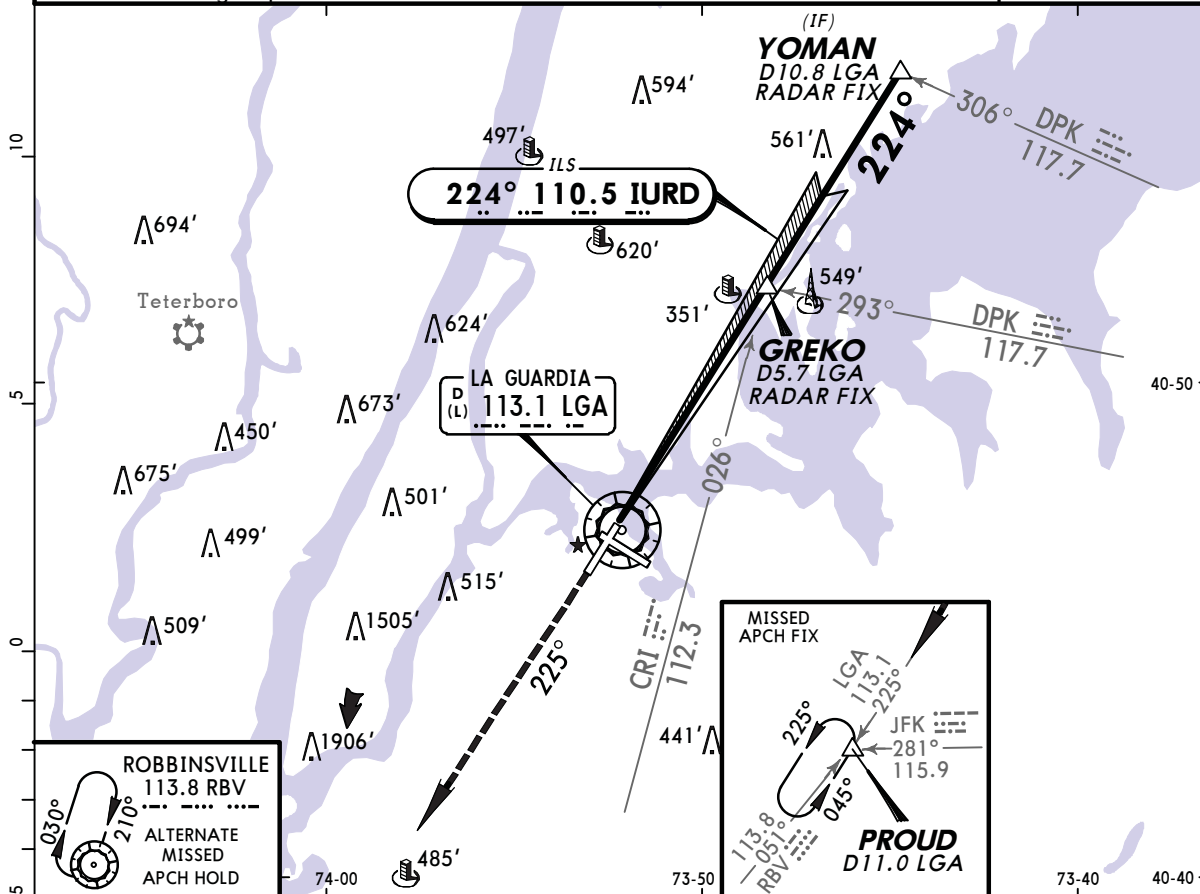
TERPS AMEND 20D 21 AUG 2014	STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND Not Authorized to Rwy 4		
	ILS DA(H) 212' (200')			LOC (GS out) MDA(H) 620' (608')		Max Kts 90 120 140 165	
	FULL	TDZ or CL out	ALS out	ALS out	MDA(H)		
	A			RVR 24 or 1/2	RVR 55 or 1		640'(619')-1
	B						
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		780'(759')-2 1/4		
D				1 3/8	1 3/4	1040'(1019')-3	

KLGA/LGA LA GUARDIA

JEPPesen
15 AUG 14 **(11-5A)**

NEW YORK, NY ILS Rwy 22 SA CAT I

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IURD 110.5	Final Apch Crs 224°	GS GREKO 1900' (1888')	SA CAT I ILS RA 162' DA(H)162' (150')		Apt Elev 21' TDZE 12'		
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, or as directed by ATC.							<p>MSA LGA VOR</p>
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. Radar required. 3. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-1 REIL PAPI	2700'	via 113.1 R-225	LGA PROUD
GS	3.00°	372	478	531	637	849				

TERPS STRAIGHT-IN LANDING RWY 22
1 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.

