

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KLGA

Terminal Charts For KLGA

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: New York NY USA
IATA Code: LGA
Lat/Long: N40° 46.6' W073° 52.4'
Elevation: 21 ft

Airport Use: Public
Magnetic Variation: 13.1°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: 1220 Z
Sunset: 2143 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, REIL, TDZ

Runway: 22
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, REIL, 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 127.05 Departure Service
ATIS 125.95 Arrival Service
LA Guardia Tower 118.7
LA Guardia Ground Control 127.625
LA Guardia Ground Control 121.85 Secondary
LA Guardia Ground Control 121.7
LA Guardia Clearance Delivery 135.2
LA Guardia Clearance Delivery 121.875
LA Guardia Pre-Taxi Clearance 135.2
New York Approach Approach Control 132.7 Secondary
New York Approach Approach Control 128.8 Secondary
New York Approach Approach Control 127.3 Secondary
New York Approach Approach Control 124.95 Secondary
New York Approach Approach Control 120.8
New York Approach Approach Control 118.0 Secondary
New York App TCA 128.55 (231°-270°)
New York App TCA 127.6 (270°-328°)
New York App TCA 126.4 (329°-71°)
New York App TCA 125.7 (71°-142°)
New York App TCA 120.55 (329°-71°)
LA Guardia TCA 126.05
New York Departure Departure Control 127.05 Secondary
New York Departure Departure Control 124.45 Secondary
New York Departure Departure Control 120.4
LA Guardia Unicom 122.95
New York Flight Service Station 113.1 RCO

NEW YORK TERMINAL CONTROL CLASS B VFR COMMUNICATIONS

LGA 328°-071° New York App 126.4 120.55

LGA 071°-142° New York App 125.7

LGA 142°-231° New York App 128.12

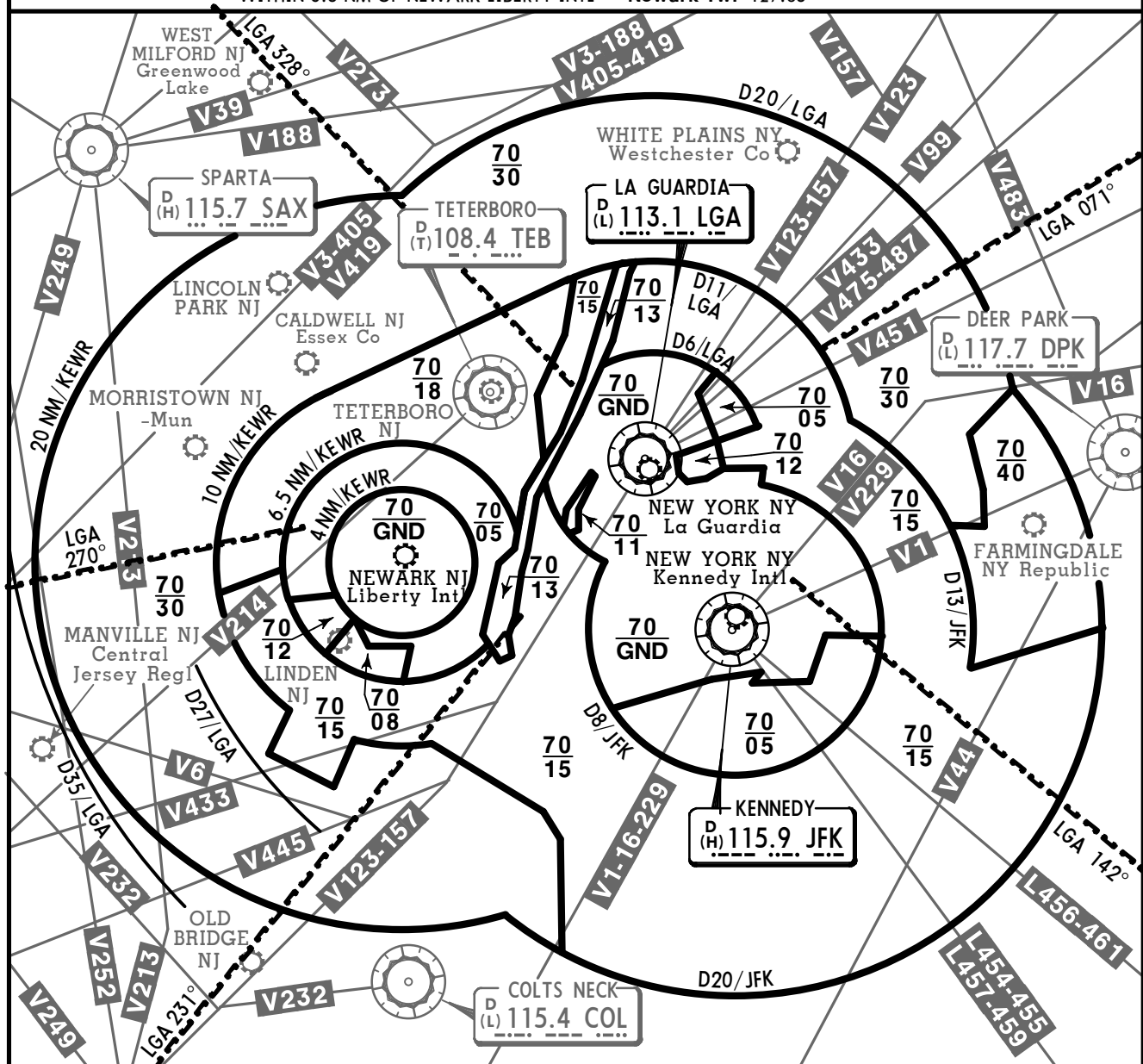
LGA 231°-270° New York App 128.55

LGA 270°-328° New York App 127.6

2000' AND BELOW WITHIN 8 NM OF KENNEDY INTL Kennedy Twr 125.25

WITHIN 6 NM OF LA GUARDIA APT La Guardia Twr 126.05

WITHIN 6.5 NM OF NEWARK LIBERTY INTL Newark Twr 127.85



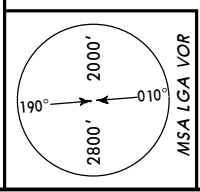
FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

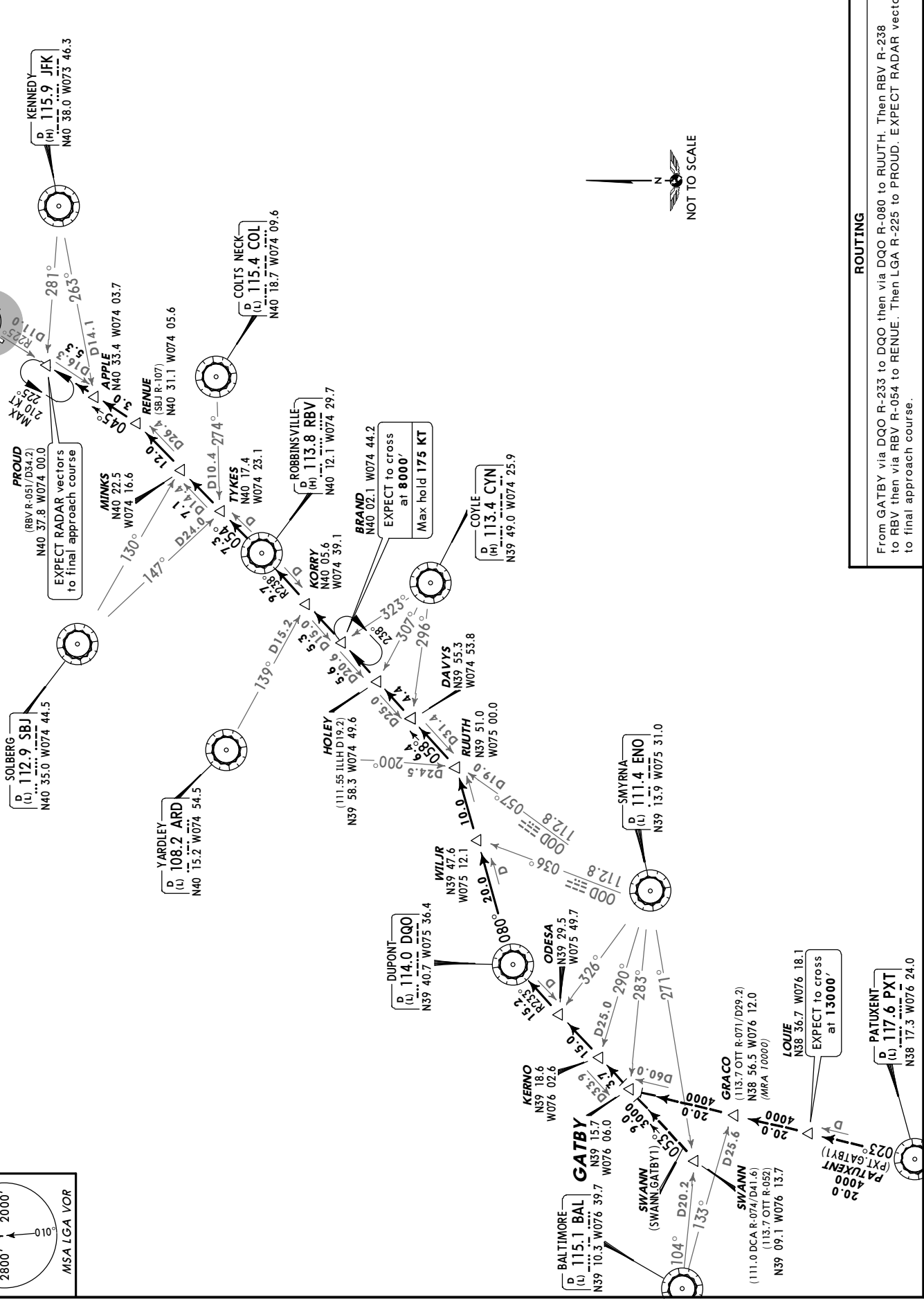
IFR FLIGHTS- Aircraft operating within the New York Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS-

1. Arriving aircraft should contact the appropriate approach control on the frequency depicted for the sector of flight with reference to the La Guardia VORDME. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.



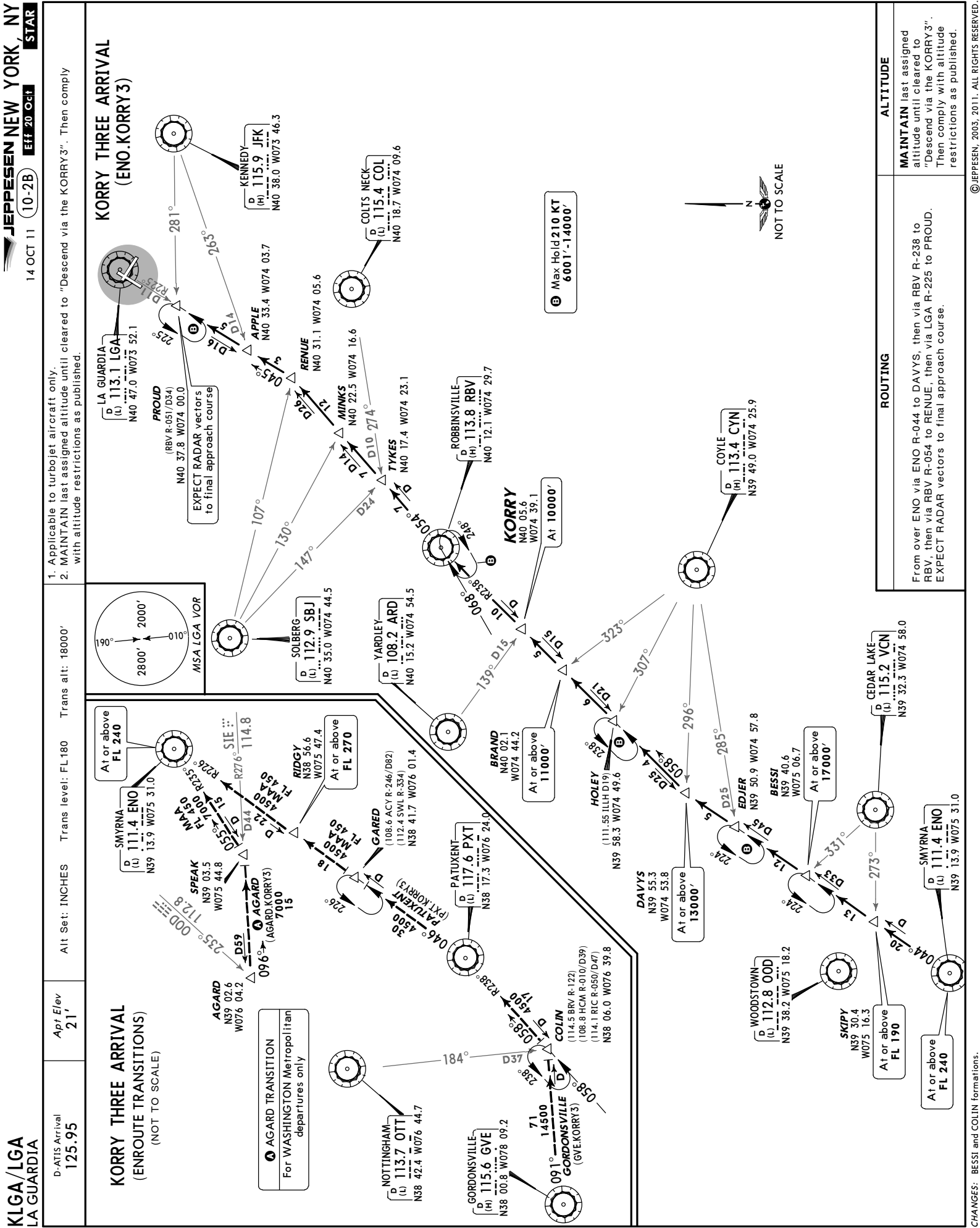
GATBY ONE ARRIVAL
(GATBY.GATBY1)



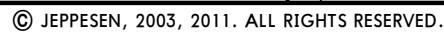
ROUTING

From GATBY via DQO R-233 to DQO then via DQO R-080 to RUUTH. Then RBV R-238 to RBV then via RBV R-054 to RENUE. Then LGA R-225 to PROUD. EXPECT RADAR vectors to final approach course.

ROUTING
From over VALRE via DPK R-338 to BASYE, then to HAARP, then via LGA R-044 to CRALY, then to LGA. EXPECT RADAR vectors to final approach course.



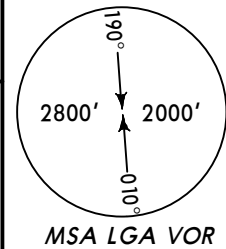
Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
For aircraft capable of 210 KT or greater.



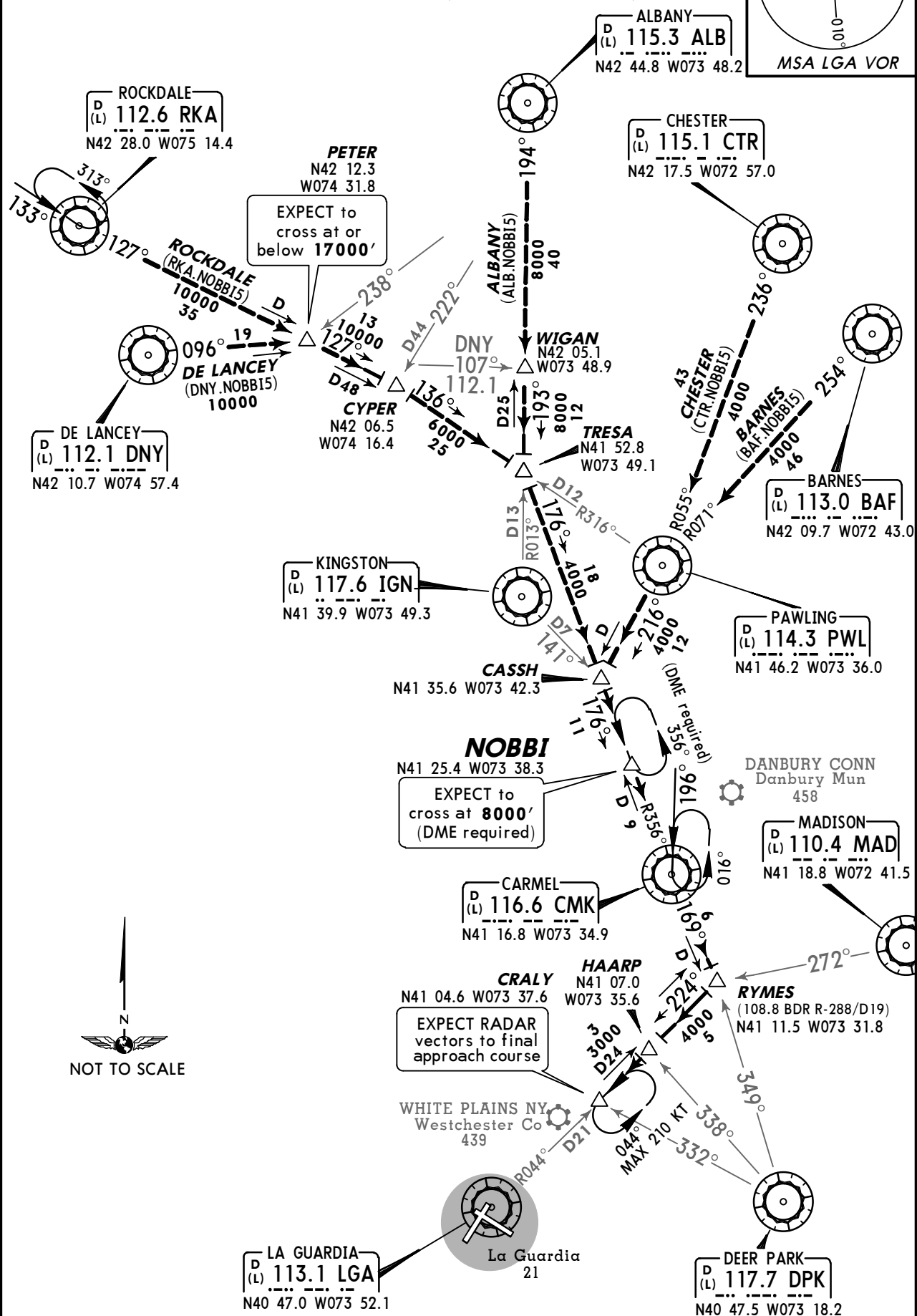
D-ATIS Arrival
125.95

Apt Elev
See
Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
This procedure is applicable to prop and turboprop
aircraft operating at 250 KT or less.



