

List of pages in this Trip Kit

Trip Kit Index

Departure and Destination KLGA - KCHS

Entire Route KLGA - KCHS

Strip Charts KLGA - KCHS

Airport Information For KLGA

Terminal Charts For KLGA

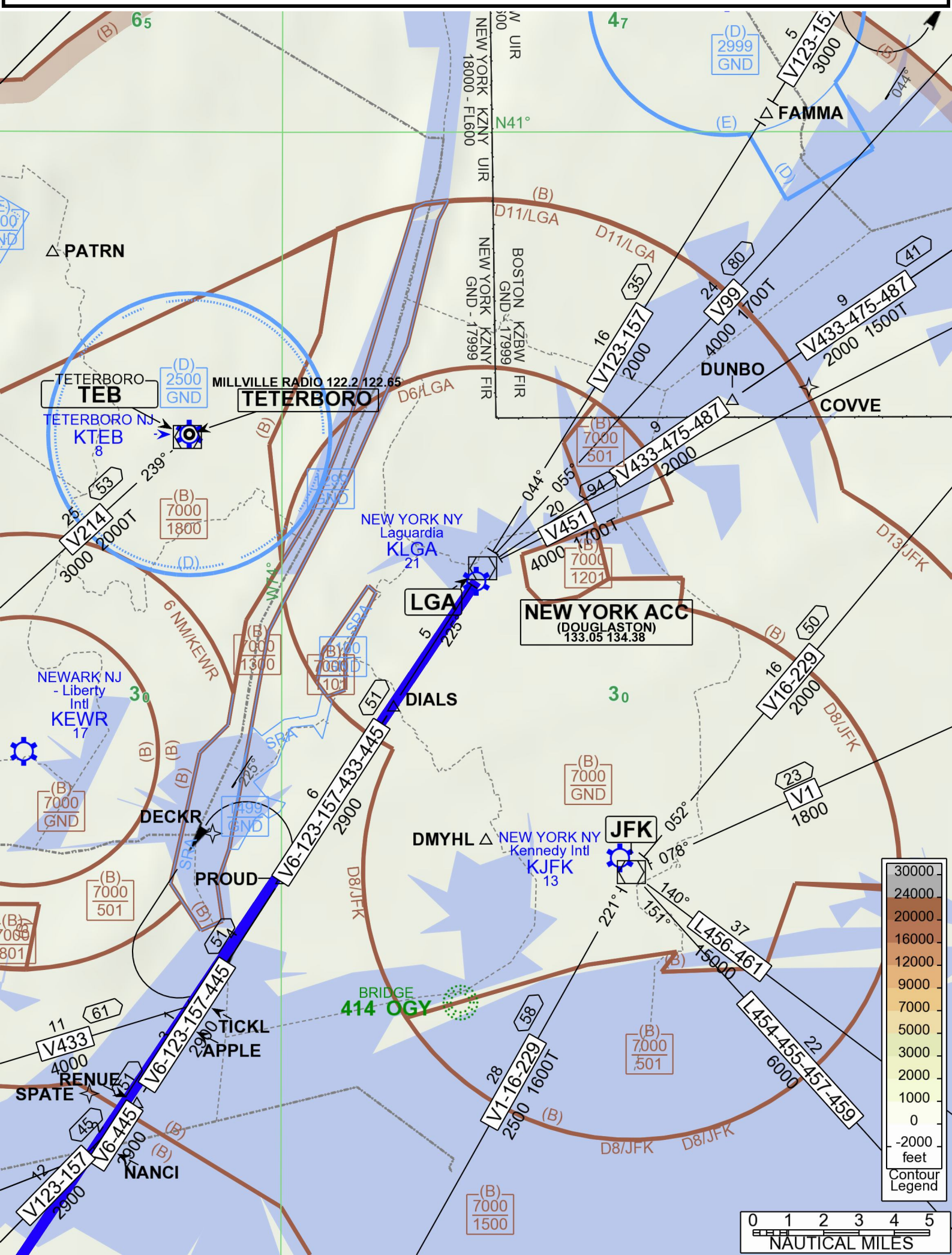
Airport Information For KCHS

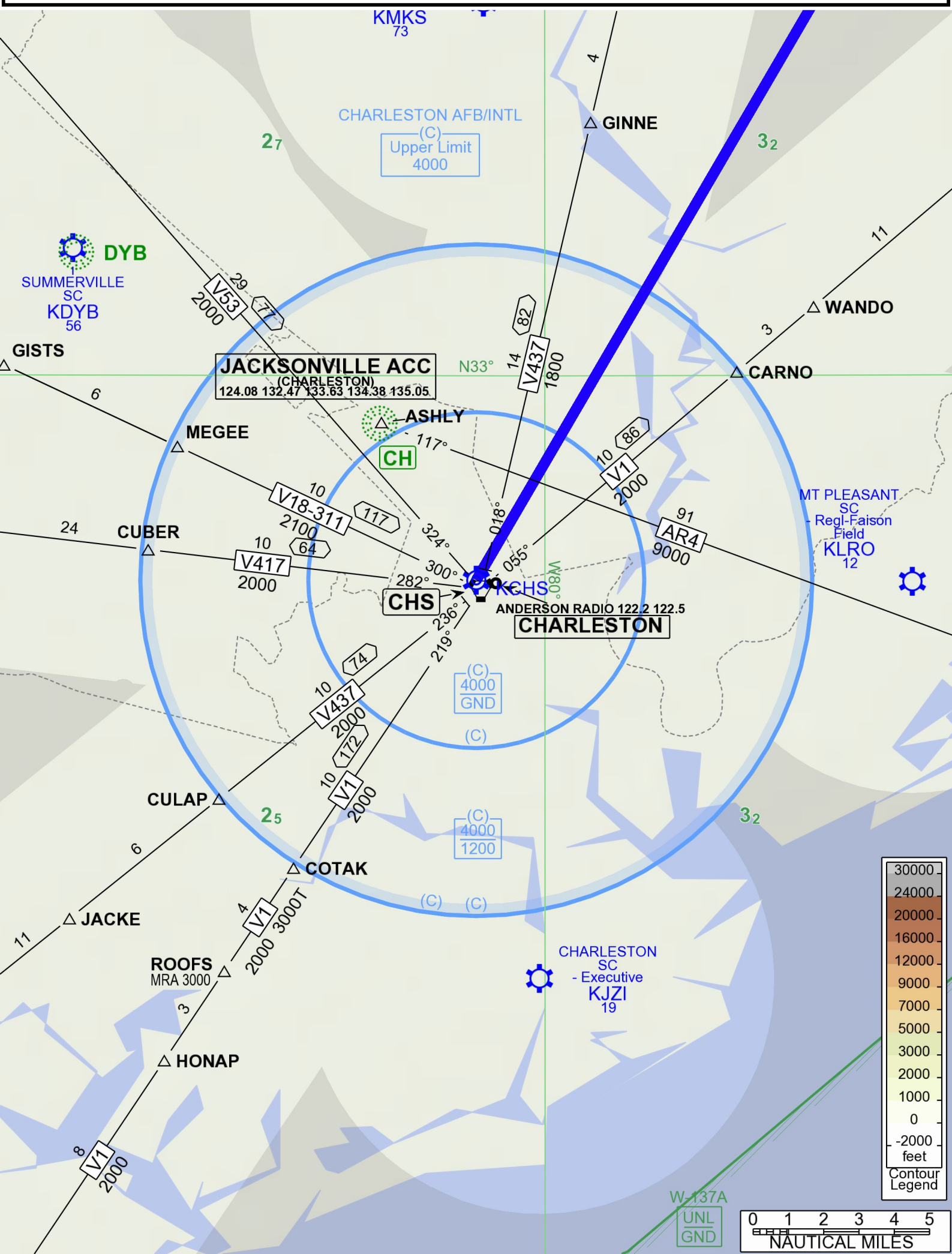
Terminal Charts For KCHS

Revision Letter For Cycle 15-2016

Change Notices

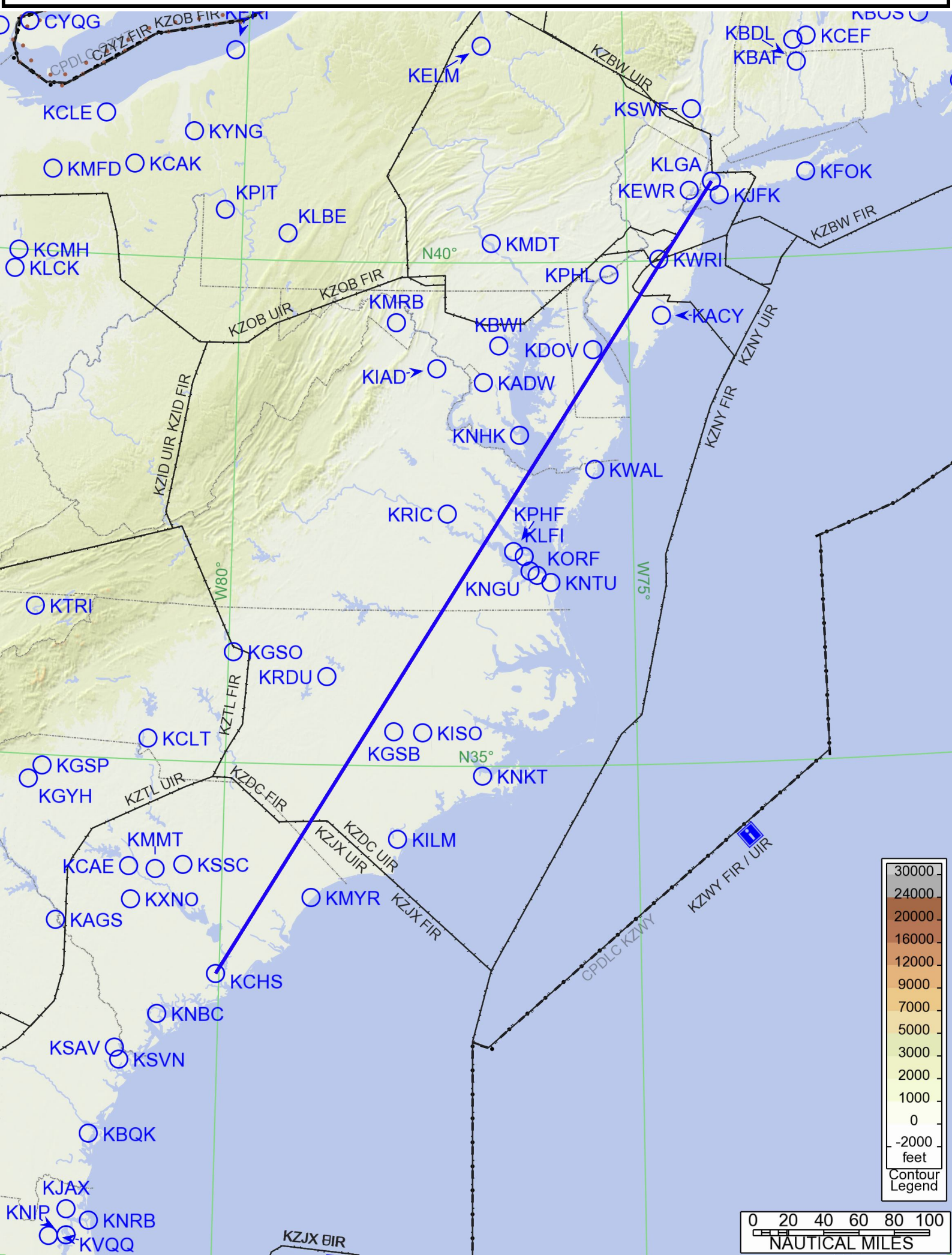
Notebook

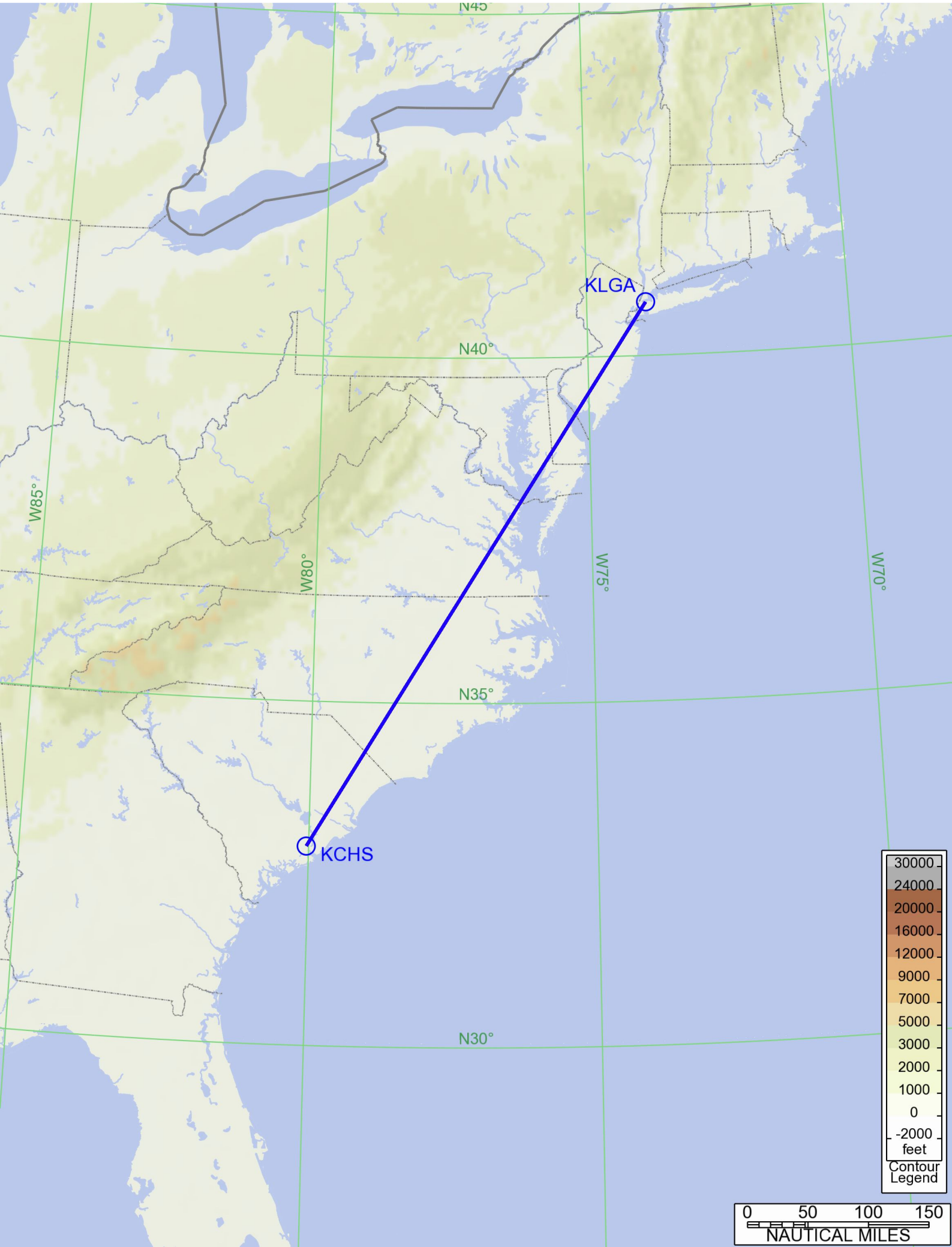




JEPPesen

JeppView for Windows





General Information

Location: NEW YORK NY USA
ICAO/IATA: KLGA / LGA
Lat/Long: N40° 46.63', W073° 52.36'
Elevation: 21 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 12.0° W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1052 Z
Sunset: 2239 Z

Runway Information

Runway: 04
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 22
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 31
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt

TDZ-Elev: 7 ft
Lighting: Edge, Centerline, REIL

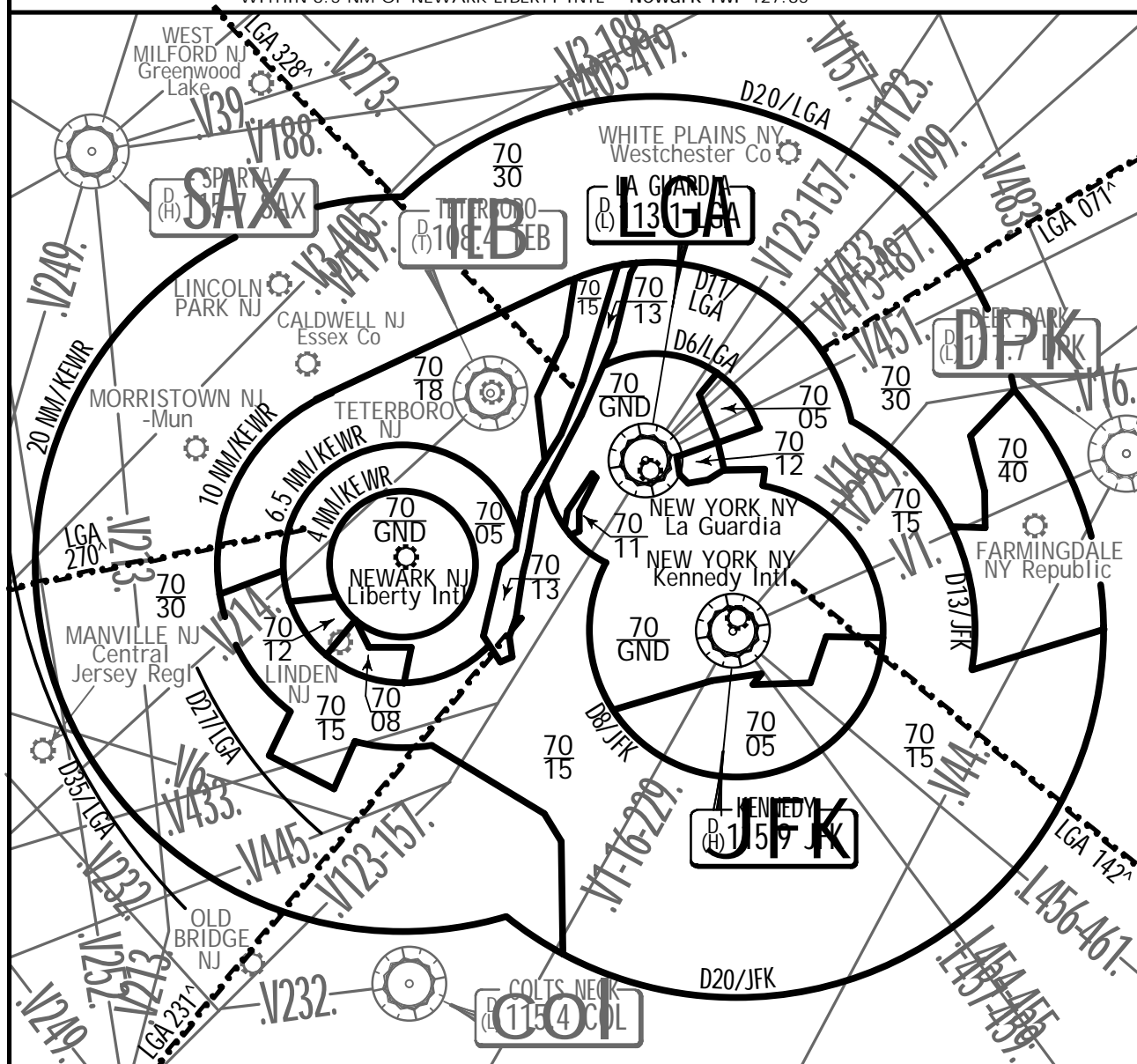
Communication Information

ATIS: 127.050 Departure Service
ATIS: 125.950 Arrival Service
Laguardia Tower: 118.700
Laguardia Ground: 127.625
Laguardia Ground: 121.850 Secondary
Laguardia Ground: 121.700
Laguardia Clearance Delivery: 135.200
Laguardia Clearance Delivery: 121.875
Laguardia Clearance Pre-Taxi: 135.200
New York Approach Approach: 120.050 Secondary
New York Approach Approach: 120.800
New York Approach Approach: 124.950 Secondary
New York Approach Approach: 127.300 Secondary
New York Approach Approach: 132.700 Secondary
New York Approach Approach: 128.800 Secondary
Laguardia Terminal Control Area: 126.050
New York App Terminal Control Area: 120.550 (329°-71°)
New York App Terminal Control Area: 125.700 (71°-142°)
New York App Terminal Control Area: 128.550 (231°-270°)
New York App Terminal Control Area: 127.600 (270°-328°)
New York App Terminal Control Area: 126.400 (329°-71°)
New York Departure Departure: 127.050 Secondary
New York Departure Departure: 120.400
New York Departure Departure: 124.450 Secondary
Laguardia UNICOM: 122.950
New York FSS: 113.100 RCO

NEW YORK TERMINAL CONTROL

CLASS B VFR COMMUNICATIONS

LGA 328^-.071^ New York App 126.4 120.55
 LGA 142^-.231^ New York App 128.12
 LGA 270^-.328^ New York App 127.6
 2000' AND BELOW WITHIN 8 NM OF KENNEDY INTL Kennedy Twr 125.25
 WITHIN 6 NM OF LA GUARDIA APT La Guardia Twr 126.05
 WITHIN 6.5 NM OF NEWARK LIBERTY INTL Newark Twr 127.85



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
 SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR FLIGHTS- Aircraft operating within the New York Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS-

1. Arriving aircraft should contact the appropriate approach control on the frequency depicted for the sector of flight with reference to the La Guardia VORDME. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

D-ATIS Arrival 125.95	Apt Elev 21'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	Applicable to turboprop aircraft only.
<p>The chart illustrates a complex instrument approach procedure for GATBY 1. Key features include:</p> <ul style="list-style-type: none"> Waypoints and Altitudes: BAILMORE (N39 10.3 W076 39.7), SWANN (N39 09.1 W076 13.7), GRACO (N38 36.7 W076 18.1), KERNO (N39 18.6 W076 02.6), ODESA (N39 29.5 W075 49.1), DOW (N39 40.7 W075 36.4), HOLLY (N39 58.3 W074 49.6), KERRY (N40 05.6 W074 39.1), TYKES (N40 17.4 W074 23.1), RENJIE (N40 31.1 W074 05.6), APPLE (N40 35.4 W074 03.7), PROUD (N40 37.8 W074 00.0), LUGA (N40 47.0 W073 52.1), and GATBY 1 (N40 38.0 W073 46.3). Navigation Aids: VORTAC stations at SBJ, ARD, RBA, COL, and CYN. Distance Markers: Various distance-to-go values (e.g., 10.0, 20.0, 30.0, 40.0, 50.0, 60.0, 70.0, 80.0, 90.0, 100.0, 110.0, 120.0, 130.0, 140.0, 150.0, 160.0, 170.0, 180.0, 190.0, 200.0, 210.0, 220.0, 230.0, 240.0, 250.0, 260.0, 270.0, 280.0, 290.0, 300.0, 310.0, 320.0, 330.0, 340.0, 350.0, 360.0, 370.0, 380.0, 390.0, 400.0, 410.0, 420.0, 430.0, 440.0, 450.0, 460.0, 470.0, 480.0, 490.0, 500.0, 510.0, 520.0, 530.0, 540.0, 550.0, 560.0, 570.0, 580.0, 590.0, 600.0, 610.0, 620.0, 630.0, 640.0, 650.0, 660.0, 670.0, 680.0, 690.0, 700.0, 710.0, 720.0, 730.0, 740.0, 750.0, 760.0, 770.0, 780.0, 790.0, 800.0, 810.0, 820.0, 830.0, 840.0, 850.0, 860.0, 870.0, 880.0, 890.0, 900.0, 910.0, 920.0, 930.0, 940.0, 950.0, 960.0, 970.0, 980.0, 990.0, 1000.0, 1010.0, 1020.0, 1030.0, 1040.0, 1050.0, 1060.0, 1070.0, 1080.0, 1090.0, 1100.0, 1110.0, 1120.0, 1130.0, 1140.0, 1150.0, 1160.0, 1170.0, 1180.0, 1190.0, 1200.0, 1210.0, 1220.0, 1230.0, 1240.0, 1250.0, 1260.0, 1270.0, 1280.0, 1290.0, 1300.0, 1310.0, 1320.0, 1330.0, 1340.0, 1350.0, 1360.0, 1370.0, 1380.0, 1390.0, 1400.0, 1410.0, 1420.0, 1430.0, 1440.0, 1450.0, 1460.0, 1470.0, 1480.0, 1490.0, 1500.0, 1510.0, 1520.0, 1530.0, 1540.0, 1550.0, 1560.0, 1570.0, 1580.0, 1590.0, 1600.0, 1610.0, 1620.0, 1630.0, 1640.0, 1650.0, 1660.0, 1670.0, 1680.0, 1690.0, 1700.0, 1710.0, 1720.0, 1730.0, 1740.0, 1750.0, 1760.0, 1770.0, 1780.0, 1790.0, 1800.0, 1810.0, 1820.0, 1830.0, 1840.0, 1850.0, 1860.0, 1870.0, 1880.0, 1890.0, 1900.0, 1910.0, 1920.0, 1930.0, 1940.0, 1950.0, 1960.0, 1970.0, 1980.0, 1990.0, 2000.0, 2010.0, 2020.0, 2030.0, 2040.0, 2050.0, 2060.0, 2070.0, 2080.0, 2090.0, 2100.0, 2110.0, 2120.0, 2130.0, 2140.0, 2150.0, 2160.0, 2170.0, 2180.0, 2190.0, 2200.0, 2210.0, 2220.0, 2230.0, 2240.0, 2250.0, 2260.0, 2270.0, 2280.0, 2290.0, 2300.0, 2310.0, 2320.0, 2330.0, 2340.0, 2350.0, 2360.0, 2370.0, 2380.0, 2390.0, 2400.0, 2410.0, 2420.0, 2430.0, 2440.0, 2450.0, 2460.0, 2470.0, 2480.0, 2490.0, 2500.0, 2510.0, 2520.0, 2530.0, 2540.0, 2550.0, 2560.0, 2570.0, 2580.0, 2590.0, 2600.0, 2610.0, 2620.0, 2630.0, 2640.0, 2650.0, 2660.0, 2670.0, 2680.0, 2690.0, 2700.0, 2710.0, 2720.0, 2730.0, 2740.0, 2750.0, 2760.0, 2770.0, 2780.0, 2790.0, 2800.0, 2810.0, 2820.0, 2830.0, 2840.0, 2850.0, 2860.0, 2870.0, 2880.0, 2890.0, 2900.0, 2910.0, 2920.0, 2930.0, 2940.0, 2950.0, 2960.0, 2970.0, 2980.0, 2990.0, 3000.0, 3010.0, 3020.0, 3030.0, 3040.0, 3050.0, 3060.0, 3070.0, 3080.0, 3090.0, 3100.0, 3110.0, 3120.0, 3130.0, 3140.0, 3150.0, 3160.0, 3170.0, 3180.0, 3190.0, 3200.0, 3210.0, 3220.0, 3230.0, 3240.0, 3250.0, 3260.0, 3270.0, 3280.0, 3290.0, 3300.0, 3310.0, 3320.0, 3330.0, 3340.0, 3350.0, 3360.0, 3370.0, 3380.0, 3390.0, 3400.0, 3410.0, 3420.0, 3430.0, 3440.0, 3450.0, 3460.0, 3470.0, 3480.0, 3490.0, 3500.0, 3510.0, 3520.0, 3530.0, 3540.0, 3550.0, 3560.0, 3570.0, 3580.0, 3590.0, 3600.0, 3610.0, 3620.0, 3630.0, 3640.0, 3650.0, 3660.0, 3670.0, 3680.0, 3690.0, 3700.0, 3710.0, 3720.0, 3730.0, 3740.0, 3750.0, 3760.0, 3770.0, 3780.0, 3790.0, 3800.0, 3810.0, 3820.0, 3830.0, 3840.0, 3850.0, 3860.0, 3870.0, 3880.0, 3890.0, 3900.0, 3910.0, 3920.0, 3930.0, 3940.0, 3950.0, 3960.0, 3970.0, 3980.0, 3990.0, 4000.0, 4010.0, 4020.0, 4030.0, 4040.0, 4050.0, 4060.0, 4070.0, 4080.0, 4090.0, 4100.0, 4110.0, 4120.0, 4130.0, 4140.0, 4150.0, 4160.0, 4170.0, 4180.0, 4190.0, 4200.0, 4210.0, 4220.0, 4230.0, 4240.0, 4250.0, 4260.0, 4270.0, 4280.0, 4290.0, 4300.0, 4310.0, 4320.0, 4330.0, 4340.0, 4350.0, 4360.0, 4370.0, 4380.0, 4390.0			

