

**FEDERAL AVIATION ADMINISTRATION
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.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
LGA	LOC RWY 31	4	NEW YORK	NY		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
21	7	LOC RWY 31	3F	08/10/2023	12W	1980
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-PZV			ROUTINE			

TERMINAL ROUTES

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

MISSED APPROACH

MAP:

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

MISSED APPROACH INSTRUCTIONS:

(DO NOT EXCEED 210 KIAS UNTIL YOMAN) CLIMB TO 3000 DIRECT RINNG AND ON TRACK 043.13 TO CHNZO AND ON TRACK 054.65 TO JDAWG AND ON TRACK 106.84 TO YOMAN AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--------------|---|----------|----------------------------|------------------|------------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. | PROFILE STARTS AT QUENE/I-PZV 10.30 DME/RADAR | | | | |
| 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 010-190 2100, 190-010 3000 | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

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}).
CHART NOTE: CIRCLING NA NW OF RWY 4 AND SW OF RWY 13.**ADDITIONAL FLIGHT DATA:**

FICTITIOUS THRESHOLD POINT CFDVQ 404620.62N/0735124.61W DO NOT CHART

HOLD SW, LT, 044.00 INBOUND.
CHART FAS OBST: 344 BUILDING (36-000389) 404513N/0734925W.
CHART VDP AT 2.39 DME.
DISTANCE VDP TO THLD 1.63 NM.
FAC CROSSES RWY C/L EXTENDED 4677 FT FROM THLD.
FABRY TO RW31: 3.06/55.
CHART CIRCLING ICON.
CHART PLANVIEW NOTE: LOC OFFSET 1.70 DEGREES.**MINIMUMS:**

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-31	600	5500	593	600	5500	593	600	1 3/4	593	600	1 3/4	593			
CIRCLING	680	1	659	680	1	659	700	2	679	760	2 1/4	739			

CHANGES - REASONS

1. MISSED APPROACH INSTRUCTIONS: CHANGED FROM CLIMBING RIGHT TURN TO 2000 ON LGA VOR/DME R-043 TO GREKO INT/LGA 5.71 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2000. TO (DO NOT EXCEED 210 KIAS UNTIL YOMAN) CLIMB TO 3000 DIRECT RINNG AND ON TRACK 043.13 TO CHNZO AND ON TRACK 054.65 TO JDAWG AND ON TRACK 106.84 TO YOMAN AND HOLD – PER FPT, 8260.19J 8-6-6.D(2).
2. PBN REQUIREMENTS NOTES: ADDED RNP APCH - GPS – RNAV MISSED ADDED.
3. ADDITIONAL FLIGHT DATA: CHART NOTE CHANGED FROM CHART NOTE: CIRCLING NA NORTHWEST OF RWY 4 AND SOUTHWEST OF RWY 13. TO CHART NOTE: CIRCLING NA NW OF RWY 4 AND SW OF RWY 13 – 8260.19J 8-6-12.5(A).
4. ADDITIONAL FLIGHT DATA: CHANGED FROM FICTITIOUS THRESHOLD POINT CFDVQ 404620.60N/0735124.59W DO NOT CHART TO FICTITIOUS THRESHOLD POINT CFDVQ 404620.62N/0735124.61W DO NOT CHART – NEW EVALUATION.
5. ADDITIONAL FLIGHT DATA: CHANGED FROM HOLD NE, LT, 222.80 INBOUND TO HOLD SW, LT, 044.00 INBOUND – CHANGED HOLDING FIX FROM GREKO TO YOMAN PER FPT.
6. ADDITIONAL FLIGHT DATA: CHANGED CHART VDP AT FROM 1.63 DME TO 2.39 AND DISTANCE VDP TO THLD FROM 0.86 TO 1.63 – NEW EVALUATION.
7. ADDITIONAL FLIGHT DATA: CHANGD CHART PLANVIEW NOTE FROM LOC OFFSET 1.71 DEGREES TO LOC OFFSET 1.70 DEGREES – NEW EVALUATION.
8. ADDITIONAL FLIGHT DATA: ADDED CHART FAS OBST: 344 BUILDING (36-000389) 404513N/0734925W – 8260.19J 8-9-11(C).
9. ADDITIONAL FLIGHT DATA: CHANGED FAC CROSSES RWY C/L EXTENDED FROM 4604 FT FROM THLD TO 4677 FT FROM THLD – 8260.19J 8-6-11(G)2, NEW EVALUATION.
10. MINIMUMS: UPDATED CIRCLING CATS A AND B MDA/HAA FROM 700/679 TO 680/659, CAT C FROM 1080/1059 TO 700/719 AND CAT D FROM 1260/1239 TO 760/739 – NEW EVALUATION AND NEW CONTROLLING OBSTACLES.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZNY, N90, LGA ATCT, APT MGR

