

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
GRAPHIC DEPARTURE PROCEDURES (DP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

<u>DP NAME</u>	<u>NUMBER</u>	<u>DP COMPUTER CODE</u>	<u>SUPERSEDED NUMBER</u>	<u>DATED</u>	<u>ACTUAL EFFECTIVE DATE</u>
LAGUARDIA	SEVEN	LGA7.LGA	SIX	07/16/2020	31 DEC 2020

<u>TYPE:</u>	<u>OBSTACLE</u>	<u>COPTER</u>	<u>SID</u>	<u>SPECIAL</u>	<u>RNAV</u>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DP ROUTE DESCRIPTION:

TAKEOFF RWY 4: (BRONX CLIMB) CLIMB ON HEADING 044.13 TO 500 THEN CLIMBING LEFT TURN TO HEADING 360.00 MAINTAIN 5000, THENCE

TAKEOFF RWY 4: (PELHAM CLIMB) CLIMB ON HEADING 044.13 TO 500 THEN CLIMBING LEFT TURN TO HEADING 040.00 MAINTAIN 5000, THENCE

TAKEOFF RWY 4: (SOUND CLIMB) CLIMB ON HEADING 044.13 TO 500 THEN CLIMBING RIGHT TURN TO HEADING 055.00 MAINTAIN 5000, THENCE

TAKEOFF RWY 13 (CONEY CLIMB) - TURBOJETS ONLY- REQUIRES MINIMUM ATC CLIMB OF 900 FT PER NM TO 1500, IF UNABLE ADVISE ATC PRIOR TO TAXIING ONTO THE DEPARTURE RUNWAY: CLIMBING RIGHT TURN TO HEADING 180.00 TO INTERCEPT CRI R-043 (DO NOT EXCEED 230 KNOTS UNTIL INTERCEPTING CRI-043) TO CRI VOR/DME, THEN ON CRI R-223. CROSS LGA 2.5 DME AT OR ABOVE 1500 MAINTAIN 5000, THENCE

TAKEOFF RWY 13 (FLUSHING CLIMB): CLIMB ON HEADING 134.13 TO LGA 2.5 DME, THEN CLIMBING LEFT TURN TO HEADING 050.00, MAINTAIN 5000, THENCE. . . .

TAKEOFF RWY 13 (MASPETH CLIMB) - TURBOJETS ONLY - REQUIRES MINIMUM ATC CLIMB OF 900FT PER NM TO 4400, IF UNABLE ADVISE ATC PRIOR TO TAXIING ONTO THE DEPARTURE RUNWAY: CLIMBING RIGHT TURN TO HEADING 180.00, AT LGA 4.1 DME TURN RIGHT HEADING 340.00, MAINTAIN 5000, CROSS LGA R-220 AT OR ABOVE 5000, THENCE. . . .

TAKEOFF RWY 13 (WHITESTONE CLIMB) - REQUIRES MINIMUM ATC CLIMB OF 500FT PER NM TO 1500, IF UNABLE ADVISE ATC PRIOR TO TAXIING ONTO THE DEPARTURE RUNWAY: CLIMBING RIGHT TURN TO HEADING 180.00 TO LGA 2.5 DME , THEN LEFT TURN HEADING 040.00 (DO NOT EXCEED 210 KNOTS UNTIL ESTABLISHED ON HEADING 040.00). MAINTAIN 5000, THENCE

TAKEOFF RWY 22: CLIMBING LEFT TURN TO HEADING 070.00, MAINTAIN 5000, THENCE. . . .

TAKEOFF RWY 31: CLIMB ON HEADING 314.14 (OR AS ASSIGNED BY ATC), MAINTAIN 5000, THENCE

. . . EXPECT VECTORS TO ASSIGNED ROUTE/FIX. EXPECT CLEARANCE TO FILED ALTITUDE/FLIGHT LEVEL WITHIN TEN (10) MINUTES AFTER DEPARTURE.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

<u>TRANSITION NAME</u>	<u>TRANSITION COMPUTER CODE</u>	<u>FROM FIX/NAVAID</u>	<u>TO FIX/NAVAID</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>MEA</u>	<u>MOCA</u>	<u>CROSSING ALTITUDE/FIXES</u>
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PROCEDURAL DATA NOTES:

NOTE: RADAR REQUIRED

NOTE: DME REQUIRED FOR TAKEOFF RWY 13.