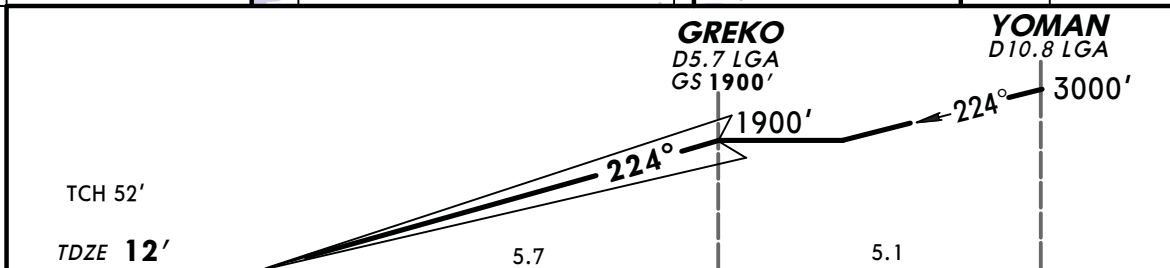
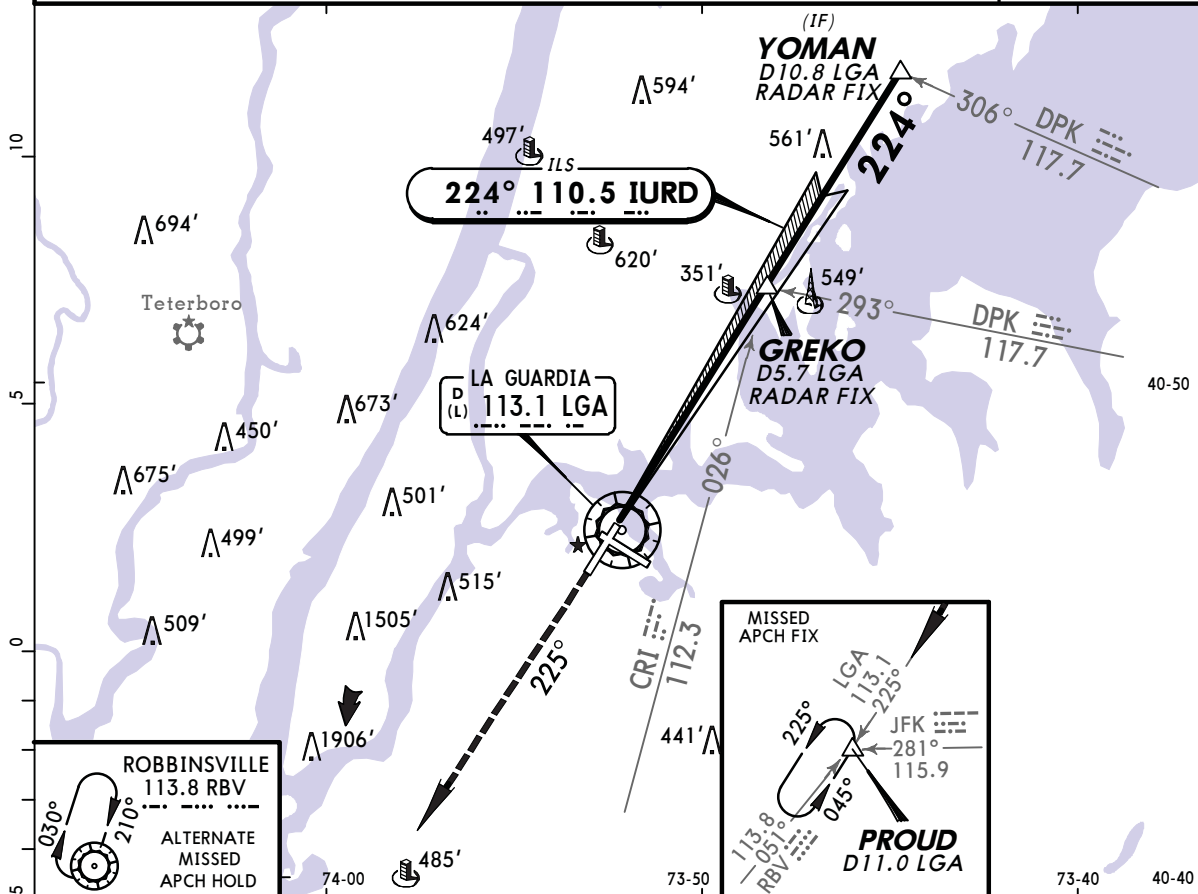
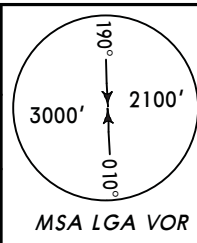
TERPS AMEND 20D 21 AUG 2014