NOBBI FIVE ARRIVAL (NOBBI.NOBBI5)



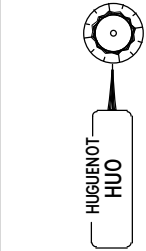
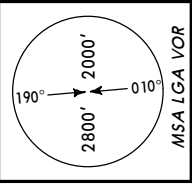
NEW YORK Departure (R)
120.4

Apt Elev
21'

Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. For turbojets only. 5. Traffic filed BIGGY, ELIOT, LANNA, NEWEL, PARKE, ZIMMZ do not exceed 250 KT until reaching 11000'.

6. 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.
7. All aircraft EXPECT vectors after GLDMN.



GAYEL

HAAYS

NEION

COATE



NEWEL

ELIOT
ZIMMZ

PARKE

LANNA

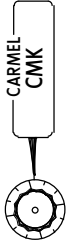
BIGGY

GREKI

GLDMN FOUR RNAV DEPARTURE
(GLDMN4.GLDMN)
(RWY 13)

~~SPEED~~ DO NOT EXCEED
220 KT UNTIL PASSING MASTT

MERIT



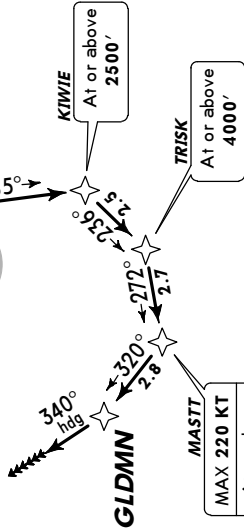
BAYYS



WIRENN

PUGGS

Direct distance from La Guardia Apt to:
KIWIE 5 NM



OBSTACLES
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.

INITIAL CLIMB

Climb heading 134° to intercept course 185° to cross KIWIE at or above 2500', then on 236° track to cross TRISK at or above 4000', then on 272° track to cross MASTT at or above 5000', then on track 320° to GLDMN, then on heading 340° for vectors on course.

ALTITUDE

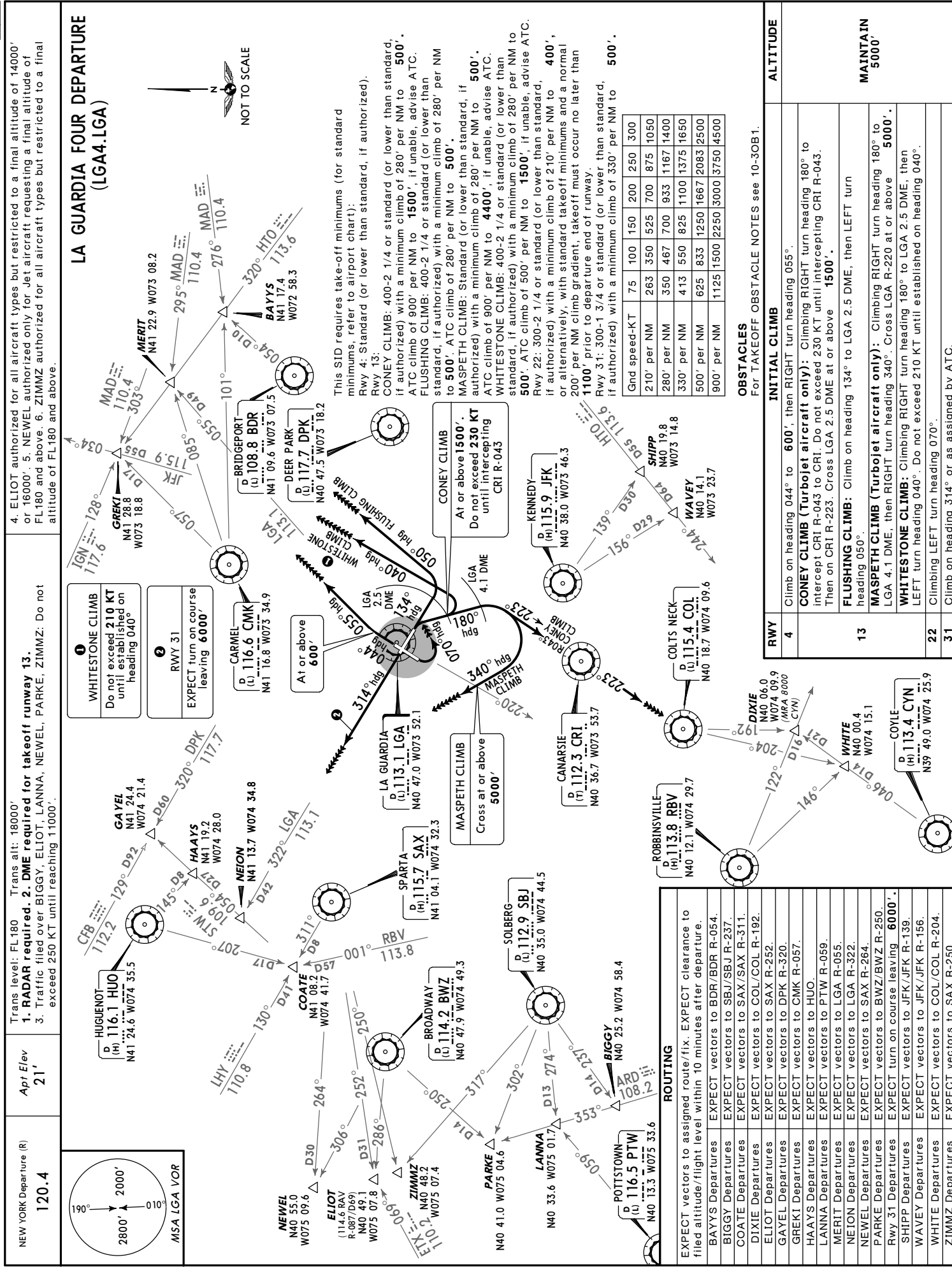
MAINTAIN 5000'
or as assigned by ATC

ROUTING

EXPECT clearance to filed altitude/flight level 10 minutes after departure.

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.*



NEW YORK Departure (R)
120.4

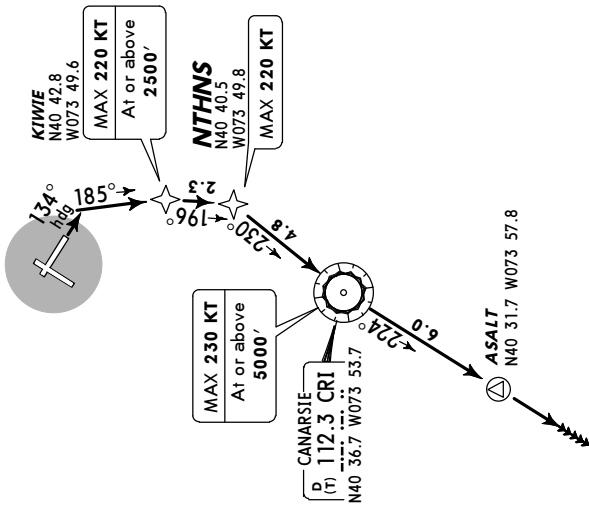
Apt Elev
21'

Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required.
4. For turbojets only.

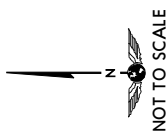
5. Strict compliance to track and altitude restrictions is mandatory. Aircraft performance may require reduced airspeed to comply with altitude restrictions.
Advise ATC on initial contact if unable to comply with climb gradient requirements.

6. Aircraft filed RBV, WHITE, SHIPP, WAVEY, DIXIE, EXPECT RADAR vectors after ASALT.

NTHNS THREE RNAV DEPARTURE
(NTHNS3.NTHNS)
(RWY 13)
~~SPEED~~ DO NOT EXCEED:
220 KT UNTIL PASSING NTHNS,
230 KT UNTIL PASSING CRI.



Direct distance from La Guardia Apt to:
KIWIE 5 NM



COLTS NECK
D 115.4 COL
N40 18.7 W074 09.6

ROBBINSVILLE
D 113.8 RBV
N40 12.1 W074 29.7

SHIPP
N40 19.8 W073 14.8

WAVEY
N40 14.1 W073 23.7

DIXIE
N40 06.0 W074 09.9

WHITE
N40 00.4 W074 15.1

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 minimum climb of 600' per NM to **2500'**, then ATC climb of 355' per NM to **5000'**.

Gnd speed-KT	75	100	150	200	250	300
355' per NM	444	592	888	1183	1479	1775
600' per NM	750	1000	1500	2000	2500	3000

OBSTACLES
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, 260' AGL/345' MSL.

INITIAL CLIMB	
Climb heading 134° to intercept course 185° to cross KIWIE at or above 2500' , then on track 196° to NTHNS, then on track 230° to cross CRI 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.	

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, 280' AGL/345' MSL.

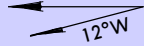
◦ RWY 22:

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.

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



LEGEND

①

Start-up positions

MOVEMENT/NON-MOVEMENT AREA BOUNDARY

Runway Incursion Hot Spot

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

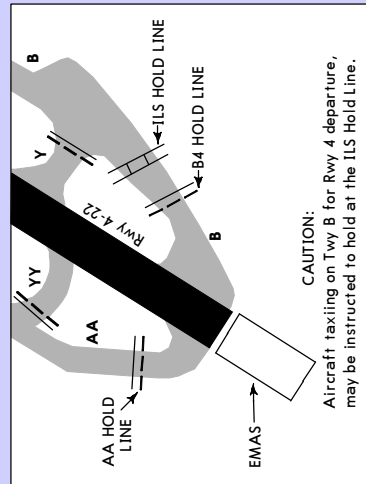
HS1

Intersection of Rwy 4 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.

B767-400 aircraft restricted to 10 kts on Twy DD, Twy Z, 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).

Twy ZA closed 2300-0700 LT for aircraft parking.



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.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
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.

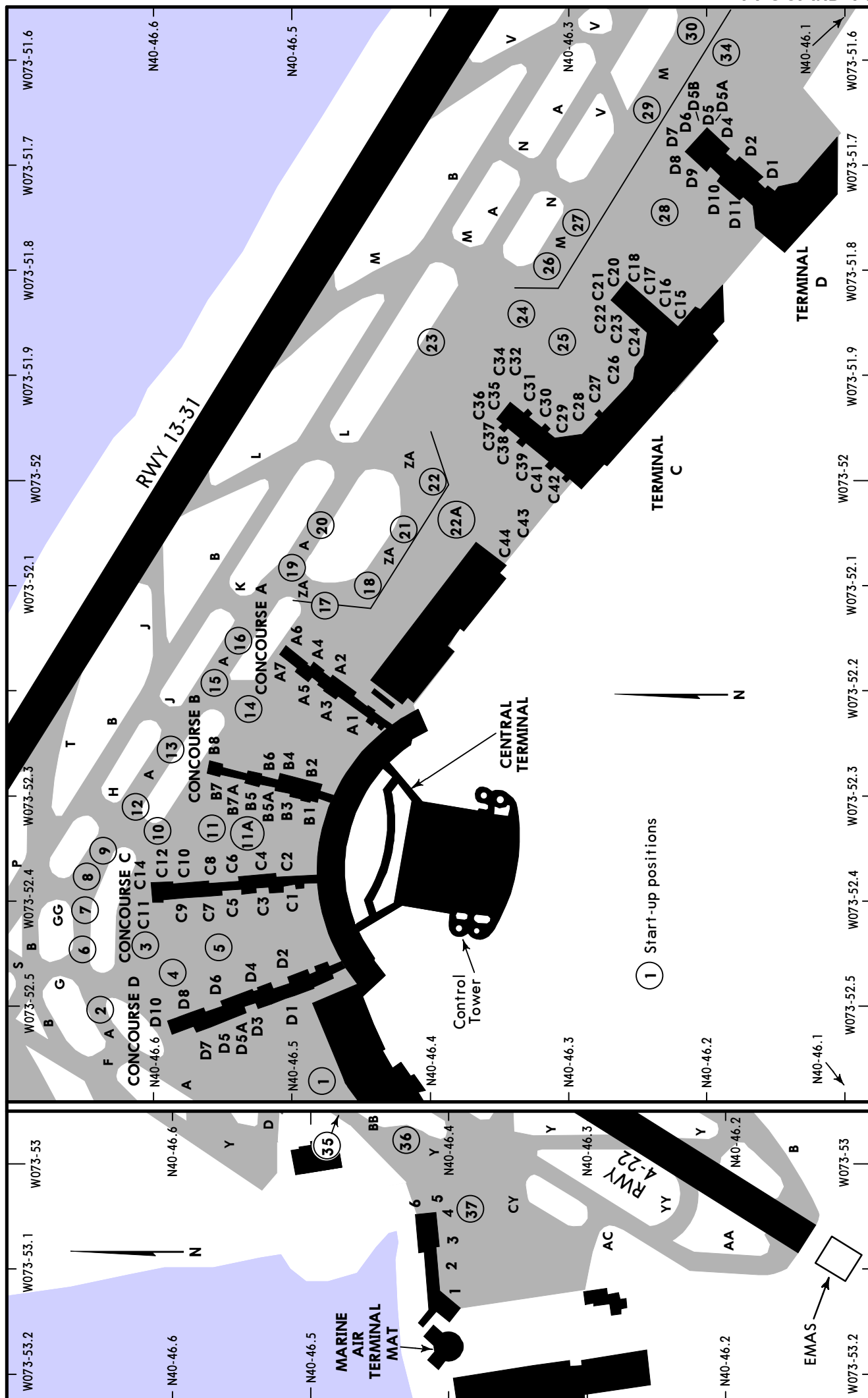
OBSTACLE DP

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

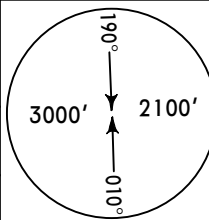
	COPTER ILS Rwy 13 COPTER ILS DME Rwy 22	ILS Rwy 22	ILS Rwy 4	COPTER LOC Rwy 13 COPTER LOC DME Rwy 22	VOR-F	RNAV (RNP) Z Rwy 4 RNAV (RNP) Z Rwy 22	COPTER RNAV (GPS)-210° COPTER RNAV (GPS)-250°	Other
A	600-2	600-2	700-2	800-2	800-2	NA		800-2
B								
C		800-2 1/4	800-2 1/4		1000-3			800-2 1/4
D		1100-3	1100-3		1100-3			1100-3

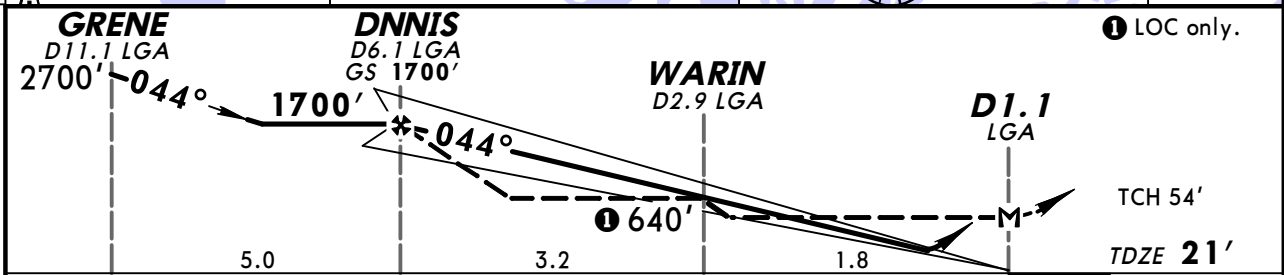


PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Central Terminal CONCOURSE A A1 thru A7 N40 46.5 W073 52.2		Terminal C C15 N40 46.2 W073 51.9 C16 thru C20 N40 46.3 W073 51.8 C21 thru C24 N40 46.2 W073 51.8 C26 thru C28 N40 46.3 W073 51.9 C29 N40 46.3 W073 52.0 C30 thru C34 N40 46.3 W073 51.9 C35 thru C37 N40 46.4 W073 52.0 C38 thru C44 N40 46.3 W073 52.0	
CONCOURSE B B1 thru B6 N40 46.5 W073 52.3 B7 N40 46.6 W073 52.3 B7A N40 46.5 W073 52.3 B8 N40 46.6 W073 52.3		Terminal D D1 thru D11 N40 46.2 W073 51.7	
CONCOURSE C C1 thru C6 N40 46.5 W073 52.4 C7 thru C12 N40 46.6 W073 52.4 C14 N40 46.6 W073 52.4		Marine Air Terminal 1 thru 3 N40 46.4 W073 53.1 4 thru 6 N40 46.4 W073 53.0	
CONCOURSE D D1 thru D4 N40 46.5 W073 52.5 D5 N40 46.6 W073 52.5 D5A N40 46.5 W073 52.5 D6 thru D8, D10 N40 46.6 W073 52.5			

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC ILGA 110.5	Final Apch Crs 044°	GS DNNIS 1700' (1679')	ILS DA(H) 305' (284')	Apt Elev 21' TDZE 21'			
MISSED APCH: Climb to 2000' outbound on LGA VOR R-043 to GREKO INT/D5.7 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. 3. DME from LGA VOR. 4. Helicopter visibility reduction below RVR 50 or 1 not authorized.							