NOTE: RWY 31 DEPARTURES: EXPECT TURN ON COURSE LEAVING 6000.

NOTE: TRAFFIC FILED OVER BIGGY, LANNA, ELIOT, PARKE, ZIMMZ, NEWEL: DO NOT EXCEED 250 KIAS UNTIL REACHING 11000.

NOTE: BAYYS DEPARTURES EXPECT VECTORS TO BDR/BDR R-054.

NOTE: COATE DEPARTURES EXPECT VECTORS TO SAX/SAX R-311.

NOTE: SHIPP DEPARTURES EXPECT VECTORS TO JFK/JFK R-139.

NOTE: WAVEY DEPARTURES EXPECT VECTORS TO JFK/JFK R-156.

NOTE: WHITE DEPARTURES EXPECT VECTORS TO COL/COL R-204.

NOTE: BIGGY DEPARTURES EXPECT VECTORS TO SBJ/SBJ R-237.

NOTE: DIXIE DEPARTURES EXPECT VECTORS TO COL/COL R-192.

NOTE: ELIOT DEPARTURES EXPECT VECTORS TO SAX R-252. ELIOT AUTHORIZED FOR ALL AIRCRAFT TYPES BUT RESTRICTED TO A FINAL ALTITUDE OF 14000 OR 16000.

NOTE: ZIMMZ DEPARTURES EXPECT VECTORS TO SAX R-250. ZIMMZ AUTHORIZED FOR ALL AIRCRAFT TYPES BUT RESTRICTED TO A FINAL ALTITUDE OF FL180 AND ABOVE.

NOTE: NEWEL DEPARTURES EXPECT VECTORS TO SAX R-264. NEWEL AUTHORIZED ONLY FOR JET AIRCRAFT REQUESTING A FINAL ALTITUDE OF FL 180 AND ABOVE.

NOTE: GAYEL DEPARTURES EXPECT VECTORS TO DPK R-320.

NOTE: LANNA DEPARTURES EXPECT VECTORS TO PTW R-059.

NOTE: MERIT DEPARTURES EXPECT VECTORS TO LGA R-055.

NOTE: NEION DEPARTURES EXPECT VECTORS TOLGA R-322.

NOTE: PARKE DEPARTURES EXPECT VECTORS TO BWZ/BWZ R-250.

NOTE: HAAYS DEPARTURES EXPECT VECTORS TO HUO.

QUALITY
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TAKEOFF MINIMUMS:

RWY 4, STANDARD.

RWY 13 (CONEY CLIMB), 400-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 283 FT PER NM TO 300. ATC CLIMB OF 900 FT PER NM TO 1500.

RWY 13 (MASPETH CLIMB), STANDARD WITH MINIMUM CLIMB OF 323 FT PER NM TO 2100. ATC CLIMB OF 900 FT PER NM TO 4400.

RWY 13 (FLUSHING CLIMB), 400-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 283 FT PER NM TO 300. ATC CLIMB OF 283 FT PER NM TO 500.

RWY 13 (WHITESTONE CLIMB), 400-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 283 FT PER NM TO 300. ATC CLIMB OF 500 FT PER NM TO 1500.

RWY 22, 300-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 210 FT PER NM TO 400, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1100 FT PRIOR TO DER.

RWY 31, 300-1 5/8 OR STANDARD WITH MINIMUM CLIMB OF 334 FT PER NM TO 500.

TAKEOFF OBSTACLES NOTES:

SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP).

CONTROLLING OBSTACLES:

RWY 13 (CONEY CLIMB): 181 FT MSL STACK 404606.19N/0735020.83W (CG) 344 FT MSL BUILDING 404513.00N/0734925.00W (CGTA/CEIL/VIS).

RWY 13 (MASPETH CLIMB): 1649 FT MSL BUILDING 404558.85N/0735851.30W

RWY 13 (FLUSHING CLIMB): 181 FT MSL STACK 404606.19N/0735020.83W (CG) 344 FT MSL BUILDING 404513.00N/0734925.00W (CGTA/CEIL/VIS).

RWY 13 (WHITESTONE CLIMB): 181 FT MSL STACK 404606.19N/0735020.83W (CG) 344 FT MSL BUILDING 404513.00N/0734925.00W (CGTA/CEIL/VIS).