KLGA/LGA LA GUARDIA

JEPPESSEN
15 AUG 14 **(11-5B)**

NEW YORK, NY ILS Rwy 22 SA CAT II

D-ATIS Arrival 125.95	NEW YORK Approach (R) 120.8	LA GUARDIA Tower 118.7	Ground 121.7
LOC IURD 110.5	Final Apch Crs 224°	GS GREKO 1900' (1888')	SA CAT II ILS RA 112' DA(H) 112' (100')
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, or as directed by ATC.			Apt Elev 21' TDZE 12'
Alt Set: INCHES 1. Special Aircrew & Acft Certification Required. 2. Radar required. 3. VGSI and ILS glidepath not coincident.			Trans level: FL 180 Trans alt: 18000'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-1	2700'	LGA	PROUD
GS	3.00°	372	478	531	637	849	REIL PAPI	↑	via 113.1 R-225	

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

A	RVR 12
B	
C	
D	

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

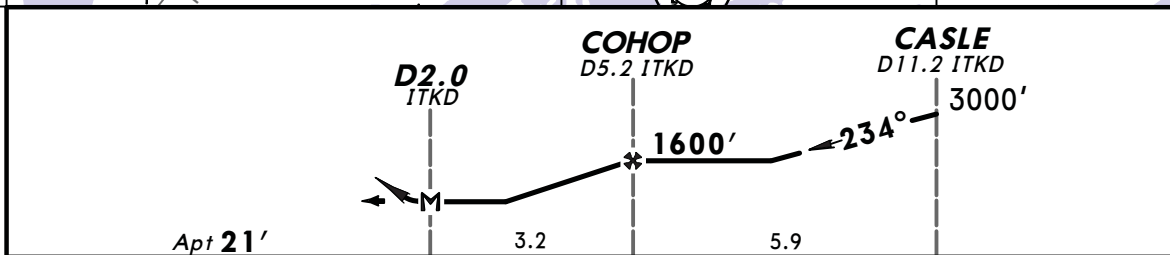
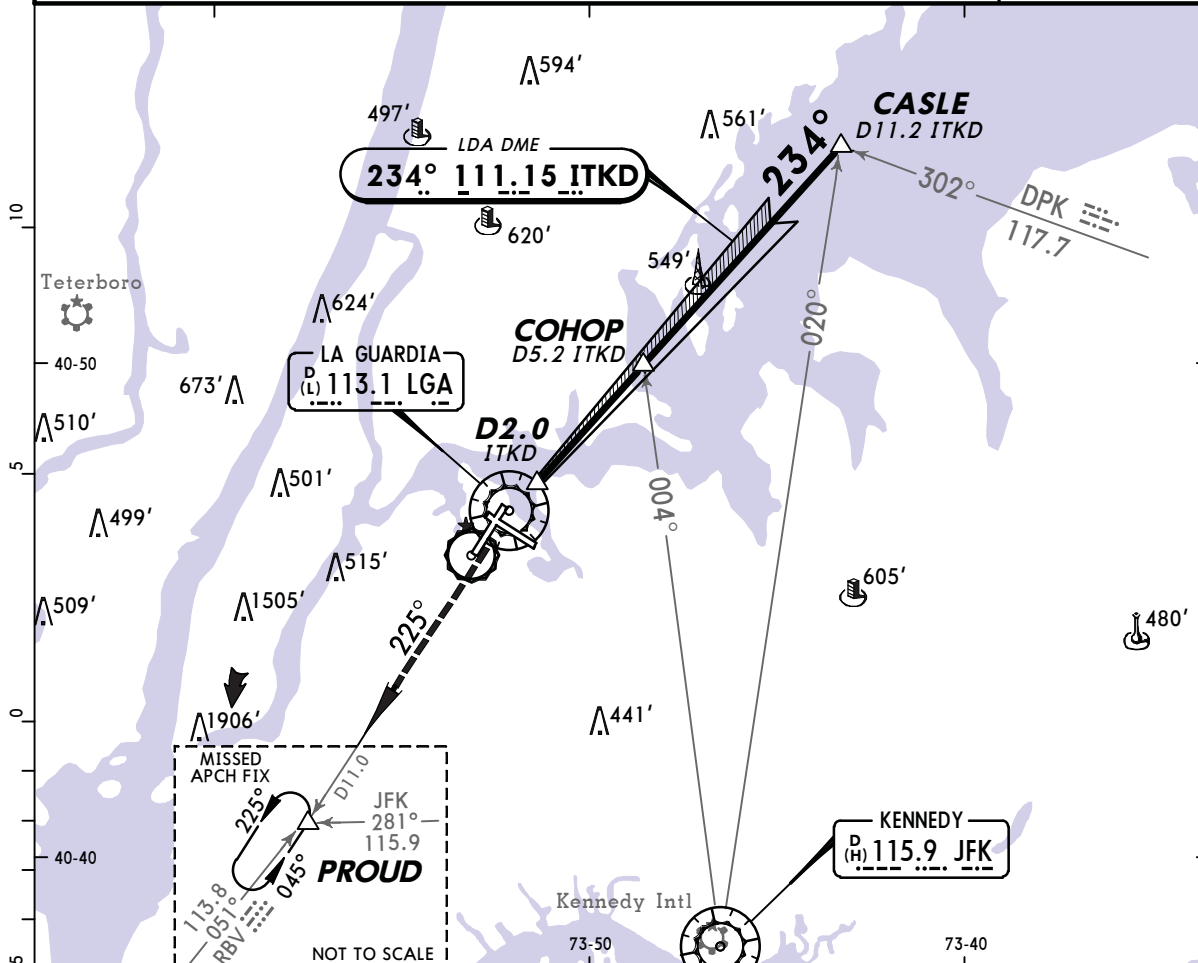
TERPS AMEND 20D 21 AUG 2014

KLGA/LGA LA GUARDIA

JEPPESSEN
31 JAN 14 (11-7)

NEW YORK, NY LDA-A

D-ATIS Arrival 125.95	NEW YORK Approach (R) 120.8	LA GUARDIA Tower 118.7	Ground 121.7
LDA ITKD 111.15	Final Apch Crs 234°	Minimum Alt COHOP 1600' (1579')	MDA(H) Refer to Minimums Apt Elev 21'
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Autopilot coupled approach not authorized. 3. Helicopter visibility reduction below 1 SM not authorized.			



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2700' ↑ via 113.1 R-225	LGA PROUD
MAP at D2.0 ITKD or COHOP to MAP	3.2	2:45	2:08	1:55	1:36	1:22			

TERPS AMEND 2D 6 FEB 2014		CIRCLE-TO-LAND Not Authorized to Rwy 4	
		Max Kts	MDA(H)
		A 90	640' (619')-1
		B 120	780' (759')-2 1/4
C 140	1040' (1019')-3		
D 165			

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NEW YORK, NY
RNAV (GPS) Y Rwy 22

