

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.33**

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.

<u>AIRPORT ID</u> KLGA	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 13	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> NEW YORK	<u>STATE</u> NY		
<u>AIRPORT ELEVATION</u> 21	<u>TDZE</u> 12	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u> NONE	<u>DATED</u>	<u>MAG VAR</u> 12W	<u>EPOCH YEAR</u> 1980
<u>FACILITY</u> RNAV	<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>
HAARP		KESTY		TF	FB	1.00	224.76	9.62	4000
APPLE		LAYDE		TF	FB	1.00	015.05	8.43	4000
KESTY	IAF	YOMAN		TF	FB	1.00	224.27	3.14	3000
LAYDE	IAF	ZLNGR		TF	FB	1.00	040.68	8.58	4000
ZLNGR		DCITY		TF	FB	1.00	039.59	5.57	4000
DCITY		TOEBE		TF	FB	1.00	048.44	5.87	4000
TOEBE		YOMAN		TF	FB	1.00	138.06	4.70	3000
YOMAN	IF	GREKO		TF	FB	1.00	224.23	5.07	1900
GREKO		@BROHR		TF	FB	1.00	261.76	3.56	1700
BROHR	FAF	@SNOZZ		TF	FB	0.30	233.93	2.12	
SNOZZ		@RIKRS		TF	FB	0.30	183.99	1.45	
RIKRS		@RW13	MAP	TF	FO	0.30	134.07	1.39	
RW13	MAP	421 MSL		CA			134.07		
421 MSL		PROUD		DF	FO	1.00			3000

QUALITY  
10  
CHECKED

**MISSED APPROACH****MAP:**

LNAV: RW13

**MISSED APPROACH INSTRUCTIONS:**

(DO NOT EXCEED 185 KIAS UNTIL RWY 13 THEN DO NOT EXCEED 210 KIAS UNTIL PROUD) CLIMB TO 2000 ON THE EXTENDED VISUAL APPROACH TRACK TO RWY 13, THEN CLIMBING RIGHT TURN TO 3000 DIRECT PROUD AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:****PROFILE:**

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. PROFILE STARTS AT YOMAN					
3. FAC: @	FAF: BROHR		DIST FAF TO MAP: 4.96		DIST FAF TO THLD: 4.96
4. MIN ALT:	YOMAN 3000, GREKO 1900, BROHR 1700				
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	
6. MIN GP INCPT:	GP ALT AT FAF :		OM:	MM:	IM:
7. GP ANGLE:	34:1: IS CLEAR	20:1: IS CLEAR	TCH:		
8. MSA FROM:	RW13 2900				

**PBN REQUIREMENTS NOTE:**

RNP APCH - GPS.

**EQUIPMENT REQUIREMENTS NOTE:**

RADAR REQUIRED.

**NOTES:**

CHART IN PLANVIEW AT SNOZZ: VGF (VISUAL GUIDANCE FIX)  
CHART IN PLANVIEW: TURNS REQUIRED IN THE VISUAL SEGMENT.  
CHART IN PLANVIEW: CROSS SNOZZ, FLY VISUAL TO AIRPORT ALONG DEPICTED TRACK 184 TO RIKERS THEN 134 TO RW13.  
CHART SPEED ICON IN PLANVIEW AT LAYDE: MAX 240 KIAS.  
CHART SPEED ICON IN PLANVIEW AT TOEBE: MAX 210 KIAS.  
CHART SPEED ICON IN PLANVIEW AT KESTY: MAX 240 KIAS.

**ADDITIONAL FLIGHT DATA:**

CHART IN PROFILE: \*CHECK ALT  
CHART GP ALT IN PROFILE: BROHR 1700, \*RIKRS 525  
HOLD SW, LT, 045.00 INBOUND.  
CHART FAS OBST: 359 BUILDING (36-000852) 404927N/0735504W.  
CHART 312 INDUSTRIAL SYSTEM 404716N/0735445W.  
BROHR TO RW13: 3.10/55.