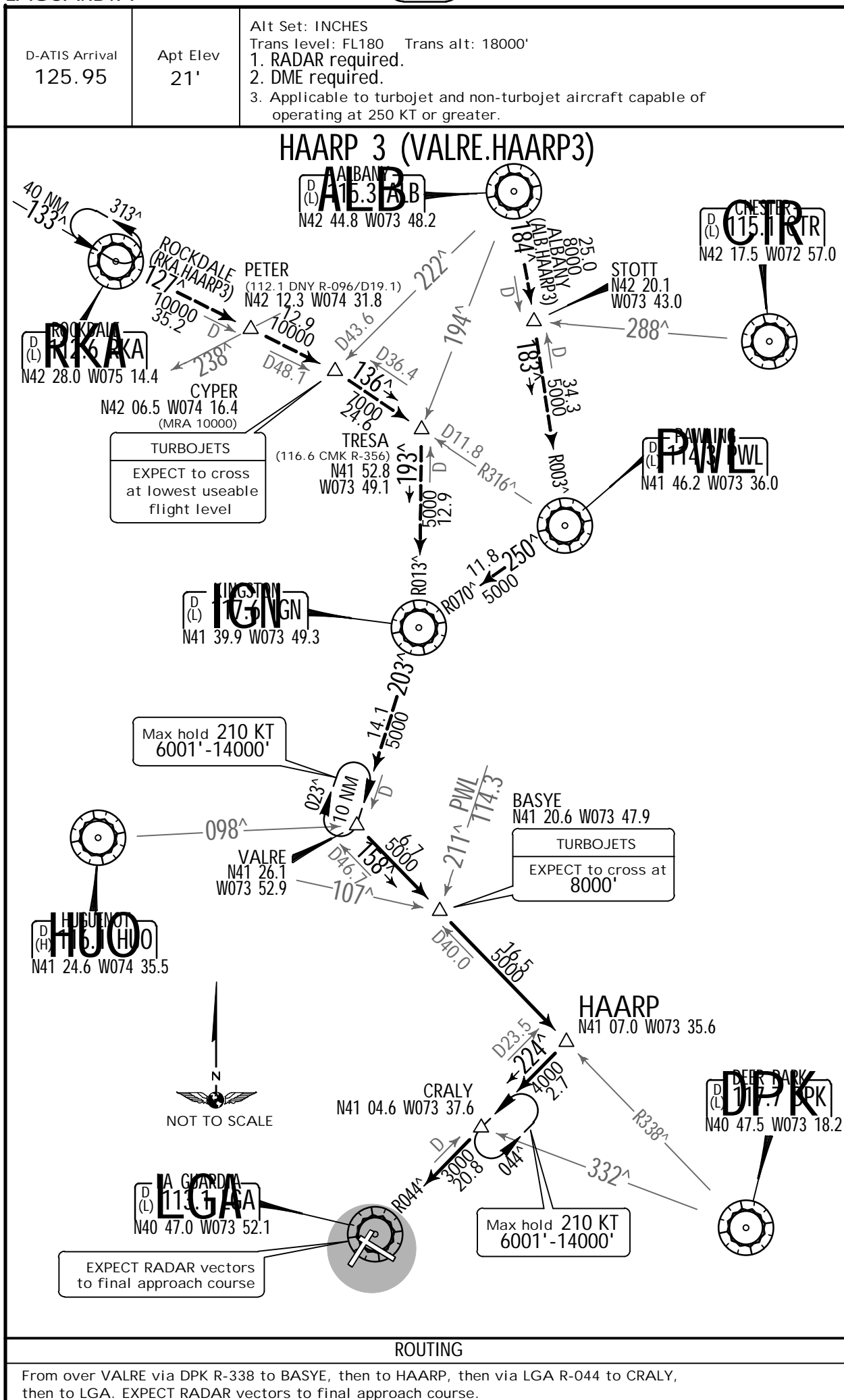
ROUTING

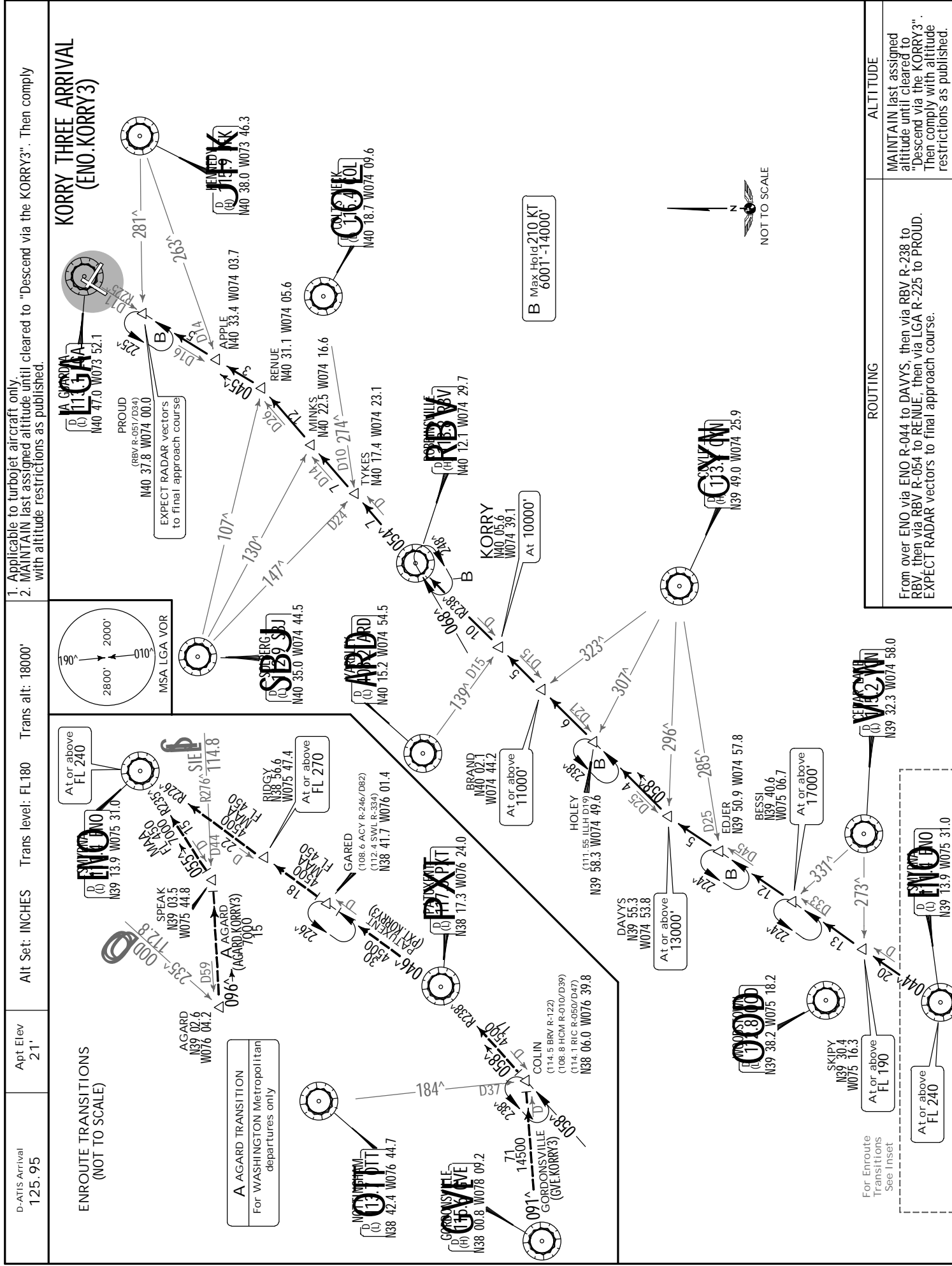
From GATBY via DQO R-233 to DQO then via DQO R-080 to RUUTH. Then RBV R-238 to RBV then via RBV R-054 to RENUE. Then LGA R-225 to PROUD. EXPECT RADAR vectors to final approach course.

KLGA/LGA
LAGUARDIA

JEPPesen
25 MAR 16 **(10-2A)** .Eff.31.Mar.

NEW YORK, NY
.STAR.

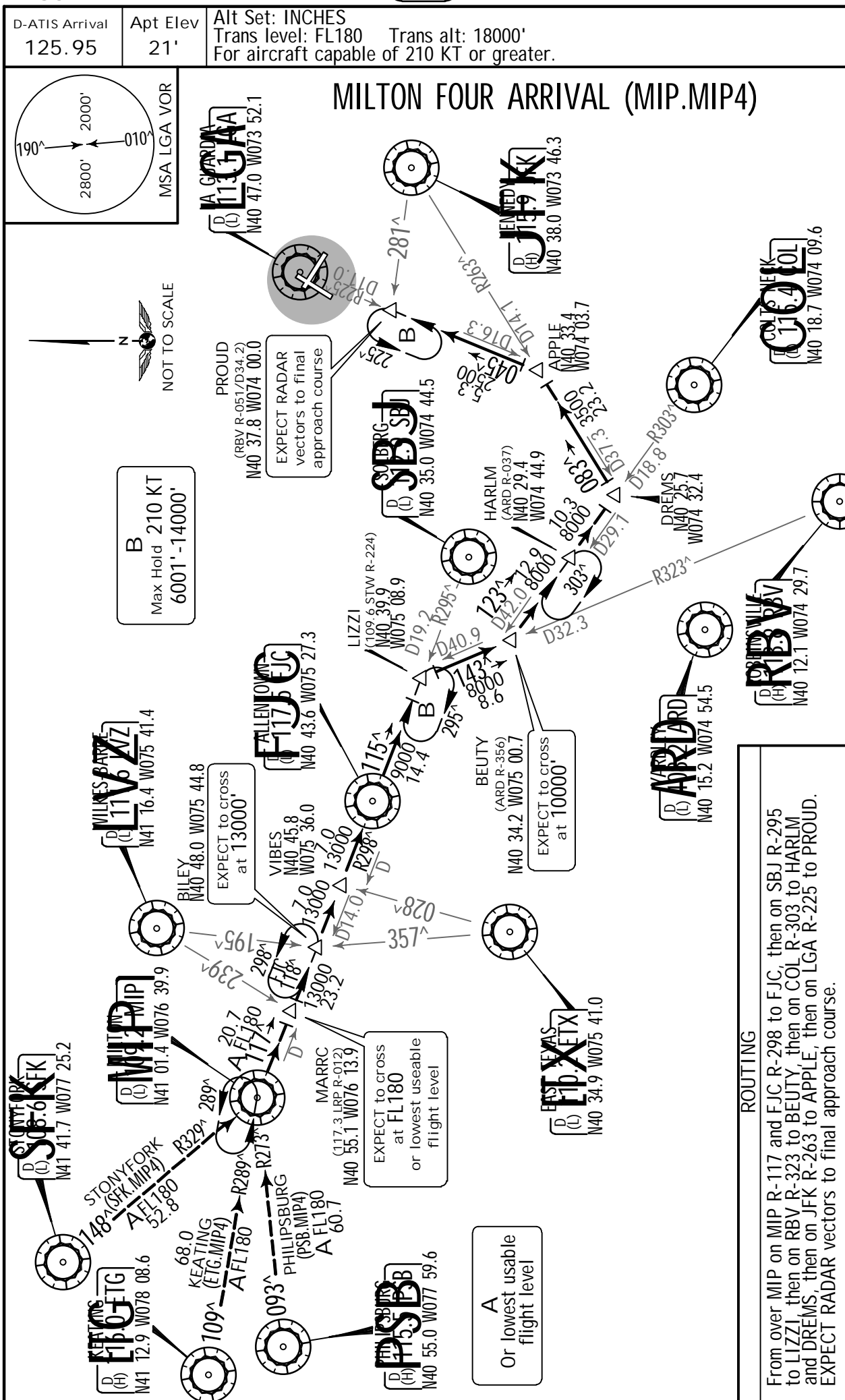




KLGA/LGA
LA GUARDIA

JEPPESEN
13 MAR 15 10-2C

NEW YORK, NY
.STAR.

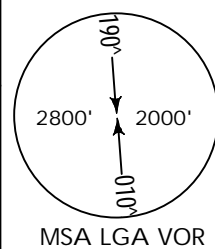


KLGA/LGA
LA GUARDIA

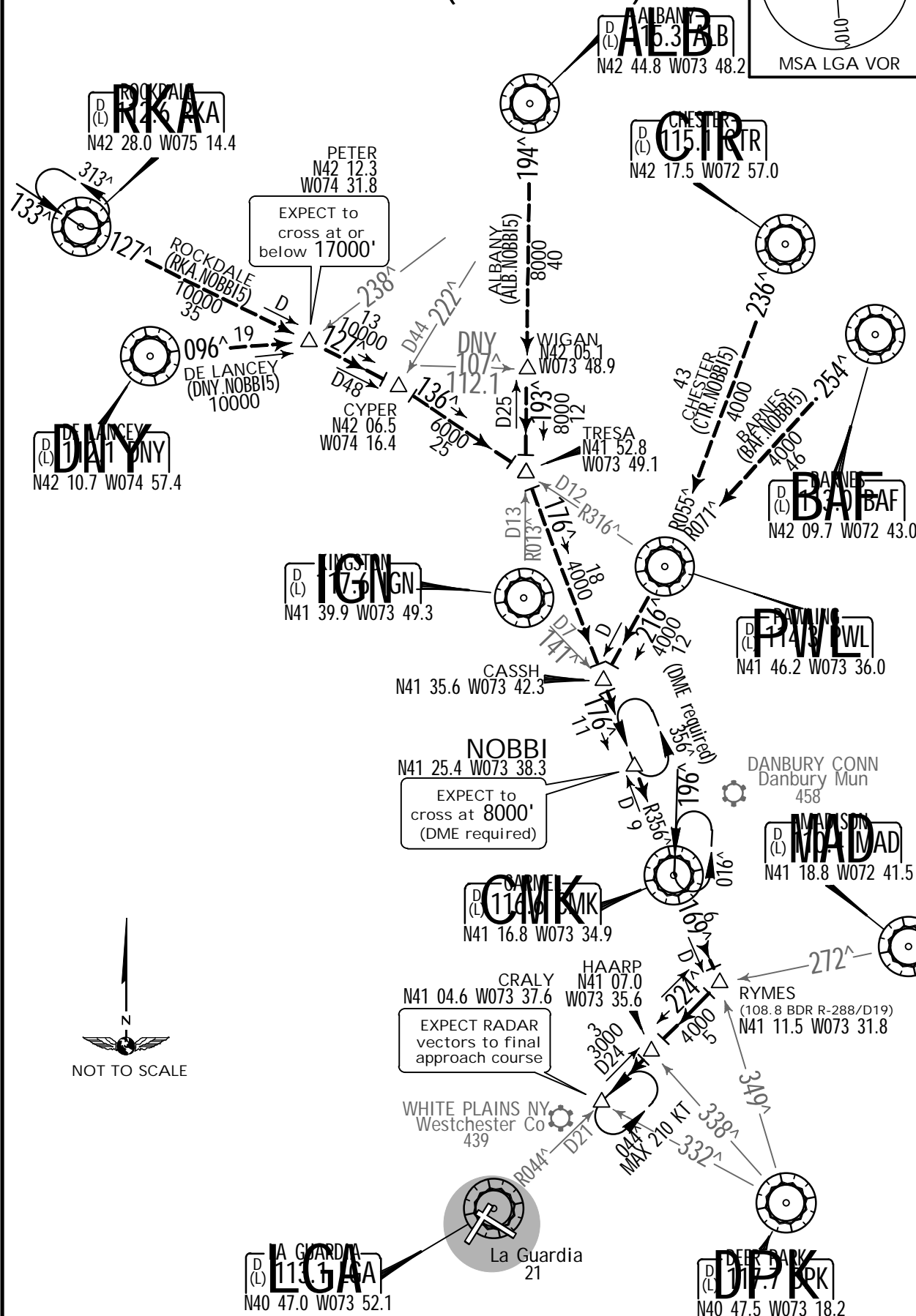
JEPPESSEN
30 MAY 08 **(10-2D)** .Eff.5.Jun.

NEW YORK, NY
.STAR.

D-ATIS Arrival
125.95
Apt Elev
See
Graphic
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
This procedure is applicable to prop and turboprop
aircraft operating at 250 KT or less.



NOBBI FIVE ARRIVAL (NOBBI.NOBBI5)



KLGA/LGA



2 APR 10

10-3-0

.Eff.8.Apr.

NEW YORK, NY

LA GUARDIA

LGA RNAV SID ADVISORY NOTICE

Flight Crew Procedures for RNAV SIDs

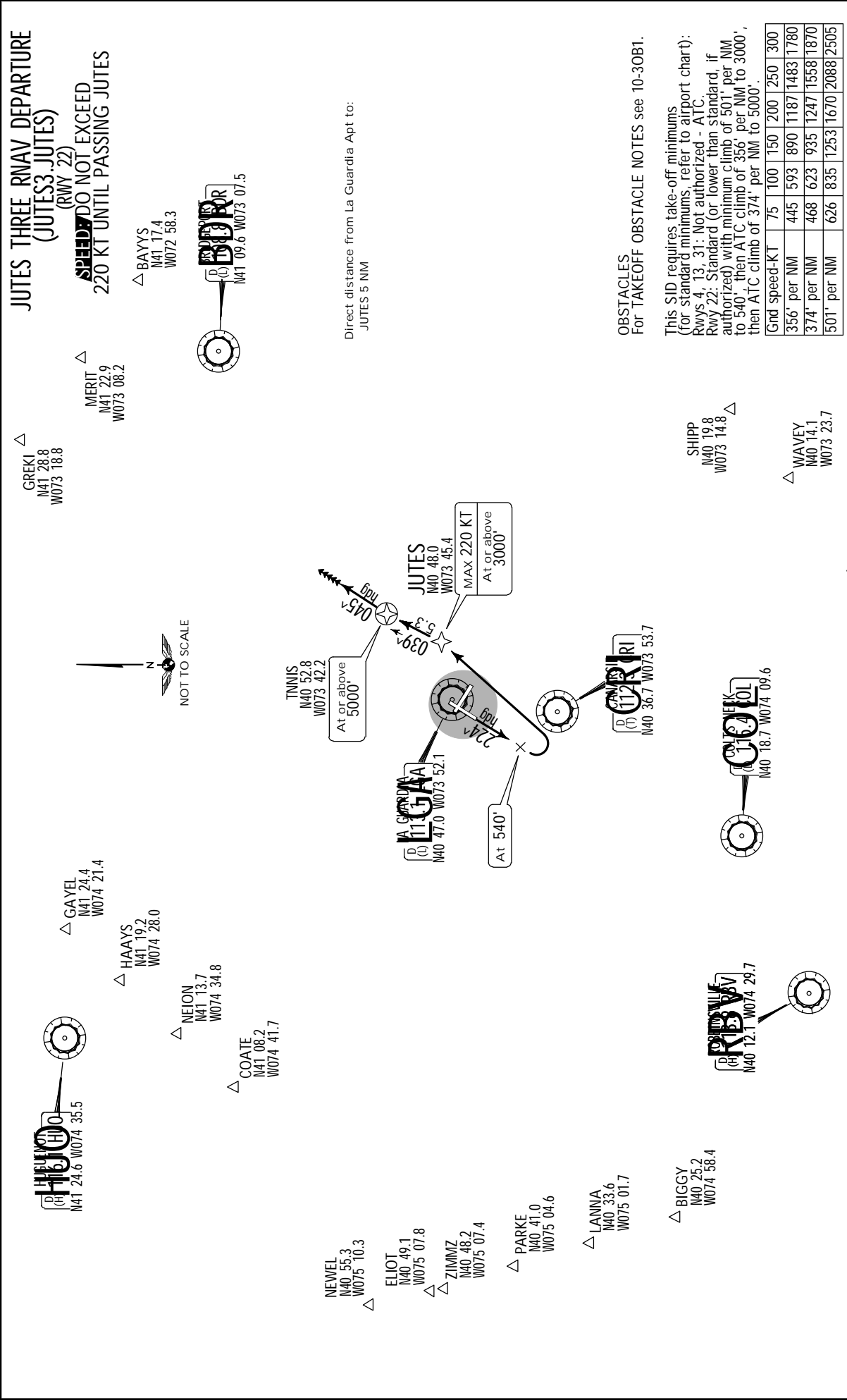
1. PREFLIGHT: All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En Route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.
2. BEFORE TAKEOFF: Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify that the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s). For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID, contact ATC prior to takeoff and request an amended clearance.
3. AFTER TAKEOFF: Unless instructed to fly a heading by the Tower, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC.
4. HOT DAY CLIMB GRADIENT ADVISORY: Mandatory crossing altitudes established on the GLDMN, TREEO, NTHNS, TNNIS and STBNZ departures are to de-conflict with LGA airspace and adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Compute takeoff and climb performance as soon as practicable. Advise ATC as early as possible, prior to calling for takeoff, and request alternate instructions if unable to comply with published crossing altitude and speed restrictions.

NEW YORK Departure (R)
120.4

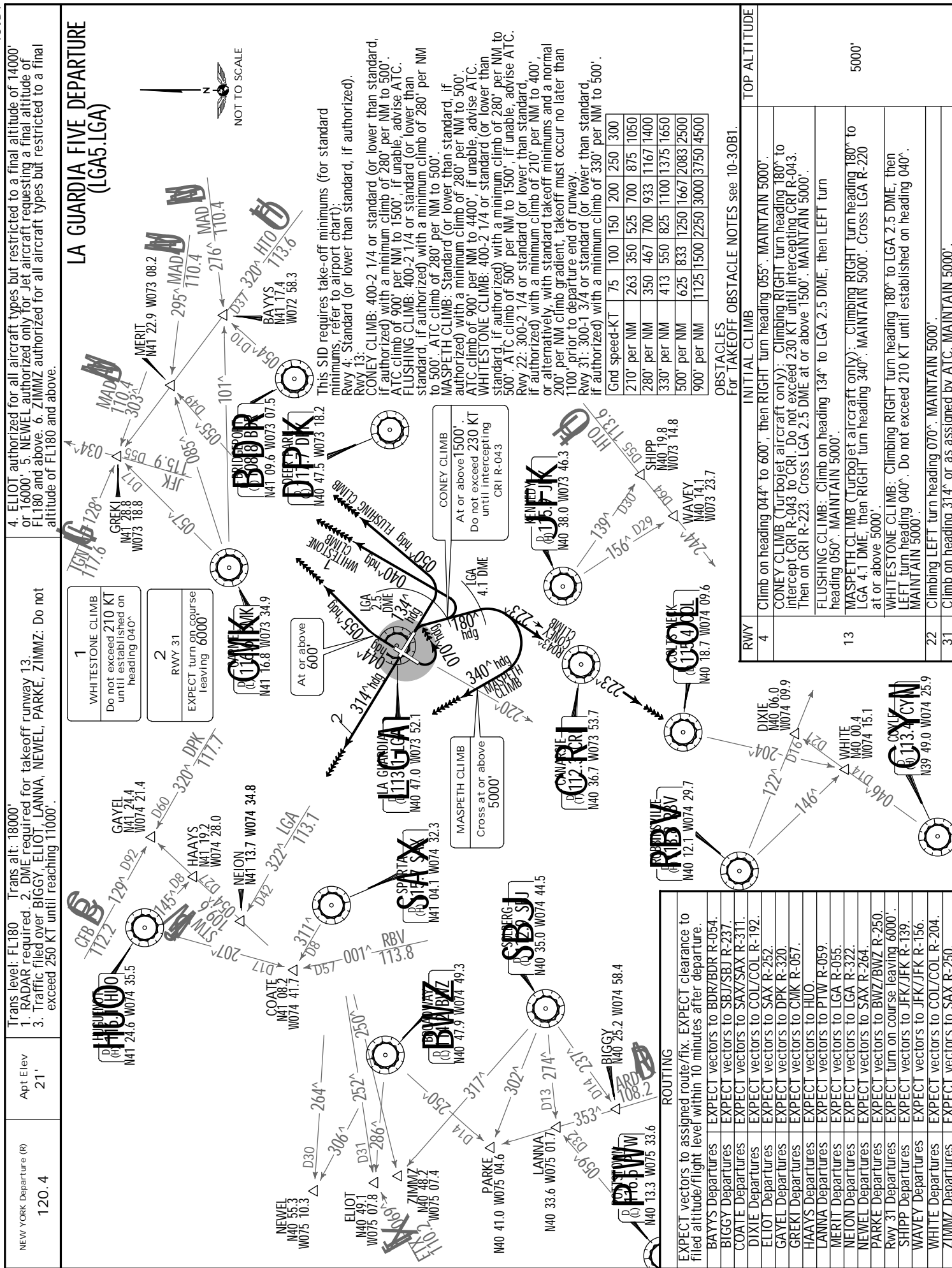
Apt Elev
21'

Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required. 4. All turbojets 5. Turbojets assigned by ATC only.
6. Traffic filed BIGGY ELIOT, LANNA, NEWEL, PARKE, ZIMMZ: Do not exceed 250 KT until reaching 11000'.

6. Strict compliance to track and altitude restrictions is mandatory. Aircraft performance may require reduced airspeed to comply with altitude restrictions. Advise ATC on initial contact if unable to comply with climb gradient requirements.
7. All aircraft EXPECT vectors after TNNIS.



INITIAL CLIMB		TOP ALTITUDE
Climb heading 224°, then climbing LEFT turn direct JUTES, cross JUTES at or above 3000', then on track 039° to cross TNNIS at or above 5000', then on heading 045° for vectors on course.		5000'
ROUTING		
MAINTAIN 5000' or as assigned by ATC. EXPECT clearance to filed altitude/flight level 10 minutes after departure.		



KLGA/LGA

 **JEPPESEN**
14 OCT 11 (10-3OB1) .Eff.20.Oct.

NEW YORK, NY
LA GUARDIA

TAKEOFF OBSTACLE NOTES

- RWY 13:
LOCALIZER 392' FROM DER, ON CENTERLINE, 18' AGL/19' MSL. STACK, FENCES, AND BUILDINGS BEGINNING 97' FROM DER, 171' LEFT OF CENTERLINE, UP TO 83' AGL/103' MSL. FENCES, BUILDINGS, AND TREES BEGINNING 28' FROM DER, 415' RIGHT OF CENTERLINE, UP TO 21' AGL/22' MSL. STACK 4934' FROM DER, 1513' LEFT OF CENTERLINE, 172' AGL/181' MSL. BUILDING 1.9 NM FROM DER, 758' RIGHT OF CENTERLINE, 280' AGL/345' MSL.
- RWY 22:
BUILDINGS AND TREES BEGINNING 165' FROM DER, 150' LEFT OF CENTERLINE, UP TO 72' AGL/101' MSL. BLAST FENCE, FENCE, STACK ON BUILDING, NAVAID, AND TREES BEGINNING 109' FROM DER, 138' RIGHT OF CENTERLINE, UP TO 55' AGL/104' MSL. TOWER 1.8 NM FROM DER, 566' RIGHT OF CENTERLINE, 222' AGL/302' MSL.
- RWY 31:
STACK 1.2 NM FROM DER, 2015' LEFT OF CENTERLINE, 250' AGL/268' MSL.



KLGA/LGA

20 MAY 16 **JEPPESEN** (10-9A) .Eff.26.May.

NEW YORK, NY
LAGUARDIA

<div>GENERAL</div> <div>Low-level wind shear alert system.</div> <div>Runway Status Lights in operation.</div> <div>Birds in vicinity of airport.</div> <div>ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all twys and rwys.</div> <div>Noise abatement procedures in effect. For details contact airfield manager.</div>						
ADDITIONAL RUNWAY INFORMATION						
				USABLE LENGTHS		
				LANDING BEYOND		
RWY				Threshold	Glide Slope	TAKE-OFF
4 1	HIRL CL MALSR 2 PAPI-R RVR				5899' 1798m	
22	HIRL CL ALSF-I TDZ REIL 4 PAPI-R RVR				5979' 1822m	3
1 Runway grooved. 3 Magnetic anomalies may affect compass heading when using.						
2 Angle 3.10°. 4 Angle 3.00°. extension Rwy 22 (portion NE of Rwy 13-31) for take-off.						
13 5	HIRL CL MALSR TDZ REIL 6 PAPI-L RVR				6058' 1846m	7
31	HIRL CL REIL PAPI-R (angle 3.20°) RVR					
5 Runway grooved. 7 Magnetic anomalies may affect compass heading when using extension Rwy 13 (portion NW of Rwy 4-22) for take-off.						
6 (angle 3.10°). Unusable 8' left of centerline and 9' right of centerline.						
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						
Rwy 4						
Both RVRs are required & controlling			Adequate Vis Ref	STD		
CL & HIRL		CL, or RCLM & HIRL		3 & 4 Eng		1 & 2 Eng
TDZ RVR 5		TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2		RVR 50 or 1
Rollout RVR 5		Rollout RVR 10				
Rwy 31						
With Mim climb of 330' /NM to 500'						Other
Both RVRs are required & controlling			Adequate Vis Ref	STD		
CL & HIRL		CL, or RCLM & HIRL		3 & 4 Eng 1 & 2 Eng		
TDZ RVR 5		TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2		RVR 50 or 1
Rollout RVR 5		Rollout RVR 10				
Rwy 22						
1 With Mim climb of 210' /NM to 400'						Other
Both RVRs are required & controlling			Adequate Vis Ref	STD		
CL & HIRL		CL, or RCLM & HIRL		3 & 4 Eng 1 & 2 Eng		
TDZ RVR 5		TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2		RVR 50 or 1
Rollout RVR 5		Rollout RVR 10				
Rwy 13						
With Mim climb of 280' /NM to 500'						Other
Both RVRs are required & controlling			Adequate Vis Ref	STD		
CL & HIRL		CL, or RCLM & HIRL		3 & 4 Eng 1 & 2 Eng		
TDZ RVR 5		TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2		RVR 50 or 1
Rollout RVR 5		Rollout RVR 10				
1 Alternatively, with standard take-off minimums and a normal 200' /NM climb gradient, take-off must occur no later than 1100' prior to departure end of runway.						
OBSTACLE DP						
Rwy 4: Climb heading 044^ to 1000' before proceeding on course. Rwy 13: Climb heading 134^ to 1000' before proceeding westbound. Rwy 22: Climb heading 224^ to 2200' before proceeding westbound (Radar required). Rwy 31: Climb heading 314^ to 1700' before proceeding westbound.						
(For TAKEOFF OBSTACLE NOTES see 10-9A1)						
FOR FILING AS ALTERNATE						
COPTER ILS Rwy 13 COPTER ILS DME Rwy 22				COPTER LOC Rwy 13 COPTER LOC DME Rwy 22	RNAV (RNP) Z Rwy 4 RNAV (RNP) Z Rwy 22	COPTER RNAV (GPS)-210^ COPTER RNAV (GPS)-250^
		ILS Rwy 22	ILS Rwy 4			Other
A	600-2	600-2	700-2	800-2	NA	800-2
B						
C		800-2 1/4	800-2 1/4			800-2 1/4
D		1100-3	1100-3			1100-3

KLGA/LGA



9 OCT 15

10-9A1

.Eff.15.Oct.