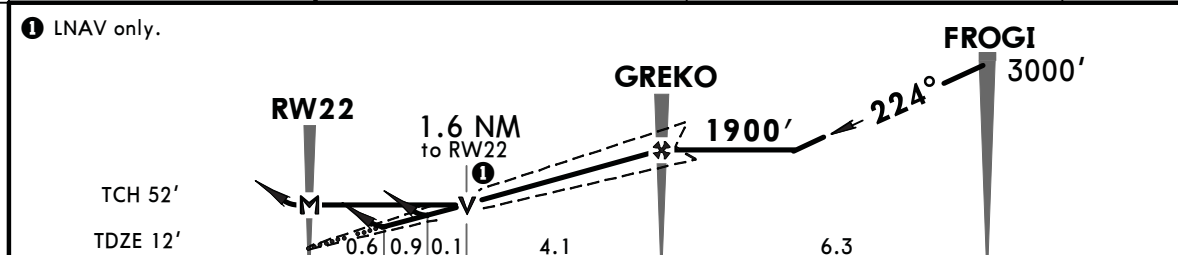
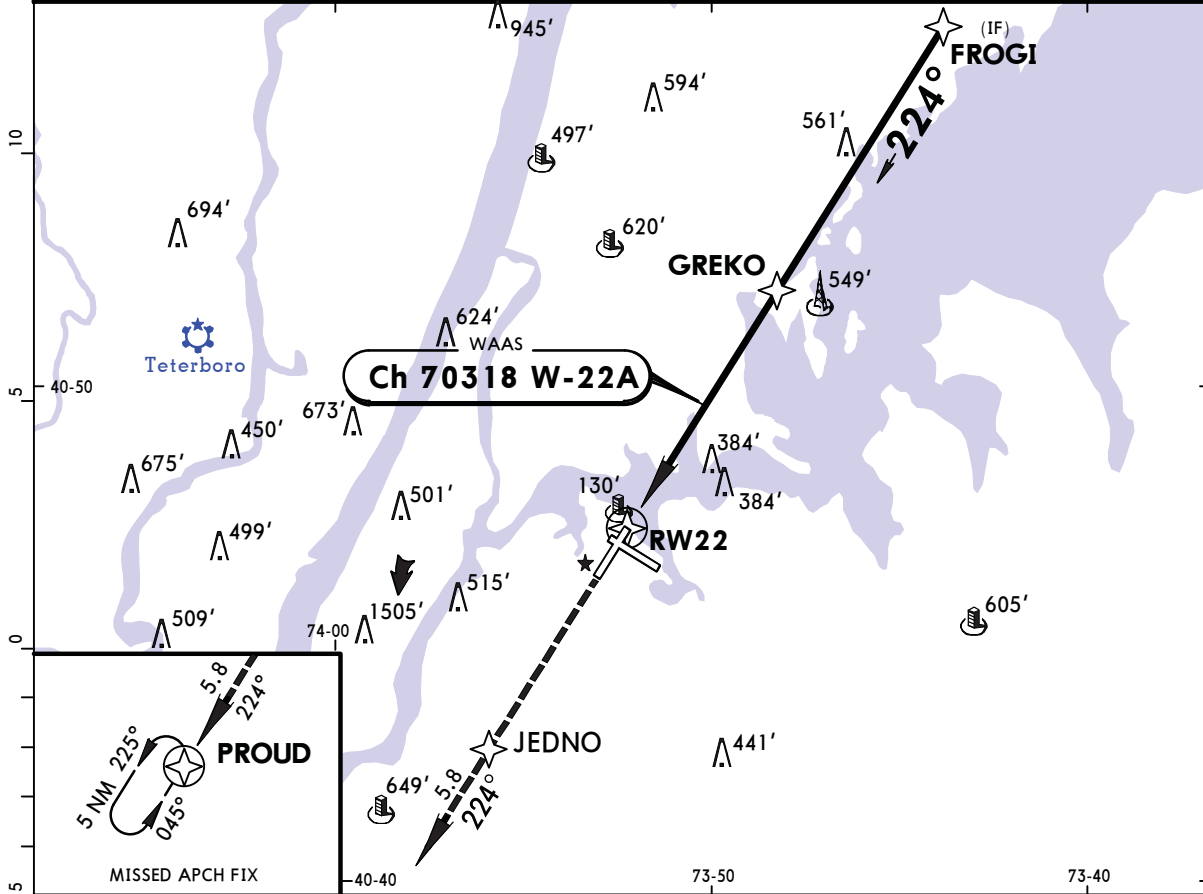
15 JUL 16

