

**FLIGHT STANDARDS SERVICE  
LOC STANDARD INSTRUMENT APPROACH PROCEDURE**

**TITLE 14 CFR PART 97.25**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

<u>AIRPORT</u> LAGUARDIA	<u>AIRPORT ID</u> KLGA	<u>PROCEDURE NAME</u> LOC RWY 31	<u>ORIGINAL/AMENDMENT</u> 3C	<u>CITY</u> NEW YORK	<u>STATE</u> NY	
<u>AIRPORT ELEVATION</u> 21	<u>TDZE</u> 7	<u>SUPERSEDED</u> LOC RWY 31	<u>ORIGINAL/AMENDMENT</u> 3B	<u>DATED</u> 02/06/2014	<u>MAG VAR</u> 12W	<u>EPOCH YEAR</u> 1980
<u>FACILITY</u> I-PZV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
QUENE/I-PZV 10.30 DME/RADAR	IF	FABRY/I-PZV 5.80 DME/RADAR					315.85	4.50 (I-PZV)	1700

**MISSED APPROACH**

**MAP:**

5.05 NM AFTER FABRY/I-PZV 5.80 DME/RADAR OR AT 0.75 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMBING RIGHT TURN TO 2000 ON LGA VOR/DME R-043 TO GREKO INT/LGA 5.71 DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF (IAF)
2. PROFILE STARTS AT QUENE
3. FAC: 315.85      FAF: FABRY/I-PZV 5.80 DME/RADAR      DIST FAF TO MAP:      DIST FAF TO THLD: 5.05
4. MIN ALT: QUENE/I-PZV 10.30 DME/RADAR 1700, FABRY/I-PZV 5.80 DME/RADAR 1700
8. MSA FROM: LGA VOR/DME 190-010 3000, 010-190 2100

**EQUIPMENT REQUIREMENTS NOTES:**

RADAR REQUIRED FOR PROCEDURE ENTRY.  
DME REQUIRED.

**NOTES:**

CHART NOTE: RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.  
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

**ADDITIONAL FLIGHT DATA:**



FICTITIOUS THRESHOLD POINT CFDVQ 404620.60N/0735124.59W DO NOT CHART  
CHART CIRCLING ICON.  
FABRY TO RW31: 3.06/55.  
CHART VDP AT 1.63 DME  
DISTANCE VDP TO THLD 0.86 NM  
FAC CROSSES RWY C/L EXTENDED 4604 FT FROM THLD.  
HOLD NE, LT, 222.80 INBOUND

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT C, D 1100-3

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-31	600	5500	593	600	5500	593	600	1 3/4	593	600	1 3/4	593			
CIRCLING	700	1	679	700	1	679	1080	3	1059	1080	3	1059			

CHANGES - REASONS

- DELETED NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 31 PROCEDURE NA AT NIGHT. 20:1 PENETRATIONS HAVE BEEN MITIGATED.
- CIRCLING CATS A/B MDA CHANGED FROM 640/HAA 619 TO 700/HAA 679, CATS C/D MDA CHANGED FROM 780/HAA759 TO 1080/HAA 1059, VISIBILITY CAT C FROM 2 1/4 TO 3. NEW CONTROLLING OBSTACLES: CATS A/B 387 MSL BLDG (OE-6284), CAT C/D 778 MSL BLDG. (2015-AEA-4715-OE).
- ALTERNATE MINIMUMS: LOC STANDARD, EXCEPT CAT C, D 1100-3. RE-EVALUATION OF MINIMUMS.
- DELETE PLANVIEW NOTE: RADAR REQUIRED. EQUIPMENT REQUIREMENTS NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY. MOVED EQUIPMENT NOTES.
- DELETED NOTE: CIRCLING NA TO RWY 4. 20:1 PENETRATIONS HAVE BEEN MITIGATED.
- DELETED NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA. IAW FAAO 8260.19H 8-6-11 K (3).
- UPDATED FINAL CONTROLLING OBSTACLE ALTITUDE FROM 345 TO 344. (SAME CONTROLLING OBSTACLE ID AND LAT/LONGS).
- ADDED "CHART CIRCLING ICON". NEW CIRCLING CRITERIA HAS BEEN FLIGHT CHECKED AT OTHER RUNWAYS FOR THIS AIRPORT.
- S-31 CATS A/B VISIBILITY CHANGED FROM RVR 5000 TO RVR 5500 AND CAT C FROM 1 1/2 TO 1 3/4 PER VISCHECK.
- ADDED "CHART NOTE: RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 SM NOT AUTHORIZED" FOR 34:1 PENETRATIONS.
- ADDED "DME REQUIRED" UNDER EQUIPMENT REQUIREMENTS NOTE AS DME IS REQUIRED TO FLY THE PROCEDURE.
- DELETED TIME/DISTANCE TABLE AS DME IS REQUIRED TO FLY THE PROCEDURE.