NEW YORK, NY

LAGUARDIA

ODP TAKEOFF OBSTACLE NOTES

◦ RWY 13:

Localizer 392' from DER, on centerline, 18' AGL/19' MSL. Stack, fences, and buildings beginning 97' from DER, 171' left of centerline, up to 83' AGL/103' MSL. Fences, buildings and trees beginning 28' from DER, 415' right of centerline, up to 21' AGL/22' MSL. Stack 4934' from DER, 1513' left of centerline, 172' AGL/181' MSL. Building 1.9 NM from DER, 758' right of centerline, 208' AGL/345' MSL.

◦ RWY 22:

Building 1278' from DER, 169' left of centerline, 48' AGL/71' MSL. Buildings and trees beginning 165' from DER, 150' left of centerline, up to 72' AGL/101' MSL. Blast fence, fence, stack on building, navaid, and trees beginning 109' from DER, 138' right of centerline, up to 55' AGL/104' MSL. Tower 1.8 NM from DER, 566' right of centerline, 222' AGL/302' MSL.

◦ RWY 31:

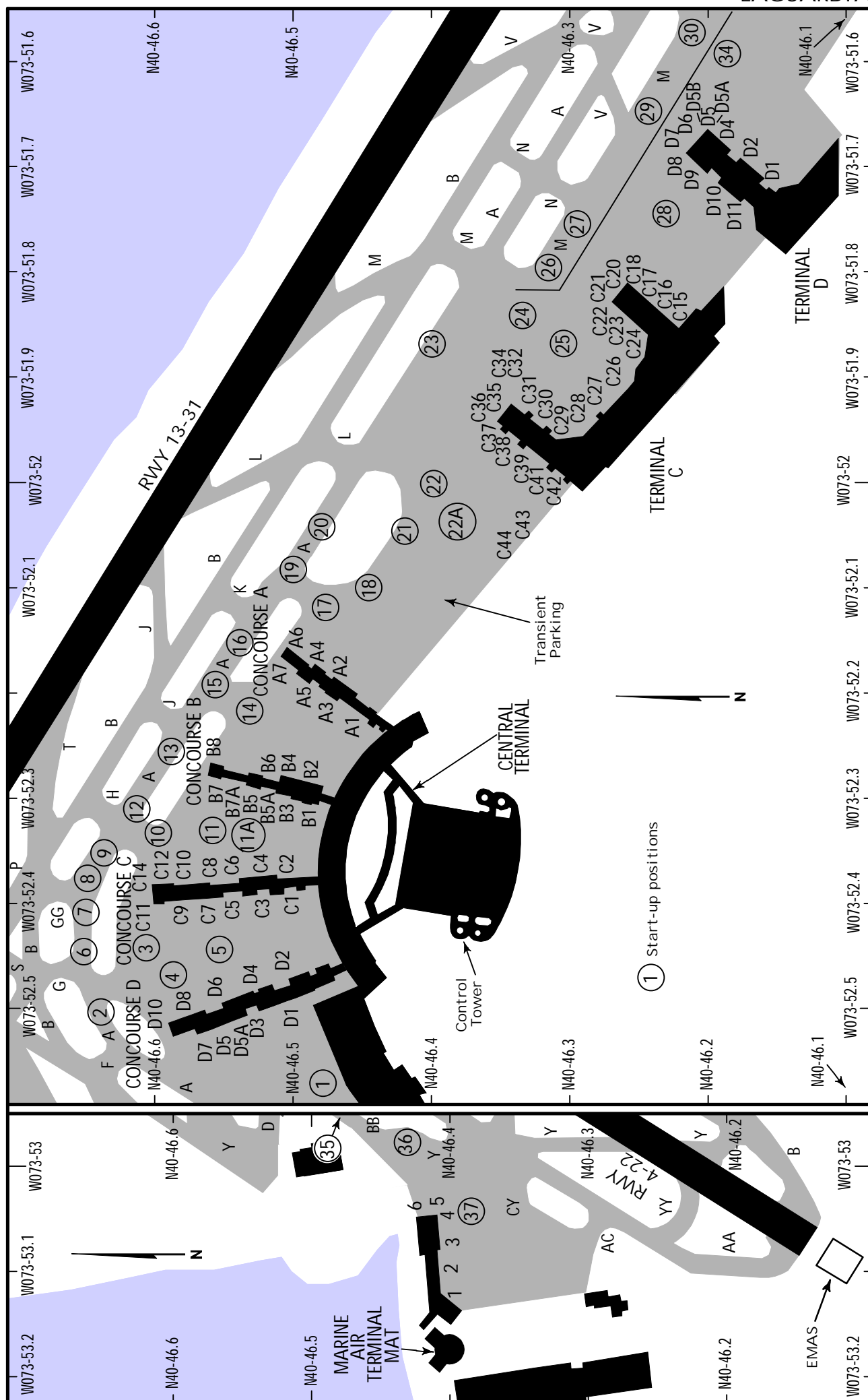
Stack 1.2 NM from DER, 2015' left of centerline, 250' AGL/268' MSL.

KLGA/LGA

20 MAY 16 10-9B .Eff.26.May.

NEW YORK, NY

LAGUARDIA



KLGA/LGA

NEW YORK, NY
LAGUARDIA

PARKING GATE COORDINATES			
GATE No.		COORDINATES	
Central Terminal CONCOURSE A		Terminal C	
A1 thru A7		C15	N40 46.2 W073 51.9
	N40 46.5 W073 52.2	C16 thru C20	N40 46.3 W073 51.8
CONCOURSE B		C21 thru C24	N40 46.2 W073 51.8
B1 thru B6	N40 46.5 W073 52.3	C26 thru C28	N40 46.3 W073 51.9
B7	N40 46.6 W073 52.3	C29	N40 46.3 W073 52.0
B7A	N40 46.5 W073 52.3		
B8	N40 46.6 W073 52.3	C30 thru C34	N40 46.3 W073 51.9
CONCOURSE C		C35 thru C37	N40 46.4 W073 52.0
C1 thru C6	N40 46.5 W073 52.4	C38 thru C44	N40 46.3 W073 52.0
C7 thru C12	N40 46.6 W073 52.4		
C14	N40 46.6 W073 52.4	Terminal D	
CONCOURSE D		D1 thru D11	N40 46.2 W073 51.7
D1 thru D4	N40 46.5 W073 52.5		
D5	N40 46.6 W073 52.5	Marine Air Terminal	
D5A	N40 46.5 W073 52.5	1 thru 3	N40 46.4 W073 53.1
D6 thru D8, D10	N40 46.6 W073 52.5	4 thru 6	N40 46.4 W073 53.0

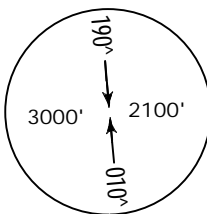
FRPS AMEND 1C 6 FEB 2014

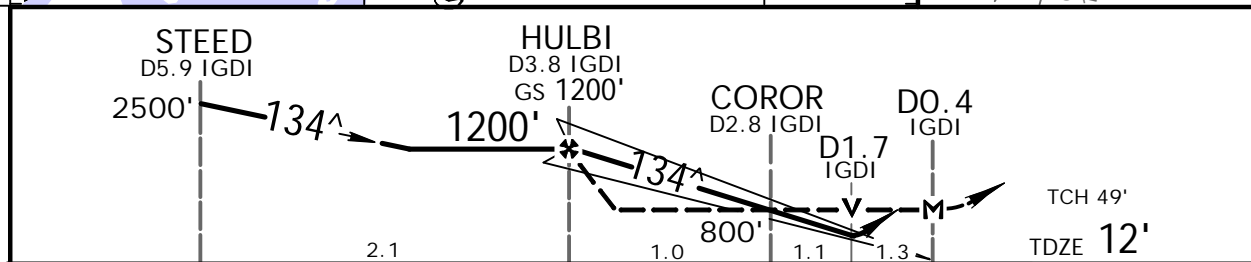
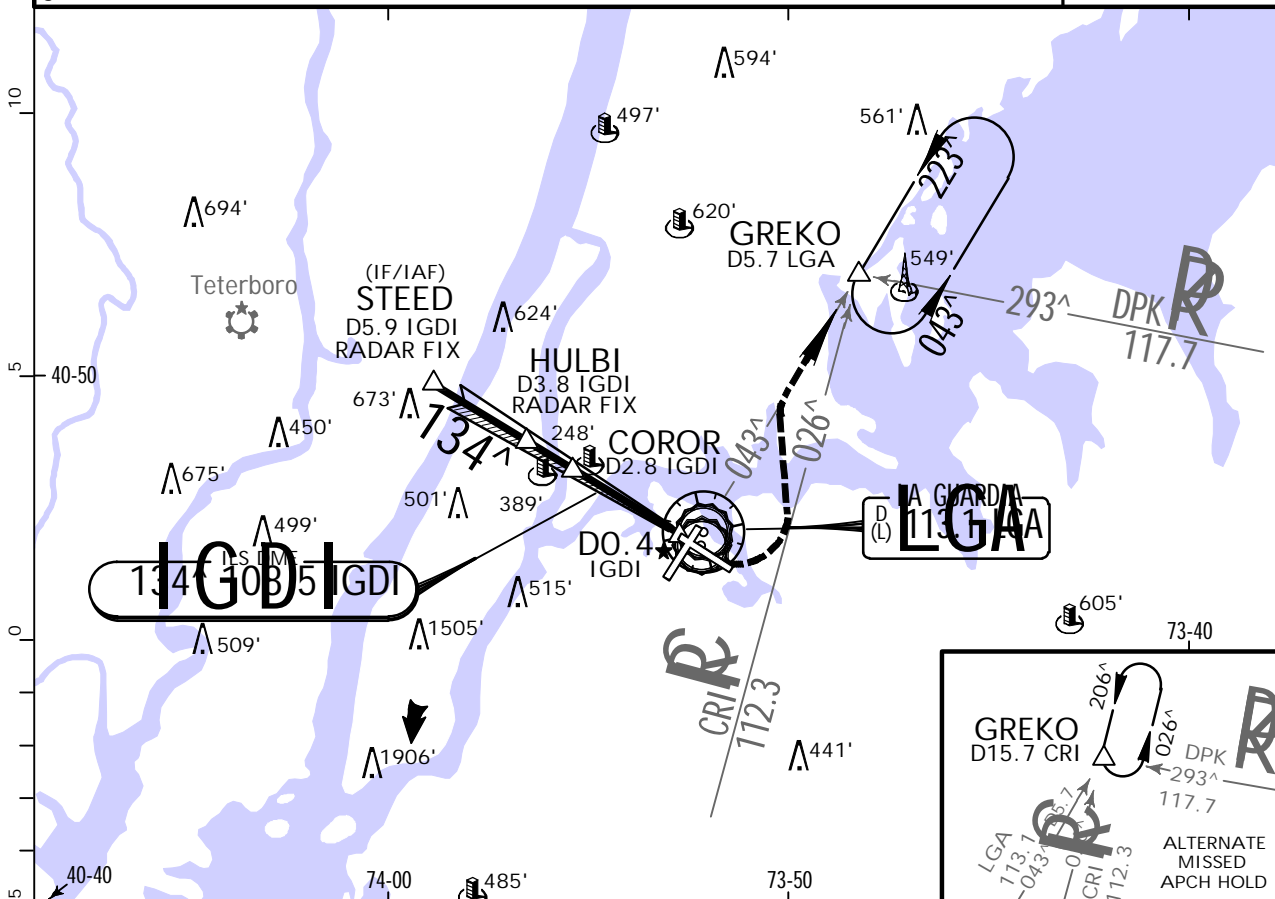
KLGA/LGA
LA GUARDIA

JEPPESSEN
29 MAR 13 (11-3)

NEW YORK, NY
COPTER ILS or LOC Rwy 13

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IGDI 108.5	Final Apch Crs 134^	GS HULBI 1200' (1188')	ILS DA(H) 212' (200')	Apt Elev 21' TDZE 12'		 MSA LGA VOR	
MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' outbound via LGA VOR R-043 to GREKO INT/D5.7 LGA and hold, or as assigned by ATC.							
Alt Set: INCHES 1. Radar required. 2. VGSI and ILS glidepath not coincident. 3. Limit intermediate approach to 90 KIAS. 4. Limit final and missed approach to 70 KIAS. 5. Increase to 90 KIAS upon reaching the missed approach altitude. 6. Intermediate descent gradient is 625'/NM.							
		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160	MALSR		800'	2000'	LGA	GREKO
GS	3.10 [^]	384	494	548	658	768	REIL PAPI		↑	LT	via 113.1 R-043	
MAP at DO.4 IGDI or HULBI to MAP	3.4	2:55	2:16	2:02	1:42	1:27						

STRAIGHT-IN LANDING RWY 13					
ILS DA(H) 212' (200')		1 LOC (GS out) MDA(H) 500' (488') With COROR		MDA(H) 800' (788') Without COROR	
FULL	RAIL or ALS out		RAIL or ALS out		RAIL or ALS out
C O P T E R	RVR 12 or 1/4	RVR 24 or 1/2	RVR 12 or 1/4	RVR 24 or 1/2	RVR 12 or 1/4

1 DME or RADAR required.

CHANGES: MSA.

JEPPESSEN, 2010, 2013. ALL RIGHTS RESERVED.

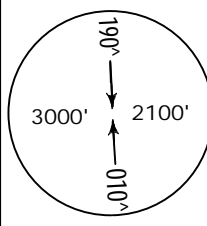
KLGA/LGA
LA GUARDIA

JEPPESSEN

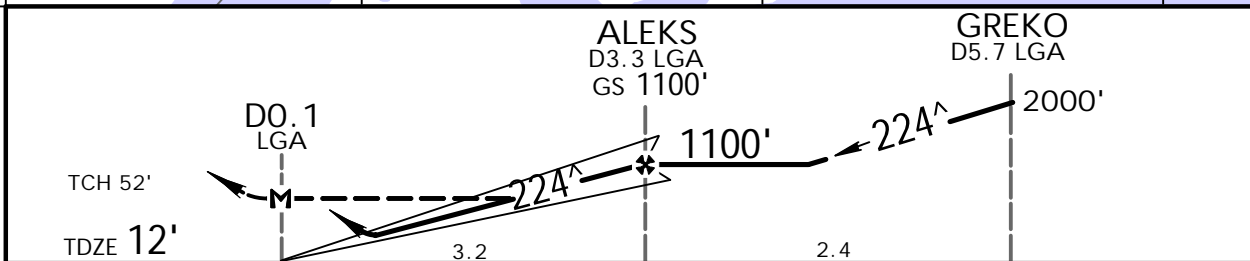
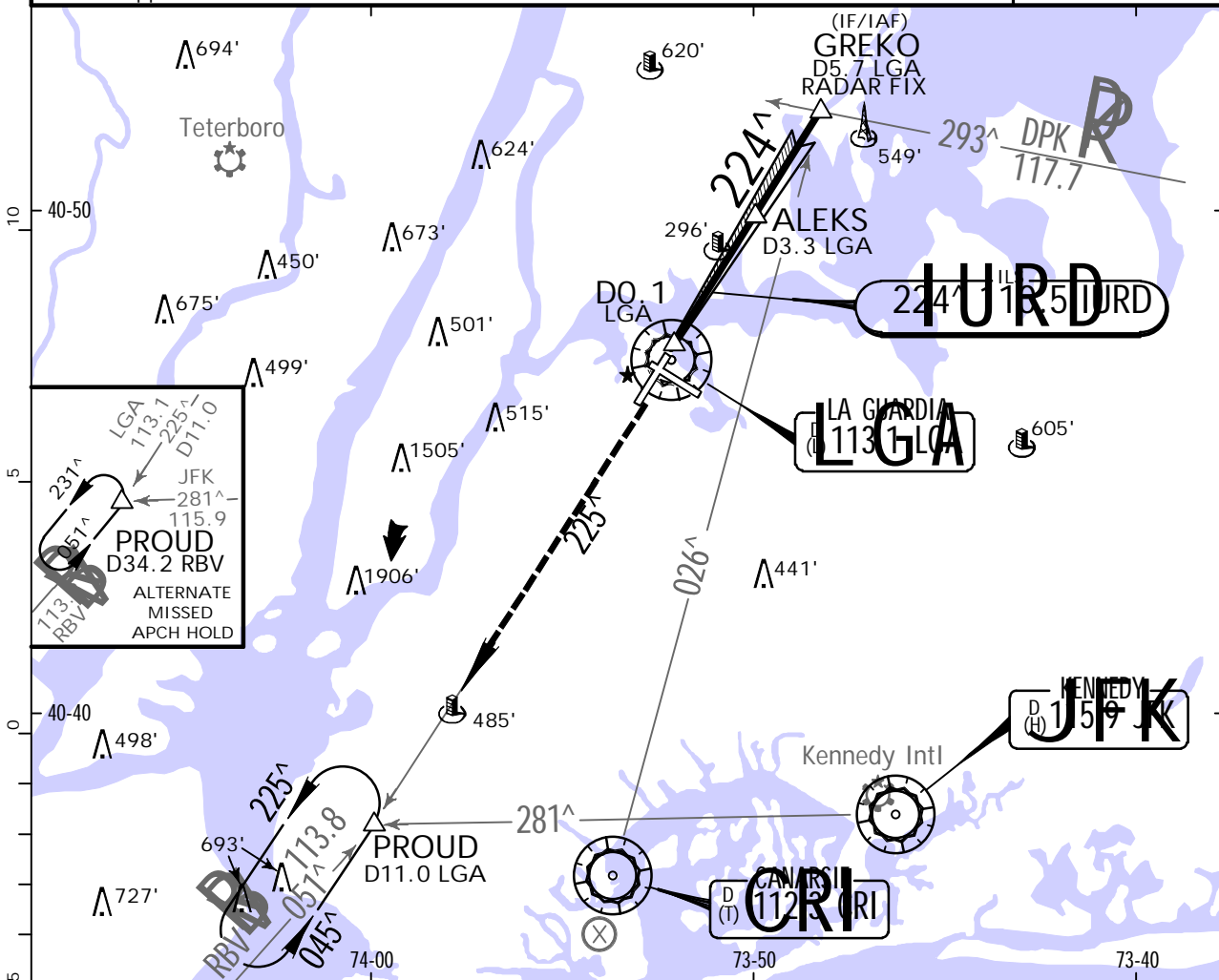
29 MAR 13 (11-4)

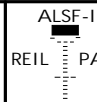
NEW YORK, NY
COPTER ILS or LOC DME Rwy 22

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IURD 110.5	Final Apch Crs 224 [^]	GS ALEKS 1100' (1088')	ILS DA(H) 212' (200')	Apt Elev 21' TDZE 12'			
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, or as assigned by ATC.							
Alt Set: INCHES 1. Radar required. 2. Limit intermediate approach to 90 KIAS. 3. Limit final and missed approach to 70 KIAS. 4. Increase to 90 KIAS upon reaching the missed approach altitude.							
Trans level: FL 180						Trans alt: 18000'	

MSA LGA VOR



Gnd speed-Kts	70	90	100	120	140	160		2700'	LGA	PROUD
GS	3.00 [^]	372	478	531	637	743		↑	via 113.1	
MAP at D0.1 LGA									R-225	

STRAIGHT-IN LANDING RWY 22				LOC (GS out) MDA(H) 560' (548')	
ILS DA(H) 212' (200')		FULL		ALS out	
TDZ or CL out		ALS out		ALS out	
RVR 12 or 1/4		RVR 24 or 1/2		RVR 12 or 1/4	
RVR 24 or 1/2		RVR 24 or 1/2		RVR 24 or 1/2	

CHANGES: MSA.

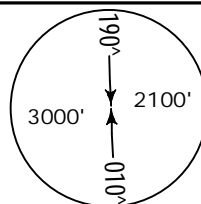
JEPPESSEN, 1997, 2013. ALL RIGHTS RESERVED.

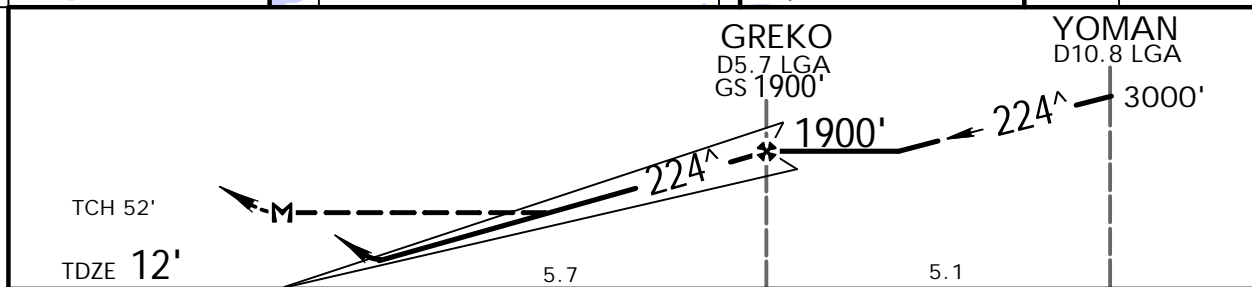
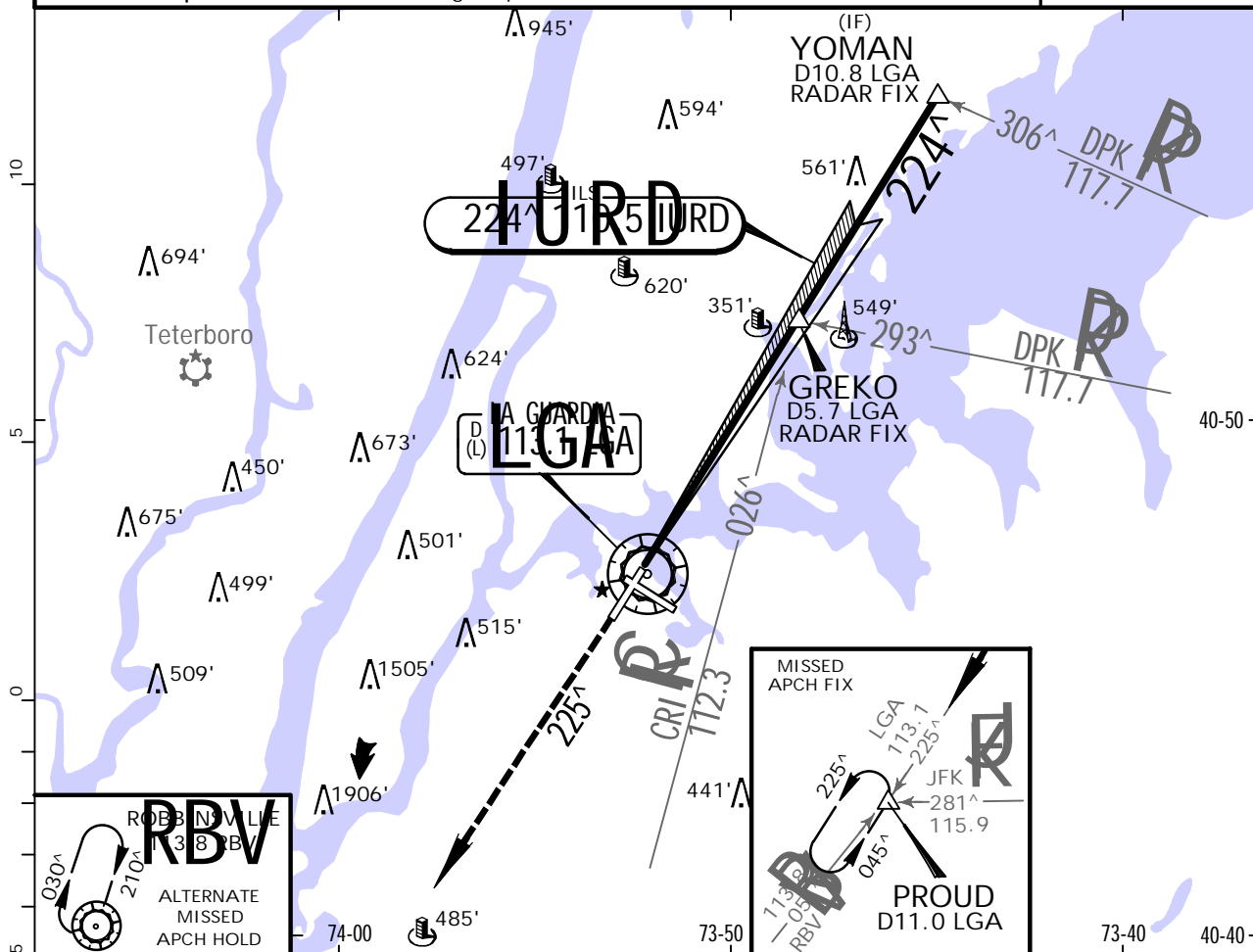
KLGA/LGA LA GUARDIA

JEPPESSEN
15 AUG 14 (11-5)

NEW YORK, NY
ILS or LOC Rwy 22

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IURD 110.5	Final Apch Crs 224^	GS GREKO 1900' (1888')	ILS DA(H) 212' (200')	Apt Elev 21' TDZE 12'			
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, or as directed by ATC.							
Alt Set: INCHES 1. Radar required. 2. VGSI and ILS glidepath not coincident.			Trans level: FL 180 Trans alt: 18000'				



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I		2700'	LGA	PROUD
GS	3.00°	372	478	531	637	849	REIL	PAPI	↑	113.1	
GREKO to MAP	5.7	4:53	3:48	3:25	2:51	2:27				R-225	

TERPS.			STRAIGHT-IN LANDING RWY22			LOC (GS out)		<div>C</div> <div>CIRCLE-TO-LAND</div> <div>Not Authorized to Rwy 4</div>		
ILS			DA(H) 212' (200')			MDA(H) 620' (608')				
FULL		TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)			
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	90	640'(619') - 1			
B				1 3/8	1 3/4	120				
C						140				780'(759') - 2 1/4
D						165				1040'(1019') - 3

CHANGES: TDZE.

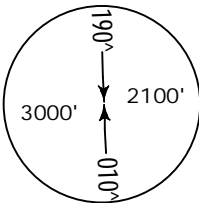
JEPPESSEN, 1997, 2014. ALL RIGHTS RESERVED.

