

APP CRS 313°	Rwy Idg TDZE Apt Elev	7002 7 21
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RNAV (GPS) Y RWY 31
LAGUARDIA (LGA)

RNP APCH - GPS

T Rwy 31 helicopter visibility reduction below RVR 5000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Circling NA northwest of Rwy 4 and southwest of Rwy 13.

MISSED APPROACH: (Do not exceed 210K until YOMAN)
Climb to 620 then climbing right turn to 3000 direct
RINNG and on track 043° to CHNZO and on track 055°
to JDAWG and on track 107° to YOMAN and hold.

D-ATIS ARR	125.95	NEW YORK APP CON		LAGUARDIA TOWER		GND CON		CLNC DEL		CPDLC
D-ATIS DEP	127.05	120.8 263.0		118.7 263.0		121.7 263.0		135.2		

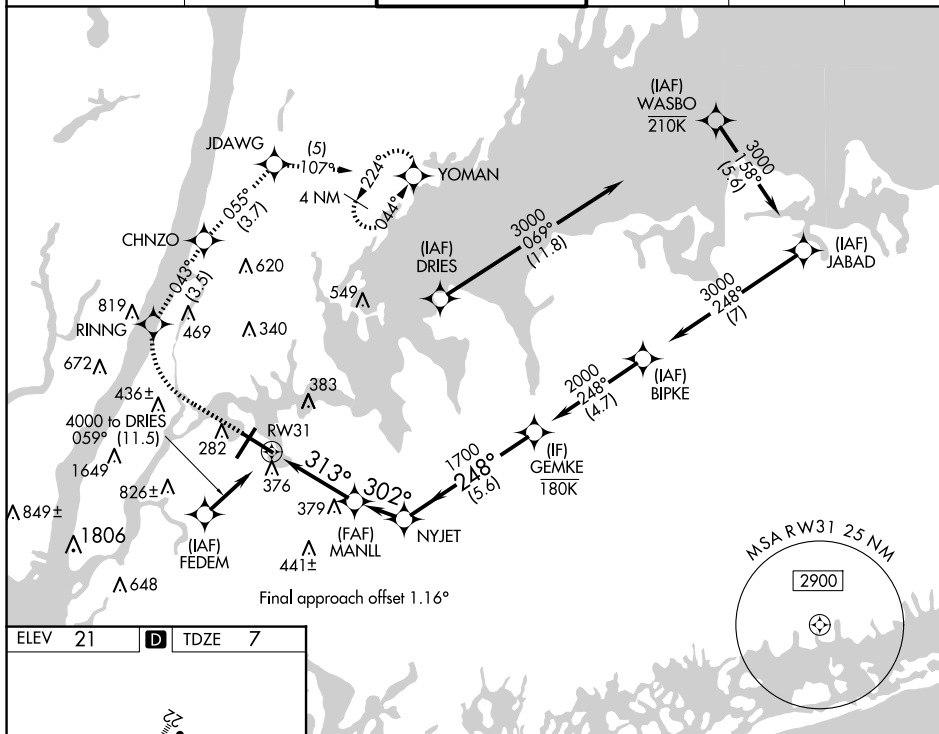


Figure 1-1 is an instrument approach chart for RWY 31, Class II, Category A. The chart includes a table of approach minima and a diagram of the runway and taxiway layout.

CATEGORY	A	B	C	D
RNAV/DA	618-1 $\frac{3}{4}$		611 (600-1 $\frac{3}{4}$)	
RNAV MDA	640/55 633 (700-1)		640-1 $\frac{3}{4}$ 633 (700-1 $\frac{3}{4}$)	
CIRCLING	680-1 659 (700-1)		700-2 679 (700-2) 760-2 $\frac{1}{4}$ 739 (800-2 $\frac{1}{4}$)	

The diagram shows the runway layout with RWY 31, RWY 30, and RWY 29. The approach is from the south, with a 313° heading. The distance to the runway is 3.5 NM, and the distance to the GEMKE intersection is 1.9 NM. The chart also includes a table of approach minima and a diagram of the runway and taxiway layout.

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