

KLGA Airport Plan

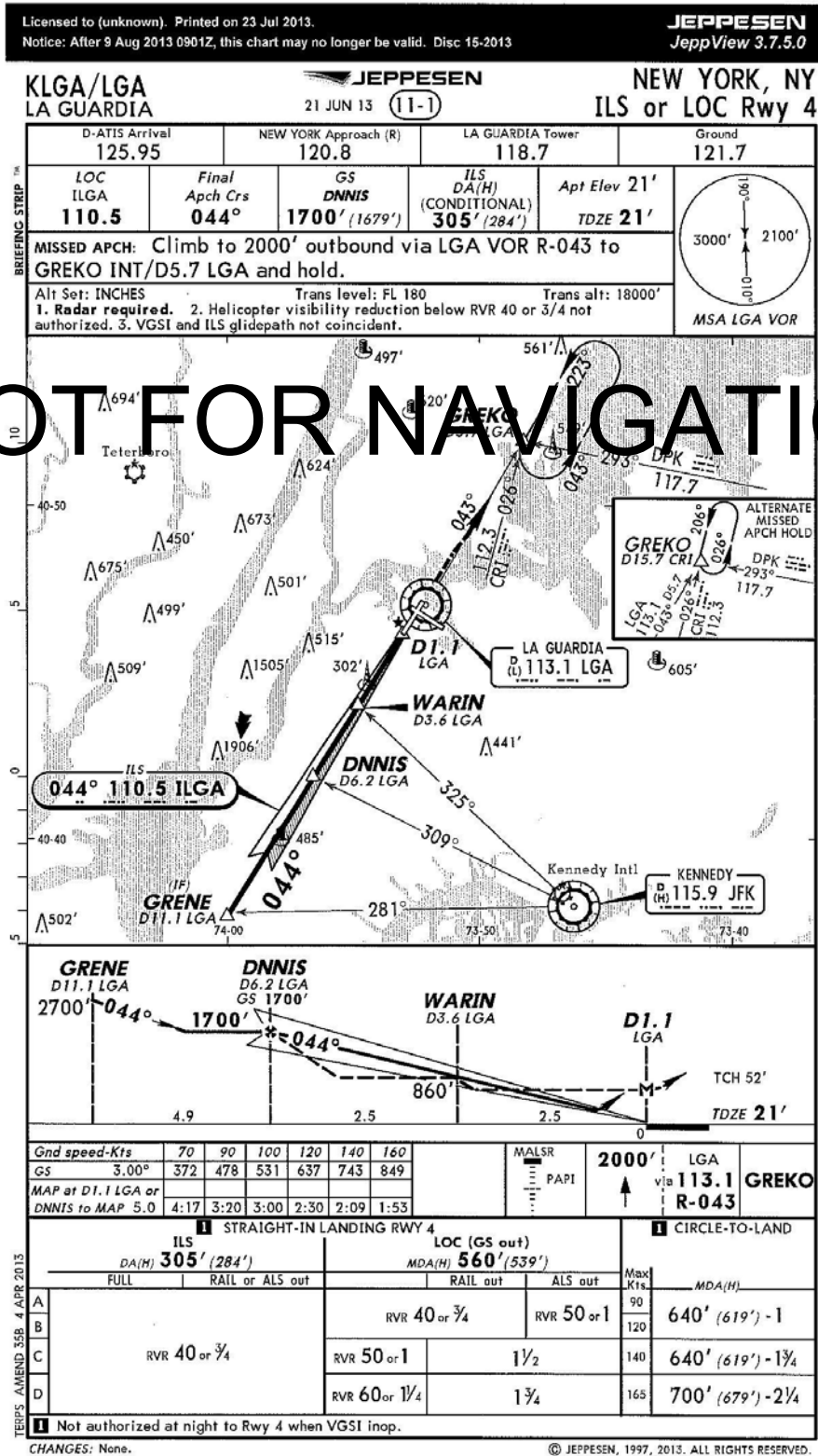
NOT FOR NAVIGATION

Licensed to (unknown). Printed on 23 Jul 2013. Notice: After 9 Aug 2013 0901Z, this chart may no longer be valid. Disc 15-2013						JEPPESEN JeppView 3.7.5.0	
KLGA/LGA 15 MAR 13 (10-9A)			NEW YORK, NY LA GUARDIA				
GENERAL Low-level wind shear alert system. Birds in vicinity of airport. ASDE-X surveillance system in use. Pilots should operate transponders with Mode C on all taxiways and runways.							
ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		
					LANDING BEYOND		WIDTH
				Threshold	Glide Slope	TAKE-OFF	
4	HIRL CL	MALSR	PAPI-R	RVR	5899'	1798m	150' 46m
22	HIRL CL	ALSF-I	TDZ REIL	PAPI-R	RVR	5979'	
① Runway grooved. ② Magnetic anomalies may affect compass heading when using extension Rwy 22 (angle 3.0°). ③ Magnetic anomalies may affect compass heading when using extension Rwy 22 (portion NE of Rwy 13-31) for take-off.							
13	HIRL CL	MALSR	TDZ REIL	PAPI-L	RVR	6058'	1846m
31	HIRL CL	REIL	PAPI-R	(angle 3.00°)	RVR		150' 46m
④ Runway grooved. ⑤ (angle 3.10°). Unusable 8° left of centerline and 9° right of centerline. ⑥ Magnetic anomalies may affect compass heading when using extension Rwy 13 (portion NW of Rwy 4-22) for take-off.							
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE							
Both RVRs are required & controlling. Adequate Vis Ref. STD.							
CL & HIRL		CL, or RCLM & HIRL		Adequate Vis Ref	3 & 4 Eng		1 & 2 Eng
TDZ RVR 5 Rollout RVR 5		TDZ RVR 10 Rollout RVR 10		RVR 16 or 1/4	RVR 24 or 1/2		RVR 50 or 1