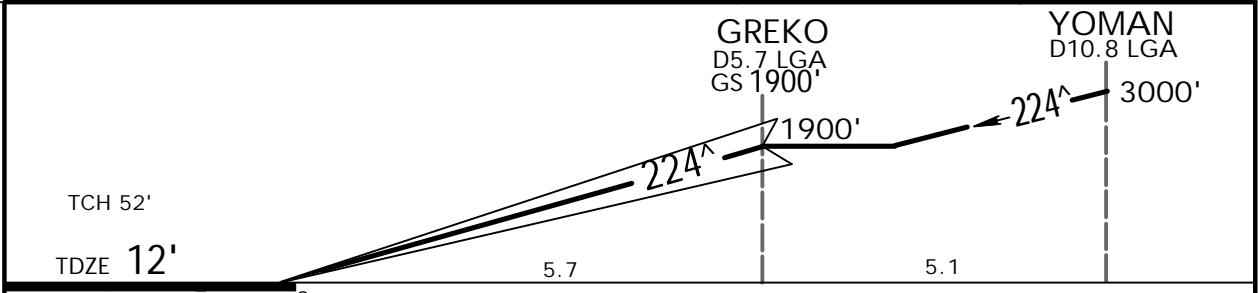
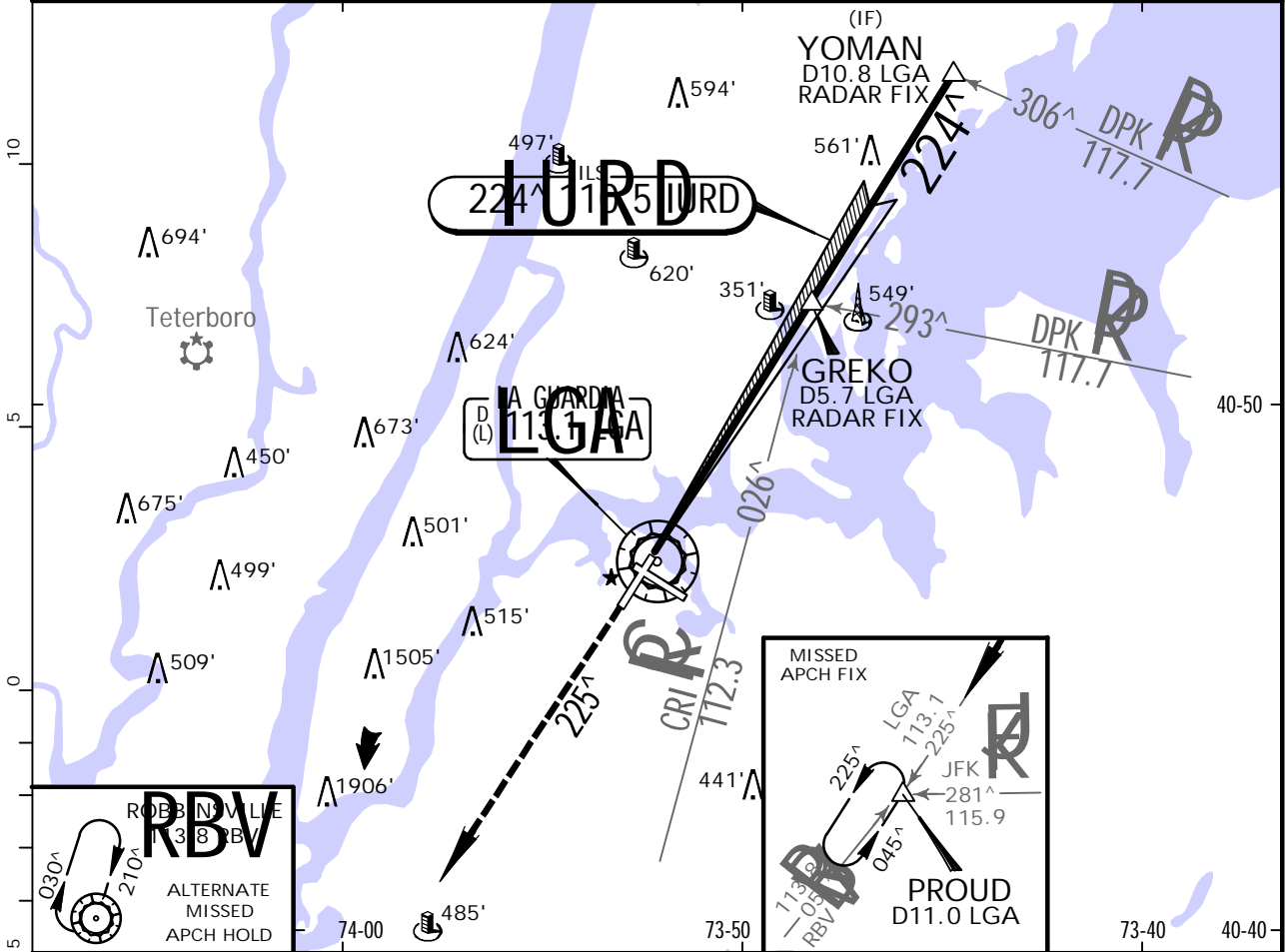
TERPS AMEND 20D 21 AUG 2014

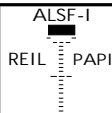
KLGA/LGA
LA GUARDIA

JEPPESSEN
15 AUG 14 (11-5B)

NEW YORK, NY
ILS Rwy 22 SA CAT II

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IURD 110.5	Final Apch Crs 224 [^]	GS GREKO 1900' (1888')	SA CAT II ILS RA 112' DA(H) 112' (100')		Apt Elev 21' TDZE 12'		
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, or as directed by ATC.							
Alt Set: INCHES 1. Special Aircrew & Acft Certification Required. 2. Radar required. 3. VGSI and ILS glidepath not coincident.							
		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160		2700'	LGA	PROUD
GS	3.00 [^]	372	478	531	637	743		↑	113.1	
									R-225	

TERPS. STRAIGHT-IN LANDING RWY 22
1 SA CAT II ILS
RA 112'
DA(H) 112' (100')

A	RVR 12
B	
C	
D	

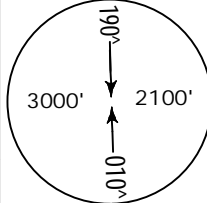
1 Reduced lighting: Requires specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

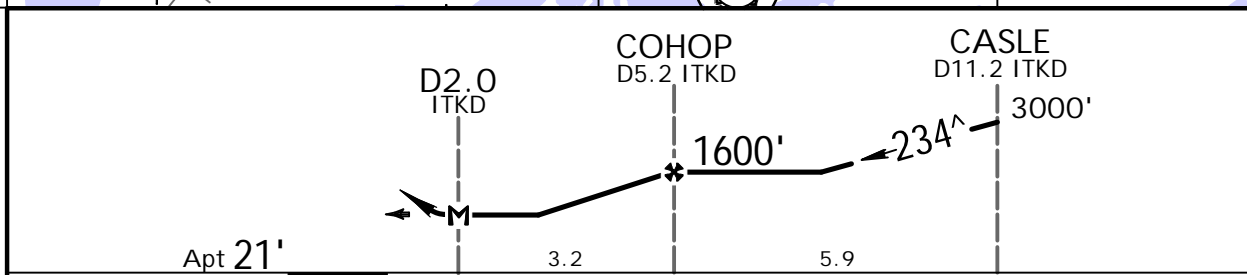
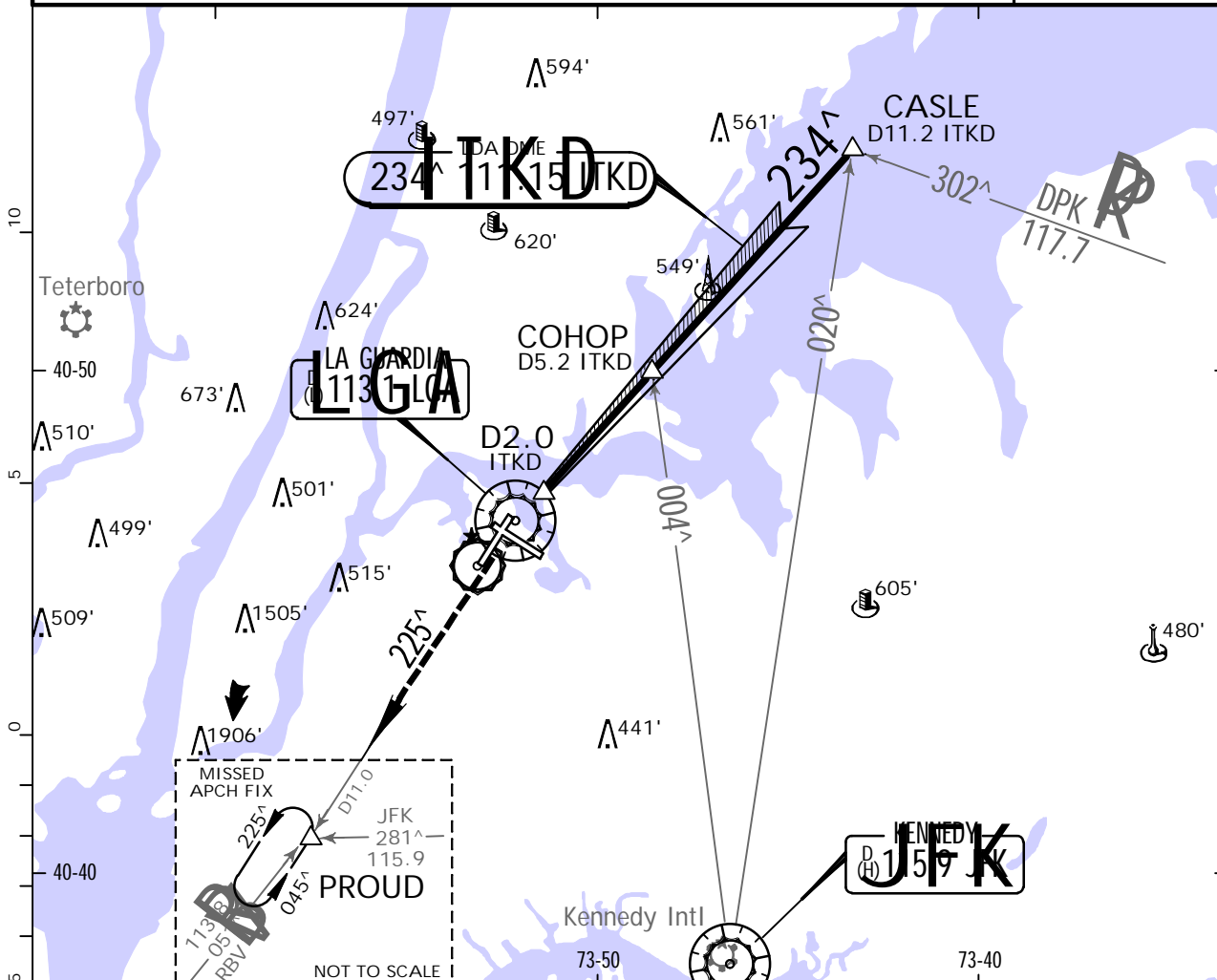
KLGA/LGA LA GUARDIA

JEPPesen
31 JAN 14 (11-7)


NEW YORK, NY
LDA-A

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LDA ITKD 111.15	Final Apch Crs 234^	Minimum Alt COHOP 1600' (1579')	MDA(H) Refer to Minimums	Apt Elev 21'			
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT and hold.							
Alt Set: INCHES 1. Radar required. 2. Autopilot coupled approach not authorized. 3. Helicopter visibility reduction below 1 SM not authorized.							
						MSA LGA VOR	



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2700'	via 113.1 R-225	LGA PROUD
MAP at D2.0 ITKD or COHOP to MAP										
3.2	2:45	2:08	1:55	1:36	1:22	1:12				

			CIRCLE-TO-LAND
			Not Authorized to Rwy 4
		Max Kts	MDA(H)
	A	90	640' (619')-1
	B	120	
	C	140	780' (759')-2¼
	D	165	1040' (1019')-3

TERPS AMEND 2D 6 FEB 2014

KLGA/LGA
LAGUARDIA



15 JUL 16

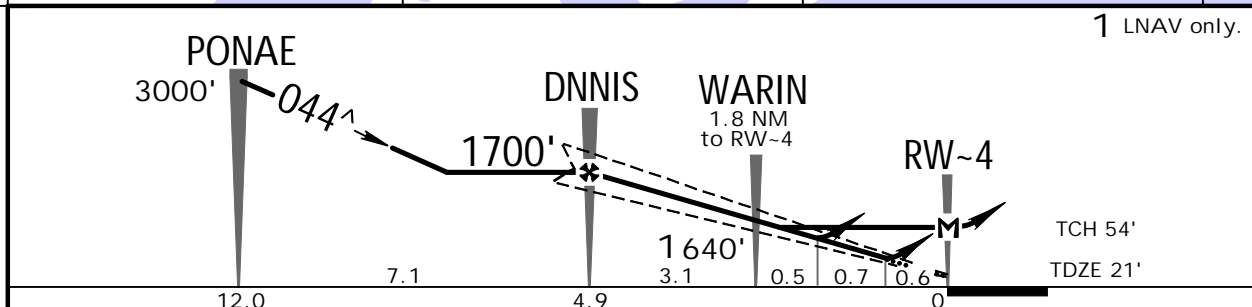
(12-1)

.Eff.21.Jul.

NEW YORK, NY
RNAV (GPS) Y Rwy 4

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
WAAS Ch 60918 W-04A	Final Apch Crs 044^	Minimum Alt DNNIS 1700' (1679')	LPV DA(H) (CONDITIONAL) 271' (250')	Apt Elev 21' TDZE 21'		<div>2900'</div> <div>MSA RW-4</div>	
MISSED APCH: Climb to 2000' direct GREKO and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	→	GREKO
Glide Path Angle	3.10^	384	494	548	658	768	PAPI	↑		
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW-4										

TERPS.		STRAIGHT-IN LANDING LNAV/VNAV		LNAV		CIRCLE-TO-LAND	
LPV DA(H) 271' (250')		DA(H) 488' (467')		MDA(H) 560' (539')		Max Kts	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		90	640' (619') -1
RVR 50 or 1		RVR 55 or 1 1/4		RVR 50 or 1		120	
		1 3/4		RVR 55 or 1 1/4		140	780' (759') -2 1/4
				1 3/4		165	1060' (1039') -3

TERPS AMEND 3A 25 JUN 2015

KLGA/LGA
LAGUARDIA

JEPPESSEN

15 JUL 16

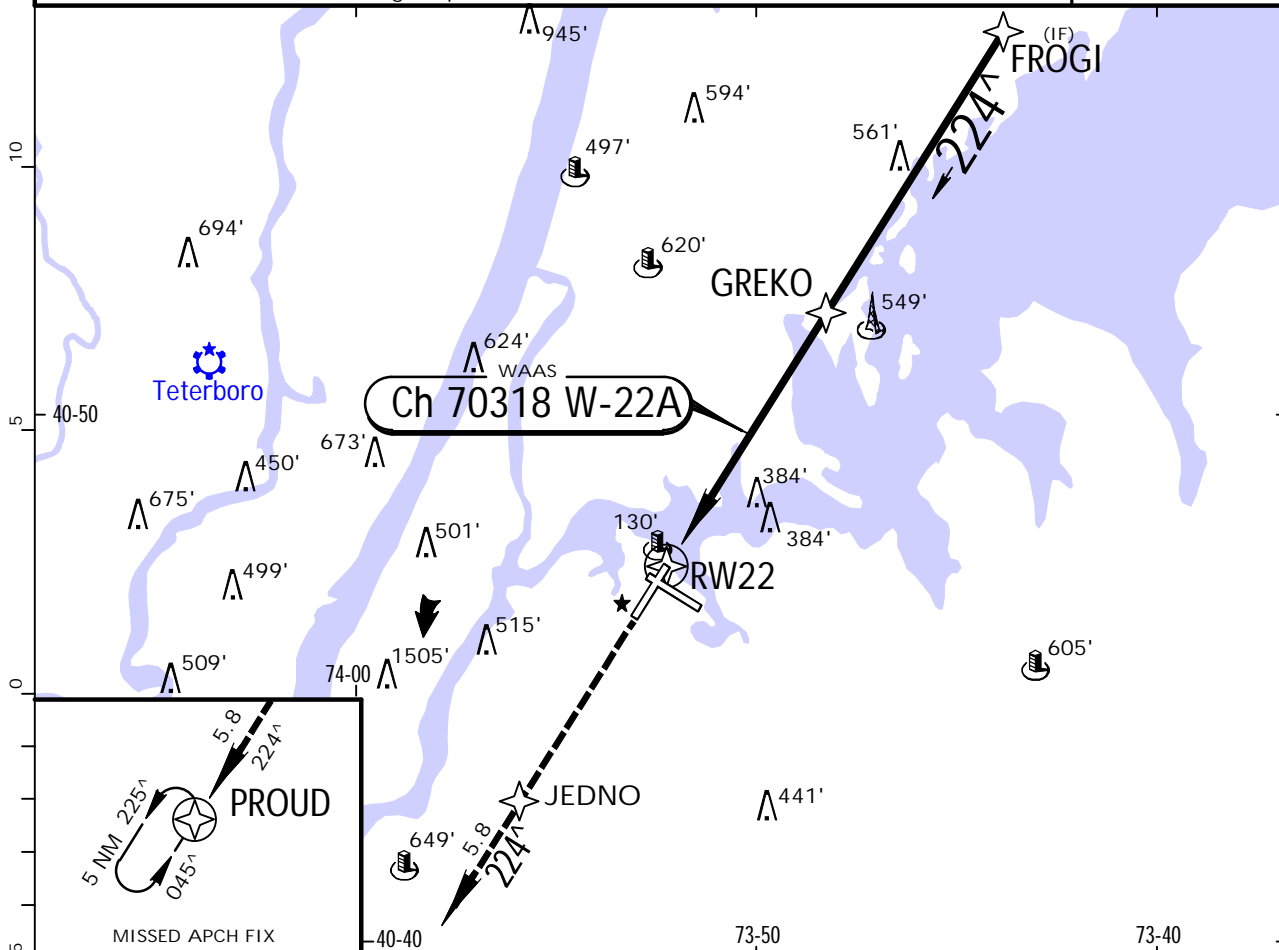
(12-2)

.Eff.21.Jul.

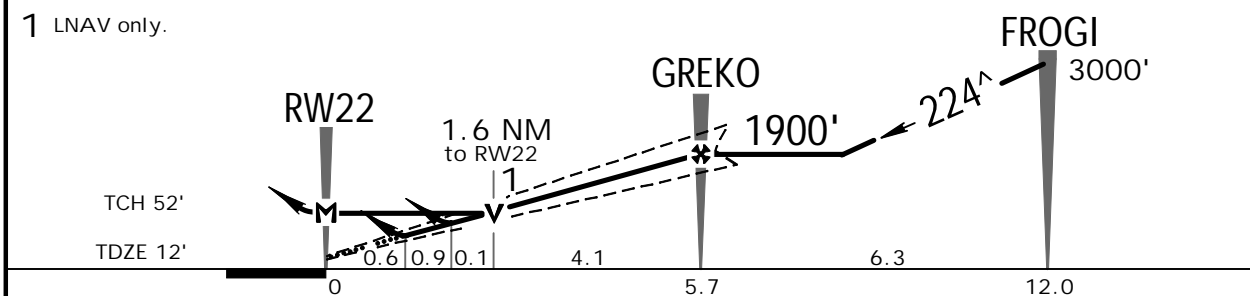
NEW YORK, NY
RNAV (GPS) Y Rwy 22

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7				
WAAS Ch 70318 W-22A		Final Apch Crs 224^		Minimum Alt GREKO 1900' (1888')		LPV DA(H) 262' (250')		Apt Elev 21' TDZE 12'		<div>3000'</div> <div>MSA RW22</div>
MISSED APCH: Climb to 3000' direct to JEDNO, and on track 224^ to PROUD and hold.										
Alt Set: INCHES 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.										
Trans level: FL 180 Trans alt: 18000'										



1 LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSFI	3000'	JEDNO
Glide Path Angle	3.00 [^]	372	478	531	637	743	REIL PAPI	↑	
MAP at RW22									

TERPS.			STRAIGHT-IN LANDING			1 CIRCLE-TO-LAND			
LPV			LNAV/VNAV			LNAV			
DA(H) 262' (250')			DA(H) 527' (515')			MDA(H) 580' (568')			
ALS out			ALS out			ALS out			
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	RVR 24 or 1/2	RVR 50 or 1	Max Kts	Not Authorized to Rwy 4	
B							90		
C							120		640'(619') - 1
D							140		780'(759') - 2 1/4
					RVR 60 or 1 1/4	1 3/4	165	1040'(1019') - 3	

1 When VGSI inop, Circling Rwy 4 not authorized at night.

KLGA/LGA
LAGUARDIA



15 JUL 16

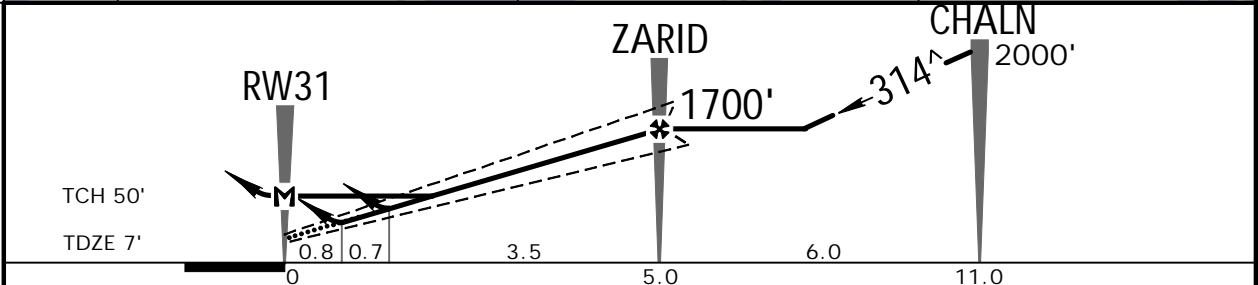
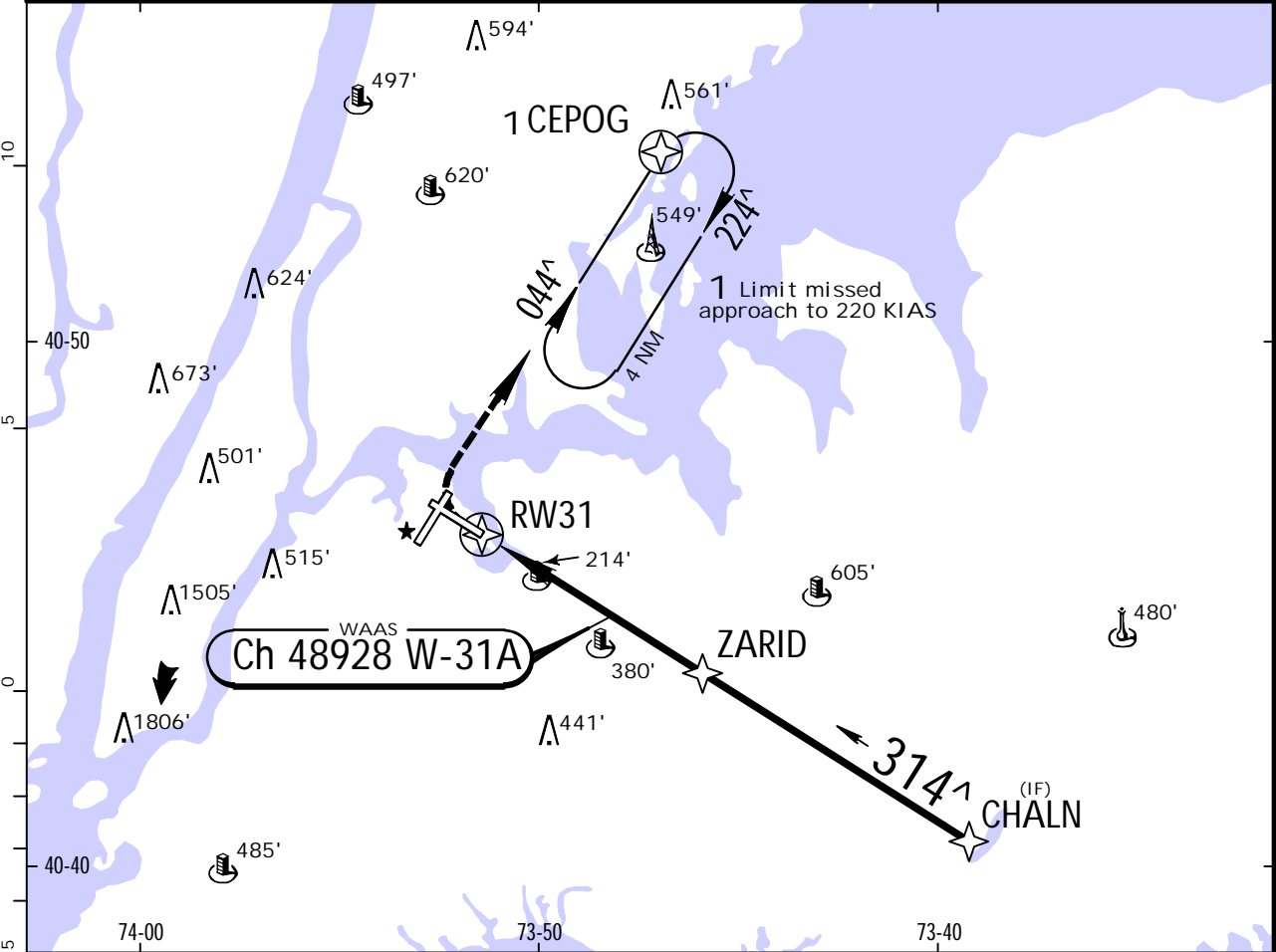
12-3

.Eff.21.Jul.

NEW YORK, NY
RNAV (GPS) Rwy 31

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7
WAAS Ch 48928 W-31A	Final Apch Crs 314^	Minimum Alt ZARID 1700' <small>(1693')</small>	LPV DA(H) 330' <small>(323')</small>	Apt Elev 21' TDZE 7'		<div>3000'</div> <div>MSA RW31</div>
MISSED APCH: Climb to 700' then climbing RIGHT turn to 2000' direct CEPOG and hold.						
Alt Set: INCHES 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C (13°F) or above 33°C (91°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Helicopter visibility reduction below 1 SM not authorized.						
Trans level: FL 180		Trans alt: 18000'				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	700'	2000'	<div>→</div> CEPOG
Glide Path Angle	3.10^	384	494	548	658	878		↑	RT	
MAP at RW31										

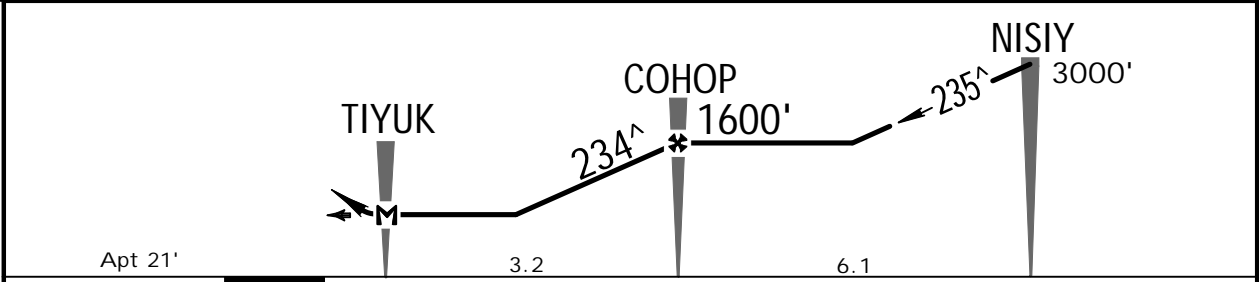
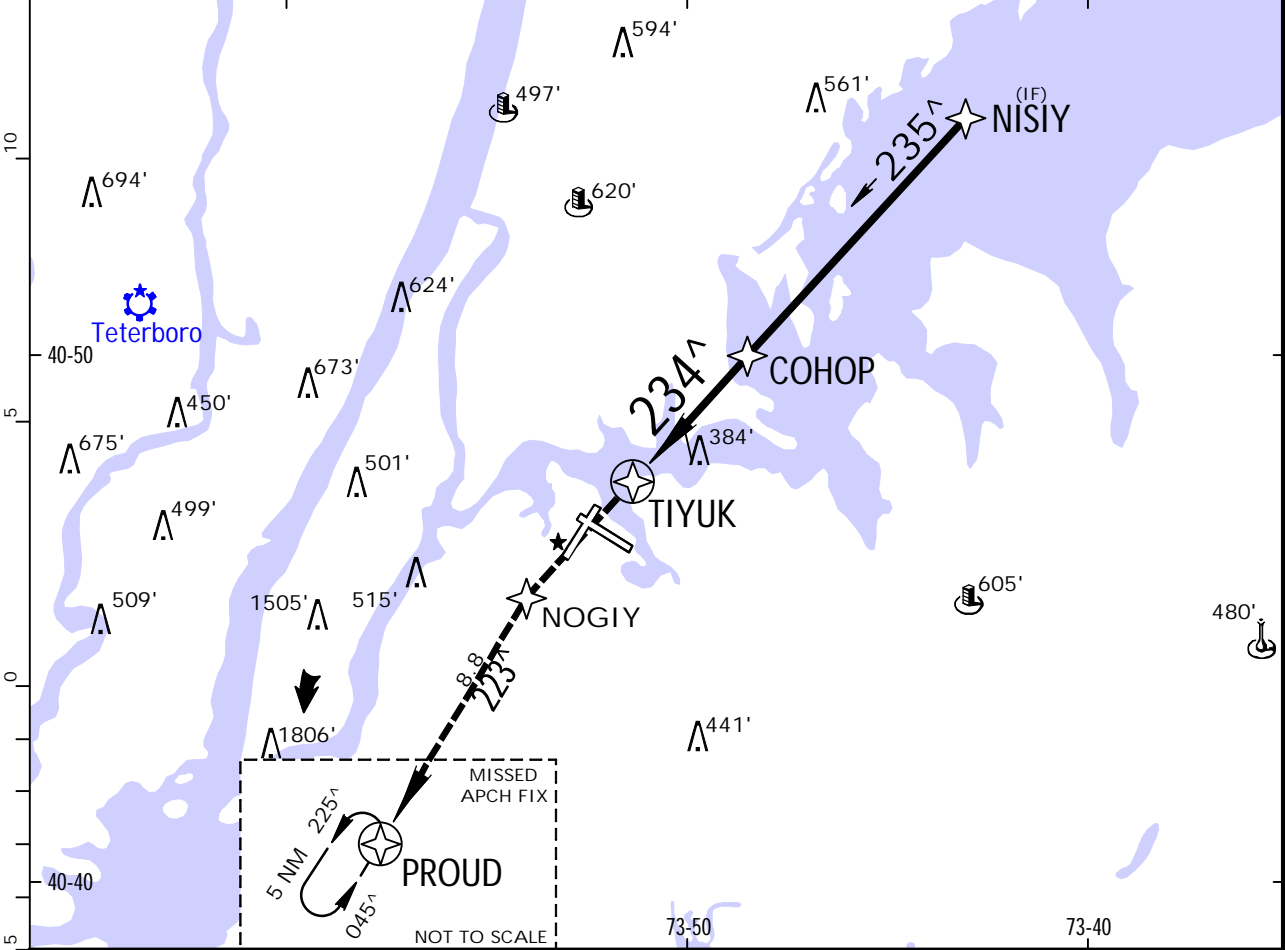
TERPS.		STRAIGHT-IN LANDING		LNAV		<div><div>C</div><div>Max Kts.</div><div>90</div><div>120</div><div>140</div><div>165</div></div>	CIRCLE-TO-LAND
LPV DA(H) 330' (323')		LNAV/VNAV DA(H) 567' (560')		MDA(H) 640' (633')			Not Authorized to Rwy 4 MDA(H) _____
A	RVR 50 or 1	1 7/8	RVR 55 or 1 1/4		90	640' (619') -1	
B			1 3/4		120		
C			1 3/4		140		
D			1 3/4		165		

KLGA/LGA
LAGUARDIA

JEPPESEN
15 JUL 16 (12-4) .Eff.21.Jul.

