

Attachment 12

To Operations Group Factual Report

DCA15FA085

Airport Diagram and Approach Procedures

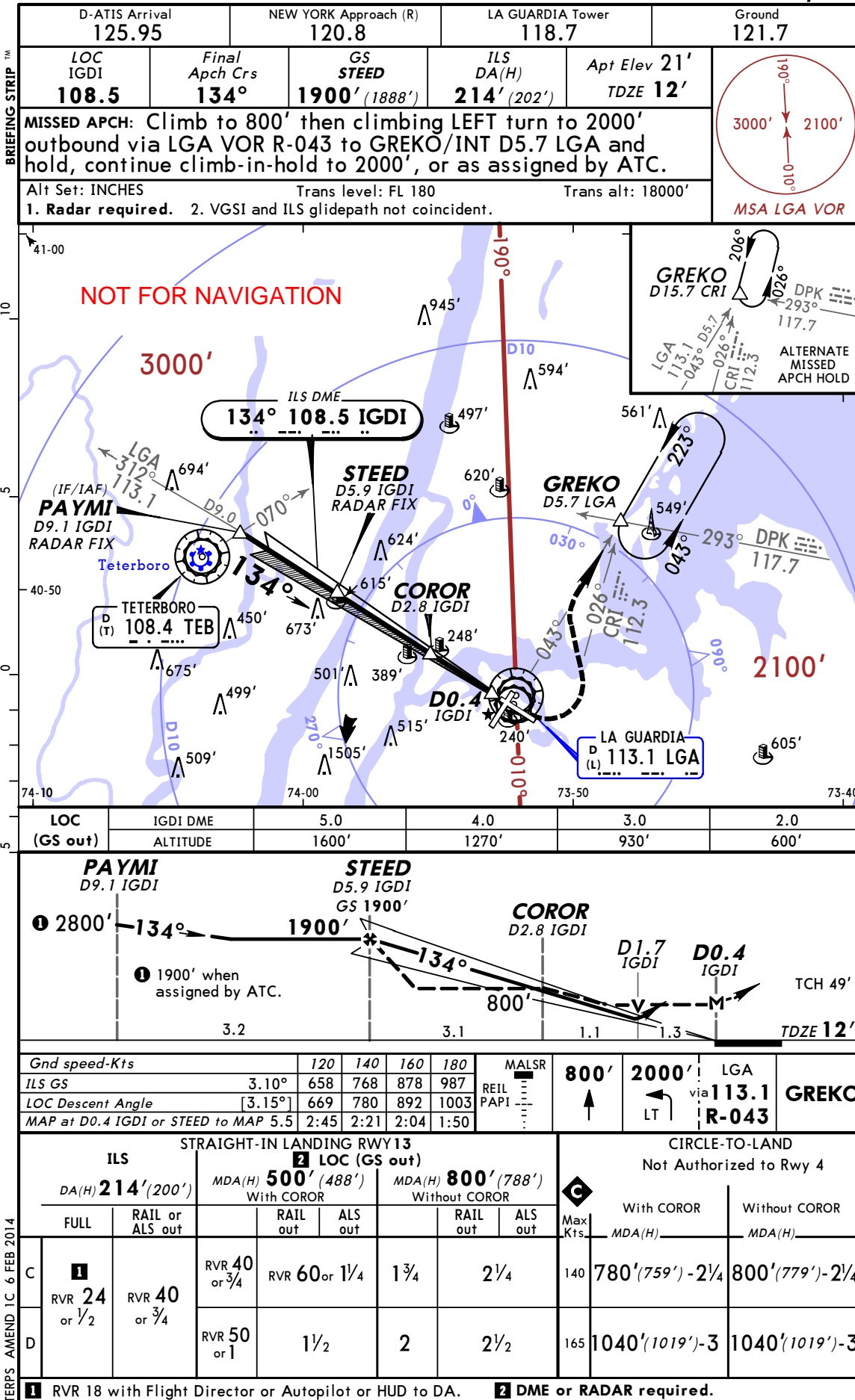
KLGA/LGA
LA GUARDIA



JEPPESSEN

15 AUG 14 11-2

NEW YORK, NY
ILS or LOC Rwy 13



TERPS AMEND 1C 6 FEB 2014

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

2 DME or RADAR required.

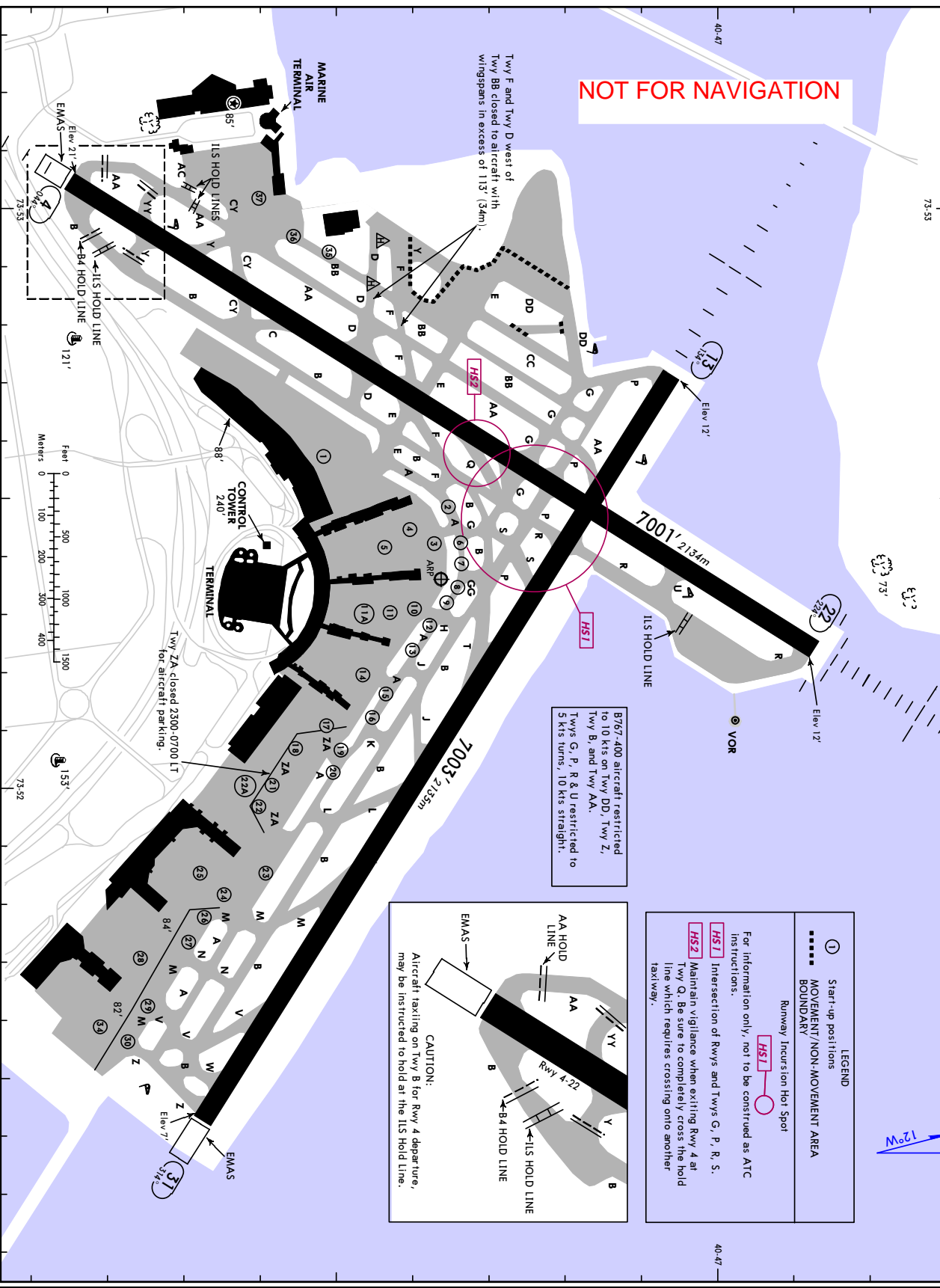
CHANGES: None.

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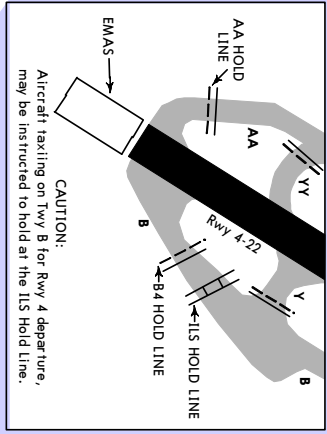
D-ATIS Departure	ACARS: D-ATIS PDC	LA GUARDIA Clearance (Cpl)	Ground	Tower	Copter Clearance	NEW YORK Departure (R)
127.05		135.2	121.7	118.7	121.87	120.4



NOT FOR NAVIGATION



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.