**MINIMUMS:**

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

ALTERNATE: NA ☐

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
LNAV MDA	1020	3	1008	1020	3	1008	1020	3	1008	1020	3	1008			

**CHANGES - REASONS**

12/15/2023: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/18/2023.

1. CHANGED MDA 1200/HAT 1188 TO MDA1020/HAT 1008.

2. CHANGED MISSED APPROACH FROM " (DO NOT EXCEED 185 KIAS UNTIL RWY 13 THEN DO NOT EXCEED 210 KIAS UNTIL PROUD) CLIMB TO 2000 ON FMS LATERAL PATH TO RWY 13, THEN CLIMBING RIGHT TURN TO 3000 DIRECT PROUD AND HOLD" TO "(DO NOT EXCEED 185 KIAS UNTIL RWY 13 THEN DO NOT EXCEED 210 KIAS UNTIL PROUD) CLIMB TO 2000 ON THE EXTENDED VISUAL APPROACH TRACK TO RWY 13, THEN CLIMBING RIGHT TURN TO 3000 DIRECT PROUD AND HOLD."

3. DELETED VDP.

4. UPDATED NOTE: GP ALT IN PROFILE TO BROHR 1700, \*RIKRS 525.

**COORDINATED WITH:**A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: LGA ATCT, N90, AMGR**FLIGHT CHECKED BY**

JOEL F HAWKLEY

Digitally signed by

**KELLY D DEAN**

Sep 19, 2023

Digitally signed by

**CASIMIR L TABAKA**

Dec 19, 2023

**OFFICE**

FPO

**DATE**

12/13/2023

**DEVELOPED BY**

KELLY DEAN

**OFFICE**

AJV-A432

**DATE**

09/18/2023

**APPROVED BY**

CASIMIR TABAKA

Digitally signed by

**CASIMIR L TABAKA**

Oct 24, 2023

**OFFICE**

AJV-A432

**DATE****TITLE**  
MANAGER

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

<u>AIRPORT ID</u> KLGA	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 13	<u>AMDT NO.</u> ORIG	<u>CITY</u> NEW YORK	<u>STATE</u> NY	<u>AIRPORT ELEVATION</u> 21	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM  
HAARP

TO  
KESTY

<u>RNP</u>	<u>DISTANCE</u> 9.62	<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>
												AAO	410836.00N/0733721.00W	794	164	98	4E	1000				AT2206	4000
												TERRAIN	410745.00N/0733803.00W	554 (600)								AS1500	2100

COMPUTATIONS

ALT   KIAS   KTAS   HAA   VKTW   TR   BA   DTA   COURSE CHANGE   DVEB   VEB OCS   RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER

FROM  
APPLE

TO  
LAYDE

<u>RNP</u>	<u>DISTANCE</u> 8.43	<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>
												BLDG_TWR (36-001383)	404210.00N/0740034.00W	760	100	20	3C	1000				AT2240	4000
												TERRAIN	403718.00N/0740521.00W	393 (400)								AS1500	1900

COMPUTATIONS

ALT   KIAS   KTAS   HAA   VKTW   TR   BA   DTA   COURSE CHANGE   DVEB   VEB OCS   RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



<u>AIRPORT ID</u> KLGA	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 13	<u>AMDT NO.</u> ORIG	<u>CITY</u> NEW YORK	<u>STATE</u> NY	<u>AIRPORT ELEVATION</u> 21	<u>FACILITY</u> RNAV					
INITIAL											
<u>FROM</u> KESTY			<u>TO</u> YOMAN								
<u>RNP</u>	<u>DISTANCE</u> 3.14	<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>
AAO	041039.00N/0734403.00W	486	164	98	4E	1000				AT1514	3000
TERRAIN	405739.00N/0734615.00W	259 (300)								AS1500	1800
<u>COMPUTATIONS</u>											
<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>