NEW YORK, NY
RNAV (GPS)-B

D-ATIS Arrival		NEW YORK Approach (R)		LAGUARDIA Tower		Ground
125.95		120.8		118.7		121.7
RNAV	Final Apch Crs 234^	Minimum Alt COHOP 1600' (1579')	MDA(H) Refer to Minimums	Apt Elev 21'		<div>3000'</div> <div>MSA TIYUK</div>
MISSED APCH: Climb to 2700' direct NOGIY and via 223^ track to PROUD and hold.						
Alt Set: INCHES 1. Radar required.		Trans level: FL 180 2. DME/DME RNP-0.30 not authorized.		Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2700'	D➔	NOGIY
MAP at TIYUK or COHOP to MAP	3.2	2:45	2:08	1:55	1:36	1:22		↑		

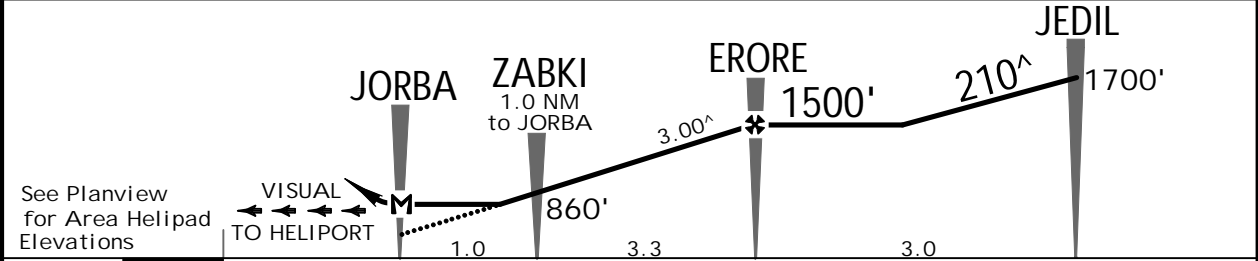
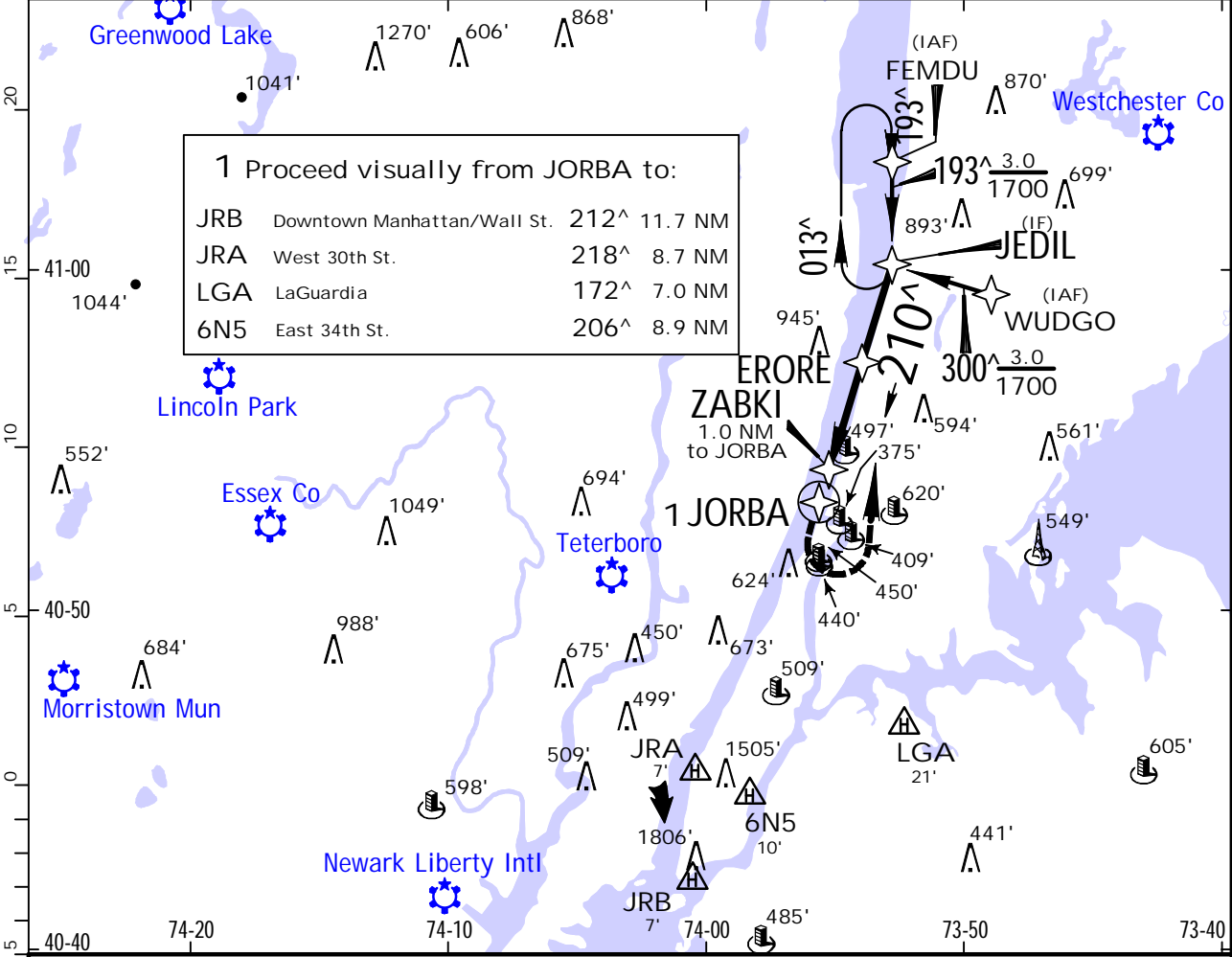
		<div>CIRCLE-TO-LAND</div> <div>Not Authorized to Rwy 4</div>	
		<div><div><div>C</div></div></div>	
		<div>Max Kts</div>	<div>MDA(H)</div>
A	90	640' _(619') -1	
B	120		
C	140	780' _(759') -2¼	
D	165	1040' _(1019') -3	

KLGA/LGA
LAGUARDIA

JEPPesen
15 JUL 16
Eff. 21 Jul. (12-5)

NEW YORK, NY
COPTER RNAV (GPS) 210

D-ATIS (Arrival)		LAGUARDIA Approach (R)		NEW YORK Approach (R)	
125.95		126.05		127.85	
RNAV	Final Apch Crs 210^	Minimum Alt ERORE 1500' (1479')	H-210 MDA(H) 780' (759')	See Planview for Area Helipad Elevations	<div>2900'</div> <div>MSA JORBA</div>
MISSED APCH: Climbing LEFT turn to 2000' direct JEDIL and hold.					
Alt Set: INCHES					



Gnd speed-Kts	70	90	100	120	140	160	2000'	<div>LT</div>	<div>JEDIL</div>
Descent Angle	3.00^	372	478	531	637	743			
MAP at JORBA									

LANDING H-210
MDA(H) 780' (759')

COPTER
3/4

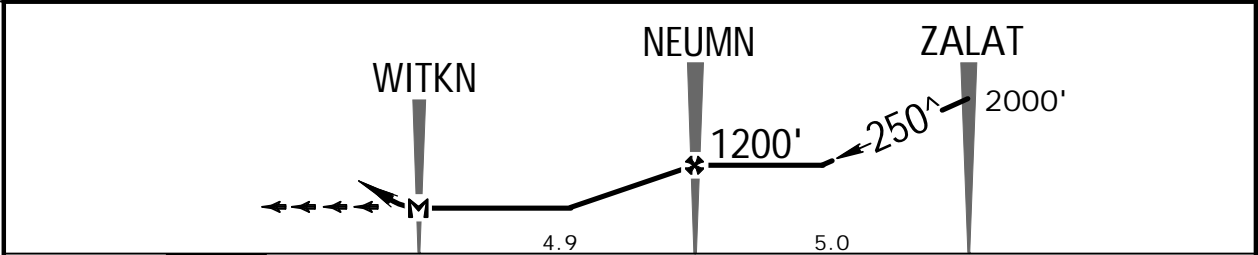
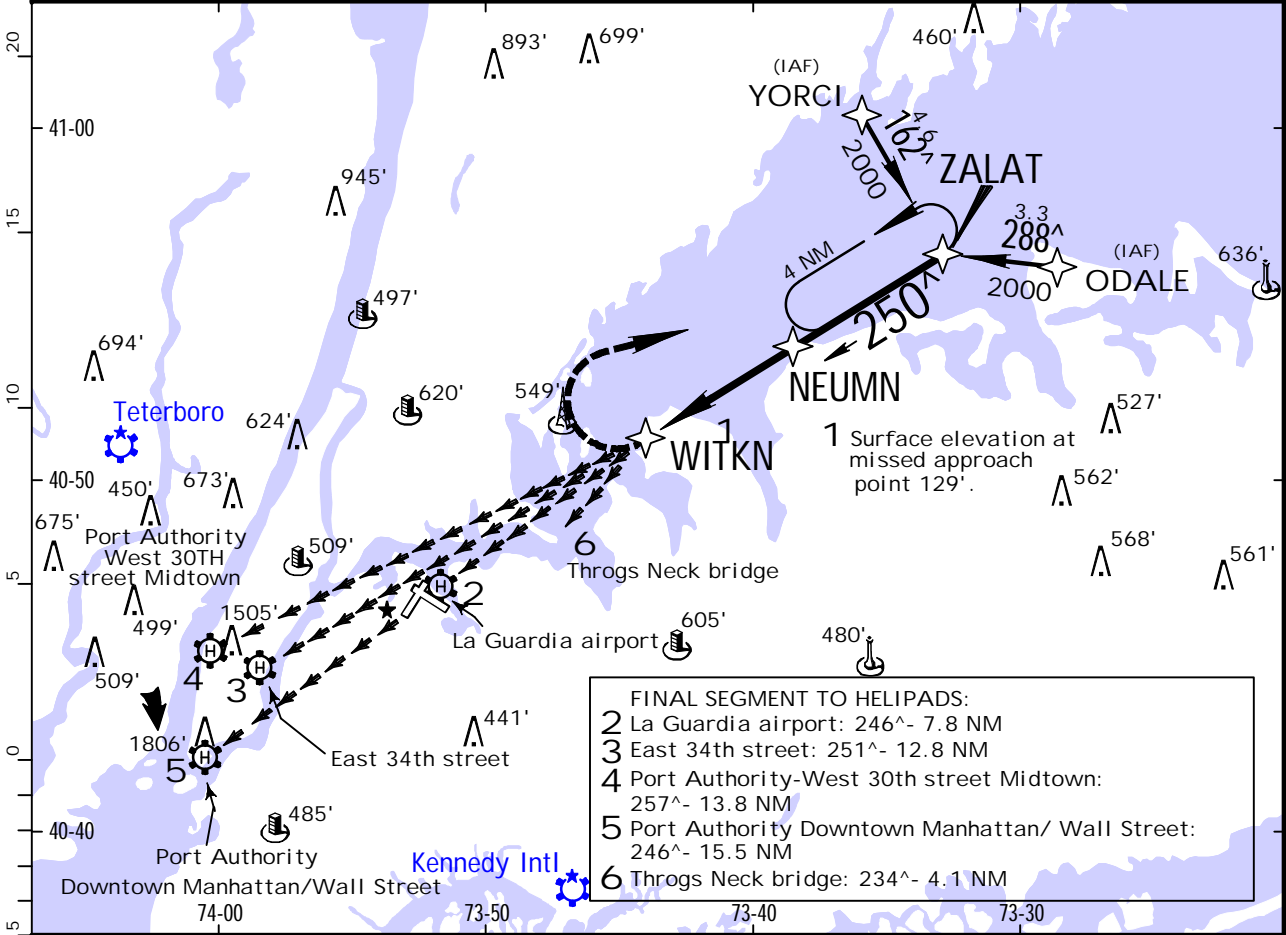
TERPS AMEND 0 15 NOV 2012

KLGA/LGA
LAGUARDIA

JEPPESSEN
15 JUL 16
.Eff.21.Jul. (12-6)

NEW YORK, NY
COPTER RNAV (GPS) 250

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
RNAV	Final Apch Crs 250^	Minimum Alt NEUMN 1200'	H-250 MDA(H) 480' (351')	La Guardia Apt Elev 21'		<div>2800'</div> <div>MSA WITKN</div>	
MISSED APCH: Climbing RIGHT turn to 1000' until heading through 070^, then climb to 2000' direct ZALAT and hold.							
Alt Set: INCHES							



						1000'	until 070 [^]	2000'	→ ZALAT
MAP at WITKN						↪ RT		↑	

LANDING H-250					CIRCLE-TO-LAND				
MDA(H) 480' (351')									

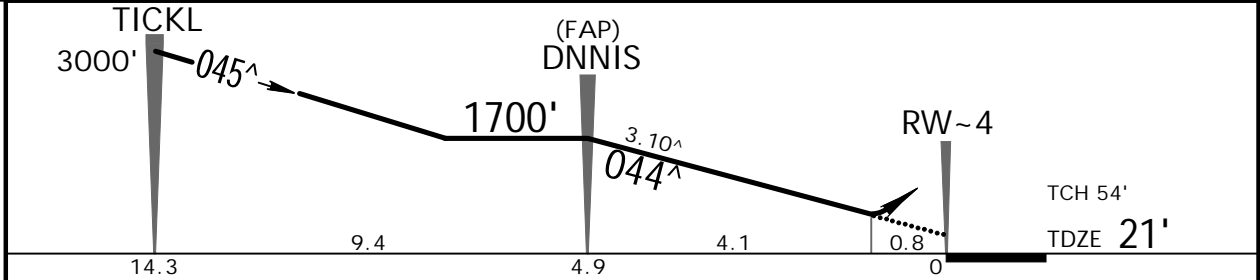
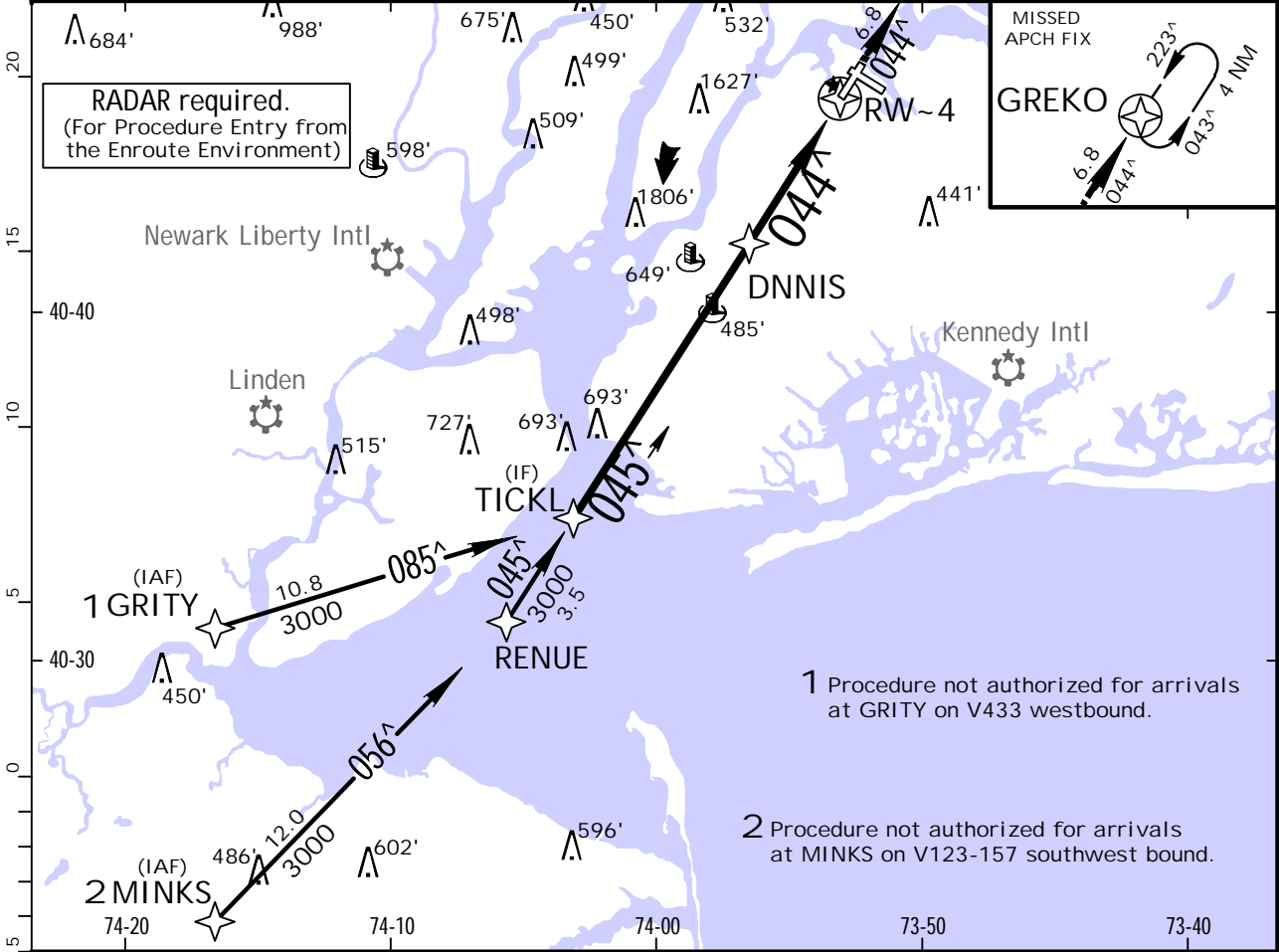
TERPS	C O P T E R	3/4	C O P T E R	NA

KLGA/LGA
LA GUARDIA

JEPPESSEN
18 JUL 14
.Eff.24.Jul. (12-20)

NEW YORK, NY
RNAV (RNP) Z Rwy 4

D-ATIS Arrival		NEW YORK Approach (R)		LA GUARDIA Tower		Ground
125.95		120.8		118.7		121.7
RNAV	Final Apch Crs 044^	Minimum Alt DNNIS 1700' (1679')	RNP 0.18 DA(H) 343' (322')	Apt Elev 21' TDZE 21'		<div>2900'</div> <div>MSA RW-4</div>
MISSED APCH: Climb to 2000' on 044^ track GREKO and hold.						
Alt Set: INCHES 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -10°C (14°F) or above 47°C (118°F). 4. VGSI and RNAV glidepath not coincident.						
		Trans level: FL 180		Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2000'	044^	GREKO
Descent Angle	3.10^	384	494	548	658	768		↑		
MAP at DA										

STRAIGHT-IN LANDING RWY 4					
RNP 0.18 DA(H) 343' (322')			RNP 0.30 DA(H) 474' (453')		
RAIL out			RAIL out		
ALS out			ALS out		

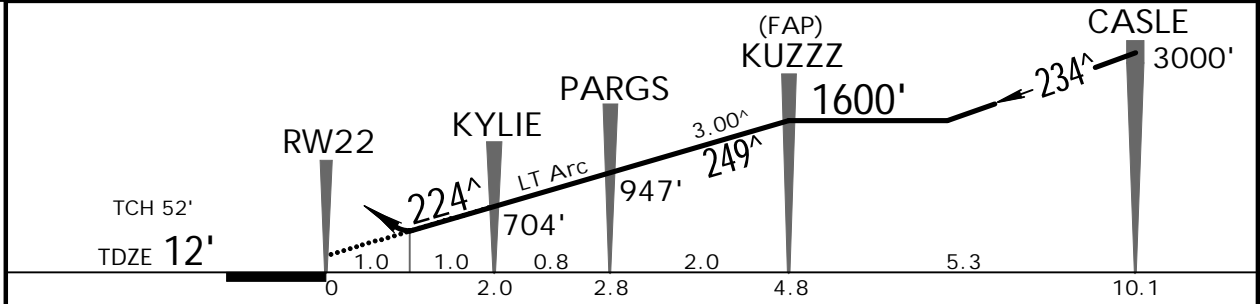
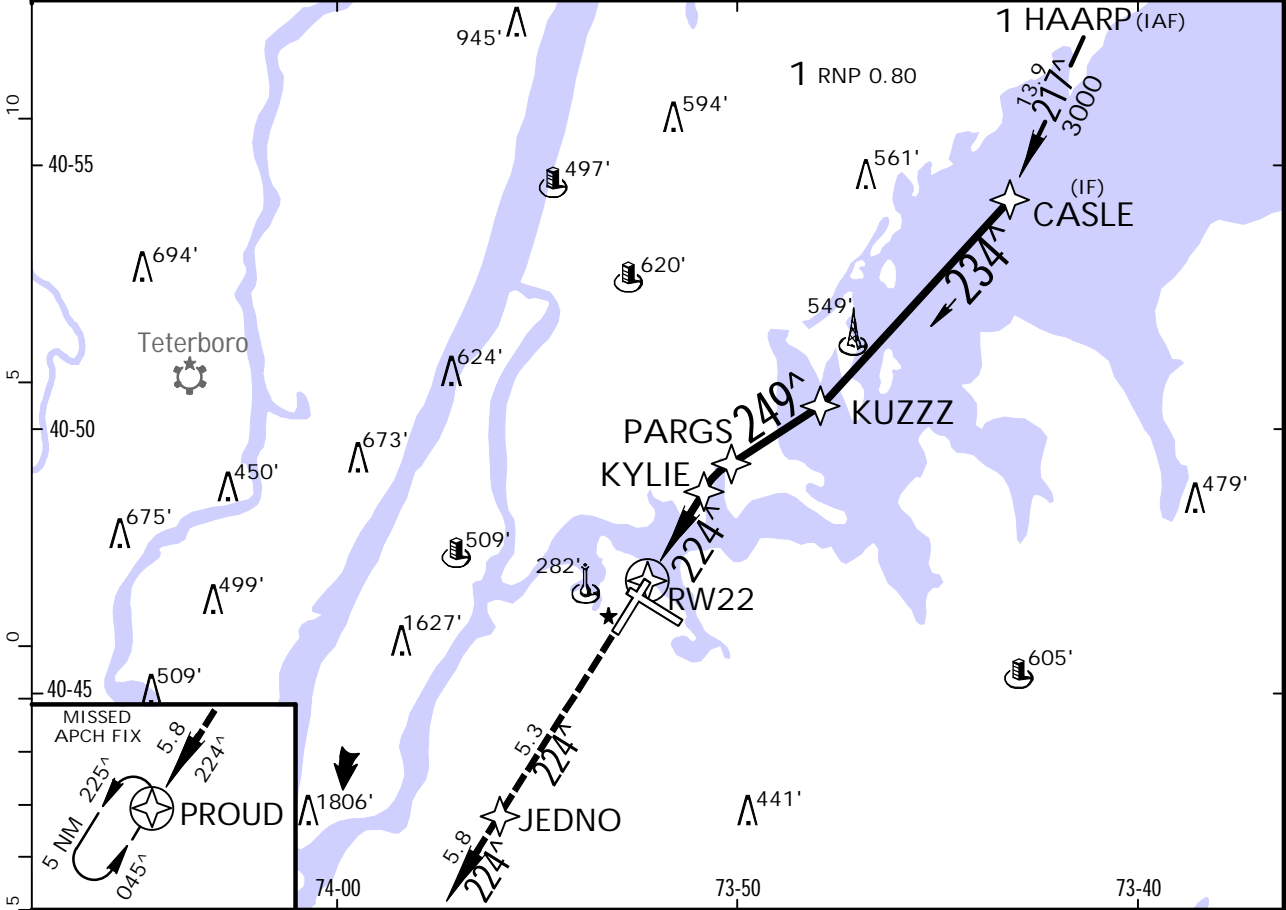
A	RVR 50 or 1	RVR 50 or 1	1 1/2
B			
C			
D			


KLGA/LGA
LA GUARDIA

JEPPESSEN
18 JUL 14
Eff. 24 Jul. (12-21)

NEW YORK, NY
RNAV (RNP) Z Rwy 22

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7
RNAV	Final Apch Crs 224^	Minimum Alt KUZZZ 1600' (1588')	RNP 0.30 DA(H) (CONDITIONAL) 384' (372')	Apt Elev 21' TDZE 12'	<div><div>3000'</div><div>MSA RW22</div></div>	
MISSED APCH: Climb to 3000' on track 224^ to JEDNO and on track 224^ to PROUD and hold.						
Alt Set: INCHES 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.						
Trans level: FL 180 Trans alt: 18000'						



Gnd speed-Kts	70	90	100	120	140	160		3000'	224 [^]	JEDNO
Descent Angle	3.00 [^]	372	478	531	637	849		↑	on	
MAP at DA										

STRAIGHT-IN LANDING RWY 22 RNP 0.30			
Missed Apch Requires Minimum Climb of 397'/NM to 540' DA(H) 384' (372')		DA(H) 437' (425')	
ALS out		ALS out	
A			
B			
C	RVR 40 or 3/4	1 1/4	RVR 50 or 1
D			1 3/8

CHANGES: None.

JEPPESSEN, 2007, 2014. ALL RIGHTS RESERVED.