LEGEND

- ① Start-up positions
- MOVEMENT/ NON-MOVEMENT AREA BOUNDARY
- Runway Incursion Hot Spot

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

H51 Intersection of Rwy's and Twys G, P, R, S.

H52 Maintain vigilance when exiting Rwy 4 at Twy Q. Be sure to completely cross the hold line which requires crossing onto another taxiway.

CHANGES: Taxiway note modified.
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GENERAL					
Low-level wind shear alert system. Birds in vicinity of airport. ASDE-X surveillance system in use. Operate transponders with Mode-C on all twys and rwys. Noise abatement procedures in effect. For details contact airfield manager.			NOT FOR NAVIGATION		
ADDITIONAL RUNWAY INFORMATION					
USABLE LENGTHS					
LANDING BEYOND					
RWY	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 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	HIRL CL MALSR TDZ REIL ⑥ PAPI-L RVR	6058' 1846m	⑦	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 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'					
Both RVRs are required & controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		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	300-1 3/4
Rwy 22					
① With Min climb of 210'/NM to 400'					
Both RVRs are required & controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		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	300-2 1/4
Rwy 13					
With Min climb of 280'/NM to 500'					
Both RVRs are required & controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		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	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 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 COPTER ILS DME Rwy 22		COPTER LOC Rwy 13 COPTER LOC DME Rwy 22	VOR-F	RNAV (RNP) Z Rwy 4 RNAV (RNP) Z Rwy 22 COPTER RNAV (GPS)-210° COPTER RNAV (GPS)-250°	Other
C	600-2	800-2	1000-3	NA	800-2 1/4
D			1100-3		1100-3

EFSR

GATE INFORMATION

NOT FOR NAVIGATION

Communications

Station Operations:
 Maintenance:
 Gates C15-C18, D1-D11:
 Gates C20-C34:
 Marine Air Terminal Ramp:
 Shuttle Dispatch:



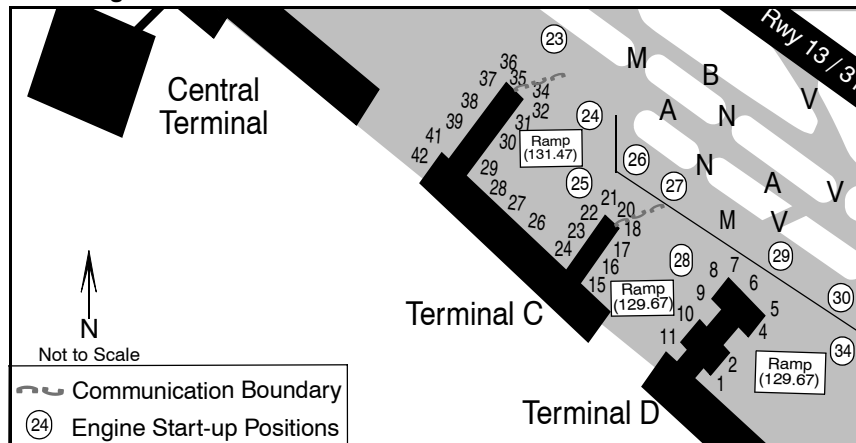
Delta Operations
 Delta Maintenance
 Delta Ramp Tower ①
 Delta Ramp Tower ①
 Delta Ramp Tower ①
 Shuttle Control

① De/Anti-icing Procedures: Coordinate location and sequence with Ramp Tower.

Gates: Terminal C, Gates C15-C34; Terminal D, Gates D1-D11

NOTE: Terminal C and D are located on the east end of the airfield. Do not confuse with Concourse C and D in the Central Terminal.

Parking



SPECIAL NOTES

CAUTION

Strict adherence to appropriate climb procedures is mandatory due to the complexity of the NYC airspace system.

Extensive helicopter activity on and in the vicinity of the airport.

Be alert for momentary localizer excursions due to large aircraft operations in the vicinity of localizer antenna.

Numerous unlighted obstacles penetrate approach light plane (43' max), 1546' from the runway.

Portions of the runways are constructed on piers and may limit operating weights. These restrictions are applied by AWABS:

Rwy 4/22: Northeast 1900' is constructed on piers.