SEGMENT REMARKS:

INITIAL												
<u>FROM</u> LAYDE			<u>TO</u> ZLNGR									
<u>RNP</u>	<u>DISTANCE</u> 8.58	<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>	
BUILDING (36-020633)	404246.75N/0740047.27W	1806	20	3	1A	1000				AT1194	4000	
TERRAIN	404915.00N/0735927.00W	324 (300)								AS1500	1800	
<u>COMPUTATIONS</u>												
<u>TF TURN FIX</u> LAYDE-ZLNGR	<u>ALT</u> 10041	<u>KIAS</u> 240	<u>KTAS</u> 287.17	<u>HAA</u> 9136.43	<u>VKTW</u> 58.34	<u>TR</u> 7.65	<u>BA</u> 12.81	<u>DTA</u> 1.74	<u>COURSE CHANGE</u> 25.62	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM

ZLNGR

TO

DCITY

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.57											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
BUILDING (34-025115)	405109.27N/0735801.02W		819	250	50	4D	1000				AT2181	4000
TERRAIN	405512.00N/0735618.00W		449 (400)								AS1500	1900

COMPUTATIONS

TF TURN FIX

ZLNGR-DCITY

ALT

7895

KIAS

240

KTAS

277.61

HAA

6990.42

VKTW

54.08

TR

18.32

BA

5

DTA

0

COURSE CHANGE

1.15

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

DCITY

TO

TOEBE

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
	5.87										
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	405624.00N/0735527.00W	666	164	98	4E	1000				AT2334	4000
TERRAIN	405624.00N/0735527.00W	465 (500)								AS1500	2000

COMPUTATIONS

TF TURN FIX

DCITY-TOEBE

ALT

6502

KIAS

240

KTAS

271.65

HAA

5597.49

VKTW

51.89

TR

17.43

BA

5

DTA

0

COURSE CHANGE

8.81

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM  
TOEBE

TO  
YOMAN

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.70											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	410000.00N/0735006.00W		660	164	98	4E	1000				AT1340	3000
TERRAIN	410018.00N/0734909.00W		456 (500)								AS1500	2000

COMPUTATIONS												
TF TURN FIX	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
TOEBE-YOMAN	5034	210	232.37	4128.57	50.2	2.44	25.49	2.42	89.57			

SEGMENT REMARKS:

INTERMEDIATE

FROM  
YOMAN

TO  
GREKO

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.07											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
BUILDING (36-020555)	405444.50N/0734653.30W		561	500	50	5D	500				AT839	1900
TERRAIN	405712.00N/0734651.00W		223 (200)								AS1500	1700

COMPUTATIONS												
TF TURN FIX	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
YOMAN-GREKO	3858	210	228.24	2953.32	41.75	2.23	25.49	2.08	86.12			

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM  
GREKO

TO  
BROHR

RNP	DISTANCE 3.56	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (36-000263)	405135.00N/0734707.00W		549	20	50	1D	500					1100
TERRAIN	405257.00N/0735115.00W		183 (200)								AS1500	1700

COMPUTATIONS												
TF TURN FIX	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
GREKO-BROHR	2590	210	224	1685.04	39.13	2.97	18.78	1.01	37.56			

SEGMENT REMARKS:

FINAL: LNAV

FROM  
BROHR

TO  
SNOZZ

<u>RNP</u>	<u>DISTANCE</u> 2.12	<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>
BUILDING (36-000852)	404927.00N/0735504.00W		359	100	20	3C	250				DG411	1020

COMPUTATIONS												
TF TURN FIX	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
BROHR-SNOZZ	1700	165	173.58	795	33.86	2.54	13.89	0.63	27.78			

SEGMENT REMARKS:





FINAL: LNAV STEPDOWN

FROM

SNOZZ

TO

RIKRS

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	2.03											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
INDUSTRIAL_SYSTEM (36-000602)	404715.56N/0735444.59W	312	20	3	1A	250				DG458	1020	