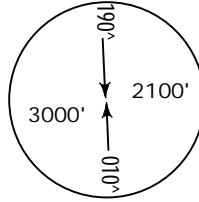
KLGA/LGA

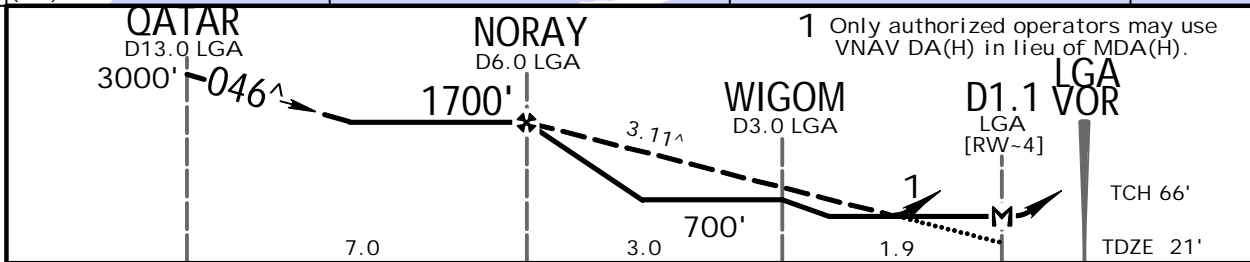
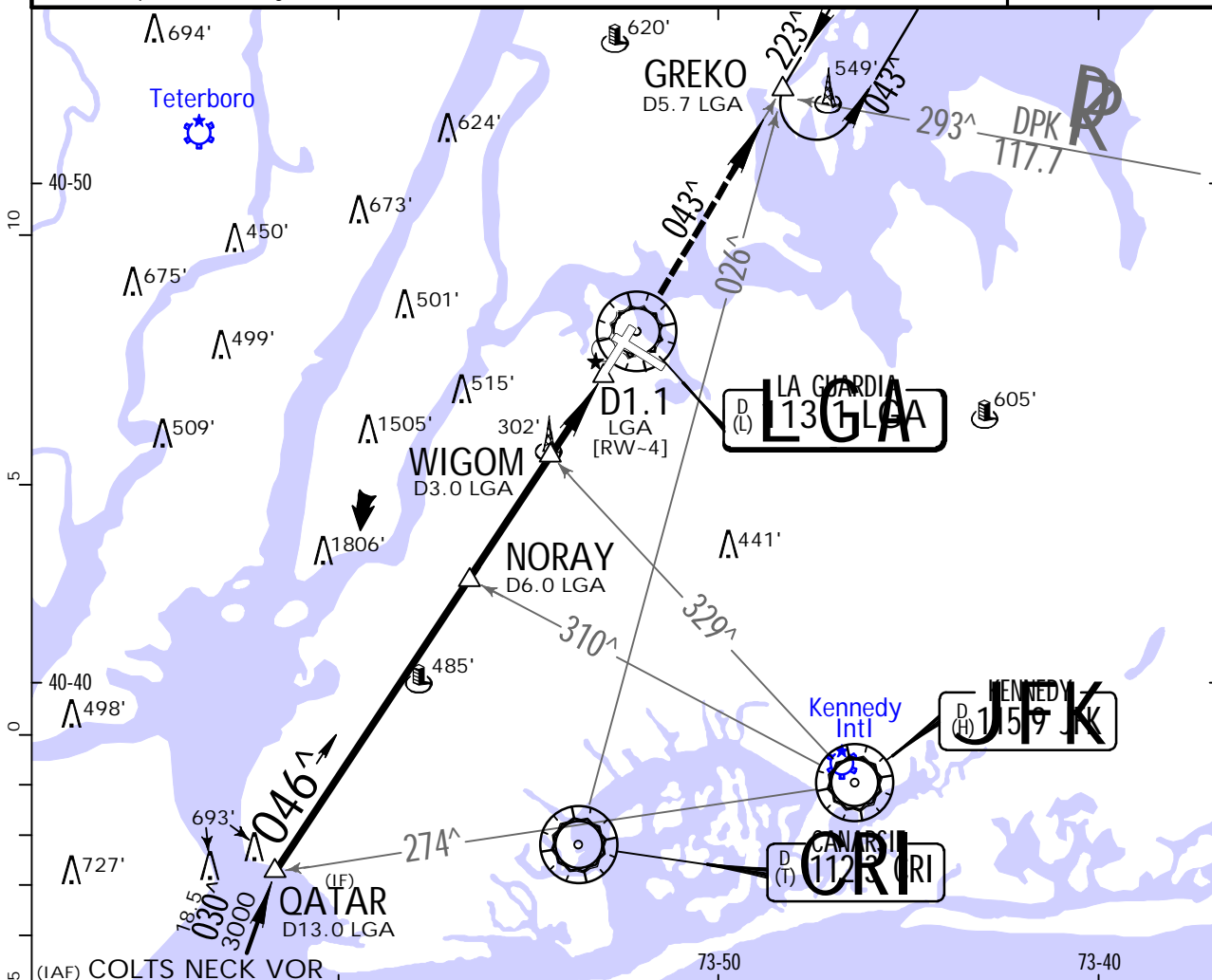
LAGUARDIA

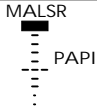
JEPPESSEN
20 MAY 16 (13-1) .Eff.26.May.

NEW YORK, NY
VOR Rwy 4

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
VOR LGA 113.1	Final Apch Crs 046^	Minimum Alt NORAY 1700' (1679')	MDA(H) 560' (539')	Apt Elev 21' TDZE 21'		 MSA LGA VOR	
MISSED APCH: Climb to 2000' outbound via LGA VOR R-043 to GREKO INT/D5.7 LGA and hold.							
Alt Set: INCHES 1. Helicopter visibility reduction below RVR 50 or 1 not authorized.							
		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160		2000' ↑ via 113.1 R-043	LGA GREKO
Descent Angle 3.11 [^]	385	495	550	660	770	880			
MAP at D1.1 LGA or NORAY to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50			

STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
MDA(H) 560' (539')				Not Authorized to Rwy 4	
RAIL/ALS out				Max Kts	MDA(H)
A	RVR 50 or 1			90	640' (619') -1
B				120	
C	RVR 50 or 1			140	780' (759') -2 1/4
D	RVR 60 or 1 1/4			165	1040' (1019') -3

TERPS AMEND 3C 6 FEB 2014

KLGA/LGA

LAGUARDIA

20 MAY 16

13-2


.Eff.26.May.

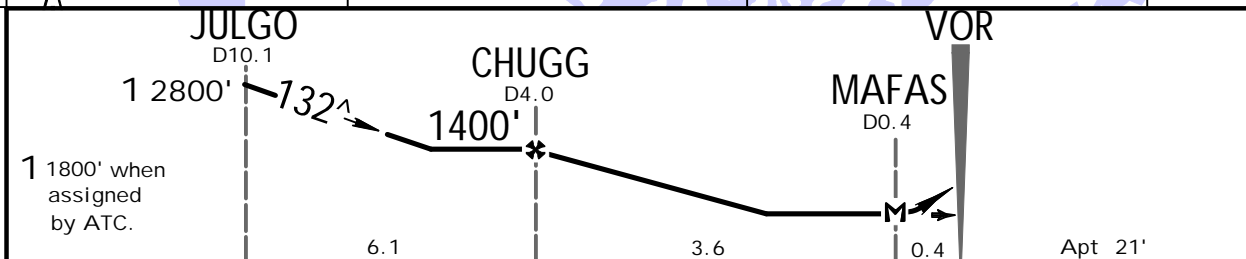
NEW YORK, NY

VOR DME-H

JEPPESEN

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LAGUARDIA Tower 118.7		Ground 121.7	
VOR LGA 113.1	Final Apch Crs 132^	Minimum Alt CHUGG 1400' (1379')	MDA(H) Refer to Minimums	Apt Elev 21'			
MISSED APCH: Climbing LEFT turn to 2000' outbound via LGA VOR R-043 to GREKO INT/D5.7 and hold.							
Alt Set: INCHES 1. Radar required.		Trans level: FL 180		Trans alt: 18000' 2. Helicopter visibility reduction below 1 SM not authorized.			



						Lighting Refer to Airport Chart	2000' via LT	LGA 113.1 R-043	GREKO
MAP at MAFAS									

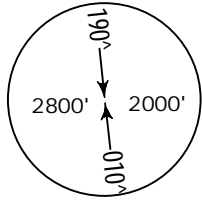
TERPS AMEND 3B 6 FEB 2014

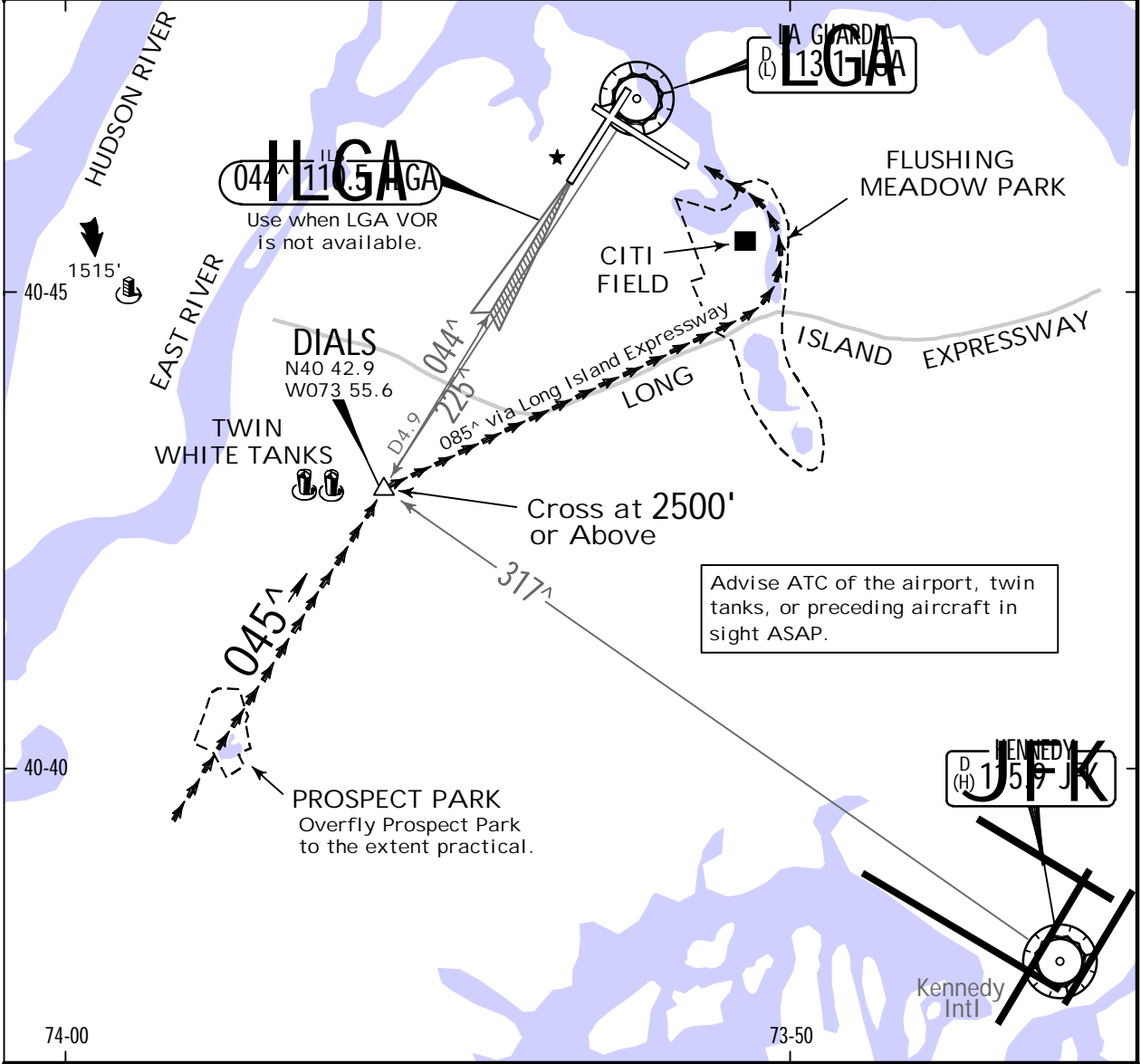
		CIRCLE-TO-LAND Not Authorized to Rwy 4	
		Max Kts.	MDA(H)
		A 90	640' (619') -1
		B 120	
		C 140	780' (759') -2 1/4
		D 165	1040' (1019') -3

KLGA/LGA
LAGUARDIA

JEPPESSEN
19 JUN 15
.Eff. 25 Jun. (19-2)

NEW YORK, NY
EXPRESSWAY VISUAL Rwy 31

D-ATIS Arrival		NEW YORK Approach (R)		LA GUARDIA Tower		Ground	
125.95		120.8		118.7		121.7	
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3000-5	Apt Elev 21'		 MSA LGA VOR	
MISSED APCH: No missed approach procedure.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Radar required. 2. Vertical Guidance Navaid and angle: PAPI-R 3.0° and 2.75°.							
3. Use ILGA localizer for course guidance when LGA VOR R-225 is not available.							



EXPRESSWAY VISUAL RWY 31					
When cleared for a Expressway Approach to Rwy 31 (while on LGA VOR R-225), cross DIALS at 2500' or above. Turn right at DIALS heading 085° and descend to Rwy 31 via the Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.					
					REIL PAPI-R
WEATHER MINIMUMS Ceiling 3000' - VIS 5					

General Information

Location: CHARLESTON SC USA
ICAO/IATA: KCHS / CHS
Lat/Long: N32° 53.92', W080° 02.43'
Elevation: 46 ft

Airport Use: Joint-Use
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 7.0° W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1114 Z
Sunset: 2306 Z

Runway Information

Runway: 03
Length x Width: 7000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 35 ft
Lighting: Edge, REIL
Stopway: 800 ft

Runway: 15
Length x Width: 9001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Runway: 21
Length x Width: 7000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge, REIL

Runway: 33

Length x Width: 9001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 45 ft
Lighting: Edge, ALS, Centerline
Stopway: 1000 ft

Communication Information

ATIS: 124.750
Charleston Tower: 126.000
Charleston Ground: 121.900
Charleston Clearance Delivery: 127.325
Charleston Approach: 120.700 (151°-330°) Initial Contact
Charleston Approach: 119.300 (331°-150°)
Charleston App Airport Radar Service Area: 120.700 (151°-330°)
Charleston App Airport Radar Service Area: 119.300 (331°-150°)
Charleston Departure: 120.700 (151°-330°)
Charleston Departure: 119.300 (331°-150°)
Charleston Afb/Intl UNICOM: 122.950
Anderson FSS: 122.200 RCO
Anderson FSS: 122.100 RCO
Palmetto Ops Airlift Command Post: 134.100 Military
Anderson FSS: 122.500 RCO

Distance from BAMDE to:
 12 NM
 Distance from KREIS to:
 10 NM
 Distance from SNOBB to:
 7 NM
 Distance from WABLO to:
 8 NM

Direct distance from BAMDE to:
Charleston AFB/Intl 12 NM
Direct distance from KREIS to:
Charleston AFB/Intl 10 NM
Direct distance from SNOBB to:
Charleston AFB/Intl 7 NM
Direct distance from WABLO to:
Charleston AFB/Intl 8 NM

ATIS
124.75

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.

4. Monitor ATIS for runway in use.
5. EXPECT runway assignment from CHARLESTON Approach Control on initial contact.

**BAGGY TWO RNAV ARRIVAL
(BAGGY.BAGGY2)**

Direct distance from CZSAR to:
Charleston AFB/Intl 8 NM
Direct distance from FEPID to:
Charleston AFB/Intl 13 NM
Direct distance from MRISS to:
Charleston AFB/Intl 7 NM
Direct distance from PIPPY to:
Charleston AFB/Intl 10 NM

NOT TO SCALE

ROUTING	
LANDING	
RWY	ROUTING
3	From over BAGGY on track 059° to DDENA, then assigned runway transition.
15	From over DDENA on track 090° to FEPID, EXPECT RNAV (GPS) RWY 3 approach.
21	From over DDENA on track 030° to PIPPY, then on heading 030°, EXPECT RADAR vectors to final approach course.
33	From over DDENA on track 042° to MURAY, then on track 042° to ADERY, then on track 042° to ZOVIR, then on track 031° to MRISS, then on heading 031°, EXPECT RADAR vectors to final approach course.

CHARLESTON AFB/INTL

19 AUG 11

10-2B

.Eff.25.Aug.

CHARLESTON, S CAR

.RNAV.STAR.

ATIS
124.75

Apt Elev
46'

Alt set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. Monitor ATIS for runway in use.
5. EXPECT runway assignment from CHARLESTON Approach Control on initial contact.

3100'

MSA CHS VOR

DDENA ONE RNAV ARRIVAL (BAGGY.DDENA1)

CHARLESTON-
CHS

NOT TO SCALE

ROUTING

From over BAGGY on track 059^ to DDENA,
EXPECT approach clearance.

DDENA

EXPECT
approach clearance

Direct distance from DDENA to:
Charleston AFB/Intl 20 NM

DEQUE
(DEQUE.DDENA1)
7000
55.3

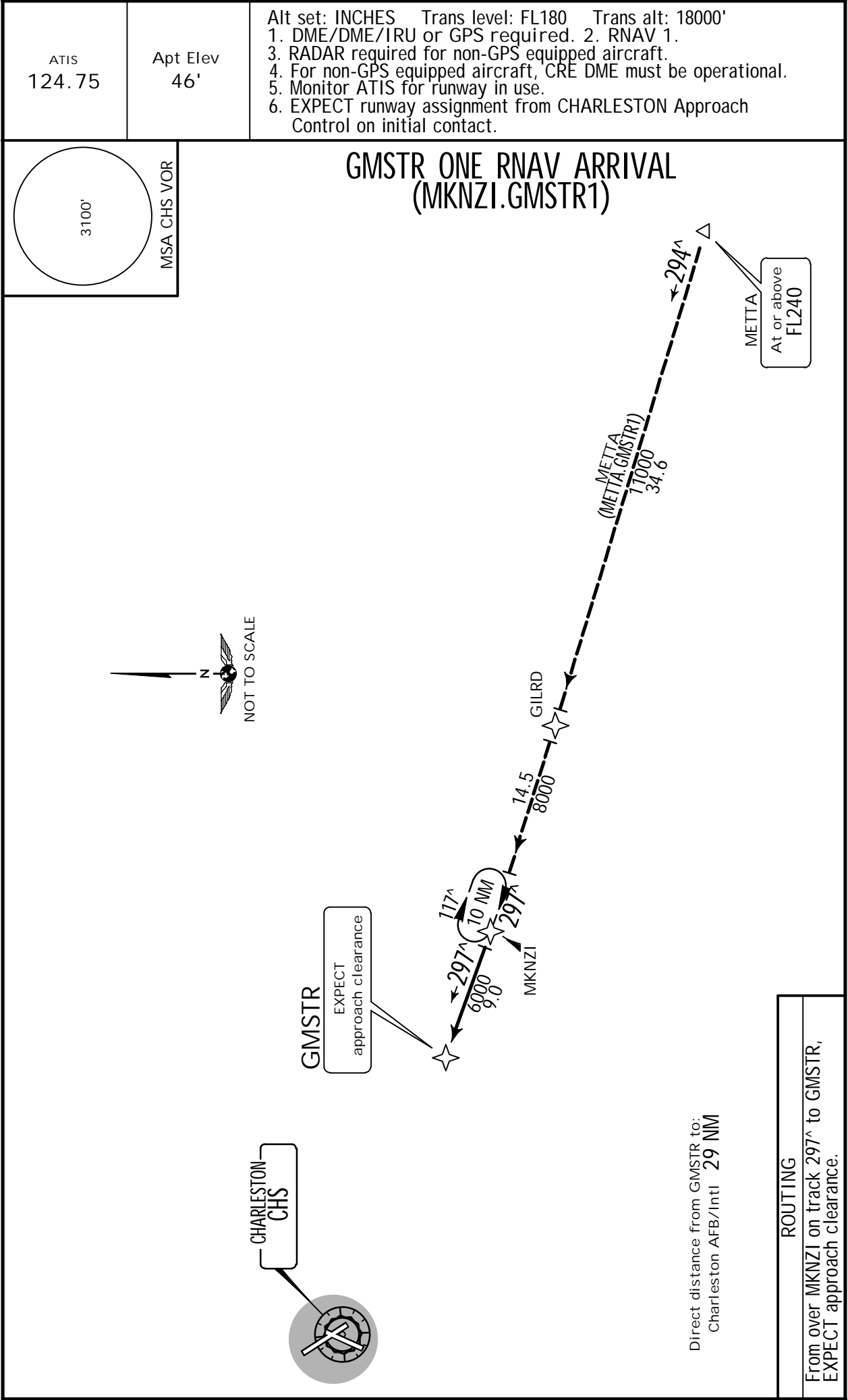
SAVANNAH
(SAV.DENAT)
77000
37.3

VANNAH-
SAV

KCHS/CHS
CHARLESTON AFB/INTL

JEPPESEN
19 AUG 11 (10-2C) .Eff.25.Aug.

CHARLESTON, S CAR
.RNAV.STAR.





NESEAPER

CHARLESTON
S CAR
.Dec..RNAV.STAR.

6 DEC 13 (10-2D) .EFF.12.DEC. .RNAV.STAR.

KCHS/CHS

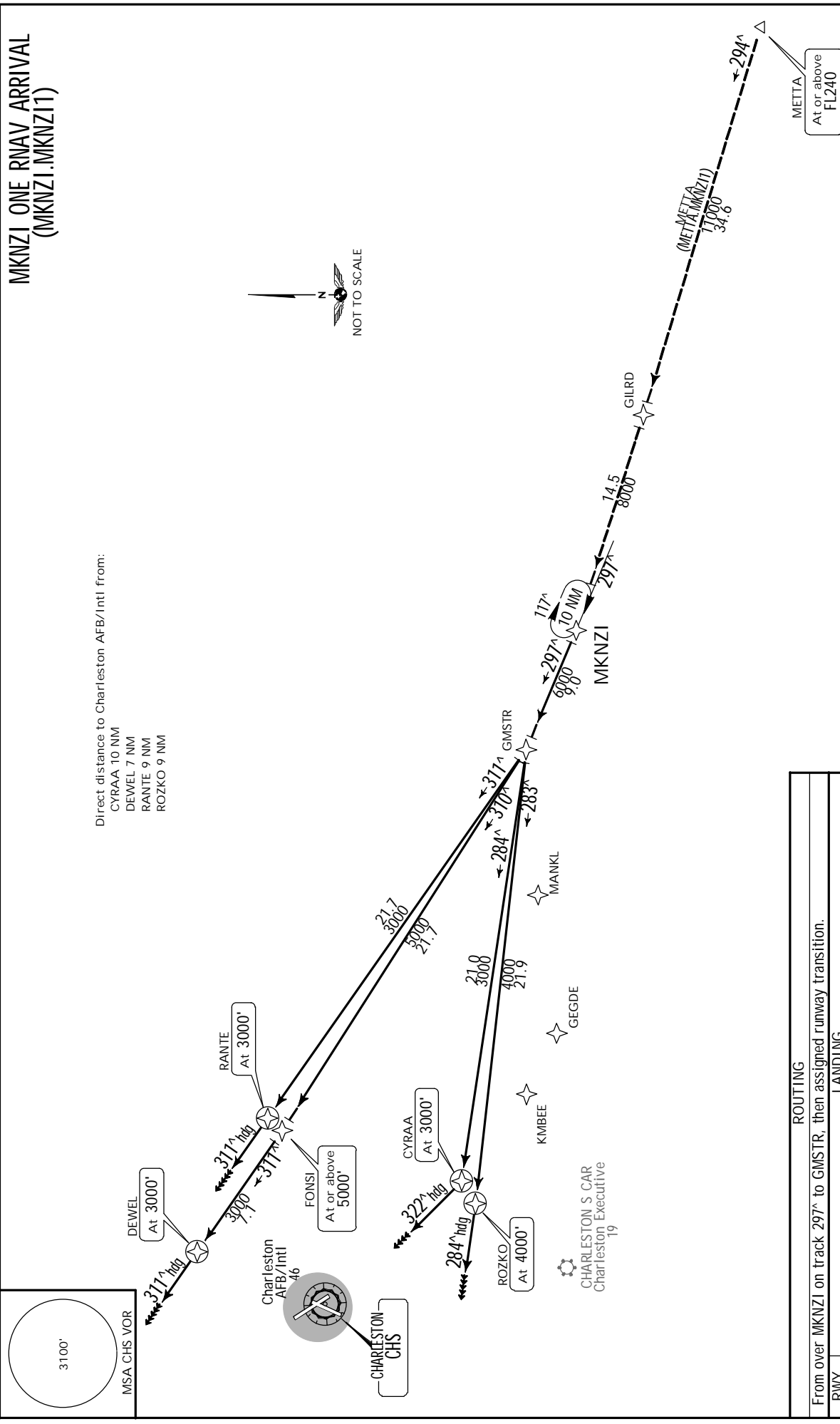
CHARLESTON AFB/INTL

Alt set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.

4. For non-GPS equipped aircraft, CRE DME must be operational.
5. Monitor ATIS for runway in use. 6. EXPECT runway assignment from CHARLESTON Approach Control on initial contact.

**MKNZI ONE RNAV ARRIVAL
(MKNZI.MKNZI1)**

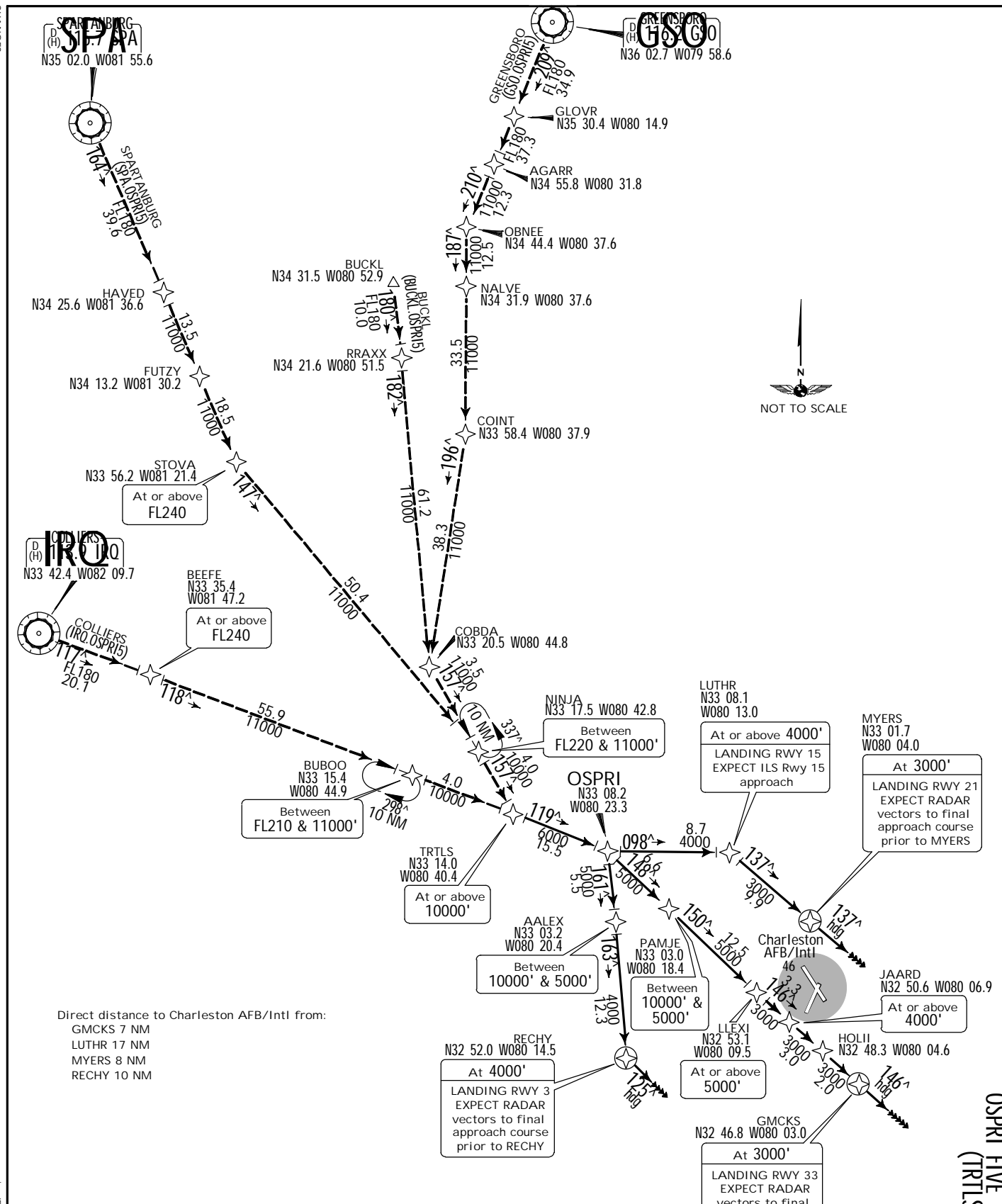


ROUTING	
RWY	
	From over MKNZI on track 297° to GMSTR, then assigned runway transition.
3	LANDING From over GMSTR on track 283° to ROZKO, then on heading 284°, EXPECT RADAR vectors to final approach course.
15	From over GMSTR on track 310° to FONSI, then on track 311° to DEWEL, then on heading 311°, EXPECT RADAR vectors to final approach course.
21	From over GMSTR on track 311° to RANTE, then on heading 311°, EXPECT RADAR vectors to final approach course.
33	From over GMSTR on track 284° to CYRAA, then on heading 322°, EXPECT RADAR vectors to final approach course.

CHANGES:	None
----------	------

JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

CHANGES: Procedure revised, renumbered.



ROUTING	
From over TRTLS on track 119° to OSPRI, then assigned runway transition.	
RWY	LANDING
3	From over OSPRI on track 161° to AALEX, then on track 163° to RECHY, then on heading 125°, EXPECT RADAR vectors to final approach course.
15	From over OSPRI on track 098° to LUTHR, EXPECT ILS RWY 15 approach.
21	From over OSPRI on track 098° to LUTHR, then on track 137° to MYERS, then on heading 137°, EXPECT RADAR vectors to final approach course.
33	From over OSPRI on track 148° to PAMJE, then on track 150° to LLEXI, then on track 146° to JAARD, then on track 146° to HOLII, then on track 146° to GMCKS, then on heading 146°, EXPECT RADAR vectors to final approach course.

ATIS
124.75

Apt Elev
See graphic

Alt set: INCHES Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

4. Monitor ATIS for runway in use.
5. EXPECT runway assignment from CHARLESTON Approach Control on initial contact.
6. GREENSBORO transition assigned by ATIS only.

KCHS/CHS

CHARLESTON AFB/INTL

JEPPesen

6 DEC 13

10-2F

.Eff.12.Dec.

CHARLESTON, S CAR

.RNAV.STAR.

ATIS
124.75

Apt Elev
46'

Alt set: INCHES

Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RNAV 1.