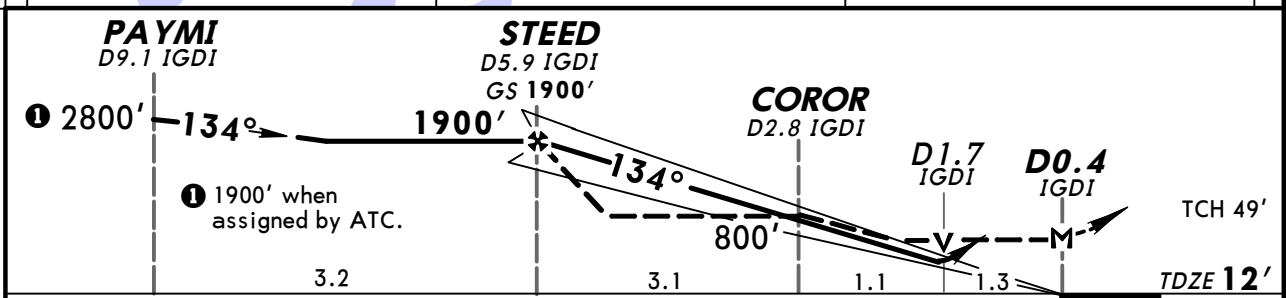
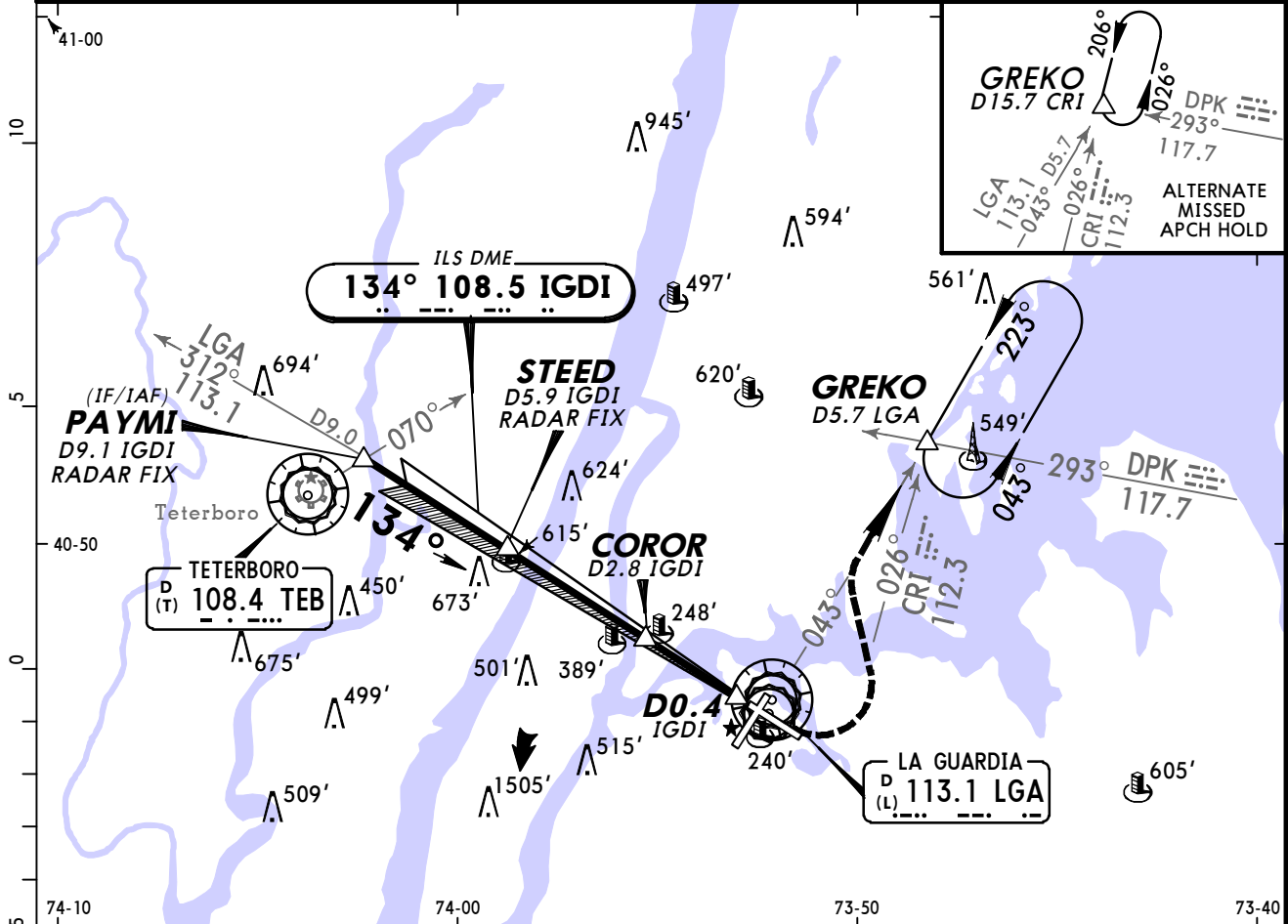


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2000'	LGA	GREKO
GS 3.10°	384	494	548	658	768	878		on 113.1		
MAP at D1.1 LGA or DNNIS to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50		R-043		

TERPS			STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND		
ILS			LOC (GS out)						Not Authorized to Rwy 4		
DA(H) 305' (284')			MDA(H) 560' (539')			MDA(H) 640' (619')					
			1 With WARIN			Without WARIN			1 With WARIN		
FULL			RAIL or ALS out			RAIL out ALS out			Without WARIN		
									Max Kts MDA(H) MDA(H)		
A	RVR 50 or 1		RVR 50 or 1			RVR 50 or 1			90	640' (619') - 1	640' (619') - 1
120											
B			RVR 55 or 1	1 1/4	1 1/2	1 3/8	1 1/2	1 3/4	140	780' (759') - 2 1/4	780' (759') - 2 1/4
C									165	1040' (1019') - 3	1040' (1019') - 3
D											

BRIEFING STRIP™

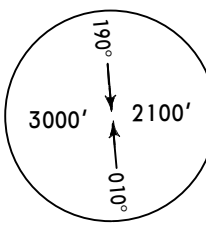
D-ATIS Arrival 125.95	NEW YORK Approach (R) 120.8	LA GUARDIA Tower 118.7	Ground 121.7
LOC IGDI 108.5	Final Apch Crs 134°	GS STEED 1900' (1888')	ILS DA(H) 214' (202')
Apt Elev 21' TDZE 12'			
MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' outbound via LGA VOR R-043 to GREKO/INT D5.7 LGA and hold, continue climb-in-hold to 2000', or as assigned by ATC.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. Radar required. 2. VGSI and ILS glidepath not coincident.			MSA LGA VOR

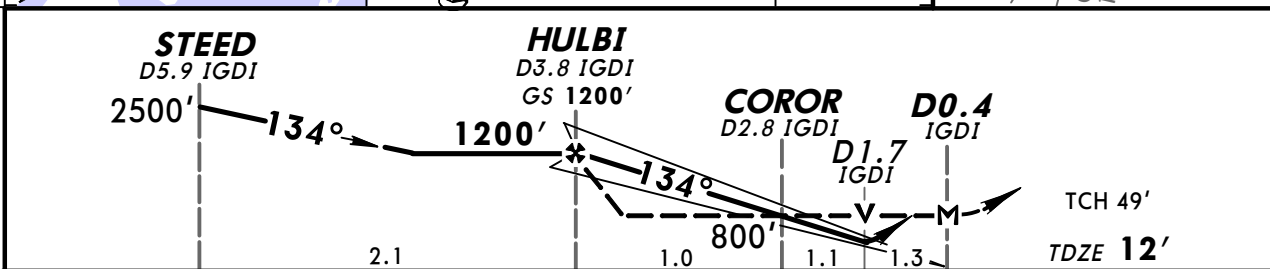
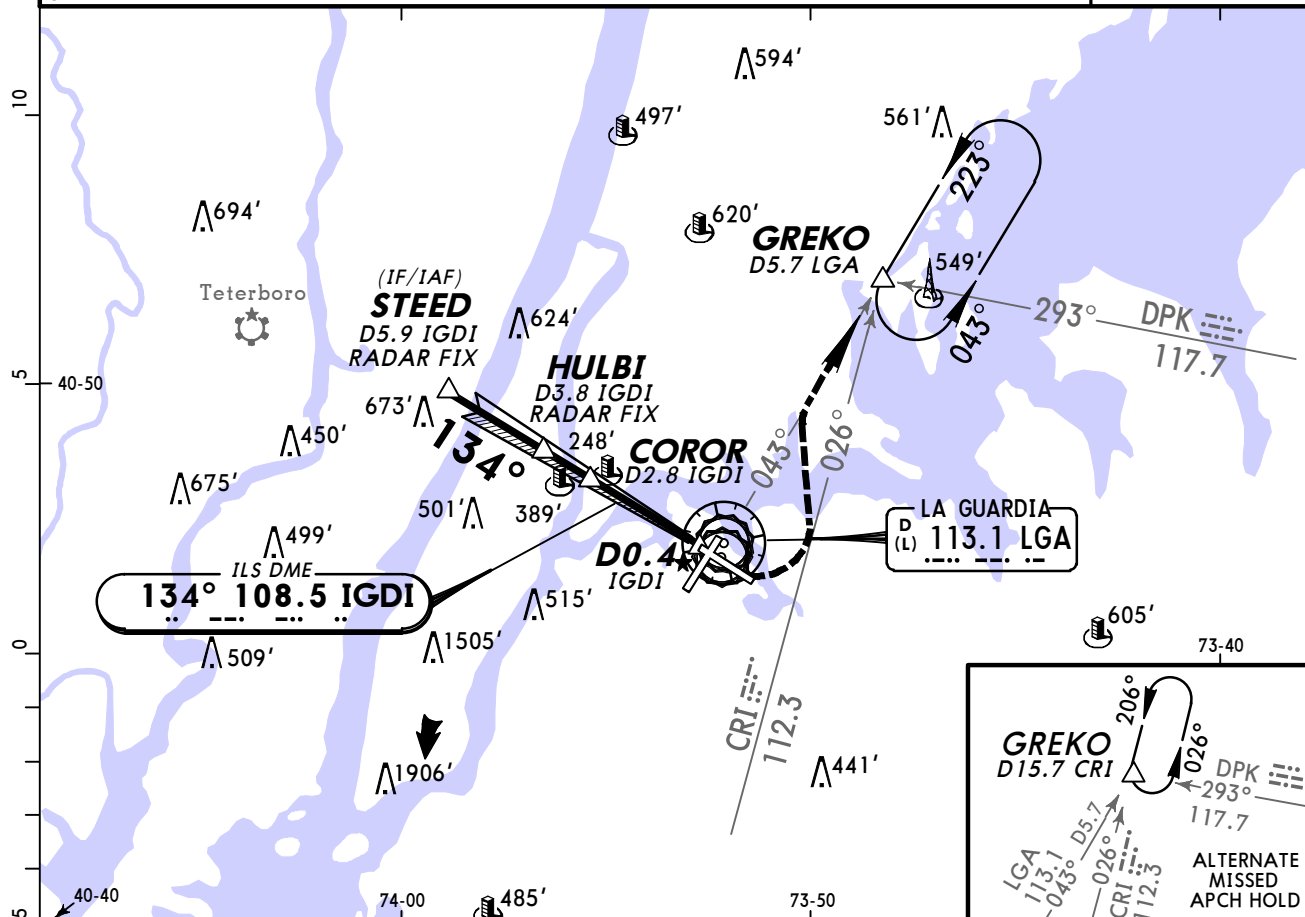


Gnd speed-Kts	70	90	100	120	140	160	MAJSR REIL PAPI	800'	2000'	LGA	GREKO
GS	3.10°	384	494	548	658	768		↑	←	via 113.1	
MAP at D0.4 IGDI or STEED to MAP	5.5	4:43	3:40	3:18	2:45	2:21				R-043	

STRAIGHT-IN LANDING RWY 13								CIRCLE-TO-LAND Not Authorized to Rwy 4			
ILS		2 LOC (GS out)						With COROR		Without COROR	
DA(H) 214' (202')		MDA(H) 500' (488') With COROR			MDA(H) 800' (788') Without COROR			Max Kts		MDA(H)	
FULL	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out				
A	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	640' (619')-1	800' (779')-1	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	2 1/4		120	780' (759')-2 1/4	800' (779')-1 1/4	
C								140	1040' (1019')-3	1040' (1019')-3	
D								165			

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 DME or Radar required.

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IGDI 108.5	Final Apch Crs 134°	GS HULBI 1200' (1188')	ILS DA(H) 212' (200')	Apt Elev 21' TDZE 12'		 MSA LGA VOR	
MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' outbound via LGA VOR R-043 to GREKO INT/D5.7 LGA and hold, or as assigned by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. VGSI and ILS glidepath not coincident. 3. Limit intermediate approach to 90 KIAS. 4. Limit final and missed approach to 70 KIAS. 5. Increase to 90 KIAS upon reaching the missed approach altitude. 6. Intermediate descent gradient is 625'/NM.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		800'	2000'	LGA	GREKO
GS	3.10°	384	494	548	658	768	REIL PAPI		↑	←	via 113.1 R-043	
MAP at D0.4 IGDI or HULBI to MAP	3.4	2:55	2:16	2:02	1:42	1:27						

STRAIGHT-IN LANDING RWY 13					
ILS		LOC (GS out)			
DA(H) 212' (200')		MDA(H) 500' (488') With COROR		MDA(H) 800' (788') Without COROR	
FULL	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out
RVR 12 or 1/4	RVR 24 or 1/2	RVR 12 or 1/4	RVR 24 or 1/2	RVR 12 or 1/4	RVR 24 or 1/2

1 DME or RADAR required.

CHANGES: MSA.

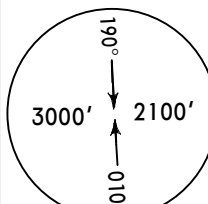
© JEPPESSEN, 2010, 2013. ALL RIGHTS RESERVED.