FLIGHT CHECKED BY

JEREMY VIRTIS

Digitally signed by

BEV L BORDY

Feb 12, 2025

OFFICE

AJF

DATE

02/11/2025

DEVELOPED BY

RAYMOND JOHNSON

Digitally signed by

RAYMOND R JOHNSON

Aug 26, 2024

OFFICE

AJV-A423

DATE

08/20/2024

APPROVED BY

ALLAN WILL

Digitally signed by

BEV L BORDY

Feb 12, 2025

OFFICE

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DATE

TITLE

MANAGER

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

<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>
LGA	LOC RWY 31	4	NEW YORK	NY	21	I-PZV

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM QUENE/I-PZV 10.30 DME/RADAR **TO** FABRY/I-PZV 5.80 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	4.50										
<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	404342.00N/0734503.00W	404	215	8	4B	500					1000
TERRAIN	404342.00N/0734503.00W	203 (200)								AS1500	1700

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL

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

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.05		5.05 NM AFTER FABRY/I-PZV 5.80 DME/RADAR OR AT I-PZV 0.75 DME				593				
<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 (36-000389)	404513.00N/0734925.00W	344	20	3	1A	250					600

COMPUTATIONS

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

SEGMENT REMARKS:

MISSSED APPROACH

FROM

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

TO

YOMAN

RNP	DISTANCE	PAT	MAP	HAT	HMAS
1.00					

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
BUILDING (34-025115)	405109.27N/0735801.02W	819	250	50	4D	1000					1900
TERRAIN	405521.00N/0735621.00W	446 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
BUILDING (36-029754)	404533.02N/0735124.72W	1.30	659	376	20	3	1A	300			680
CATEGORY B											
BUILDING (36-029754)	404533.02N/0735124.72W	1.81	659	376	20	3	1A	300			680
CATEGORY C											
BRIDGE (36-000605)	404756.98N/0734940.89W	2.84	679	383	20	3	1A	300			700
CATEGORY D											
BUILDING (36-150638)	404835.63N/0735657.23W	3.70	739	398	250	50	4D	300		AC50	760

CIRCLING REMARKS:

MSA

CENTER

LGA VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
010-190	AAO	411454.00N/0734754.00W	019	28.0	1024	215	8	4B	1000			2100
190-010	BLDG (36-020633)	404246.75N/0740047.27W	249	07.8	1806	20	3	1A	1000		XP100	3000

MSA REMARKS:

XP 100 TO 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	LGA	24	LGA	0.37	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:

BACKUP SOURCE NOT PROVIDED DUE TO REDUNDANT ALTIMETER SOURCE AVAILABLE AT KLGA 24 HOURS.

<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>
01H	H-E	
RW04 - MALSR, TDZ, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW13 - MALSR, TDZ, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW22 - ALSF-1, HIRL, TDZ, C/LINE, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW31 - REIL, C/LINE, HIRL, 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

RUNWAY THRESHOLD	☐	4677 FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	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

FINAL TYPE	CIRCLING RWY 4
20:1	
33 TRAVERSE_WAY (36-073793) 404606.0000N/0735303.3000W (8.74)	30 FENCE (36-027681) 404606.4200N/0735302.8500W (8.46)
35 TRAVERSE_WAY (36-099622) 404605.5000N/0735304.1000W (6.96)	38 TRAVERSE_WAY (36-097399) 404604.9000N/0735304.9000W (5.75)
29 FENCE (36-027680) 404605.9100N/0735303.9000W (3.13)	35 FENCE (36-027672) 404605.4100N/0735306.3600W (1.95)
34 FENCE (36-027677) 404605.2900N/0735305.6200W (1.95)	33 FENCE (36-027678) 404605.3200N/0735305.2400W (1.86)



<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>
LGA		LOC RWY 31	4	NEW YORK	NY	21	I-PZV
35 FENCE (36-027673) 404605.5400N/0735306.7100W (1.79)				35 FENCE (36-027675) 404605.8500N/0735307.3600W (1.79)			
35 FENCE (36-027674) 404605.6900N/0735307.0300W (1.78)				32 FENCE (36-027679) 404605.3900N/0735304.9900W (1.67)			
34 FENCE (36-027671) 404605.3200N/0735306.0000W (1.3)							
FINAL TYPE	LOC						
20:1							
19 NAVAID (36-022763) 404617.39N/0735121.28W (2.66) DETERMINED FIXED BY FUNCTION NO FACTOR.							
FINAL TYPE	LOC						
34:1							
97 CRANE (36-020663) 404611.9300N/0735058.8900W (33.28)				97 CRANE (36-020664) 404611.0400N/0735057.9200W (30.01)			
103 STACK (36-002308) 404608.7600N/0735051.1900W (19.51)				268 BUILDING (36-219639) 404542.9000N/0734940.7000W (8.48)			
225 BUILDING (36-213571) 404539.9180N/0735004.8390W (7.01)				97 BUILDING (36-002451) 404603.9900N/0735049.0100W (1.77)			
226 BUILDING (36-030253) 404536.4100N/0735003.7000W (0.26)							
<u>PENETRATIONS REMARKS:</u>							

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	200
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	200

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

ARP COORDINATES404638.07N/0735221.38W

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.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RAYMOND JOHNSON	AJV-A423	08/20/2024	