3. RADAR required for non-GPS equipped aircraft.

4. Monitor ATIS for runway in use.

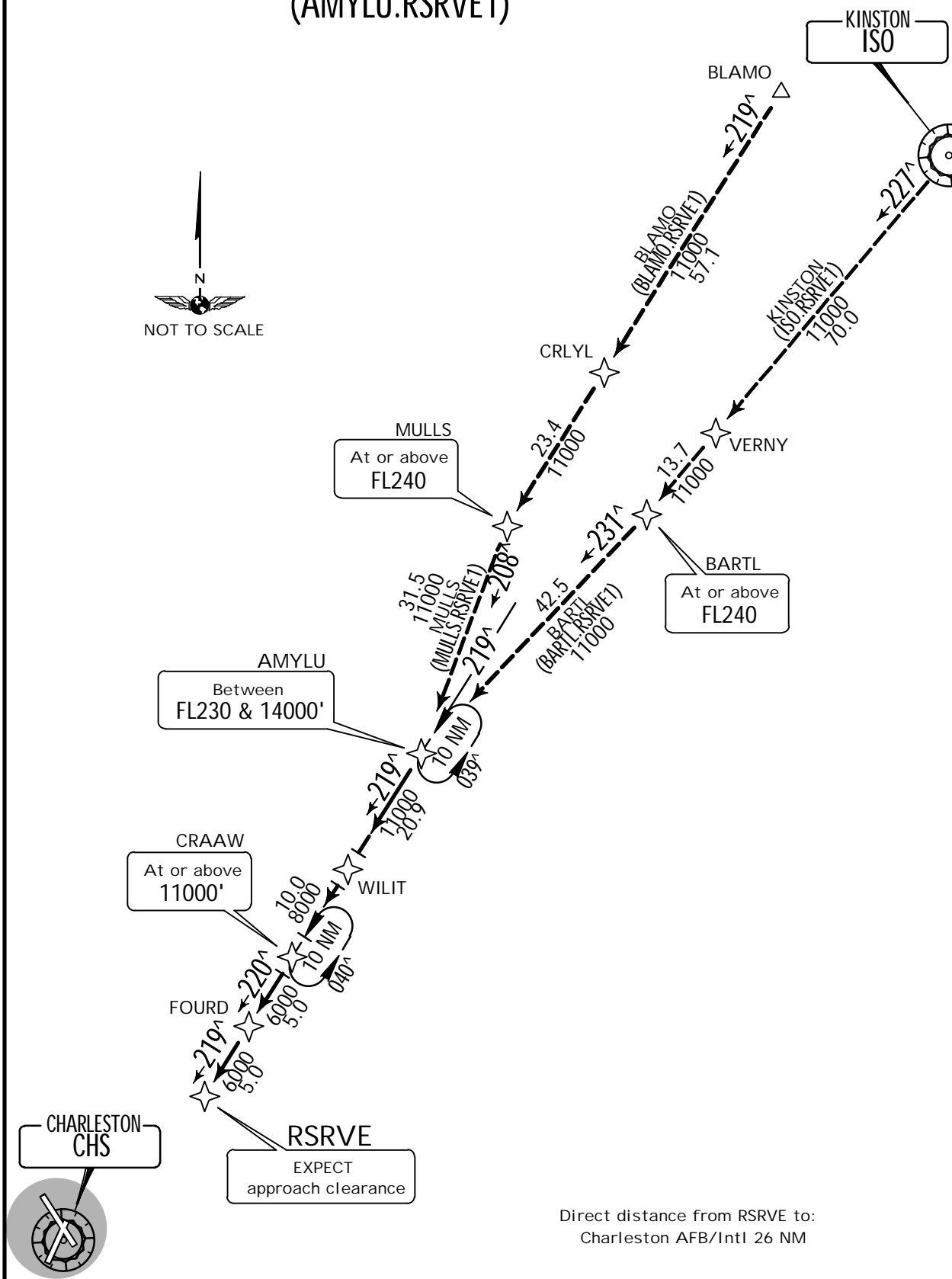
5. EXPECT runway assignment from CHARLESTON

Approach Control on initial contact.

3100'

MSA CHS VOR

RSRVE ONE RNAV ARRIVAL (AMYLURSRVE1)



ROUTING

From over AMYLU on track 219° to WILIT, then on track 219° to CRAAW, then on track 220° to FOURD, then on track 219° to RSRVE, EXPECT approach clearance.

KCHS/CHS

CHARLESTON AFB/INTL

JEPPesen

6 DEC 13

(10-2G)

.Eff.12.Dec.

CHARLESTON, S CAR

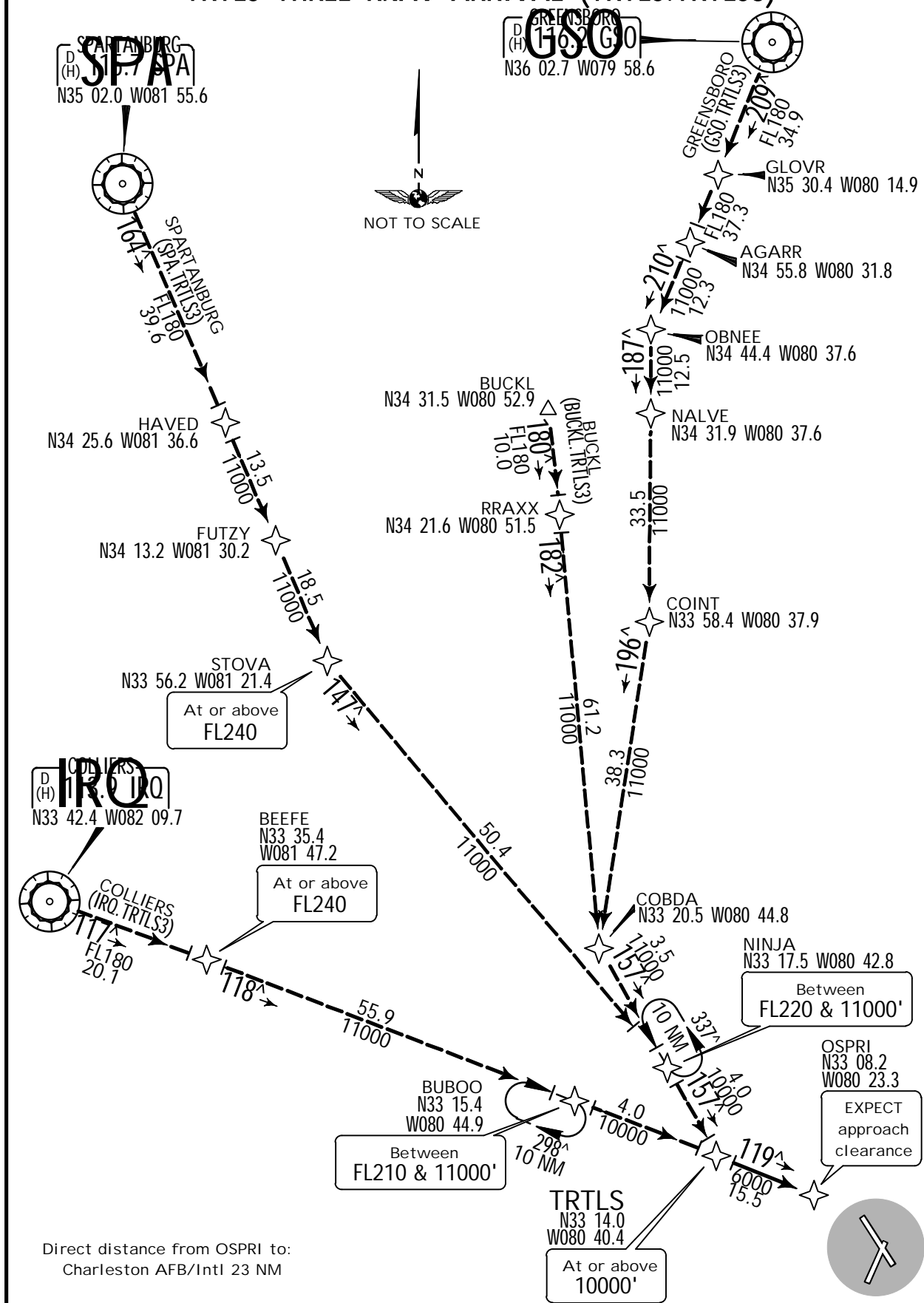
.RNAV.STAR.

ATIS
124.75

Apt Elev
46'

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. Monitor ATIS for runway in use. 5. EXPECT runway assignment from CHARLESTON Approach Control on initial contact.
6. GREENSBORO Transition assigned by ATC only.

TRTLS THREE RNAV ARRIVAL (TRTLS.TRTLS3)



ROUTING

From over TRTLS on track 119° to OSPRI, EXPECT approach clearance.

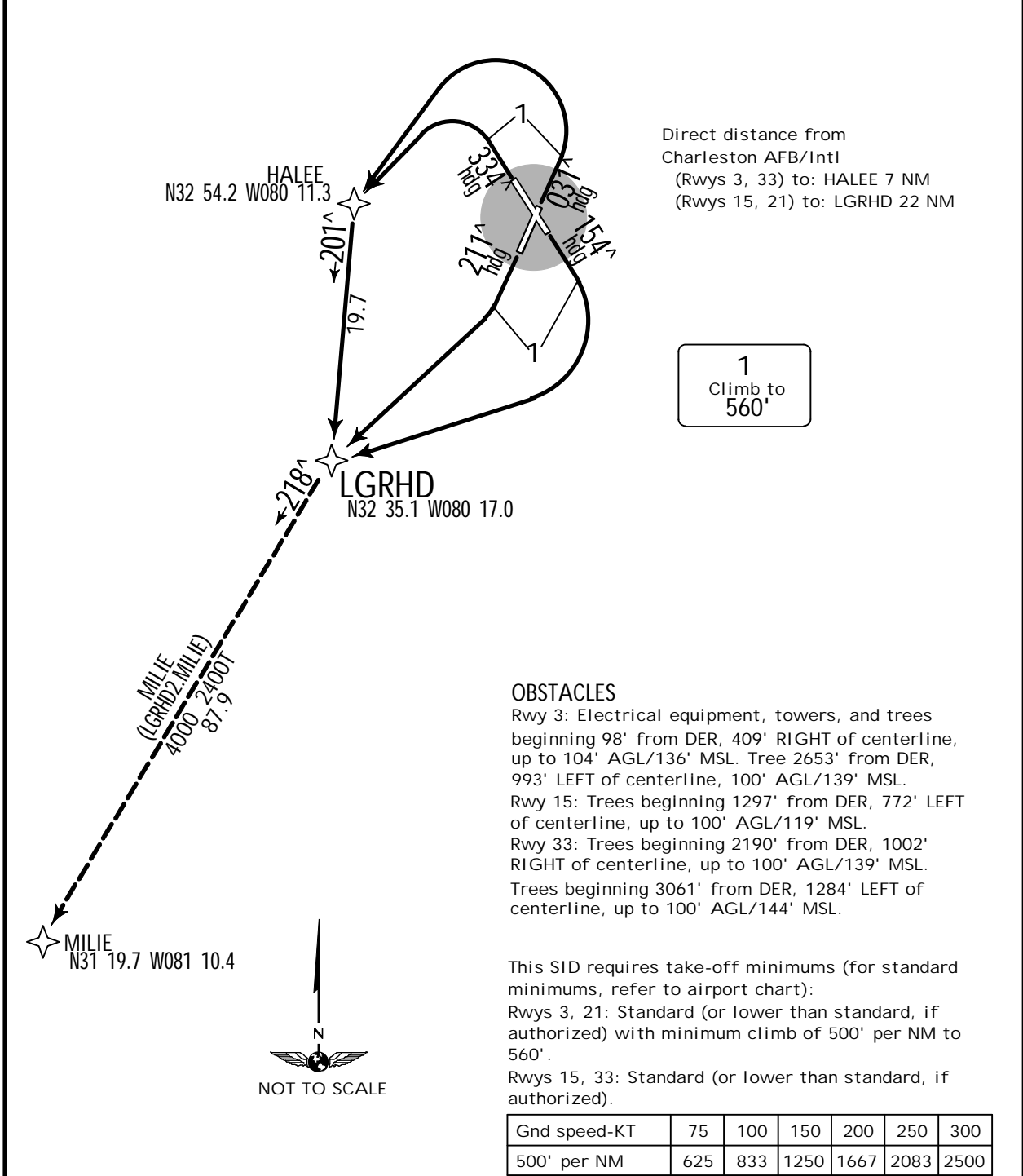
KCHS/CHS
CHARLESTON AFB/INTL

JEPPesen
15 JUL 16 10-3 Eff.21.Jul.

CHARLESTON, S CAR
.RNAV.SID.

CHARLESTON Departure (R) 120.7	Apt Elev 46'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required for non-GPS equipped aircraft. 4. For non-GPS equipped aircraft: SAV and VAN DMEs must be operational. 5. Transponder code will be issued by CHARLESTON Clearance Delivery. 6. If unable to accept climb rate, advise ATC on initial contact.
------------------------------------------	-----------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

LGRHD 2 RNAV DEPARTURE (LGRHD2.LGRHD)



RWY	INITIAL CLIMB	TOP ALTITUDE
3	Climb heading 031^ to 560', then LEFT turn direct HALEE, then on depicted route to LGRHD.	4000'
15	Climb heading 154^ to 560', then RIGHT turn direct LGRHD.	
21	Climb heading 211^ to 560', then direct LGRHD.	
33	Climb heading 334^ to 560', then LEFT turn direct HALEE, then on depicted route to LGRHD.	
ROUTING		
At LGRHD via assigned transition/route, MAINTAIN 4000'. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.		

KCHS/CHS
CHARLESTON AFB/INTL

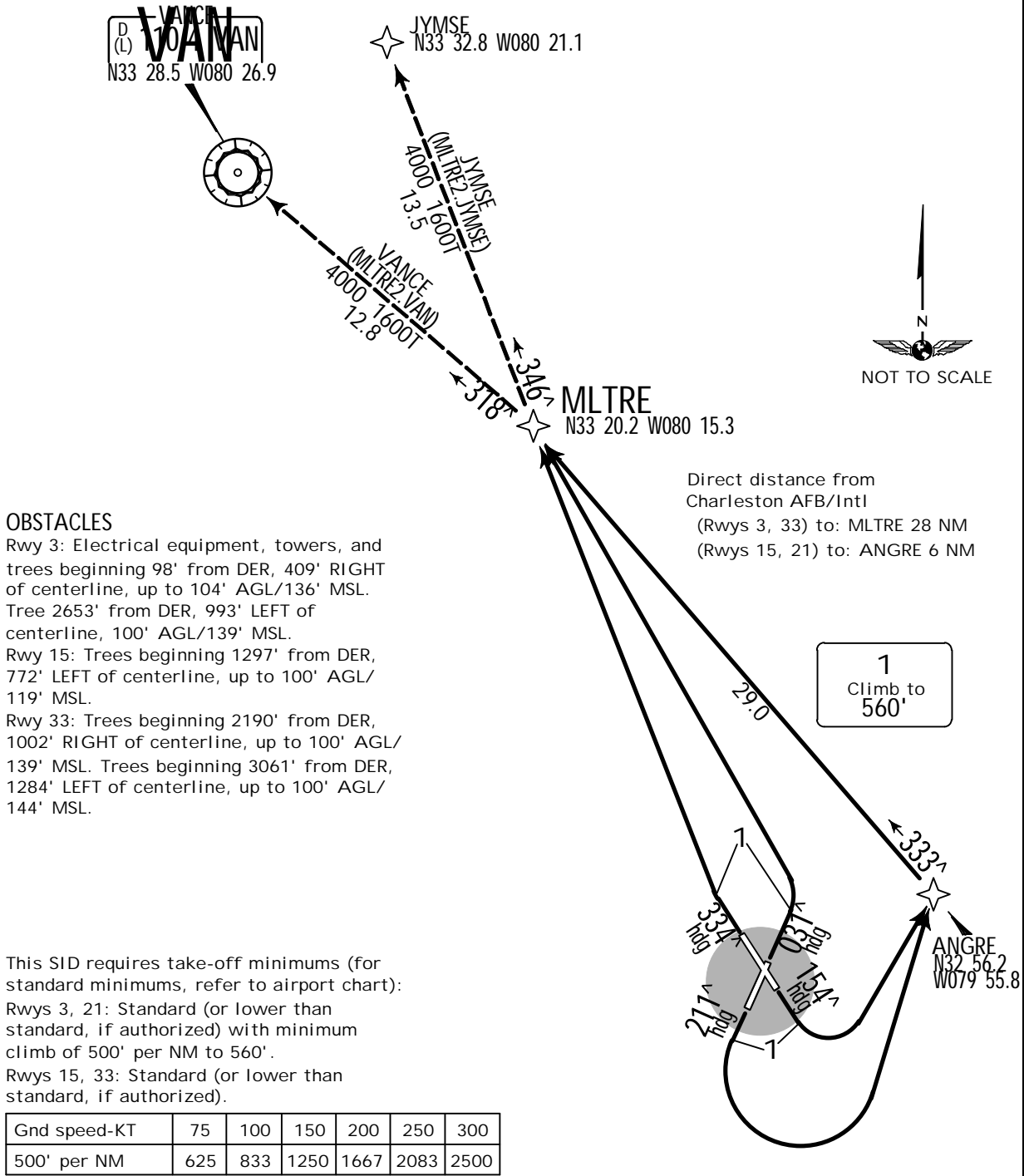


15 JUL 16 (10-3A) .Eff.21.Jul.

CHARLESTON, S CAR
.RNAV.SID.

CHARLESTON Departure (R) 119.3	Apt Elev 46'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required for non-GPS equipped aircraft. 4. For non-GPS equipped aircraft: CHS and VAN DMEs must be operational for take-off Rwy 15, 21; FLO DME must be operational for take-off Rwys 3, 33. 5. Transponder code will be issued by CHARLESTON Clearance Delivery. 6. If unable to accept climb rate, advise ATC on initial contact.
------------------------------------------	-----------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

MLTRE 2 RNAV DEPARTURE (MLTRE2.MLTRE)

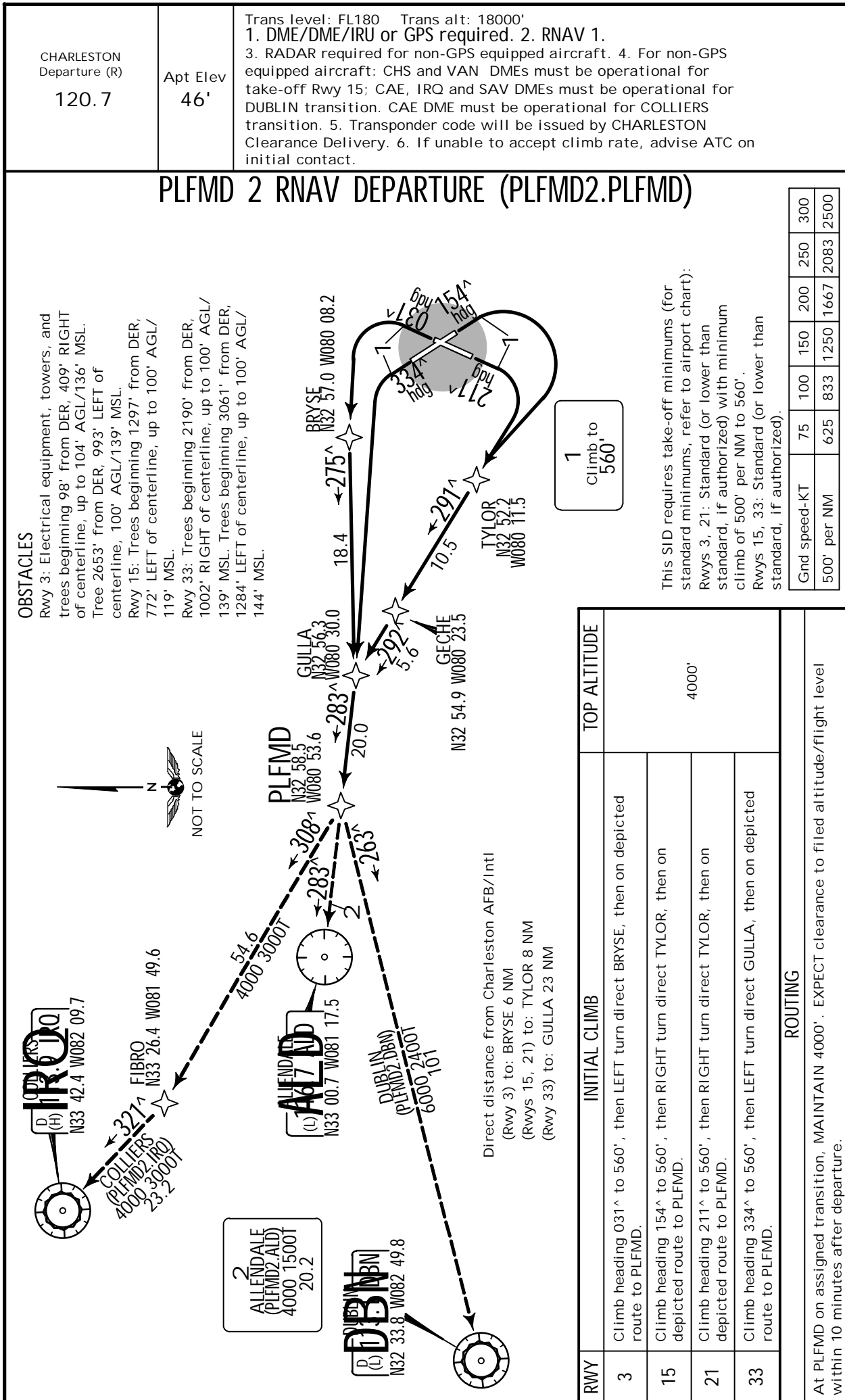


RWY	INITIAL CLIMB	TOP ALTITUDE
3	Climb heading 031^ to 560', then LEFT turn direct MLTRE.	4000'
15	Climb heading 154^ to 560', then LEFT turn direct ANGRE, then on depicted route to MLTRE.	
21	Climb heading 211^ to 560', then LEFT turn direct ANGRE, then on depicted route to MLTRE.	
33	Climb heading 334^ to 560', direct MLTRE.	
ROUTING		
At MLTRE via assigned transition. MAINTAIN 4000'. EXPECT clearance to filed altitude 10 minutes after departure.		

KCHS/CHS
CHARLESTON AFB/INTL

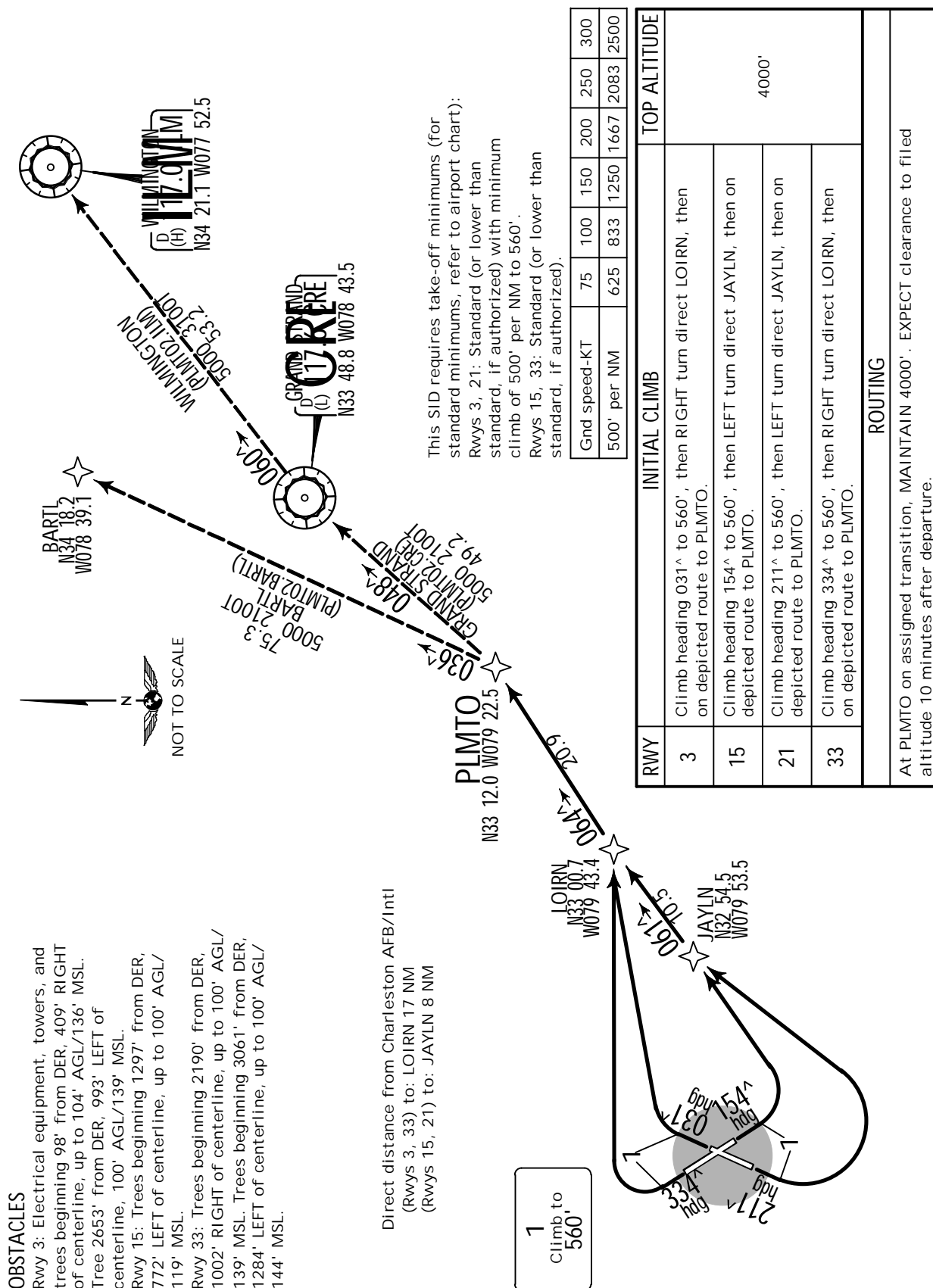
JEPPESSEN
15 JUL 16 (10-3B) .Eff.21.Jul.

CHARLESTON, S CAR
.RNAV.SID.



<p>CHARLESTON Departure (R)</p> <p>119.3</p>	<p>Apt Elev 46'</p>	<p>Trans level: FL180 Trans alt: 18000'</p> <p>1. DME/DME/IRU or GPS required. 2. RNAV 1.</p> <p>3. RADAR required for non-GPS equipped aircraft. 4. For non-GPS equipped aircraft: CHS DME must be operational for take-off Rwy 15, 21, 33; FLO DME must be operational for BARTL and WILMINGTON transitions. 5. Transponder code will be issued by CHARLESTON Clearance Delivery. 6. If unable to accept climb rate, advise ATC on initial contact.</p>
--------------------------------------------------	-------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

PLMT0 2 RNAV DEPARTURE (PLMT02.PLMT0)



KCHS/CHS
CHARLESTON AFB/INTL

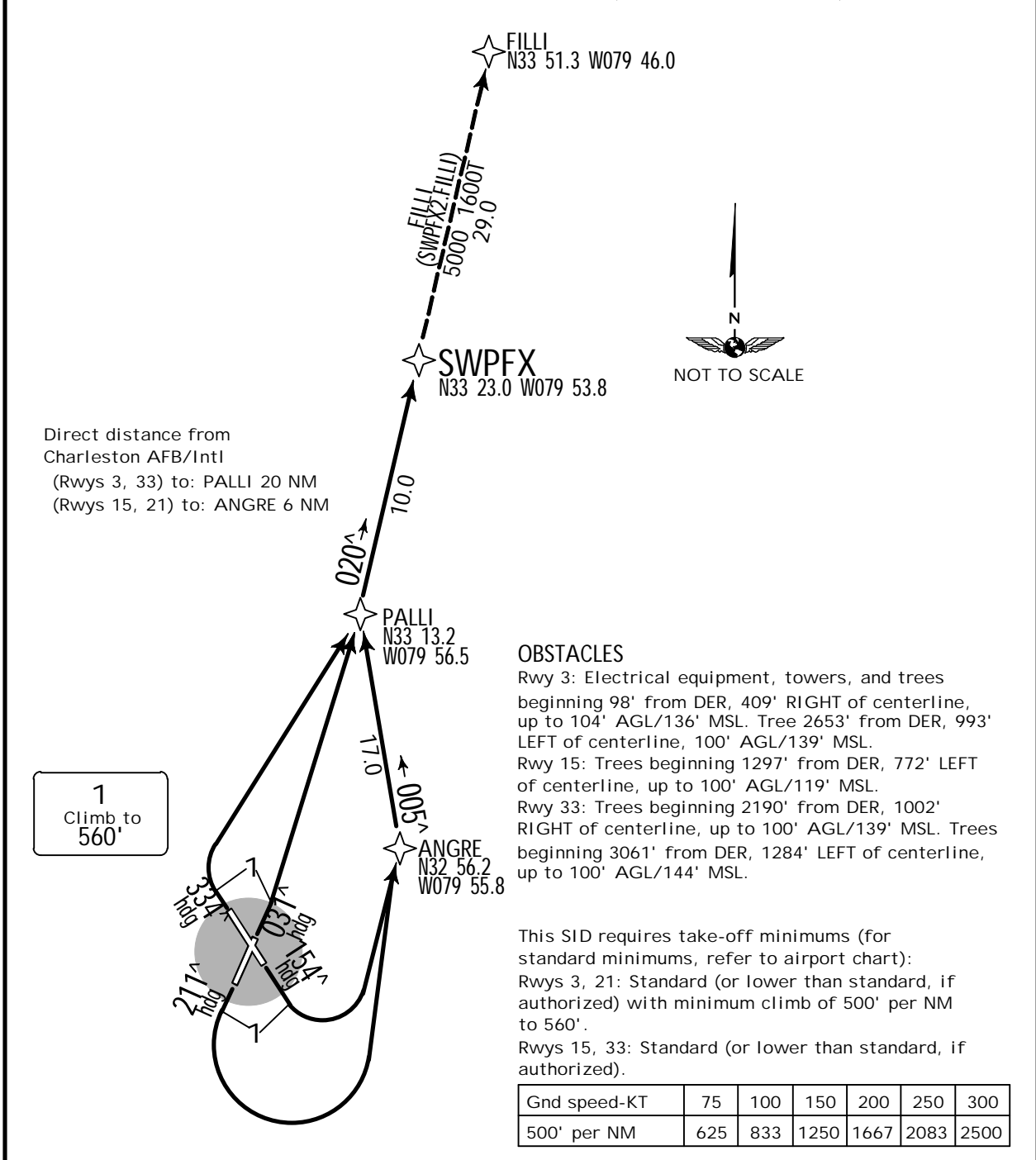


15 JUL 16 (10-3D) .Eff.21.Jul.

CHARLESTON, S CAR
.RNAV.SID.