KLGA/LGA
LA GUARDIA

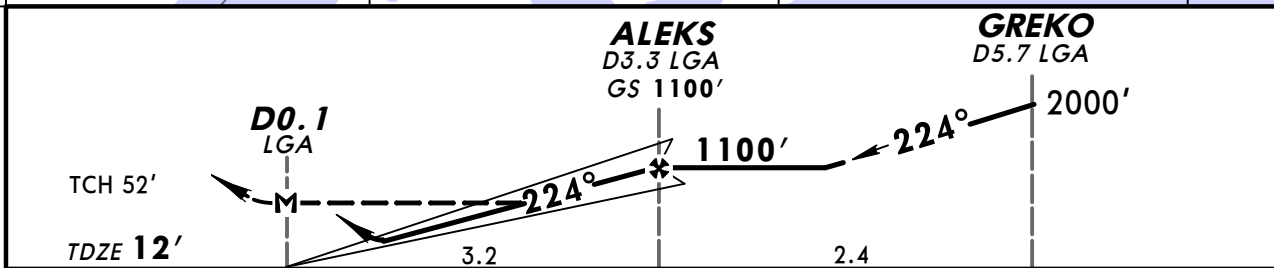
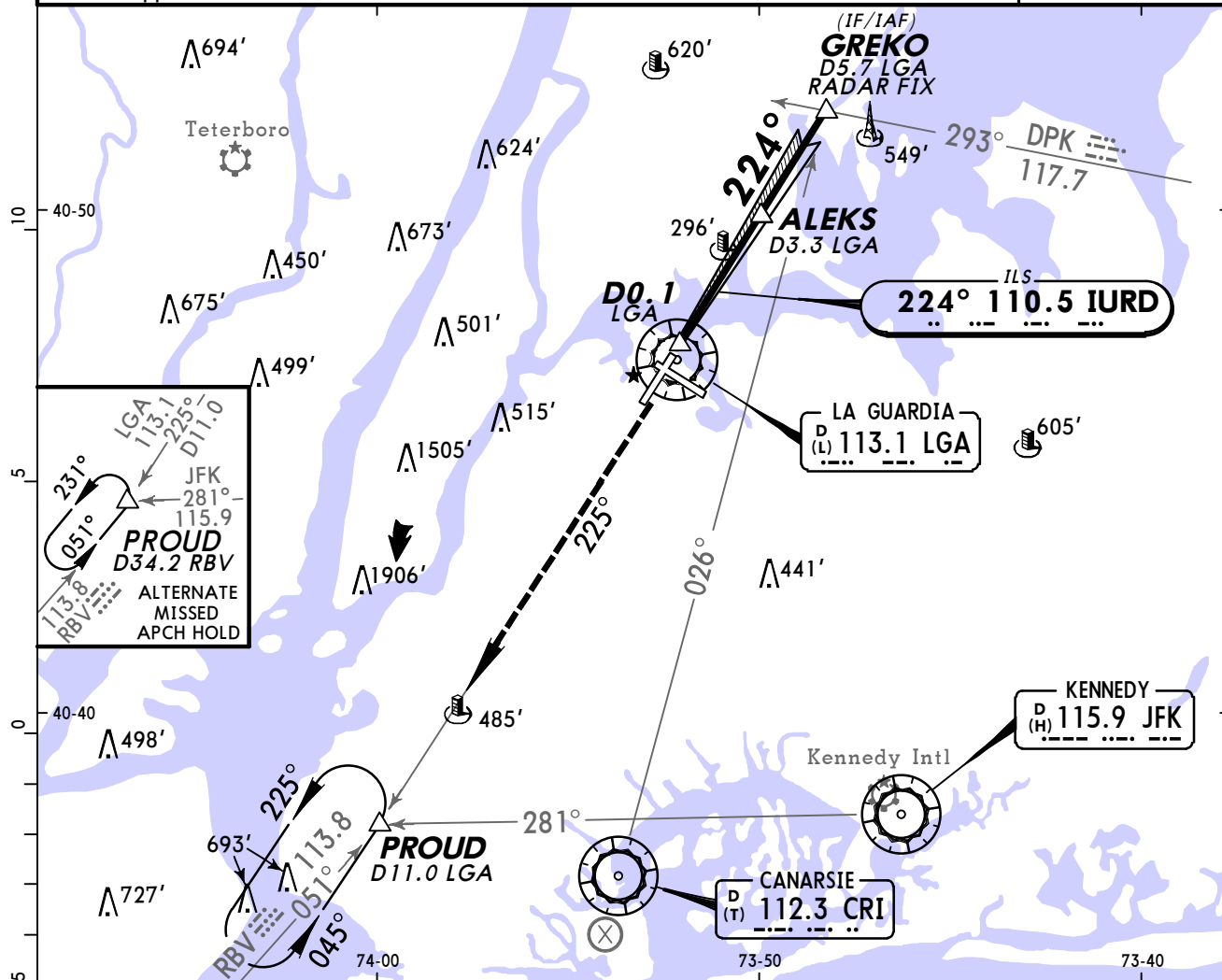
JEPPesen
29 MAR 13 **11-4**

NEW YORK, NY
COPTER ILS or LOC DME Rwy 22

BRIEFING STRIP™

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 ALEKS 1100' (1088')	ILS DA(H) 212' (200')	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 assigned by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Limit intermediate approach to 90 KIAS. 3. Limit final and missed approach to 70 KIAS. 4. Increase to 90 KIAS upon reaching the missed approach altitude.							

MSA LGA VOR



Gnd speed-Kts	70	90	100	120	140	160			2700' ↑ via 113.1 R-225	PROUD
GS	3.00°	372	478	531	637	743				
MAP at D0.1 LGA										

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

CHANGES: MSA.

© JEPPesen, 1997, 2013. ALL RIGHTS RESERVED.

TERPS AMEND 2A 4 APR 2013

COPTER

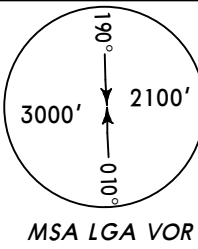
KLGA/LGA
LA GUARDIA

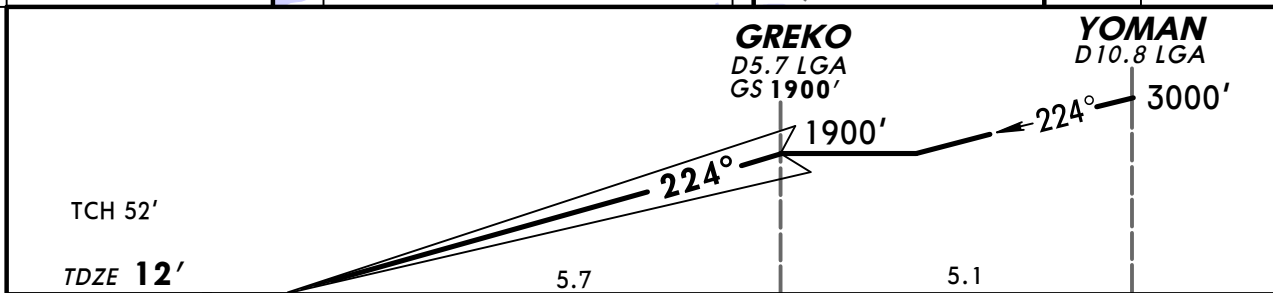
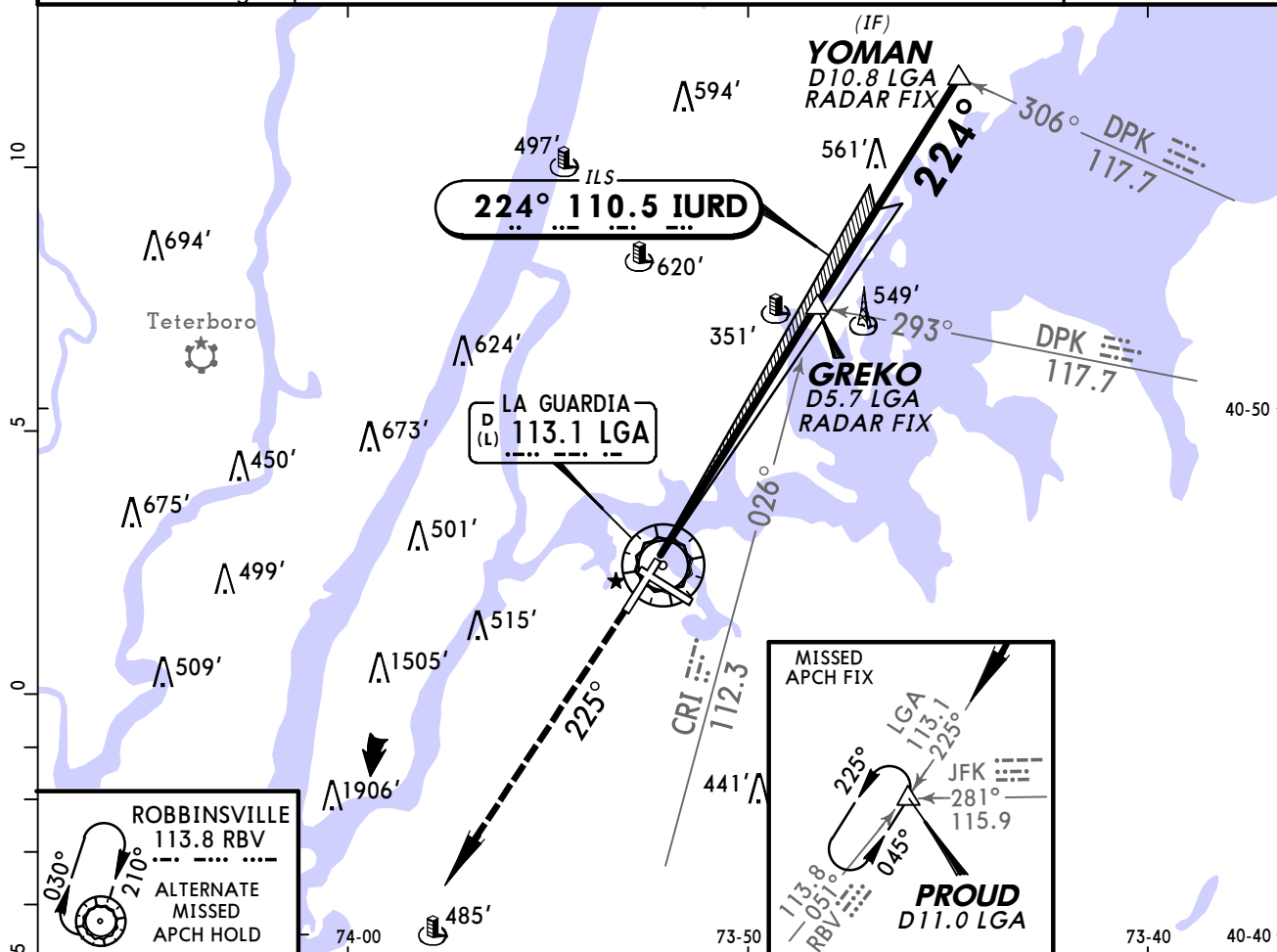
15 AUG 14

11-5A

NEW YORK, NY
ILS Rwy 22 SA CAT I

BRIEFING STRIP™

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.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-1	2700'	LGA	PROUD
GS	3.00°	372	478	531	637	743	REIL PAPI	↑	via 113.1 R-225	

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 20D 21 AUG 2014

KLGA/LGA
LA GUARDIA

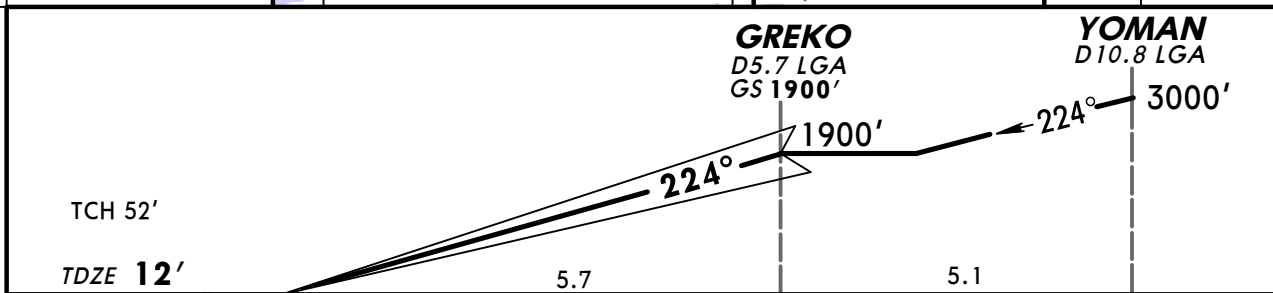
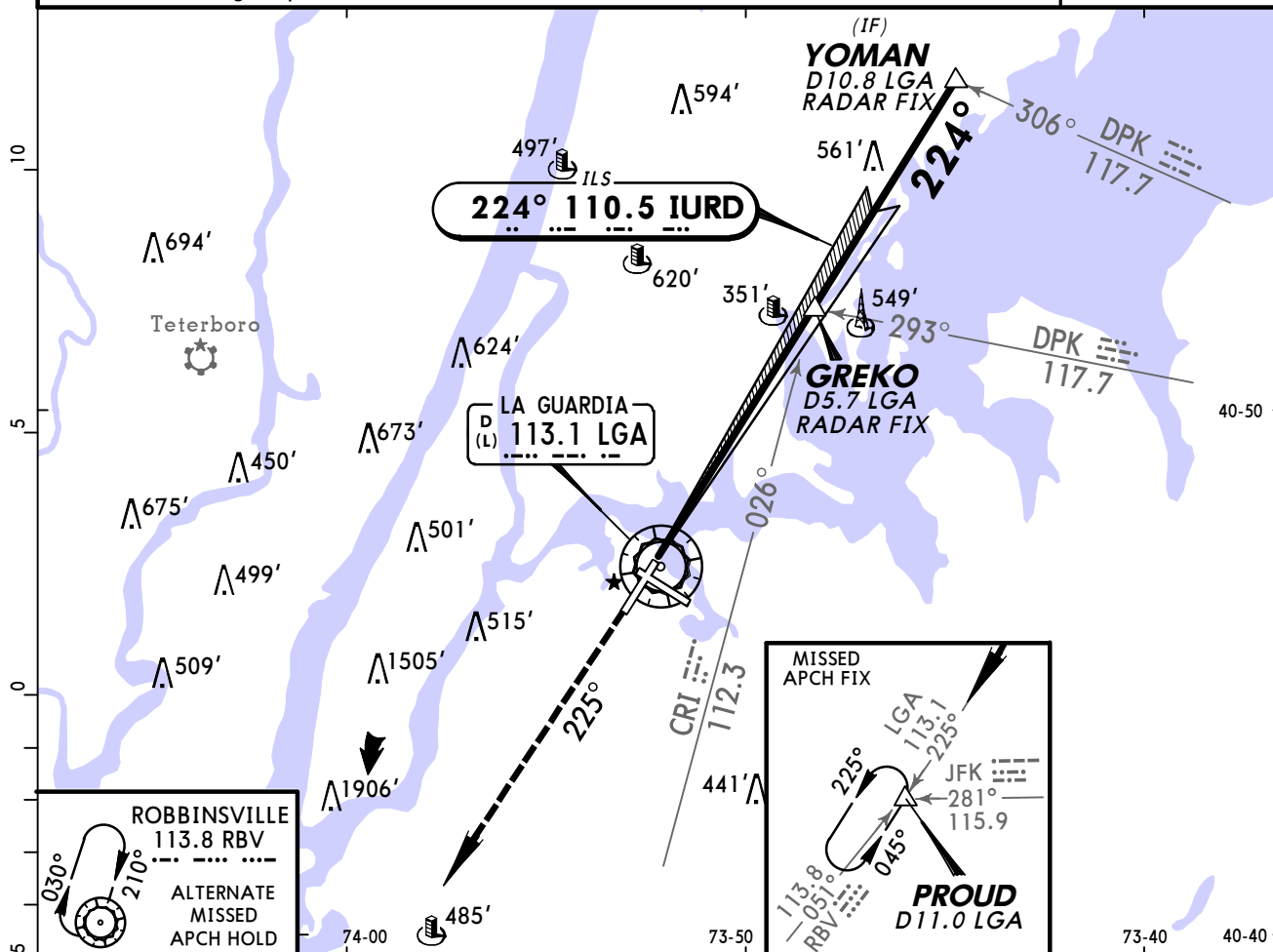
15 AUG 14

(11-5B)

NEW YORK, NY
ILS Rwy 22 SA CAT II

BRIEFING STRIP™

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')		Apt Elev 21' TDZE 12'	190° 2100' 010° 3000' MSA LGA VOR	
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. 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		2700'	LGA	PROUD
GS	3.00°	372	478	531	637	743	849	REIL	PAPI	via 113.1 R-225	

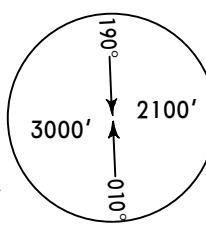
TERPS STRAIGHT-IN LANDING RWY 22
SA CAT II ILS
RA 112'
 DA(H) 112' (100')