Rwy 13/31: Northwest 1000' is constructed on piers.

NOTE: Refer to the airport diagram for taxi speed restrictions on the piers.

SPECIAL NOTES continued**NOT FOR NAVIGATION****Twy AC Restrictions**

- Movement prohibited if general aviation aircraft or police activity on ramp.
 - Coordinate with Ground or Ramp Tower.

Medical Support

- When requesting medical assistance, contact Station Operations.
 - Station Operations will advise the airport authority who will send an EMT qualified police officer.
- **Ambulance Required:** The flight must declare a "medical emergency" with ATC Tower.

DOT 3 Hour Gate Returns: Follow Operations guidance for "Gas and Go" operations.

Marine Air Terminal (Terminal A): May be utilized for Charter Operations and DOT 3 hour rule relief.

DEPARTURES

Clearance Delivery Procedure: Following receipt of PDC, contact Clearance Delivery with transponder code, departure/climb assigned and ATIS code.

Pushback Clearance: Required. Contact Ramp Tower.

- **Marine Air Terminal (Terminal A)**
 - **All Gates:** Contact Ramp Tower for push directions.
 - Ground approval required for pushback onto Twy Y.
 - Monitor Ramp Tower frequency until taxi clearance is received.
- **Terminals C & D:** Call appropriate Ramp Tower for pushback instructions.

Engine Start Clearance: Required for the following.

- At gate starts.
- Crossbleed starts.
 - Not authorized on Spot 25.
- Simultaneous pushback (tail-to-tail) on Spots 29 and 30 are authorized with the following restrictions.
 - **A319/320:** Will receive engine start clearance from the tug driver.
 - **Other Aircraft:** The tug driver will direct crew to request engine start clearance from the Ramp Tower.

Departure Delays: Advise Ramp Tower of ATC delays.

Taxi Instructions

- After salute, contact Ramp Tower prior to contacting Ground for taxi.
- **Spot 34:** Use minimum power for taxi due to close proximity of commuter aircraft.
- **Twy B onto Rwy 4:** In order to minimize jet blast on vehicle service road, avoid excessive power settings taxiing from Twy B onto Rwy 4.
- Strict adherence to taxiway centerlines is essential for wing tip clearance.
- **Marine Air Terminal (Terminal A):** Use minimum power when turning north onto Twy BB.

KLGA/LGA

Elev 21'

27 FEB 15

 DELTA

10-7B

NEW YORK, NY

LA GUARDIA

DEPARTURES continued

- **Rwy 4 Departures:** Dual hold line operation. Information available via ATIS.
 - **B4 Hold Line:** Located on Twy B and is closer to the Rwy 4 threshold.
 - Used when Rwy 4 is active for departures only.
- **ILS Hold Line:** Used when Rwy 4 is active for both arrivals and departures.

RNAV Departures

- **Tight Initial Turn Required:** A slower speed and flaps may be desired to maintain the required ground track.

Noise Abatement Procedures

- The airport has active noise monitors with established permissible noise levels.
- Noise monitor recordings higher than the permissible level result in a request to Flight Operations for an explanation.

GLDMN, NTHNS, TNNIS and SIDs

- The SID will not be filed by the dispatcher, but will only be assigned by ATC.
 - Pay close attention to the PDC and confirm SID assignment with LGA Clearance.

A319/320: GLDMN and TNNIS SIDs

- **Flaps 3 or Heavier Takeoff Weight:** Aircraft may have difficulty meeting initial altitude.
 - Plan accordingly.

NOTE: These SIDs are RNAV off the runway. The Tower will not use the ATL RNAV phraseology, but will say "Delta XXX, Rwy 13, Cleared for Takeoff". Fly the profile as depicted on the SID, Nav Display and FMS.

De/Anti-icing Procedures: Refer to De/Anti-icing Procedures pages.

ARRIVALS

KORRY Arrival Procedure: Plan on crossing RIDGY at FL 270.