08/03/2018: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 7/30/2018.  
ADDED DME REQUIRED UNDER EQUIPMENT REQUIREMENT NOTES.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZNY, NYC APP CON, NY/NJ PORT AUTHORITY, ARPT MGR, ATA

FLIGHT CHECKED BY

ROBERT STEPHEN PRESSLER

DEVELOPED BY

BETTY RICHARDS

APPROVED BY

GEORGE DAVIS

Digitally signed by

ALLAN WILL

Aug 06, 2018

Digitally signed by

ALLAN WILL

Aug 06, 2018

Digitally signed by

ALLAN WILL

Aug 06, 2018

OFFICE

FIOG

OFFICE

AJV-5412

OFFICE

AJV-5410

DATE

07/18/2018

DATE

02/16/2018

DATE

TITLE

MANAGER



FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT</u> LAGUARDIA	<u>AIRPORT ID</u> KLGA	<u>PROCEDURE NAME</u> LOC RWY 31	<u>AMDT NO.</u> 3C	<u>CITY</u> NEW YORK	<u>STATE</u> NY	<u>AIRPORT ELEVATION</u> 21	<u>FACILITY</u> I-PZV
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

<u>FROM</u> QUENE/I-PZV 10.30 DME/RADAR	<u>TO</u> FABRY/I-PZV 5.80 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 4.50	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.AAO	404336.00N/0734518.00W		384	250	125	4E	500				AC98	1000
2.TERRAIN	404336.00N/0734518.00W		184 (200)								AS1500	1700

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:

FINAL

<u>FROM</u> FABRY/I-PZV 5.80 DME/RADAR	<u>TO</u> 5.05 NM AFTER FABRY/I-PZV 5.80 DME/RADAR OR AT 0.75 DME
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<u>RNP</u>	<u>DISTANCE</u> 5.05	<u>PAT</u>	<u>MAP</u> 5.05 NM AFTER FABRY/I-PZV 5.80 DME/RADAR OR AT 0.75 DME	<u>HAT</u> 593	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.BUILDING (36-000389)	404513.00N/0734925.00W		344	20	3	1A	250					600

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:



MISSED APPROACH

FROM  
5.05 NM AFTER FABRY/I-PZV 5.80 DME/RADAR OR AT 0.75 DME

TO  
GREKO INT/LGA 5.71 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 350				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2000
4.BLDG (36-002397)	405248.35N/0735238.48W	620	500	50	5D	1000				AC50	1700
5.TERRAIN	405118.00N/0735436.00W	240 (200)								AS1500	1700

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:

CIRCLING   ☐ ALL CATS   ☒ CAT A   ☒ CAT B   ☒ CAT C   ☒ CAT D   ☐ CAT E   ☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
<b>CATEGORY A</b>											
6.BLDG OE-6284	404530.19N/0735123.96W	1.30	679	387	20	3	1A	300			700
<b>CATEGORY B</b>											
6.BLDG OE-6284	404530.19N/0735123.96W	1.81	679	387	20	3	1A	300			700
<b>CATEGORY C</b>											
7.BLDG 2015-AEA-4715	404500.99N/0735609.05W	2.84	1059	778	20	3	1A	300			1080
<b>CATEGORY D</b>											
7.BLDG 2015-AEA-4715	404500.99N/0735609.05W	3.70	1059	778	20	3	1A	300			1080

CIRCLING REMARKS:



MSA

<u>CENTER</u>	<u>RADIUS</u>
LGA VOR/DME	25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
190-010	BLDG (36-020633)	404246.75N/0740047.27W	249	07.8	1806	20	3	1A	1000		XP100	3000
010-190	AAO	411109.00N/0734054.00W	031	25.6	1067	250	125	4E	1000			2100

MSA REMARKS:  
MATCH PUBLISHED MSA.

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:  
PER AIR TRAFFIC, INTERMEDIATE SEGMENT OF 6NM NOT FEASIBLE DUE TO AIRSPACE. MOVING THE INTERMEDIATE FIX TO 6NM WILL REQUIRE THE PROCEDURE TO BE TERMINATED.  
ALTERNATE MISSED NOT FEASIBLE DUE TO AIRSPACE. AIR TRAFFIC AND FPT AGREE THAT IF LGA VDME BECOMES INOPERATIVE, PROCEDURE IS NA.  
LGA VOR/DME MSA SECTOR 190-010 XP'D TO 3000 TO MAKE NEW YORK AREA PROCEDURES MSA AND MISSED APPROACHES AT 3000 DUE TO NEW WORLD TRADE CENTER.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
NYC APP CON, LGA TOWER, ZNY ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	KLGA	24	KLGA	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-PZV	LGA ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW04 - TDZ, MALSR, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW13 - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW22 - TDZ, ALSF-1, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW31 - HIRL, REIL, C/LINE, PAPI-4R	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
					3.00	70.8

FINAL APPROACH COURSE AIMING





PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.38
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	303.85
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	171
DISTANCE FROM	THLD	TO 1500FT POINT	5.05
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.31
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	303.85
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	171

THRESHOLD  
COORDINATES  
(IF STR-IN)404619.46N/0735125.60W

ARP COORDINATES404638.10N/0735221.40W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 31 DISTANCE 0.77 NM

FAF  
COORDINATES404331.61N/0734553.76W

FIX NAME  
COORDINATES

REMARKS  
NO ADDITIONAL AIRSPACE REQUIRED.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
LAGUARDIA	KLGA	LOC RWY 31	3C	NEW YORK	NY	21	I-PZV

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
BETTY RICHARDS	AJV-5412	02/16/2018	AERONAUTICAL INFORMATION SPECIALIST