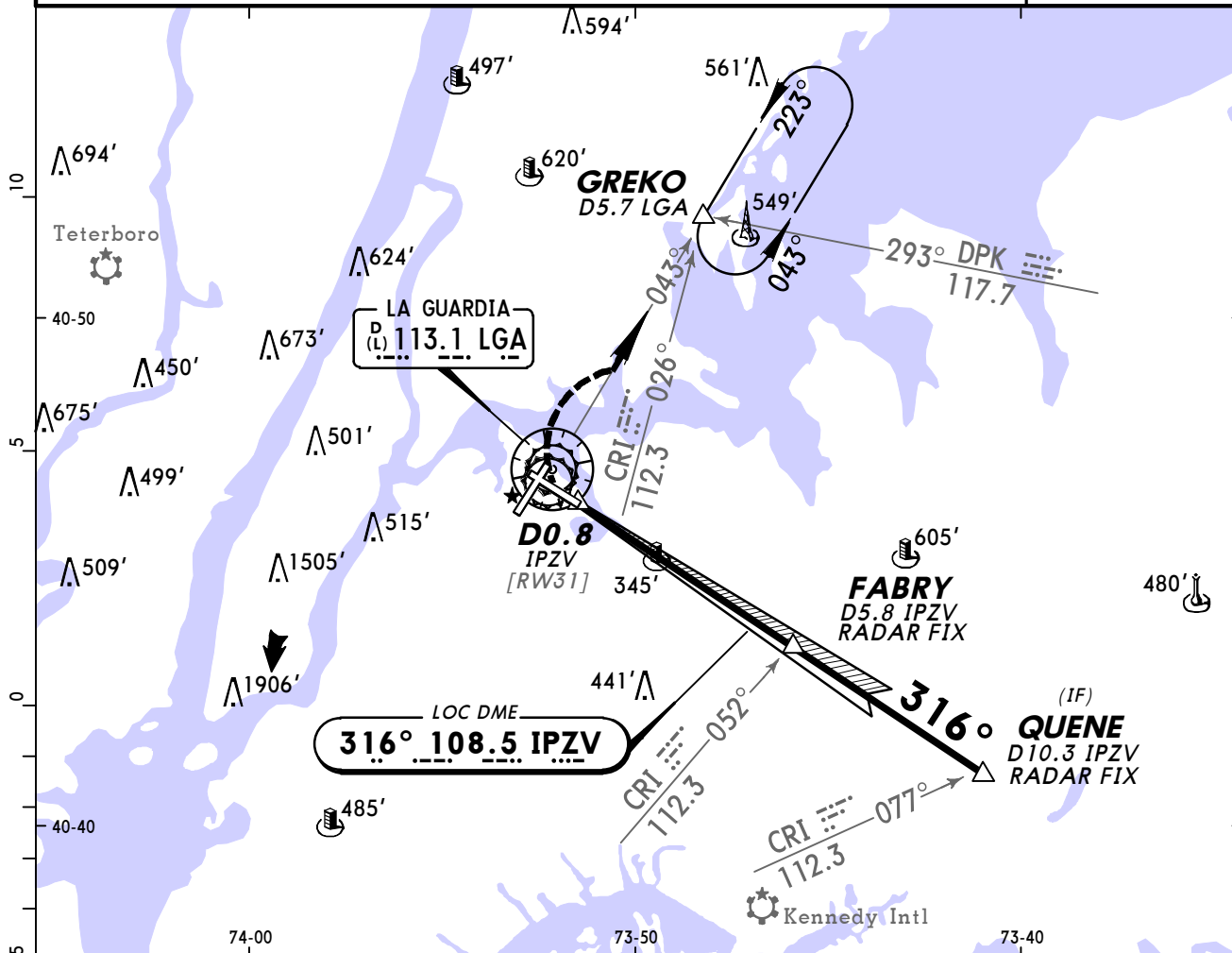
A	RVR 12
B	
C	
D	

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

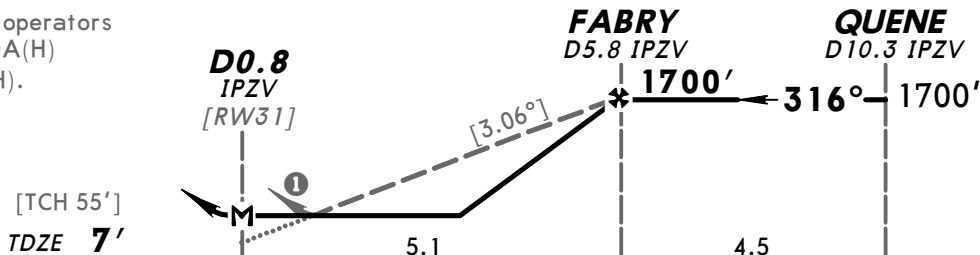
TERPS AMEND 20D 21 AUG 2014

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IPZV 108.5	Final Apch Crs 316°	Minimum Alt FABRY 1700' (1693')	MDA(H) 600' (593')	Apt Elev 21' TDZE 7'		 MSA LGA VOR	
MISSED APCH: Climbing RIGHT turn to 2000' outbound via LGA VOR R-043 to GREKO/INT D5.7 LGA and hold.							
Alt Set: INCHES							



- ① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	2000'	LGA	GREKO
Descent Angle [3.06°]	379	487	541	650	758	866		via RT	113.1	
MAP at D0.8 IPZV or FABRY to MAP	5.1	4:22	3:24	3:04	2:33	2:11			R-043	

1 STRAIGHT-IN LANDING RWY31

MDA(H) **600'** (593')

C **1 CIRCLE-TO-LAND**
Not Authorized to Rwy 4

A	RVR 50 or 1	Max Kts	MDA(H)
B		90	640'(619')-1
C		120	780'(759')-2¼
D		140	1040'(1019')-3

1 When VGSI inop, straight-in/circling Rwy 31 procedure not authorized at night.

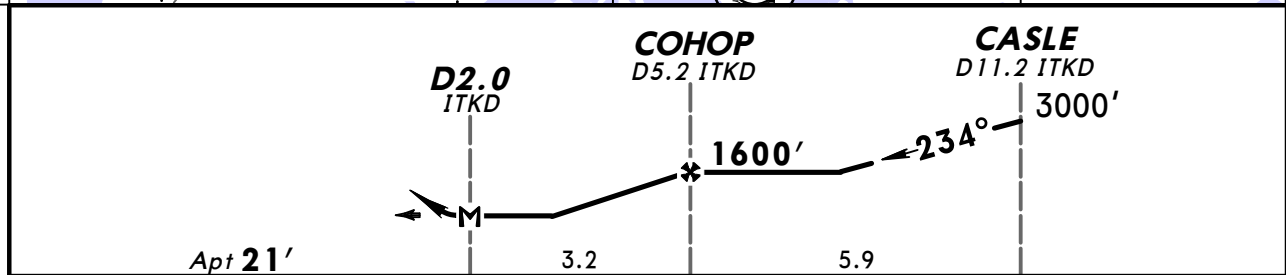
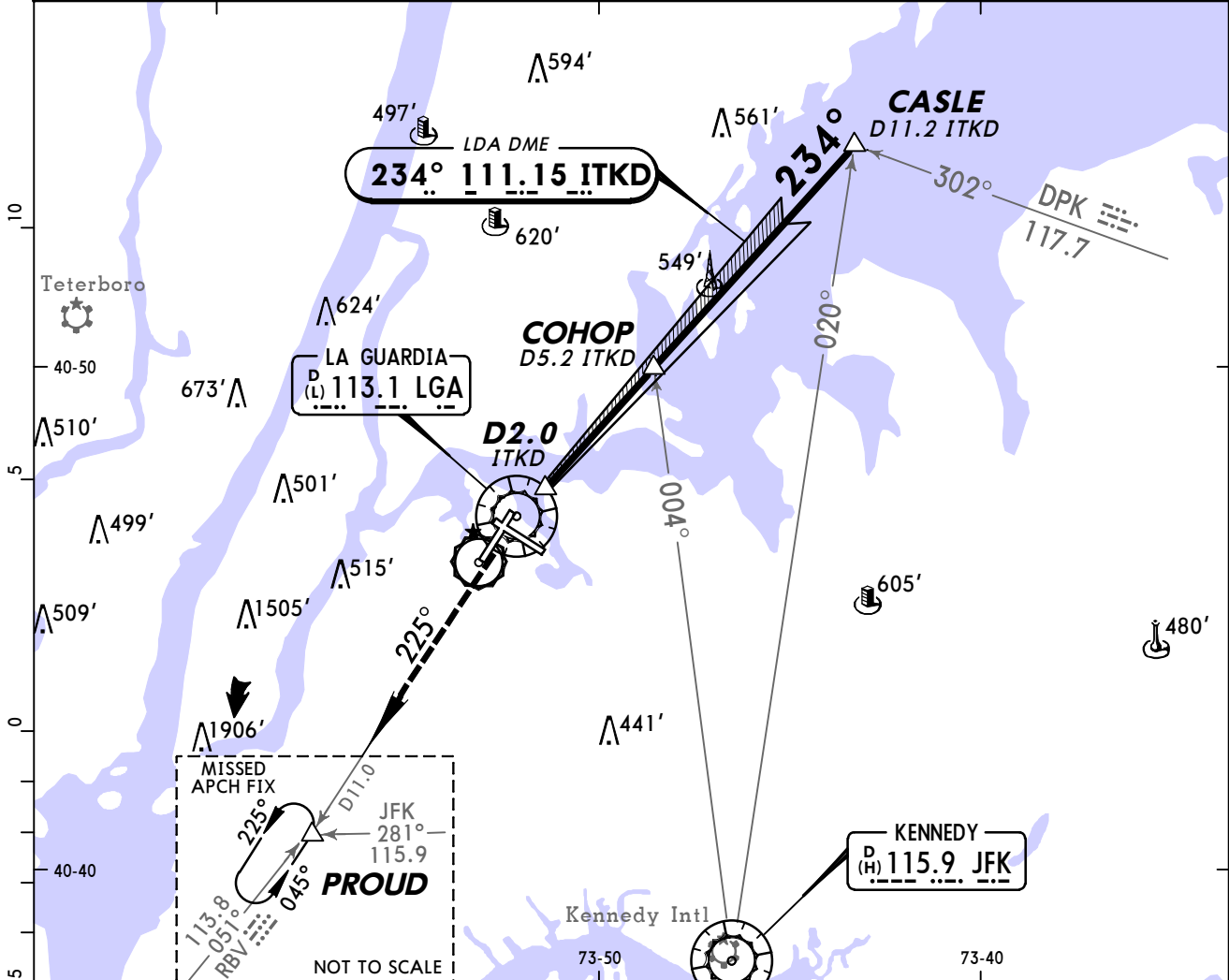
CHANGES: Circling note added, minimums.

© JEPPesen, 1997, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 3B 6 FEB 2014

BRIEFING STRIP™

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'		190° 3000' 2100' 010° MSA LGA VOR	
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			

CIRCLE-TO-LAND Not Authorized to Rwy 4	
Max Kts	MDA(H)
A 90	640' (619')-1
B 120	780' (759')-2¼
C 140	1040' (1019')-3
D 165	

TERPS AMEND 2D 6 FEB 2014

KLGA/LGA
LA GUARDIA

JEPPESEN
15 AUG 14 (12-1)

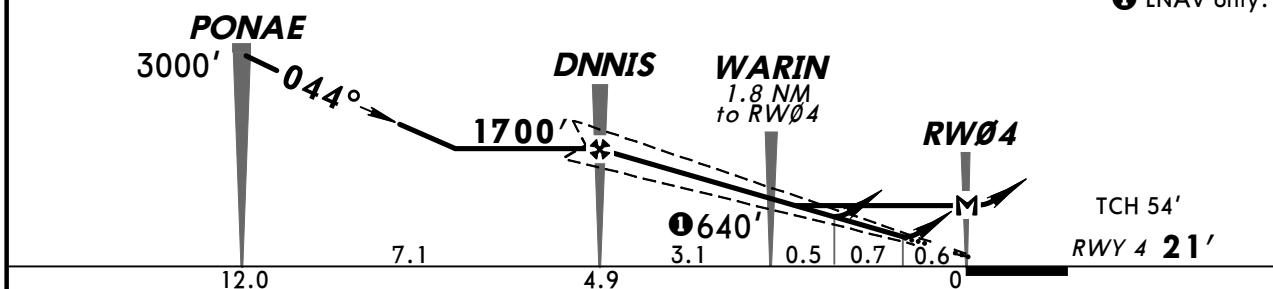
NEW YORK, NY
RNAV (GPS) Y Rwy 4

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7				
WAAS Ch 60918 W-04A		Final Apch Crs 044°		Minimum Alt DNNIS 1700' (1679')		LPV DA(H) (CONDITIONAL) 271' (250')		Apt Elev 21' Rwy 4 21'		2900' MSA RW04
MISSED APCH: Climb to 2000' direct GREKO and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VANV not authorized below -11°C (13°F) or above 47°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Helicopter visibility reduction below 1 SM not authorized. 5. VGSI and RNAV glidepath not coincident.										



① LNAV only.

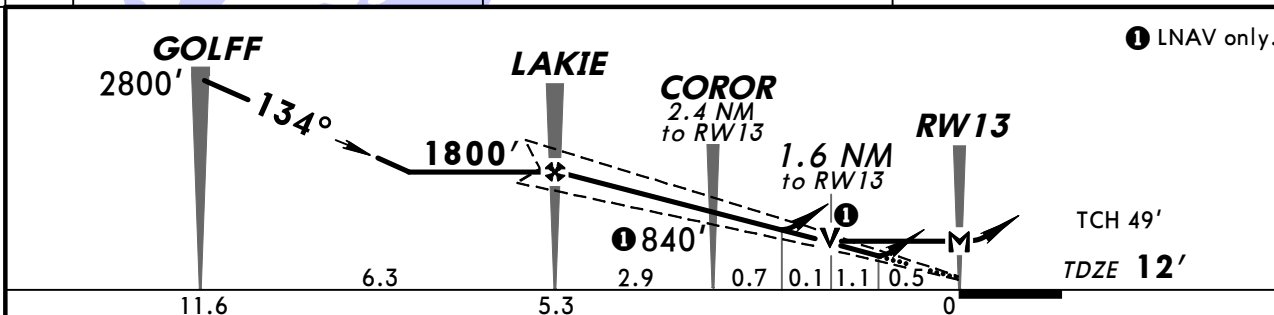
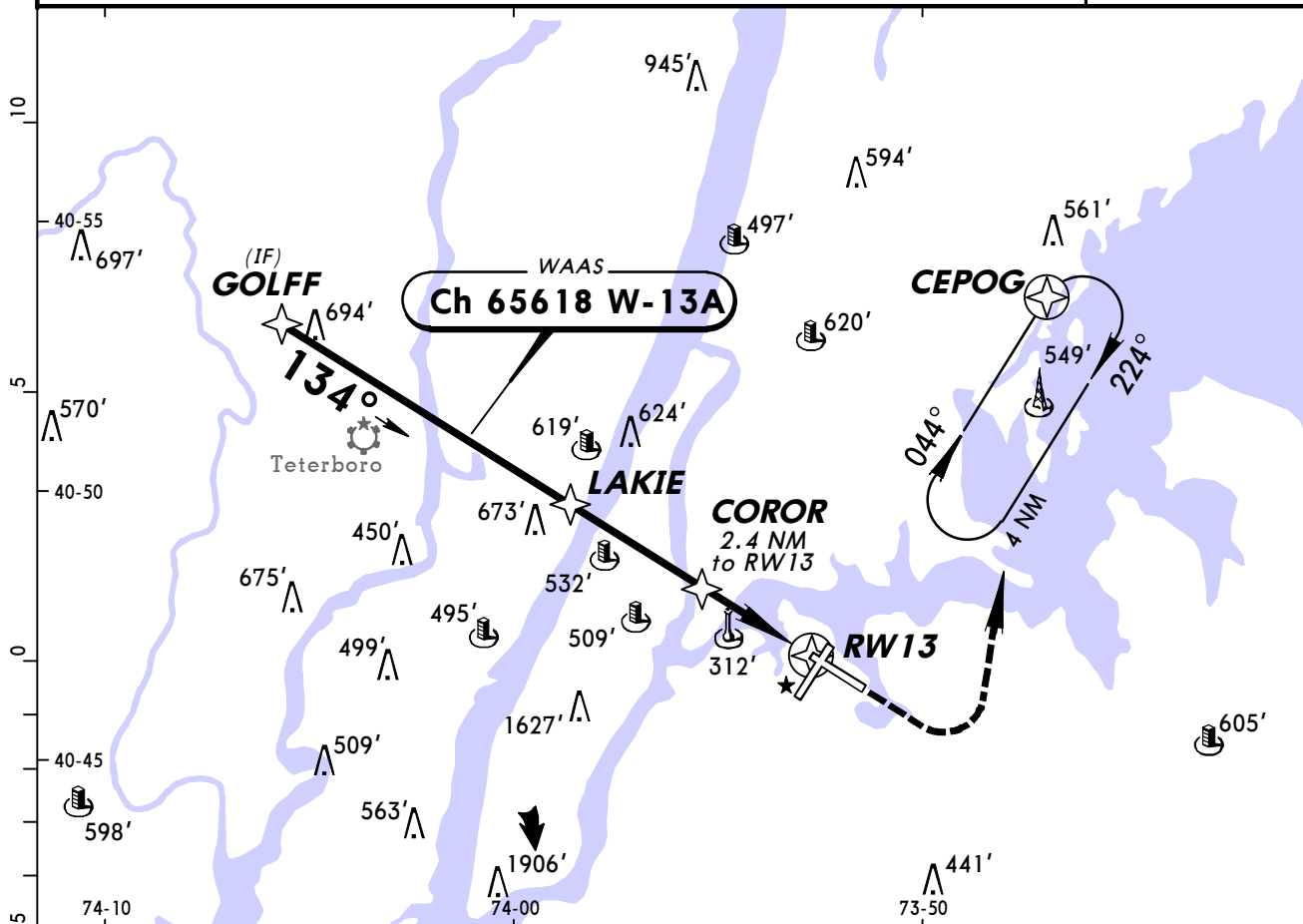