Approach Procedures

- **VOR DME-G:** Not authorized.
- Expect New York Approach to give initial speed restriction below 250 KTS.
- **Rwy 13:** Autoland procedure not authorized.
- **LDA-A**
 - **A319/320/B737:** LDA-A is coded in FMC as LDA22.
 - Minimums (circling approach) are 1021'/3 SM.
 - Use 1100' in MDA field (A319/A320) or MCP (B737).
 - **B717:** LDA-A is coded in the FMS as RNVL22.
- **B757/767:** When ILS22 is active, the frequency and CRS for LDA22 will appear in the INIT/REF display page due to FMS limitations.
 - Select the published ILS22 frequency and CRS in the NAV Radios.
- **MD88/90:** When LDA22 is active, the frequency and CRS for ILS22 will appear in the INIT/REF display page due to FMS limitations.
 - Select the published LDA-A frequency and CRS in the NAV Radios.

NOT FOR NAVIGATION

ARRIVALS continued

- FMS guidance is available for certain visual approaches:
 - Expressway Visual Rwy 31
 - **A319/320**: Select RNV31-V.
 - **B717/B757/767/MD88/MD90**: Select LOC31 MELFM Transition.
 - **B737**: Select RNVV 31.
 - River Visual Rwy 13
 - **A319/320/B737**: Select RNVV 13.
 - **B717/B757/767/MD88/MD90**: Select ILS13.

CAUTION

Rwy 4 operations during IMC/marginal VMC - The Grand Central Parkway located just short of the threshold may be mistaken for Rwy 4. Cross check all available DME, glideslope and localizer data on short final.

Cold air circulates under runway piers in cold weather conditions causing precipitation on runway pier and taxiway surfaces to freeze before other surfaces. Braking action may be degraded.

No overruns are available.

Rwy 31 Exit Points

- **B757/767, MD88/90**: Do not use Twy T exit.
 - Aircraft not authorized to turn from Twy T onto Twy B eastbound.
- **All other aircraft**: Use caution when using Twy T exit due to greater than 90° turn onto Twy B.
 - Consider exit at Twys S or R.

Gate Confirmation/Information

- Contact Ramp Tower when clear of all runways to confirm gate assignment. Call early to facilitate smooth traffic flow.
- Contact appropriate Ramp Tower approaching Twy M to confirm entry point.
- **B757**: Utilize 2L door at Gates D1 and D2.
- **B757-200/-200ER**: All engines taxi into Gates D1, D2, D10 and D11.
- **B767 (except B767-400)**: All engines taxi into Gate D2.
- **B767-400**: Tow in required for Gate D2.
- **Gates C20, C21 and D8**: Due to uneven pavement, extra power may be required if the aircraft stops prior to reaching the stop line.

GENERAL

Maintenance: Delta Maintenance.

Pilot Lounge

- **Terminal D**: Ramp level behind Gate D1.
- **Terminal C**: Ramp level adjacent to Gates 15 and 16 (sign-in only).

NOT FOR NAVIGATION

DE/ANTI-ICING PROCEDURES**Overview**

When weather conditions dictate, Delta will activate the station de-icing plan. De-icing occurs away from the gate as described below.

Initial Coordination/Communications

- Contact the appropriate Ramp Tower with ship number to receive de-icing instructions and sequencing.
- State location, known ATC delays and APU status in the initial transmission.
- Ramp Tower will assign de-icing pad or disconnect spot location for de-icing.
- Engine running de-icing authorized for all aircraft.
- Iceman will plug into aircraft to communicate with the crew.

Spots 24-34

- Obtain push back clearance from appropriate ramp tower.
- De-icing frequency 131.85 (Iceman) monitor only.
- Contact appropriate Ramp Tower after salute.
- Contact Ground for taxi instructions.

Spot 37

- Obtain pushback clearance from Shuttle Ramp.
- De-icing frequency 131.35 (Iceman) monitor only.
- Contact appropriate Ramp Tower after salute.
- Contact Ground for taxi instructions.

ECHO/ZA De-icing

- When requesting taxi, advise Ground that de-icing is required at the ___ pad.
- The taxi clearance should include instructions to the de-icing pad.

ECHO Pad

- Pad is uncontrolled.
- Contact Iceman on 131.35 on Twy E short of Twy DD for a spot assignment.
- Expect to enter from the south end of the pad via Twy E, guided by a follow-me truck.
- Contact Ground to exit ECHO Pad for taxi on to Twy DD.

ZA Pad

- Crews must obtain authorization to enter the pad from US AIR Ramp (129.87).
- Contact Iceman on 131.85
- Expect entry via West End guided by follow-me truck.
- Contact Ground to exit ZA Pad for taxi on to Twy A.

CAUTION

Use minimum thrust when departing remote de-icing area to prevent injury to ground personnel.

NOT FOR NAVIGATION