(12-2)

Eff 21 Jul

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°	Minimum Alt GREKO 1900' (1888')	LPV DA(H) 262' (250')	Apt Elev 21' TDZE 12'		3000' MSA RW22
	MISSED APCH: Climb to 3000' direct to JEDNO, and on track 224° to PROUD and hold.						
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-1 REIL PAPI	3000'	D → JEDNO
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW22									

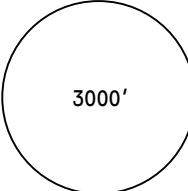
	LPV		STRAIGHT-IN LANDING		LNAV		CIRCLE-TO-LAND Not Authorized to Rwy 4
	DA(H)	ALS out	DA(H)	ALS out	MDA(H)	ALS out	
A	262' (250')		527' (515')		580' (568')		Max Kts
B							90
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4	RVR 24 or 1/2	RVR 50 or 1	120
D					RVR 50 or 1	1 1/2	140
					RVR 60 or 1/4	1 3/4	165
							140
							165

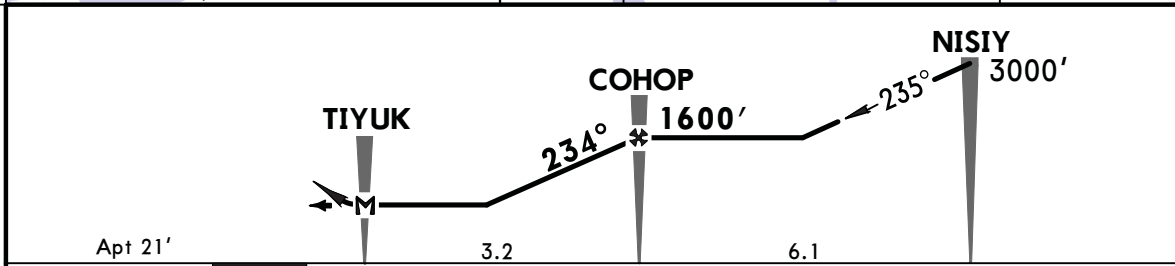
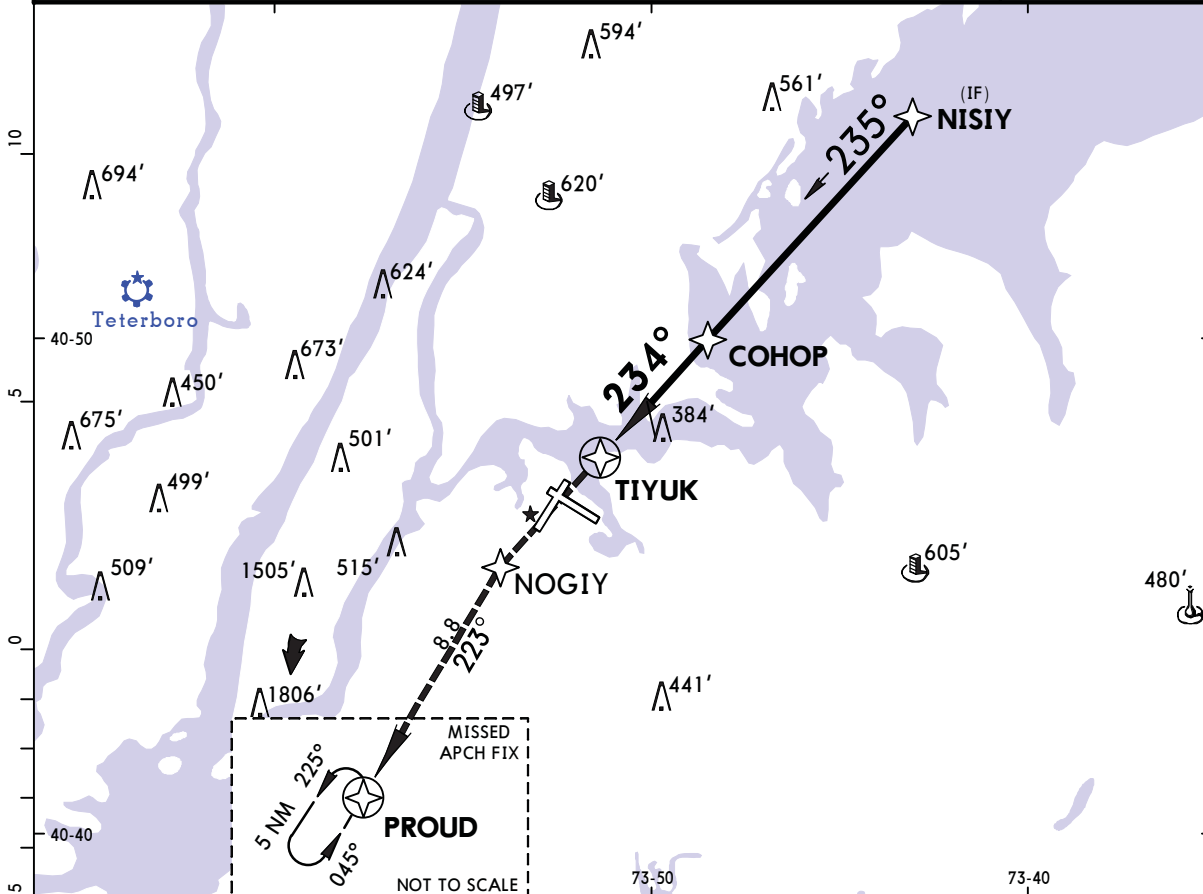
TERPS AMEND 2B 6 FEB 2014
 1 When VGSI inop, Circling Rwy 4 not authorized at night.
 CHANGES: Chart re-indexed, airport name. © JEPPESSEN, 2003, 2016. ALL RIGHTS RESERVED.