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2000'	D➔	GREKO
Glide Path Angle 3.10°	384	494	548	658	768	878				
MAP at RW04										

TERPS		STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND		
LPV		LNAV/VNAV			LNAV				Max Kts	MDA(H)
DA(H) 271'(250')		DA(H) 488'(467')			MDA(H) 560'(539')					
RAIL or ALS out		RAIL out		ALS out	RAIL out		ALS out	90	640'(619')-1	
A	RVR 50 or 1	RVR 55 or 1	RVR 60 or 1 1/8	1 5/8	RVR 50 or 1		RVR 55 or 1	120	780'(759')-2 1/4	
B								140	1060'(1039')-3	
C								165		
D										

BRIEFING STRIP™

D-ATIS Arrival		NEW YORK Approach (R)		LA GUARDIA Tower		Ground	
125.95		120.8		118.7		121.7	
WAAS Ch 65618 W-13A	Final Apch Crs 134°	Minimum Alt LAKIE 1800' (1788')	LPV DA(H) 212' (200')	Apt Elev 21' TDZE 12'		3000' MSA RW13	
MISSED APCH: Climb to 700' then climbing LEFT turn to 2000' direct CEPOG and hold. Limit missed approach to 220 KIAS.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C (13°F) or above 33°C (91°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	MALSR REIL PAPI	700'	2000'	→	CEPOG
Glide Path Angle 3.10°	384	494	548	658	768	878		↑	LT		
MAP at RW13											

TERPS			STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND	
LPV DA(H) 212'(200')			LNAV/VNAV DA(H) 624'(612')			LNAV MDA(H) 580'(568')			Not Authorized to Rwy 4	Max Kts
		RAIL or ALS out			RAIL out	ALS out				
A	RVR 24 or 1/2	RVR 40 or 3/4	1 5/8	2	1 1/4	1 3/8	1 5/8	90	640'(619')-1	
B								120		
C								140		
D								165		

KLGA/LGA
LA GUARDIA

15 AUG 14

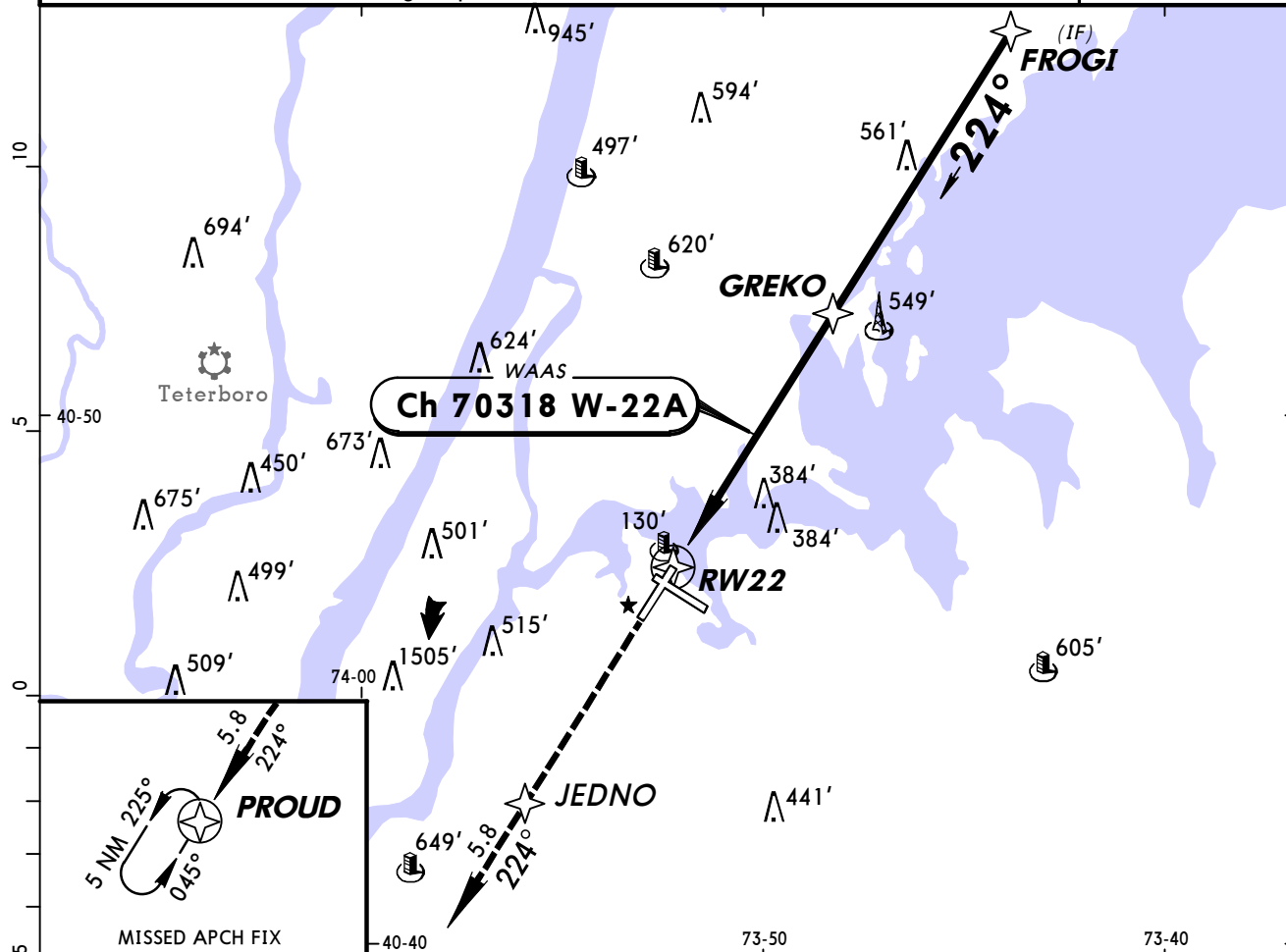
(12-3)

JEPPESSEN

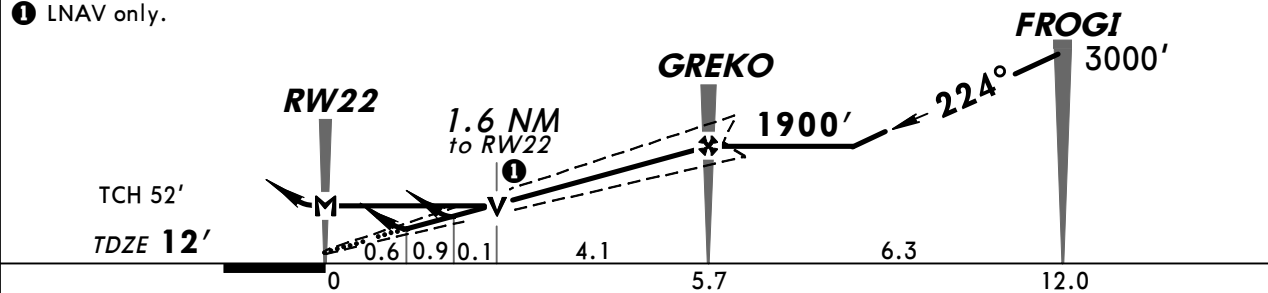
NEW YORK, NY
RNAV (GPS) Y Rwy 22

BRIEFING STRIP

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
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							



1 LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	3000' ↑ D → JEDNO
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW22							

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND	
LPV DA(H) 262' (250')		LNAV/VNAV DA(H) 527' (515')		LNAV MDA(H) 580' (568')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B				RVR 50 or 1	1 1/2
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	
D				RVR 60 or 1 1/4	1 3/4

1 When VGSI inop, Circling Rwy 4 not authorized at night.

CHANGES: None.

© JEPPESSEN, 2003, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 2B 6 FEB 2014

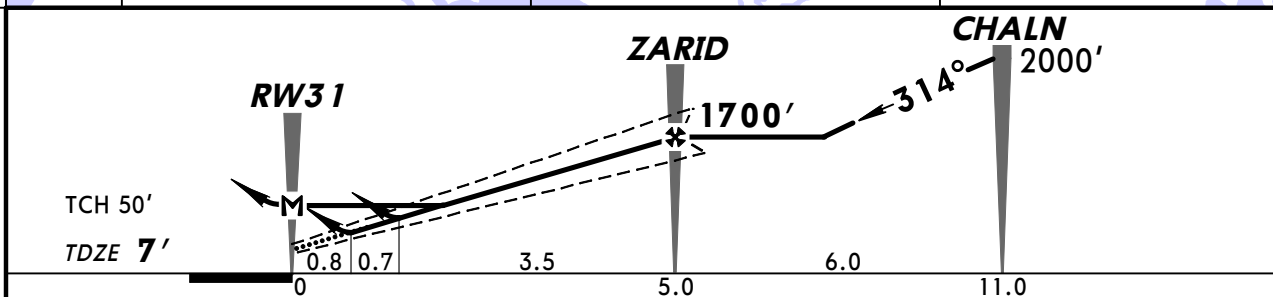
KLGA/LGA
LA GUARDIA

JEPPESEN
15 AUG 14 **(12-4)**

NEW YORK, NY
RNAV (GPS) Rwy 31

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
WAAS Ch 48928 W-31A	Final Apch Crs 314°	Minimum Alt ZARID 1700' (1693')	LPV DA(H) 330' (323')	Apt Elev 21' TDZE 7'		3000' MSA RW31	
MISSED APCH: Climb to 700' then climbing RIGHT turn to 2000' direct CEPOG 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 -11°C (13°F) or above 33°C (91°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Helicopter visibility reduction below 1 SM not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	700'	2000'		CEPOG
Glide Path Angle 3.10°	384	494	548	658	768	878					
MAP at RW31											

TERPS		STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND Not Authorized to Rwy 4 MDA(H)
LPV	DA(H)	LNAV/VNAV	DA(H)	LNAV	MDA(H)
330' (323')		567' (560')		640' (633')	
RVR 50 or 1	A	1 7/8		RVR 55 or 1	90 640' (619') -1
	B				120
	C			1 3/4	140 780' (759') -2 1/4
	D				165 1040' (1019') -3

CHANGES: TDZE.

© JEPPESEN, 2003, 2014. ALL RIGHTS RESERVED.

TERPS AMEND ID 21 AUG 2014

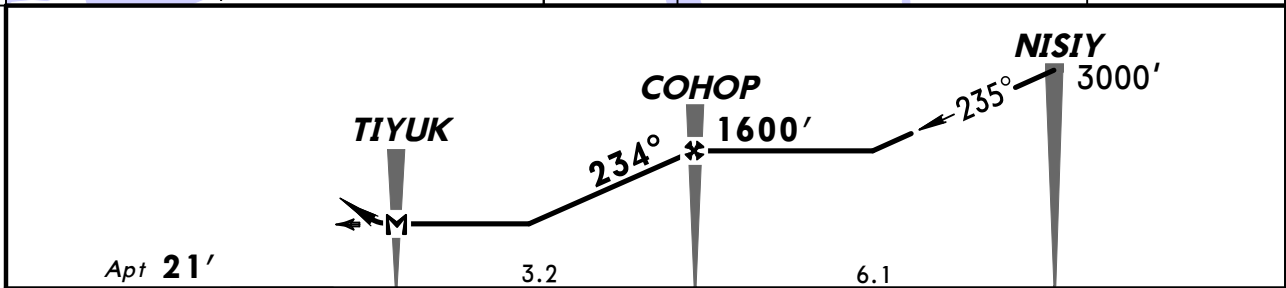
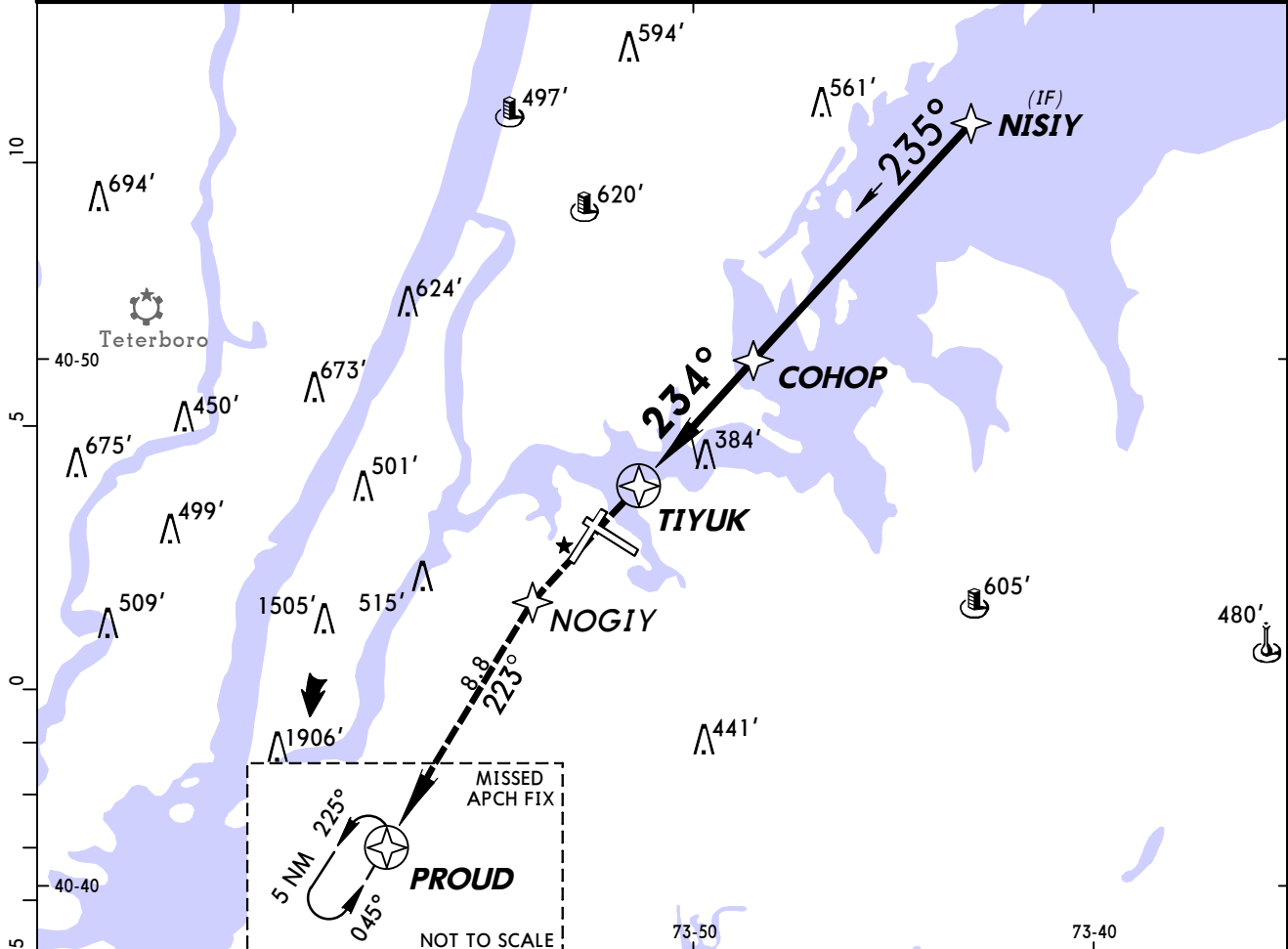
KLGA/LGA
LA GUARDIA

JEPPESSEN
31 JAN 14 **(12-5)**

NEW YORK, NY
RNAV (GPS)-B

BRIEFING STRIP™

D-ATIS Arrival		NEW YORK Approach (R)		LA GUARDIA 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' ↑	→ NOGIY
MAP at TIYUK or COHOP to MAP	3.2	2:45	2:08	1:55	1:36	1:22			