RWY 22: 302 FT MSL TOWER 404437.82N/0735426.82W.

RWY 31: 268 FT MSL STACK 404720.62N/0735422.93W.

LOST COMMUNICATIONS PROCEDURES:**ADDITIONAL FLIGHT DATA:**

CHART: TOP ALTITUDE: 5000

REFERENCE MAG VAR: KLGA 12W EPOCH YR: 1980

AIRPORTS SERVED:

<u>AIRPORT NAME</u>	<u>AIRPORT ID</u>	<u>CITY</u>	<u>STATE</u>
LA GUARDIA	KLGA	NEW YORK	NY

COMMUNICATIONS:

ATIS, CLEARANCE DEL, GROUND CONTROL, TOWER, NY DEP CON, CPDLC

FIXES AND/OR NAVAIDS:

BDR VOR/DME, BWZ VOR/DME, CMK VOR/DME, CRI VOR/DME, COL VOR/DME, CYN VORTAC, DPK VOR/DME, HUO VOR/DME, JFK VOR/DME, LGA VOR/DME, PTW VORTAC, RBV VORTAC, SAX VORTAC, SBJ VOR/DME, BAYYS, MERIT, GREKI, GAYEL, HAAYS, NEION, COATE, NEWEL, ELIOT, ZIMMZ, PARKE, LANNA, BIGGY, WHITE, WAVEY, DIXIE, SHIPP.

REMARKS:

1. RWY 31 CLIMB GRADIENTS NOT ESTABLISHED FOR HEADINGS "AS ASSIGNED BY ATC." ALL 40:1 PENETRATIONS OUTSIDE OF THE ICA ARE SKYSCRAPERS IN MANHATTAN LEFT OF RUNWAY CENTERLINE. ATC ADVISES THAT WHEN A HEADING OTHER THAN 314 DEGREES IS ASSIGNED, IT IS IN THE 310 DEGREE TO 360 DEGREE RANGE. AIRCRAFT WILL NEVER BE ASSIGNED AN INITIAL HEADING LEFT OF CENTERLINE IN ORDER TO AVOID LOW LEVEL FLIGHT OVER MANHATTAN AND NEWARK AIRSPACE BOUNDARIES.
2. VCOA NOT DEVELOPED BY REQUEST OF ATC.
3. LETTERS OF APPROVAL ON FILE FOR RWY 13 (CONEY CLIMB) CLIMB GRADIENT OF 900 FT PER NM TO 1500 AND FOR RWY 13 (MASPETH CLIMB) CLIMB GRADIENT OF 900 FT PER NM TO 4400.
4. WAIVER ON FILE PERMITTING THE PUBLICATION OF ATC CLIMB GRADIENTS FOR THE CONEY, MASPETH AND WHITESTONE CLIMBS.
5. WAIVER ON FILE PERMITTING THE USE OF SECTOR EVALUATION TO EVALUATE MULTIPLE TURN SEGMENT CONSTRUCTION.
6. WAIVER ON FILE PERMITTING MORE THAN ONE DP ROUTE FROM AN END OF A RUNWAY.
7. ABBREVIATED AMENDMENT.

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FLIGHT INSPECTED BYOFFICEDATE

Digitally signed by

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-10) MEMO, APRIL 29, 2020 SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED.

ALLAN WILL

Sep 03, 2020

DEVELOPED BY

Digitally signed by

JOSEPH BLANCO

JOSEPH A BLANCO

Aug 25, 2020

OFFICE

AVJ-A423

DATE

07/22/2020

APPROVED BY

MARLON ROBINSON

OFFICE

AVJ-A420

DATE

Digitally signed by

ALLAN WILL

Sep 03, 2020

TITLE

MANAGER

REQUIRED EFFECTIVE DATE

ROUTINE

COORDINATED WITH:**A4A** ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ATA, APA, ZNY, N90, LGA ATCT, ARPT MGRCHANGES - REASONS:

- CHANGED NOTE FROM "BAYYS DEPARTURES EXPECT VECTORS TO SAX/SAX R054 TO "BAYYS DEPARTURES EXPECT VECTORS TO BDR/BDR R-054" - CORRECTED ERROR FROM PREVIOUS AMENDMENT

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