KLGA/LGA
LAGUARDIA


JEPPESSEN
15 JUL 16 **(12-4)** Eff 21 Jul

NEW YORK, NY
RNAV (GPS)-B

D-ATIS Arrival		NEW YORK Approach (R)		LAGUARDIA Tower		Ground		
125.95		120.8		118.7		121.7		
RNAV	Final Apch Crs 234°	Minimum Alt COHOP 1600' (1579')	MDA(H) Refer to Minimums	Apt Elev 21'		 3000' MSA TIYUK		
MISSED APCH: Climb to 2700' direct NOGIY and via 223° track to PROUD and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. Radar required. 2. DME/DME RNP-0.30 not authorized.								



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2700'	D → NOGIY
MAP at TIYUK or COHOP to MAP	3.2	2:45	2:08	1:55	1:36	1:22			

TERPS AMEND OA 6 FEB 2014		 CIRCLE-TO-LAND Not Authorized to Rwy 4		
				Max Kts
		A	90	640' (619') -1
		B	120	780' (759') -2 1/4
		D	165	1040' (1019') -3

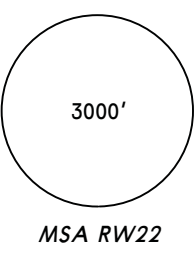
CHANGES: Chart re-indexed, airport name.