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	

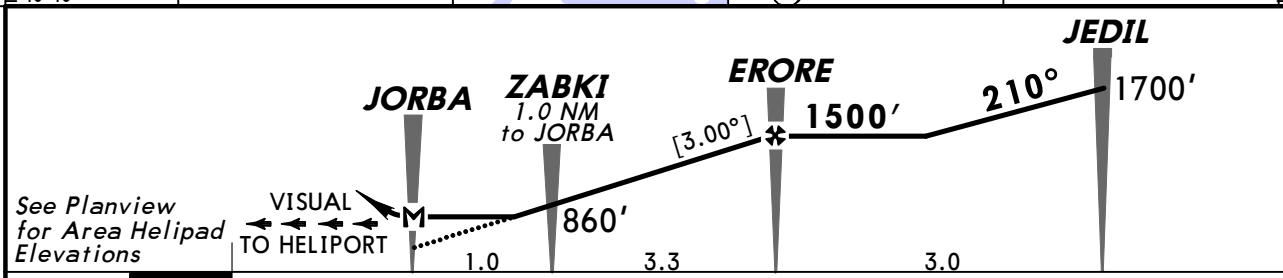
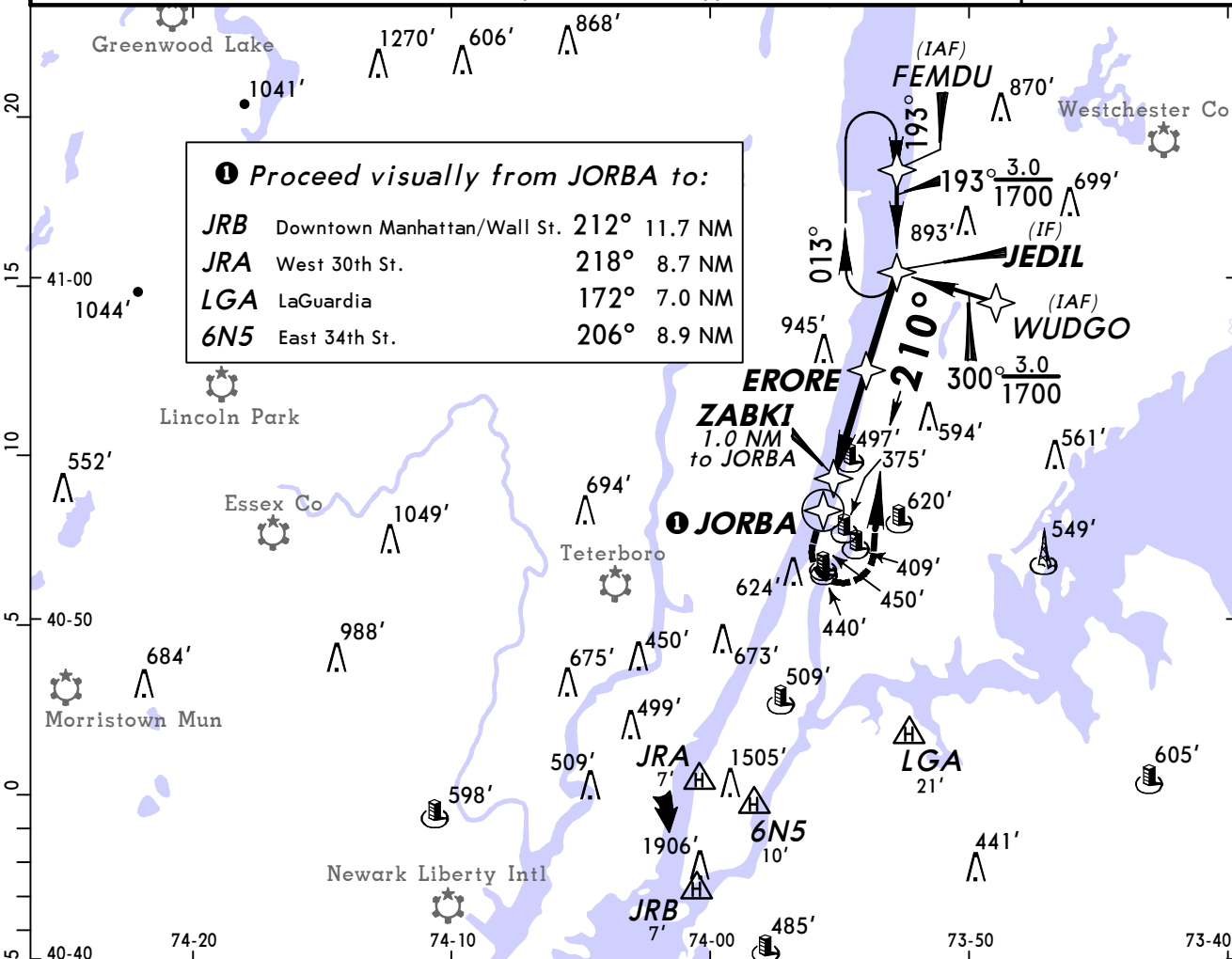
TERPS AMEND OA 6 FEB 2014

CHANGES: MSA, circling note added, minimums.

© JEPPESSEN, 2007, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS (Arrival)		LA GUARDIA Approach (R)		NEW YORK Approach (R)	
125.95		126.05		127.85	
RNAV	Final Apch Crs 210°	Minimum Alt ERORE 1500' (1479')	MDA(H) 780' (759')	See Planview for Area Helipad Elevations	2900' MSA JORBA
MISSED APCH: Climbing LEFT turn to 2000' direct JEDIL and hold.					
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. Increase to 90 KIAS upon reaching the missed approach altitude. 7. Proceed VFR from JORBA or conduct the specified missed approach.					



Gnd speed-Kts	70	90	100	120	140	160	2000'		JEDIL	
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at JORBA							LT		D	

LANDING H-210°

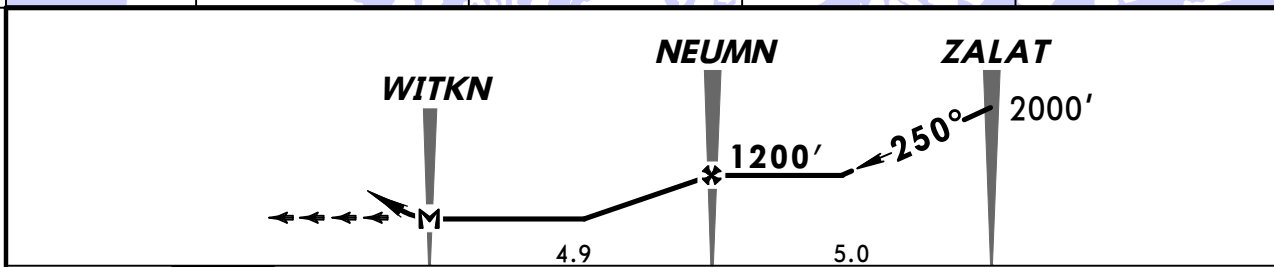
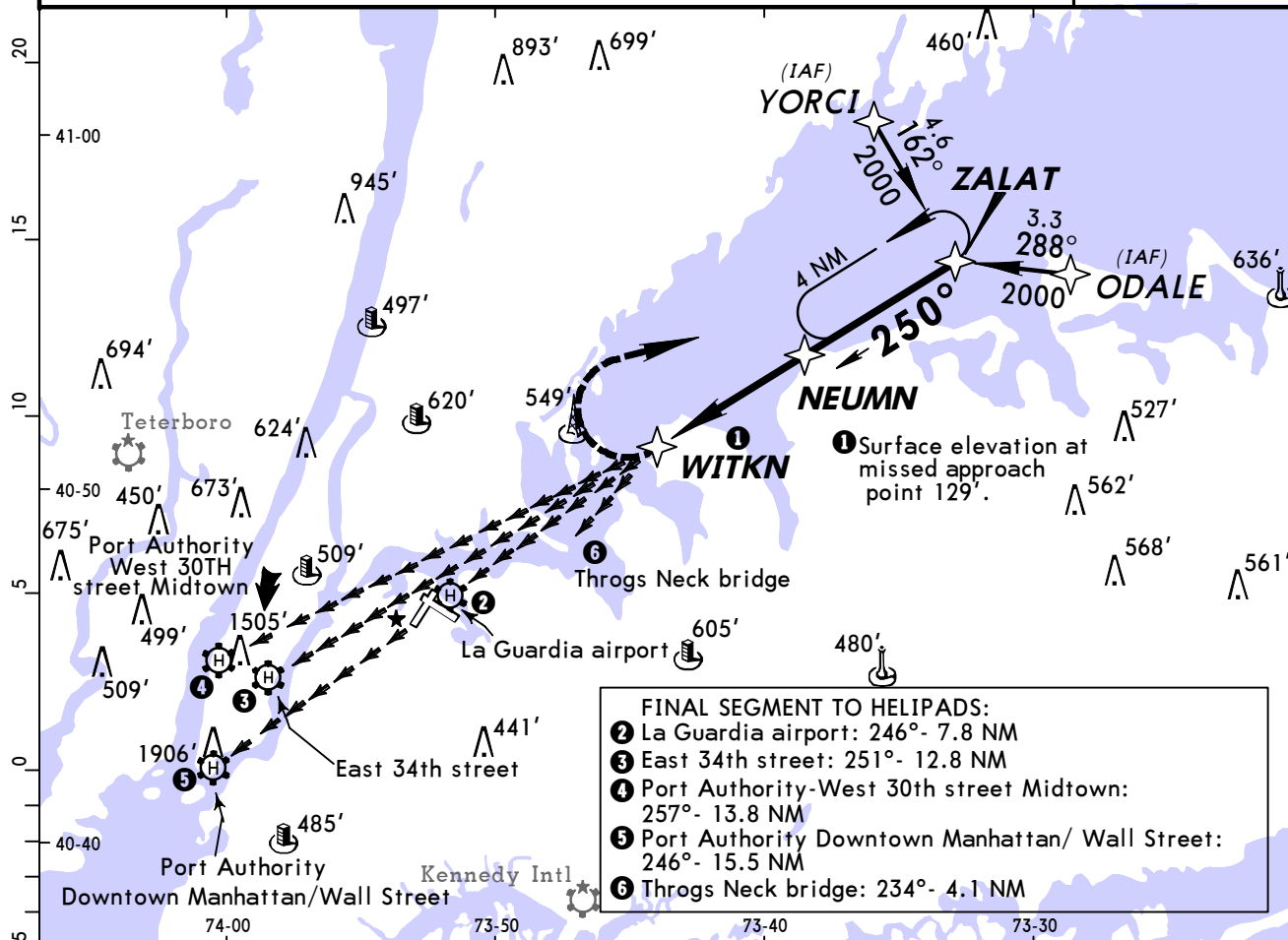
MDA(H) **780'** (759')

COPTER

3/4

TERPS AMEND 0 15 NOV 2012

D-ATIS Arrival 125.95	NEW YORK Approach (R) 120.8	LA GUARDIA Tower 118.7	Ground 121.7
RNAV	Final Apch Crs 250°	Minimum Alt NEUMN 1200'	H-250 MDA(H) 480' (351')
La Guardia Apt Elev 21'			
MISSED APCH: Climbing RIGHT turn to 1000' until heading through 070° , then climb to 2000' direct ZALAT and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use La Guardia altimeter setting. 2. 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 La Guardia Air Traffic Control. 3. Limit final and missed approach maximum airspeed to 70 Knots.			
2800' MSA WITKN			



MAP at WITKN	1000'	until 070°	2000'	→ ZALAT
--------------	-------	------------	-------	---------

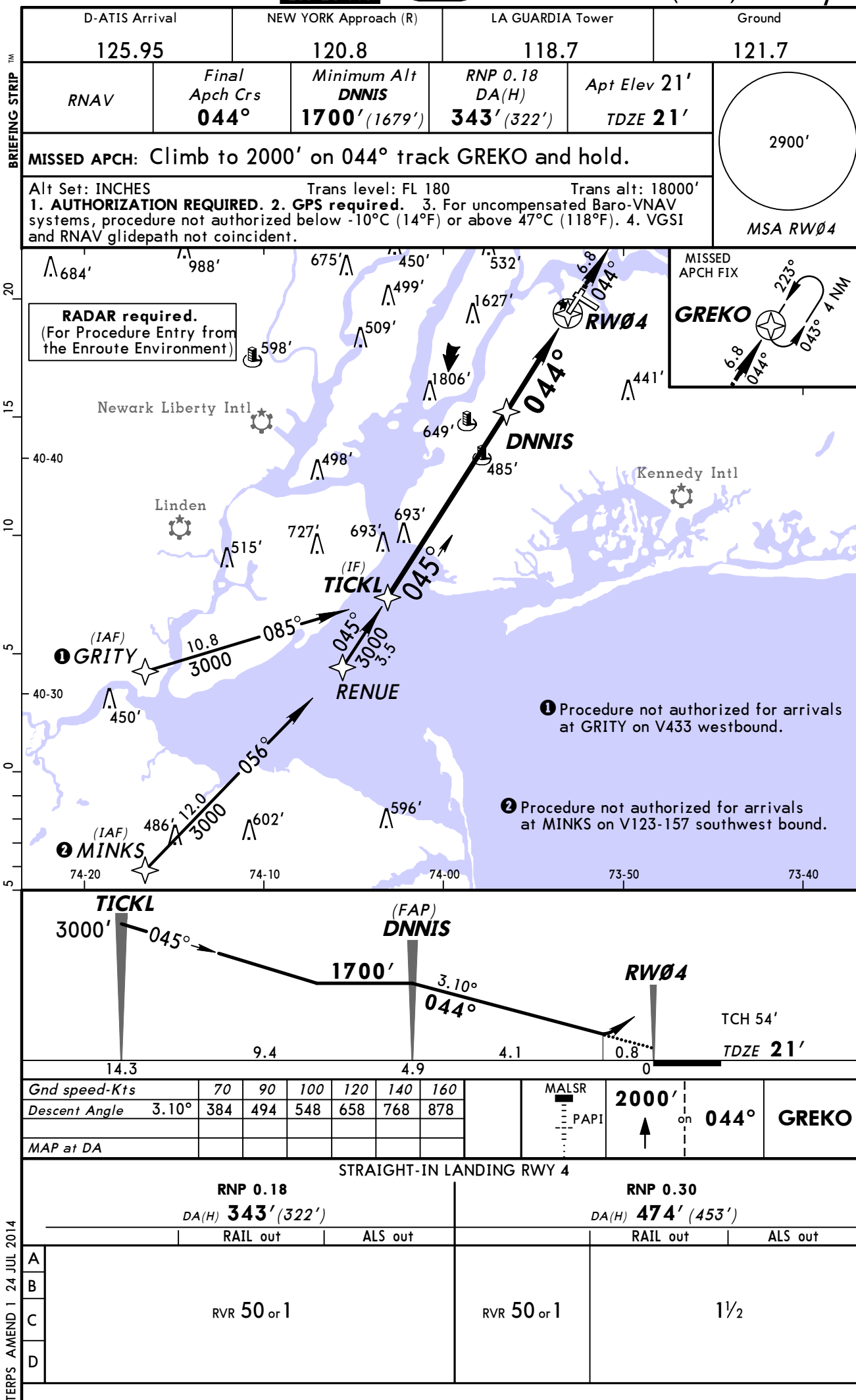
LANDING H-250	CIRCLE-TO-LAND
MDA(H) 480' (351')	

COPTER	3/4	COPTER	NA
--------	-----	--------	----

KLGA/LGA
LA GUARDIA

JEPPSEN
18 JUL 14
Eff 24 Jul (12-20)

NEW YORK, NY
RNAV (RNP) Z Rwy 4

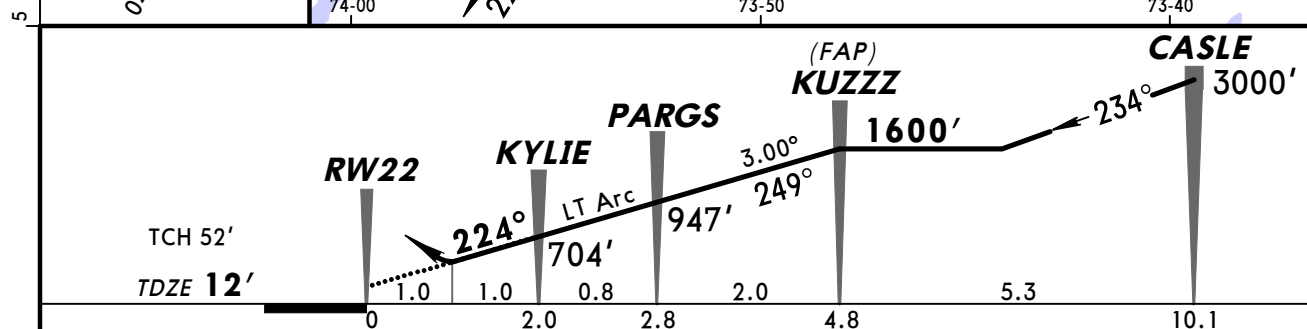


CHANGES: Procedure.