TF TURN FIX	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
SNOZZ-RIKRS	1002	165	171.78	981.4	26.97	1.58	20	0.74	49.92			

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

RIKRS

TO

RW13

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	1.39		RW13	1188								
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
INDUSTRIAL_SYSTEM (36-000602)	404715.56N/0735444.59W	312	20	3	1A	250				DG458	1020	

TF TURN FIX	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
	525	165	170.57	504.4	20.03	1.75	20	0.68	49.88			

SEGMENT REMARKS:



MISSED APPROACH : LNAV

FROM

RW13

TO

PROUD

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1100					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
BUILDING (36-160119)	404126.40N/0735855.90W		1048	250	50	4D	1000					2100
TERRAIN	403927.00N/0735915.00W		216 (200)								AS1500	1700

COMPUTATIONS

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

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED

MSA

CENTER

RW13

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	BUILDING (36-020633)	404246.75N/0740047.27W	248	07.4	1806	20	3	1A	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
LGA TOWER, NEW YORK APP CON, ZNY ARTCC

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KLGA	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KLGA	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 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:  
BACKUP ALTIMETER SOURCE NOT REQUIRED DUE TO REDUNDANT SOURCES AT KLGA.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
01H		H-E	
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> 3.10	<u>TCH</u> 54.6
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PENETRATIONS REMARKS:**

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION HEIGHT PER FPT: 100 FT

PRODEDURE DESIGN DOES NOT COMPLY WITH CRITERIA. PRE-DEVELOPMENT COORDINATION COMPLETED WITH AJV-A MANAGMENT, AFS LIASION, AFS PRB REP, AND N90 PROCEDURE SUPPORT SPECIALIST. PROCEDURE DESIGN AND COORDINATION CONDUCTED BY N90 PROCEDURE SUPPORT SPECIALIST. HYBRID PROCEDURE DEVELOPED ON FUTURISTIC CRITERIA CONSIDERED FOR PUBLICATION.  
FINAL APPROACH HAS AN EXTEND VISUAL SEGMENT WITH TF TURNS. THE FIX SNOZZ IS IDENTIFIED AS A VGF (VISUAL GUIDANCE FIX) WHICH IS THE POINT THE FLIGHT CREW SHOULD BE ABLE TO SEE THE RUNWAY TO CONTINUE THE EXTENDED VISUAL SEGMENT TO A LANDING OR EXECUTE THE MISSED APPROACH.

WAIVERS (2):  
TURNS IN FINAL  
FINAL SEGMENT VISUAL DESIGN



<div>AIRPORT ID KLGA</div>	<div>PROCEDURE NAME RNAV (GPS) Y RWY 13</div>	<div>AMDT NO. ORIG</div>	<div>CITY NEW YORK</div>	<div>STATE NY</div>	<div>AIRPORT ELEVATION 21</div>	<div>FACILITY RNAV</div>
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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	2.31
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	@
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	148
DISTANCE FROM	THLD	TO 1500FT POINT	4.91
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.67
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	@
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	148

THRESHOLD  
COORDINATES  
(IF STR-IN)

404656.27N/0735242.68W

ARP COORDINATES

404638.10N/0735221.40W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 31 DISTANCE 0.77 NM

FAF  
COORDINATES

405041.63N/0735239.92W

FIX NAME  
COORDINATES

REMARKS

@ TRUE COURSE FROM BROHR TO SNOZZ 221.93, SNOZZ TO RIKRS 171.99, RIKRS TO RW13 122.07.  
SNOZZ: 40 49 06.90 N / 073 54 31.90 W, RIKRS: 40 47 40.78 N / 073 54 15.95 W

QUALITY  
10  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> KELLY DEAN	<u>OFFICE</u> AJV-A432	<u>DATE</u> 09/18/2023	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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