Rwy 31 With Min climb of 330'/NM to 500'							
CL & HIRL		CL, or RCLM & HIRL		Adequate Vis Ref	3 & 4 Eng		1 & 2 Eng
TDZ RVR 5 Rollout RVR 5		TDZ RVR 10 Rollout RVR 10		RVR 16 or 1/4	RVR 24 or 1/2		RVR 50 or 1
Rwy 22 ① With Min climb of 210'/NM to 400'							
CL & HIRL		CL, or RCLM & HIRL		Adequate Vis Ref	3 & 4 Eng		1 & 2 Eng
TDZ RVR 5 Rollout RVR 5		TDZ RVR 10 Rollout RVR 10		RVR 16 or 1/4	RVR 24 or 1/2		RVR 50 or 1
Rwy 13 With Min climb of 280'/NM to 500'							
CL & HIRL		CL, or RCLM & HIRL		Adequate Vis Ref	3 & 4 Eng		1 & 2 Eng
TDZ RVR 5 Rollout RVR 5		TDZ RVR 10 Rollout RVR 10		RVR 16 or 1/4	RVR 24 or 1/2		RVR 50 or 1
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 800' before proceeding on course. Rwy 13: Climb heading 134° to 800' before proceeding westbound. Rwy 22: Climb heading 224° to 2200' before proceeding westbound. Rwy 31: Climb heading 314° to 1400' before proceeding westbound.							
FOR FILING AS ALTERNATE							
COPTER ILS Rwy 13	ILS Rwy 22	ILS Rwy 4	COPTER LOC Rwy 13	RNAV (GPS) Rwy 13	ILS Rwy 13	VOR-F	RNAV (RNP) Z Rwy 4
COPTER ILS DME Rwy 22			COPTER LOC DME Rwy 22		LOC Rwy 13		RNAV (RNP) Z Rwy 22
							COPTER RNAV (GPS)-250°
A							Other
B	600-2	600-2	700-2	800-2	800-2	1000-2	NA
C							
D		700-2 1/4	700-2 1/4		800-2 1/4	800-2 1/2	1000-3
							800-2 1/4

NOT FOR NAVIGATION

CHANGES: LAHSO removed. © JEPPESEN, 1997, 2013. ALL RIGHTS RESERVED.

KLGA Runway Information



KLGA ILS Rwy 4 Approach Plate