© JEPPSEN, 2007, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 1 24 JUL 2014

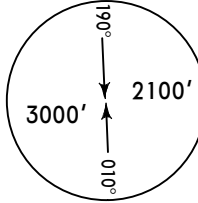
RNAV (RNP) Z Rwy 22

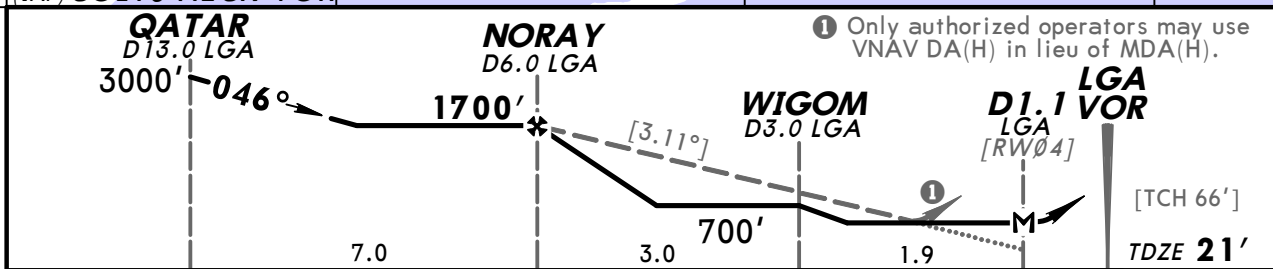
BRIEFING STRIP™TERPS AMEND 0C 12 DEC 2013

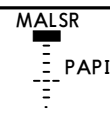
STRAIGHT-IN LANDING RWY 22			
Missed Apch Requires Minimum Climb of 397' / NM to 540'		RNP 0.30	
DA(H) 384' (372')		DA(H) 437' (425')	
ALS out		ALS out	
A			
B			
C	RVR 40 or $\frac{3}{4}$	$1\frac{1}{4}$	RVR 50 or 1
D			$1\frac{3}{8}$

© JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

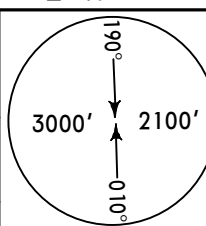
D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7			
VOR LGA 113.1		Final Apch Crs 046°		Minimum Alt NORAY 1700' (1679')		MDA(H) 560' (539')		Apt Elev 21' TDZE 21'	
MISSED APCH: Climb to 2000' outbound via LGA VOR R-043 to GREKO INT/D5.7 LGA and hold.									
Alt Set: INCHES									

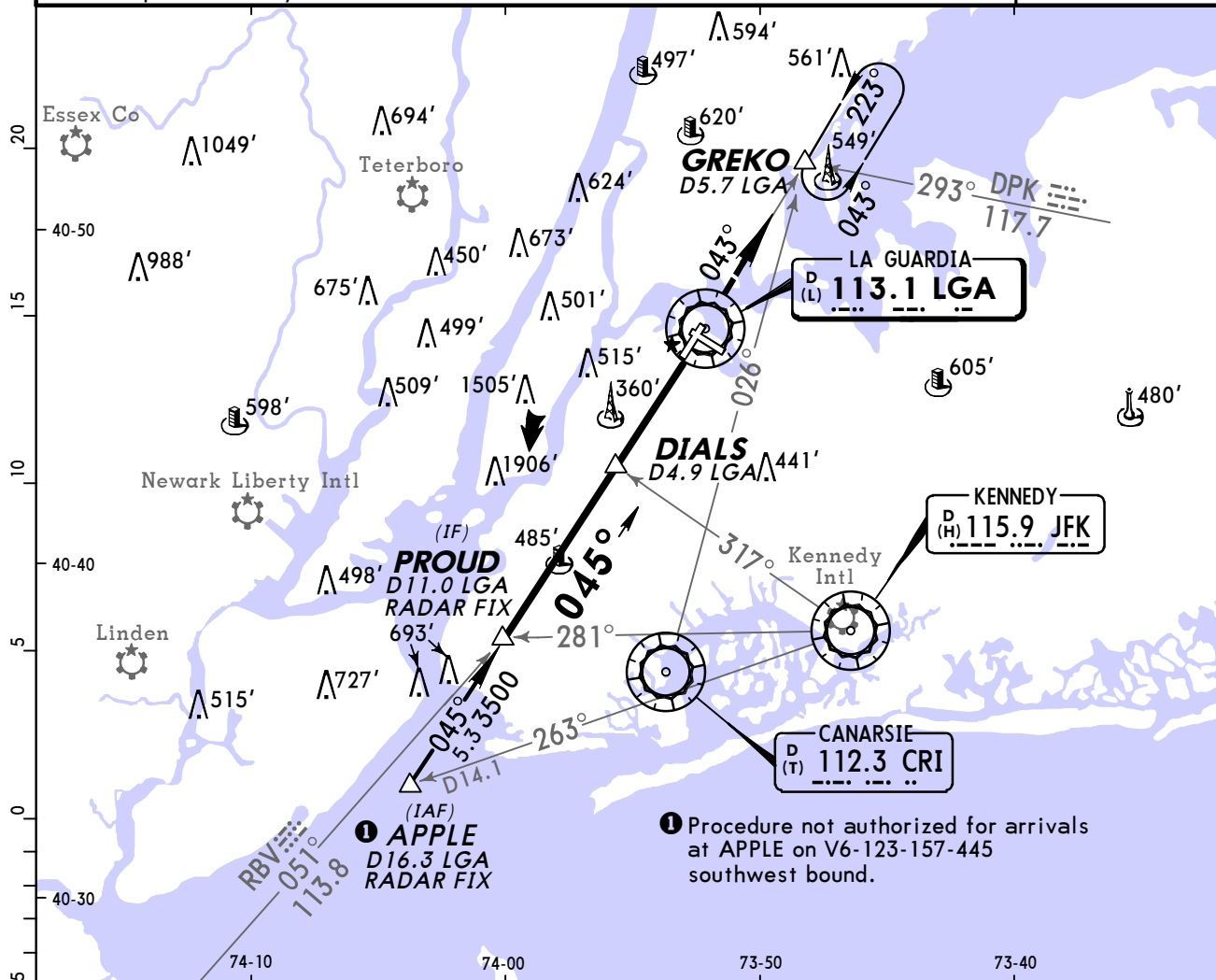


Gnd speed-Kts	70	90	100	120	140	160		2000'	LGA	via 113.1 GREKO R-043
Descent Angle [3.11°]	385	495	550	660	770	880				
MAP at D1.1 LGA or NORAY to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50				

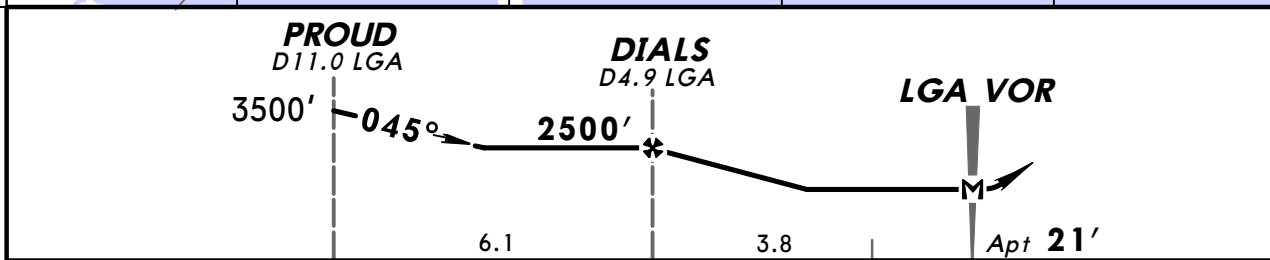
STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND		
MDA(H) 560' (539')						Not Authorized to Rwy 4		
RAIL out						Max Kts	MDA(H)	
A	RVR 50 or 1					90	640' (619') - 1	
B						120		
C	RVR 50 or 1	1½				140	780' (759') - 2¼	
D	RVR 60 or 1¼	1¾				165	1040' (1019') - 3	

BRIEFING STRIP™

D-ATIS Arrival		NEW YORK Approach (R)		LA GUARDIA Tower		Ground	
125.95		120.8		118.7		121.7	
VOR LGA 113.1	Final Apch Crs 045°	Minimum Alt DIALS 2500' (2479')	MDA(H) Refer to Minimums	Apt Elev 21'		 MSA LGA VOR	
MISSED APCH: Climb to 2000' outbound via LGA VOR R-043 to GREKO/INT D5.7 LGA and hold.							
Alt Set: INCHES							



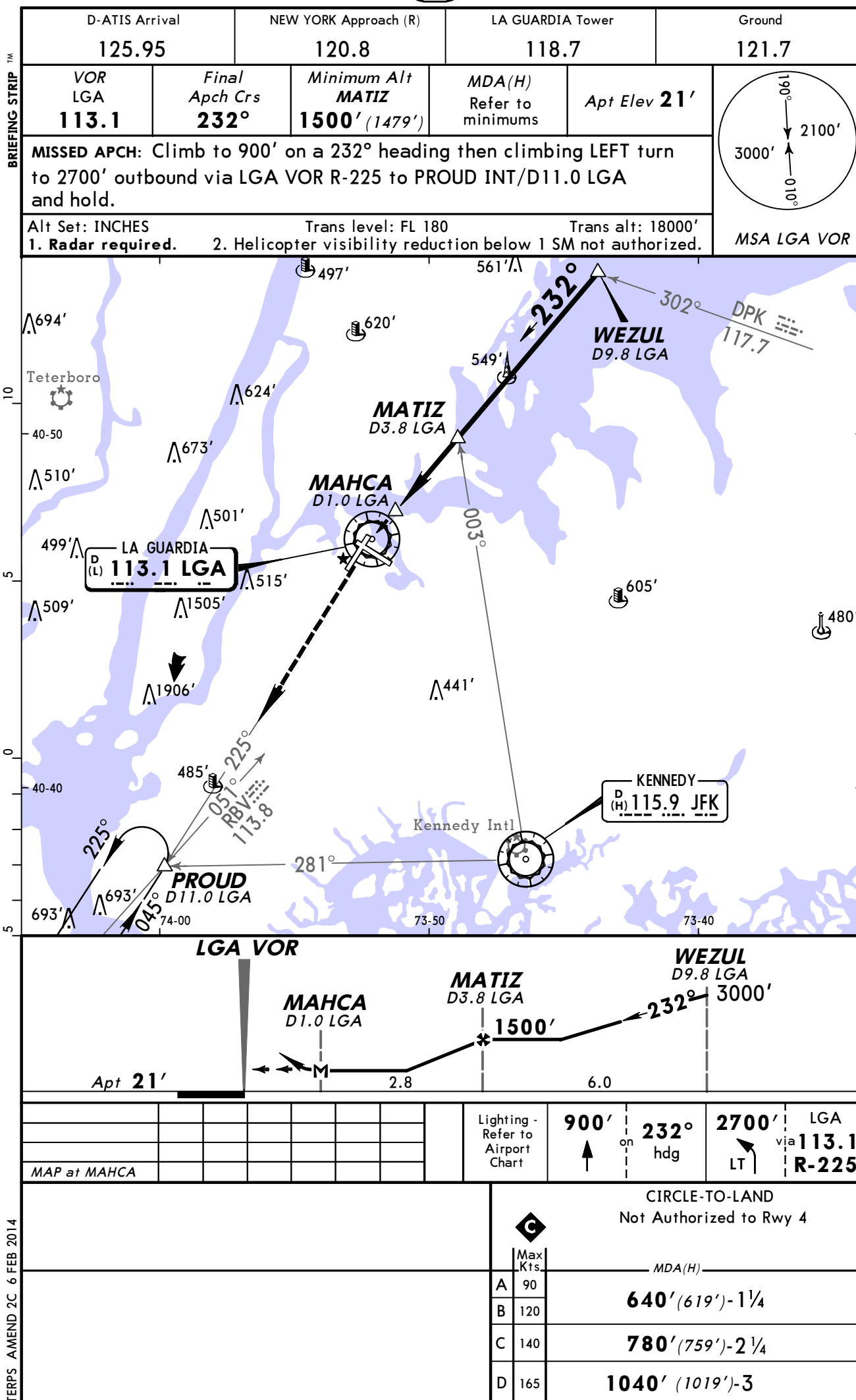
① Procedure not authorized for arrivals at APPLE on V6-123-157-445 southwest bound.

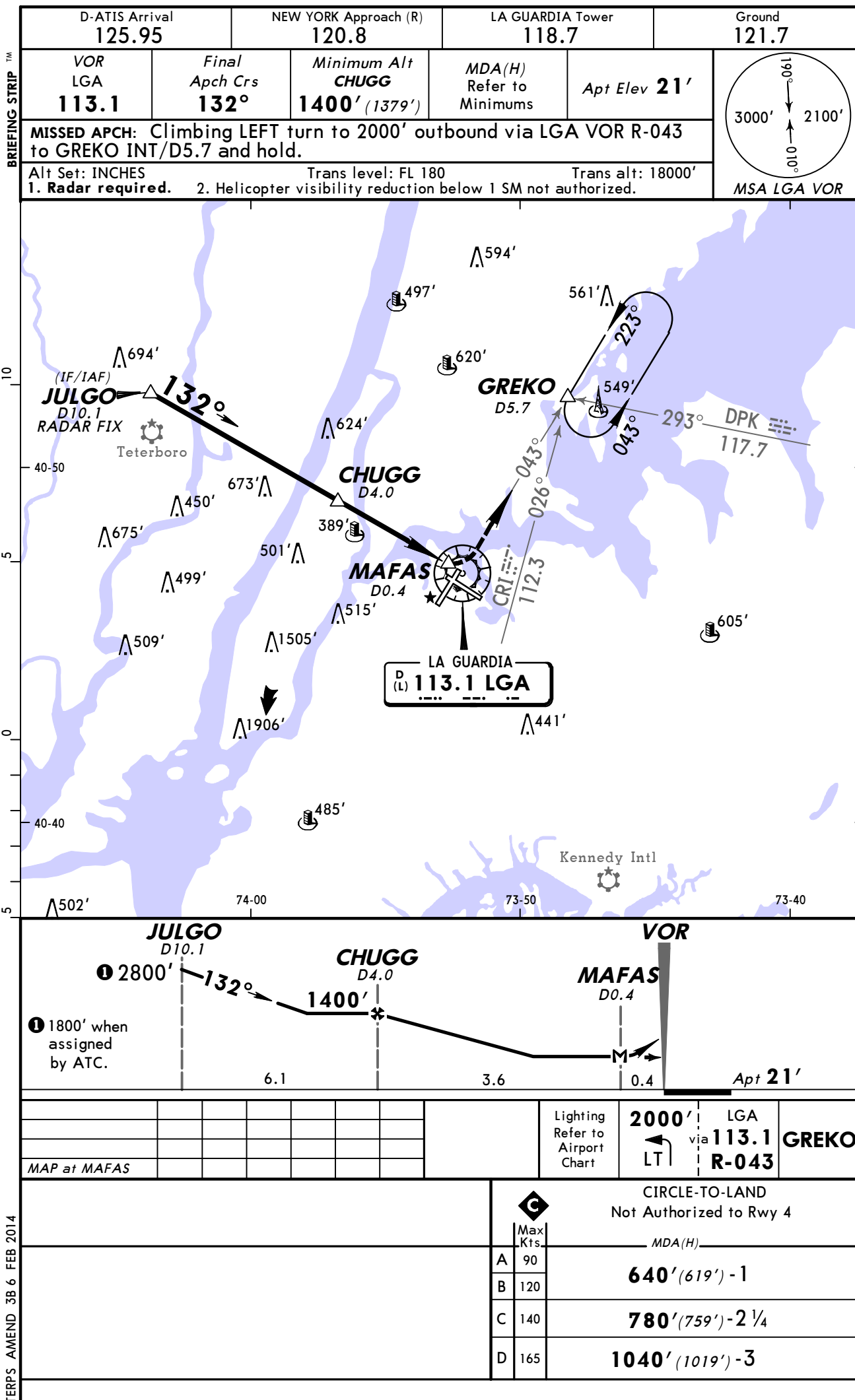


						Lighting - Refer to Airport Chart	2000' via 113.1 R-043	LGA GREKO
MAP at LGA VOR								

		CIRCLE-TO-LAND Not Authorized to Rwy 4	
	Max Kts.	MDA(H)	
A	90	1000' (979') - 1 1/4	
B	120	1000' (979') - 1 1/2	
C	140	1000' (979') - 3	
D	165	1040' (1019') - 3	

TERPS AMEND 3B 6 FEB 2014





BRIEFING STRIP TM



REIL
PAPI

Ceiling **3200'** - VIS 5

HUDSON RIVER

EAST RIVER

LA GUARDIA
D (L) 113.1 LGA

FLUSHING MEADOW PARK

CITI FIELD

ISLAND EXPRESSWAY

LONG

044° 110.5 ILGA
Use when LGA VOR is not available.

DIALS
N40 42.9
W073 55.6

TWIN WHITE TANKS

Cross at 2500' or Above

045°

PROSPECT PARK
Overfly Prospect Park to the extent practical.

KENNEDY
D (H) 115.9 JFK

Kennedy Intl

40-45

40-40

74-00

73-50

When cleared for a Expressway Approach to Rwy 31 (while on LGA VOR R-225), cross DIALS at 2500' or above. Turn right at DIALS heading 085° and descend to Rwy 31 via the Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.

[illegible]

Ceiling **3000'** - VIS 5

NEW YORK, NY (LA GUARDIA - KLGA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KLGA