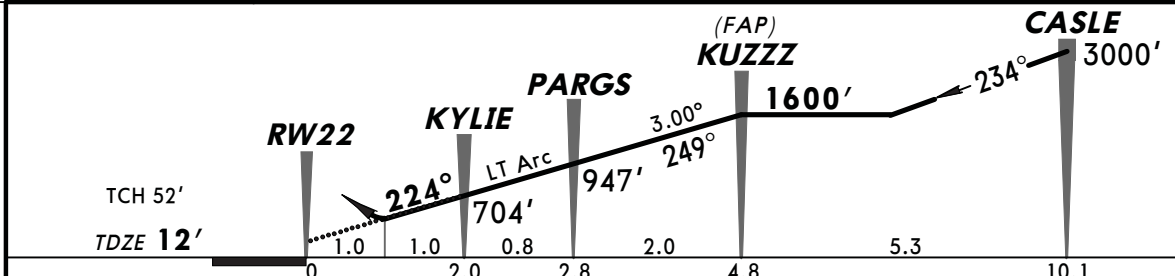
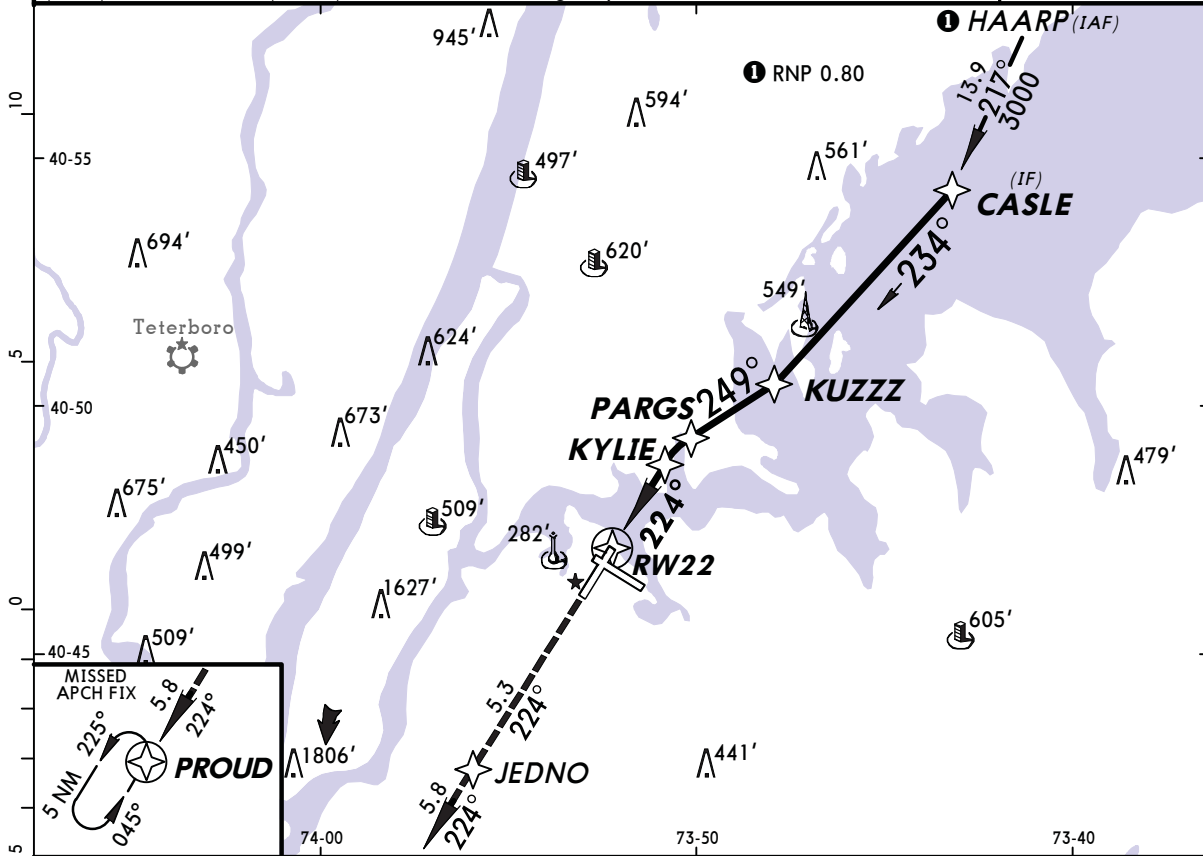
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KLGA/LGA
LA GUARDIA

JEPPESEN
18 JUL 14
Eff 24 Jul (12-21)

NEW YORK, NY
RNAV (RNP) Z Rwy 22

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
RNAV	Final Apch Crs 224°	Minimum Alt KUZZZ 1600' (1588')	RNP 0.30 DA(H) (CONDITIONAL) 384' (372')	Apt Elev 21' TDZE 12'			
MISSED APCH: Climb to 3000' on track 224° to JEDNO and on track 224° to PROUD and hold.							
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 -12°C (11°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.						MSA RW22	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI 
Descent Angle	3.00°	372	478	531	637	849	
MAP at DA							

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

A				
B				
C	RVR 40 or 3/4	1 1/4	RVR 50 or 1	1 3/8
D				

TERPS AMEND 0C 12 DEC 2013

CHANGES: None.

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