CHARLESTON Departure (R) 119.3	Apt Elev 46'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required for non-GPS equipped aircraft. 4. For non-GPS equipped aircraft: CHS and VAN DMEs must be operational for take-off Rwys 15, 21. 5. Transponder code will be issued by CHARLESTON Clearance Delivery. 6. If unable to accept climb rate, advise ATC on initial contact.
------------------------------------------	-----------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

SWPFX 2 RNAV DEPARTURE (SWPFX2.SWPFX)



RWY	INITIAL CLIMB	TOP ALTITUDE
3	Climb heading 031^ to 560', then direct PALLI, then on depicted route to SWPFX.	4000'
15	Climb heading 154^ to 560', then LEFT turn direct ANGRE, then on depicted route to SWPFX.	
21	Climb heading 211^ to 560', then LEFT turn direct ANGRE, then on depicted route to SWPFX.	
33	Climb heading 334^ to 560', then RIGHT turn direct PALLI, then on depicted route to SWPFX.	
ROUTING		
At SWPFX on assigned transition, MAINTAIN 4000'. EXPECT clearance to filed altitude 10 minutes after departure.		

KCHS/CHS

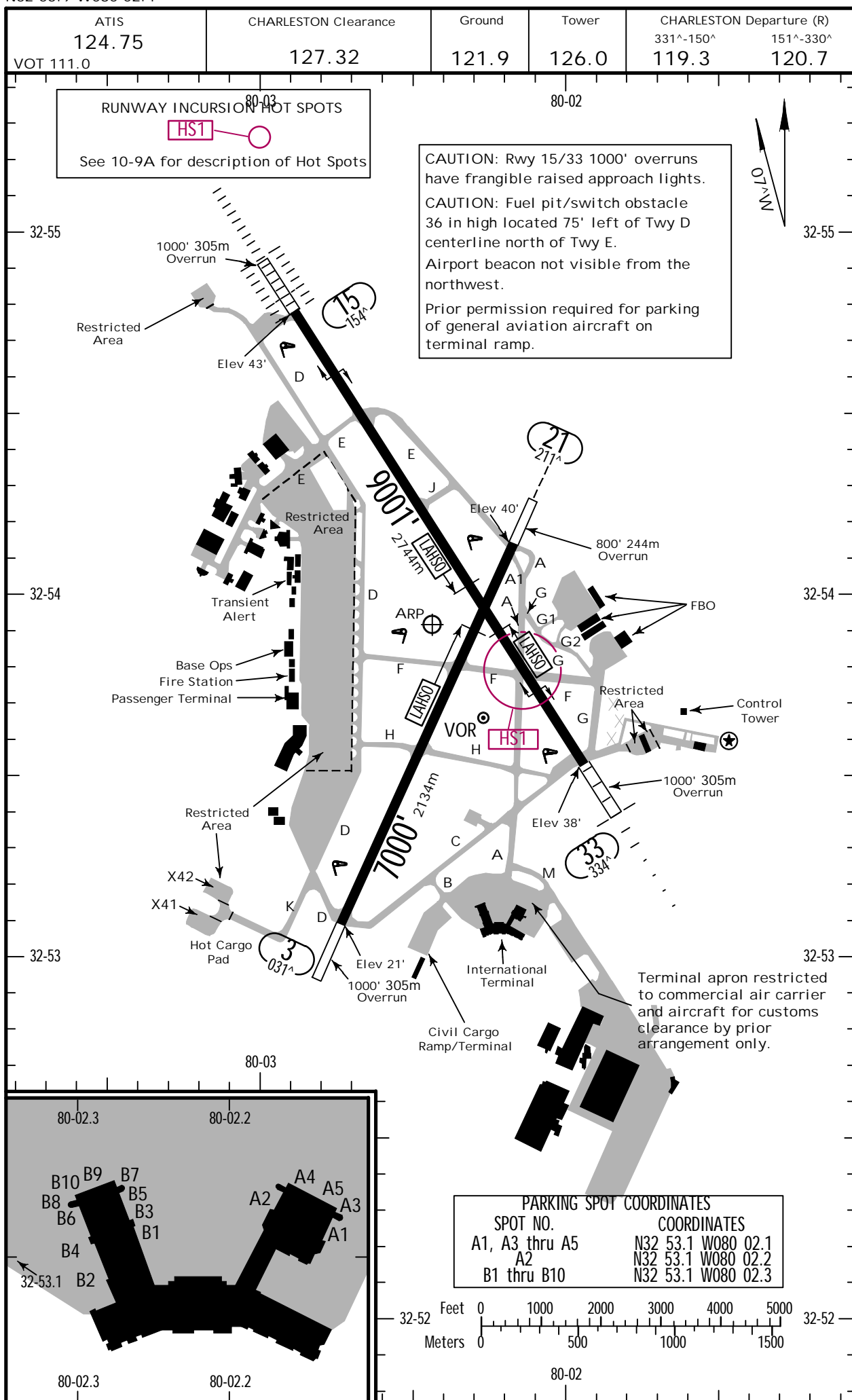
Apt Elev 46'
N32 53.9 W080 02.4

JEPPesen

11 MAR 16 (10-9)

CHARLESTON, S CAR

CHARLESTON AFB/INTL



CHANGES: Note, gate depiction.

JEPPesen, 1998, 2016. ALL RIGHTS RESERVED.

KCHS/CHS



CHARLESTON, S CAR
CHARLESTON AFB/INTL

GENERAL

Refer to DOD/NGA supplementary publications for additional information.
Intensive heavy military jets and other miscellaneous aircraft executing numerous cargo and personnel drops, high speed low-level formation flights and miscellaneous air-to-ground operations.
Deer in vicinity of airport.
Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING BEYOND		LAHSO Distance	TAKE-OFF	WIDTH
		Threshold	Glide Slope			
3 1 21	HIRL REIL PAPI-L grooved			15/33 5400' 1646m		150' 46m

1 Closed second Thursday of each month 1330-2200 Z.

15 2 33	HIRL CL ALSF-II TDZ PAPI-L grooved RVR	7910' 2411m	3/21 5450' 1661m	150' 46m
	HIRL CL MALSR PAPI-L grooved RVR	8128' 2477m	3/21 2650' 808m	

2 Closed last Thursday of each month 1330-2200 Z.

RUNWAY INCURSION HOT SPOTS



For information only, not to be construed as ATC instructions.



Twy A and Twy F and Rwy 15/33 confusing intersection.

TAKE-OFF

Rwys 15, 33

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwys 3, 21

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

FOR FILING AS ALTERNATE

ILS Rwy 15	LOC Rwy 15	VOR DME Rwy 3	RNAV (RNP) Z Rwy 3	RNAV (GPS) Y Rwy 3
ILS Rwy 33	LOC DME Rwy 33	VOR DME Rwy 15	RNAV (RNP) Z Rwy 15	RNAV (GPS) Y Rwy 15
		VOR DME Rwy 21	RNAV (RNP) Z Rwy 21	RNAV (GPS) Y Rwy 21
		VOR DME Rwy 33	RNAV (RNP) Z Rwy 33	RNAV (GPS) Y Rwy 33

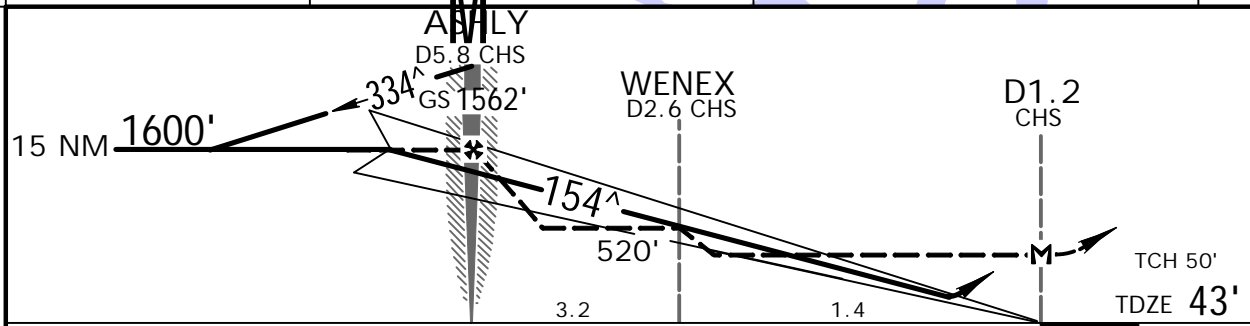
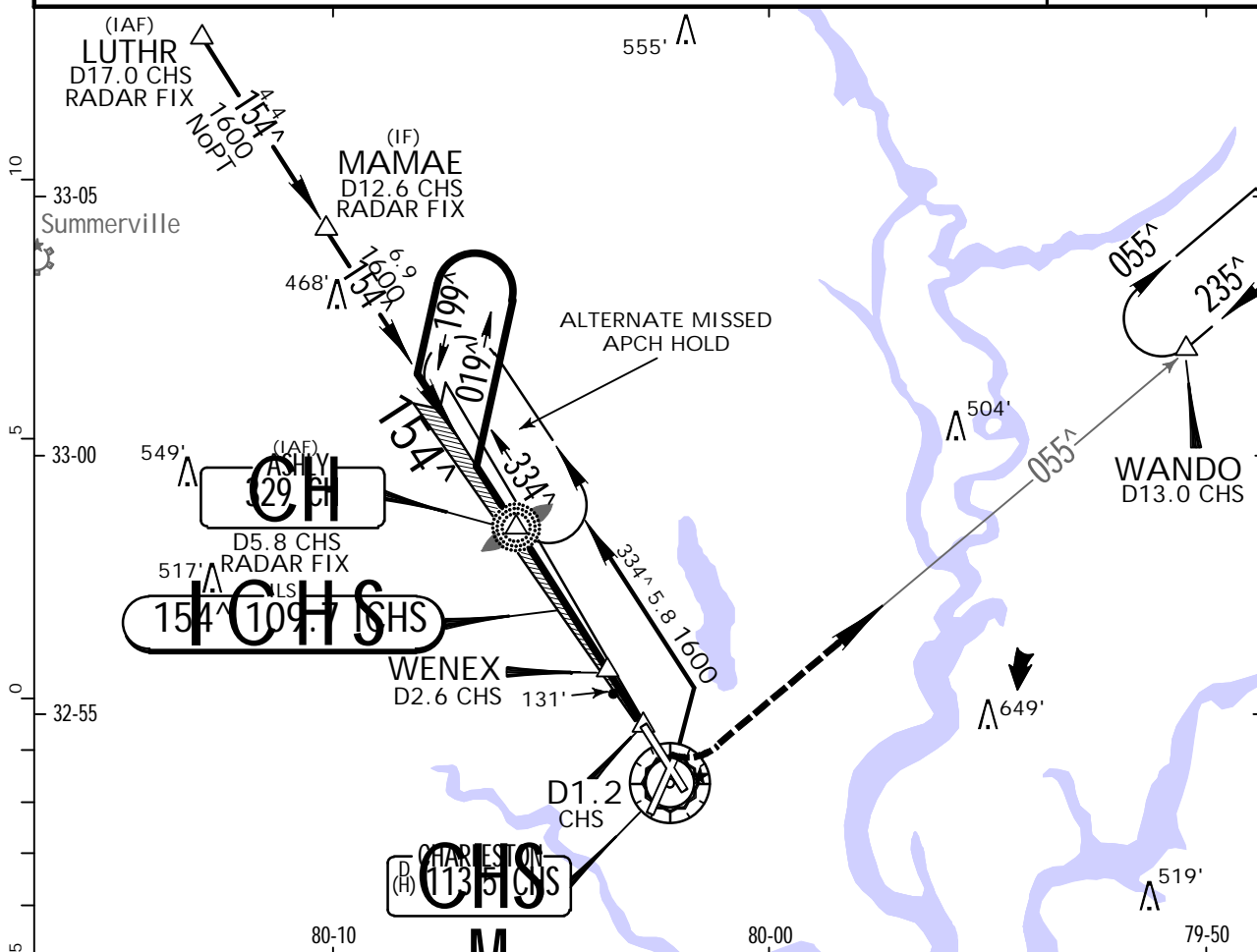
A	600-2	800-2
B		
C		
D		


KCHS/CHS
CHARLESTON AFB/INTL

JEPPESSEN
5 DEC 14 (11-1)

CHARLESTON, S CAR
ILS or LOC Rwy 15

BRIEFING STRIP™	ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9	
	LOC ICHS 109.7	Final Apch Crs 154^	GS ASHLY 1562'(1519')	ILS DA(H) 243'(200')	Apt Elev 46' TDZE 43'		<div>3100'</div> <div>MSA CHS VOR</div>	
	MISSED APCH: Climb to 500' then climbing LEFT turn to 2000' on CHS VOR R-055 to WANDO/D13.0 CHS and hold, or as directed by ATC.							
	Alt Set: INCHES 1. DME required. 2. Simultaneous reception of ICHS and CHS DME required. 3. DME from CHS VOR.							
	Trans level: FL 180 Trans alt: 18000'							



Gnd speed-Kts	70	90	100	120	140	160		500'	2000'	CHS 113.5 R-055	WANDO
GS	3.00^	372	478	531	637	743		↑	↩		
MAP at D1.2 CHS or ASHLY to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43					

TERPS.			STRAIGHT-IN LANDING RWY15					CIRCLE-TO-LAND		
ILS			1 LOC (GS out)							
DA(H) 243' (200')			With WENEX		Without WENEX					
			MDA(H) 400' (357')		MDA(H) 520' (477')					
FULL		TDZ or CL out	ALS out			ALS out			Max Kts	MDA(H)
A				RVR 24		RVR 24	RVR 55	90	540'(494') - 1	
B	RVR 18	RVR 24	RVR 40	or 1/2	RVR 55	or 1/2	or 1	120		
C	or 3/8	or 1/2	or 3/4	RVR 30	or 1	RVR 50	1 3/8	140	540'(494') - 1 1/2	
D				or 5/8		or 1		165	600'(554') - 2	
1 RADAR or ADF or DME required.										

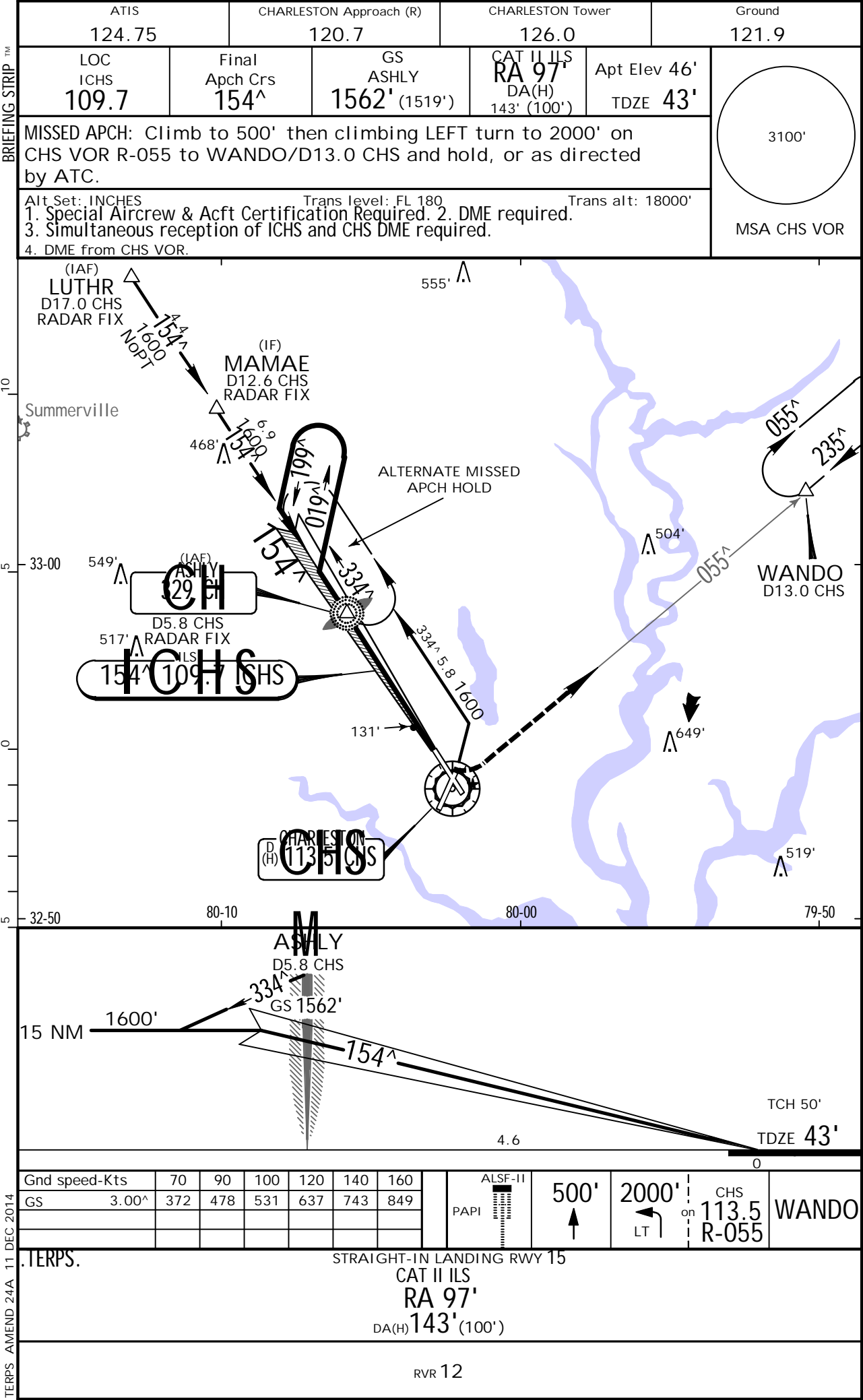
CHANGES: IM decommissioned, TDZE.

JEPPESSEN, 2002, 2014. ALL RIGHTS RESERVED.

KCHS/CHS
CHARLESTON AFB/INTL

JEPPESSEN
5 DEC 14 11-1A

CHARLESTON, S CAR
ILS Rwy 15 CAT II



KCHS/CHS

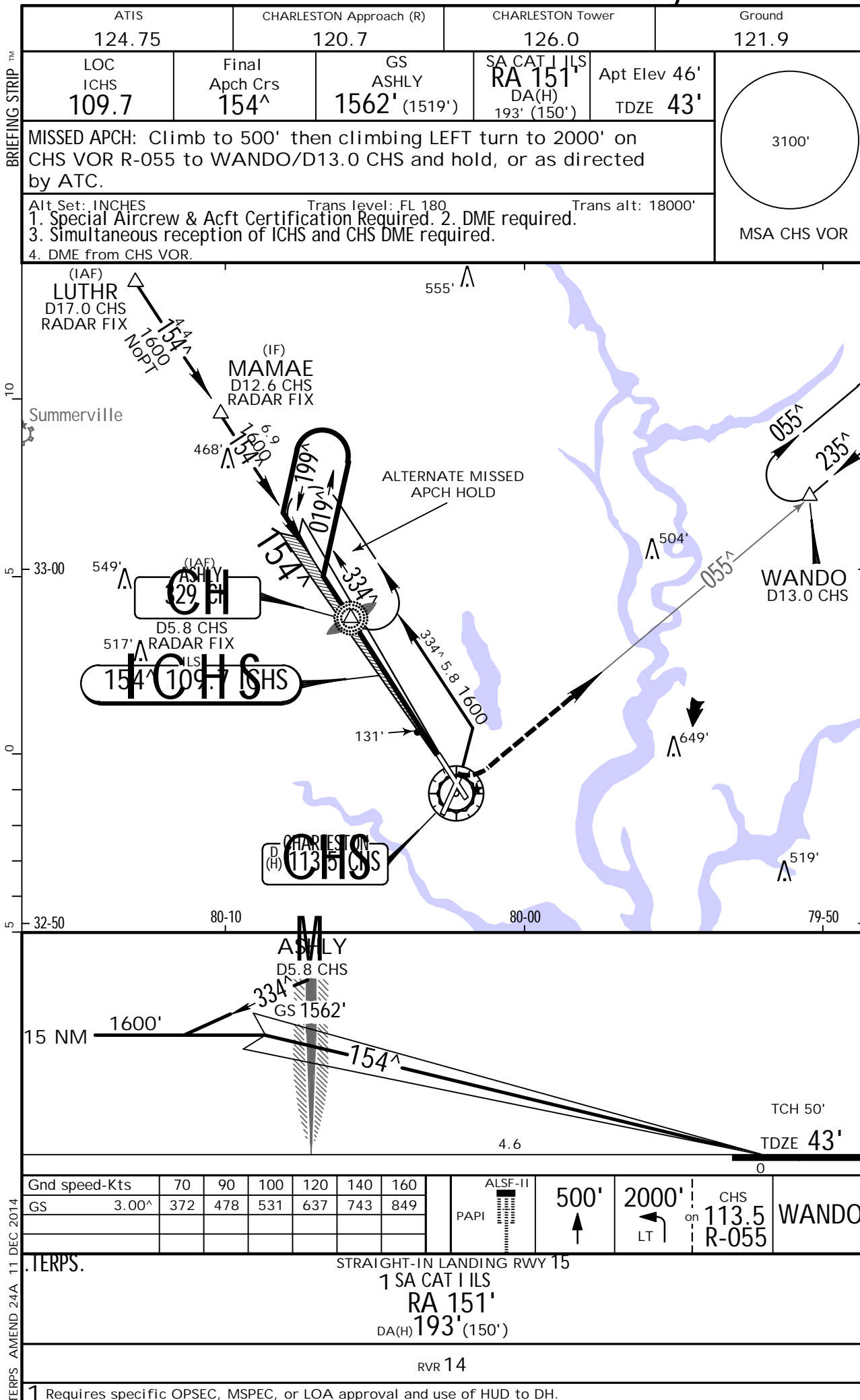
CHARLESTON AFB/INTL

JEPPesen

5 DEC 14

11-1B

CHARLESTON, S CAR
ILS Rwy 15 SA CAT I



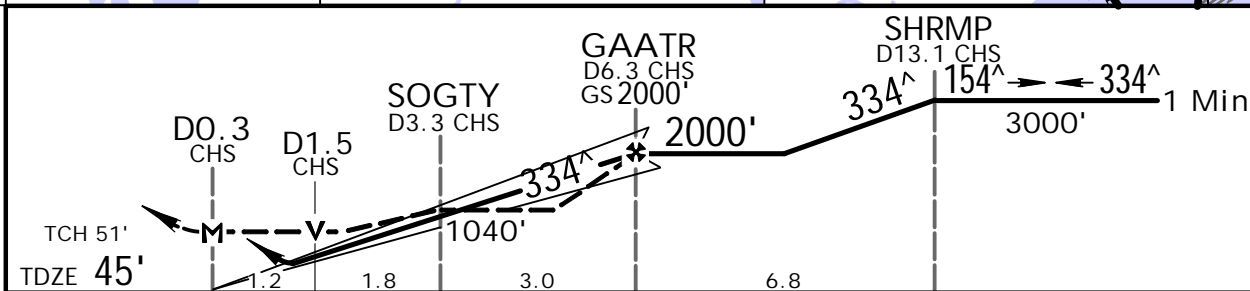
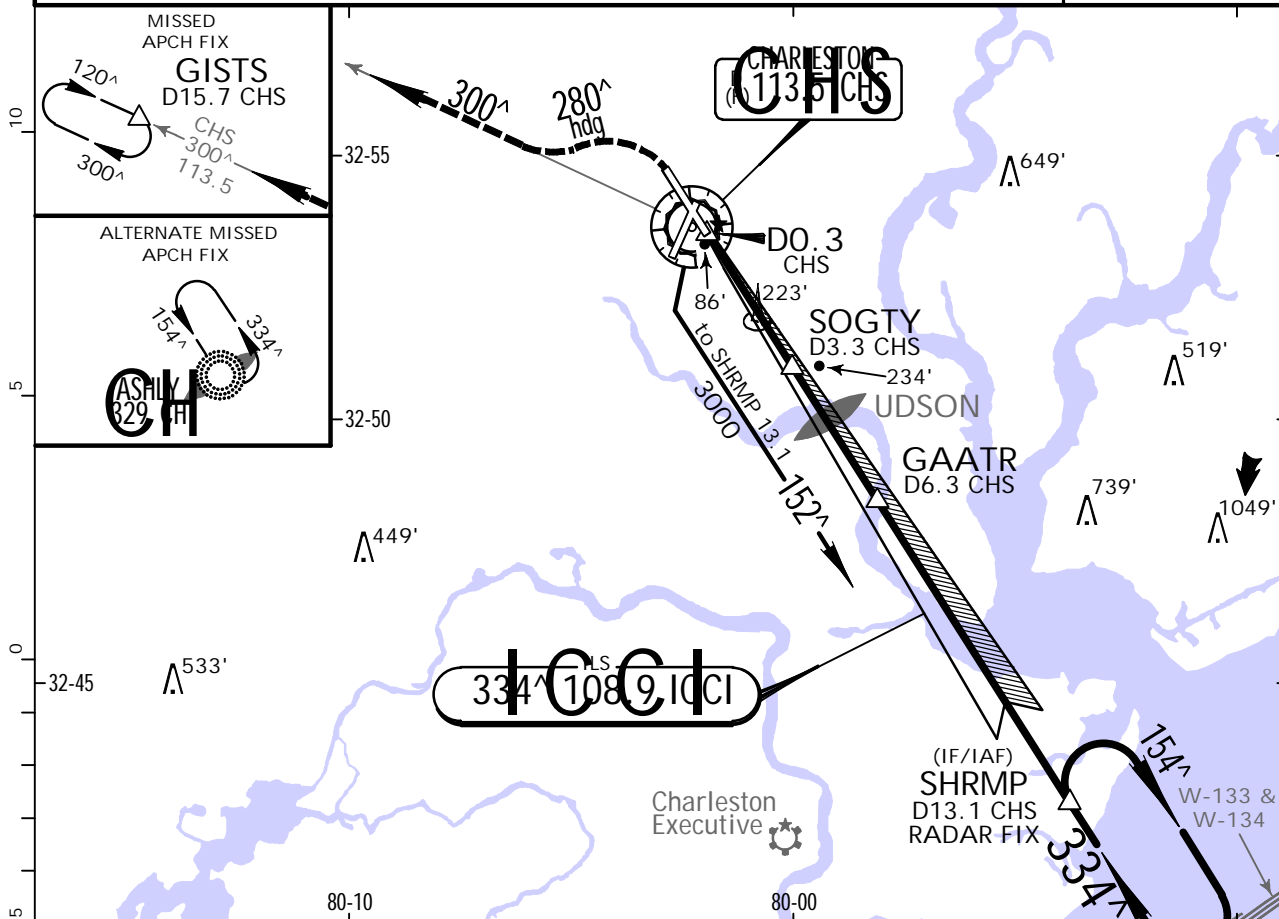
KCHS/CHS
CHARLESTON AFB/INTL

JEPPESEN
5 DEC 14 (11-2)

CHARLESTON, S CAR
ILS or LOC DME Rwy 33

BRIEFING STRIP™

ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9	
LOC ICCI 108.9	Final Apch Crs 334 [^]	GS GAATR 2000' (1955')	ILS DA(H) 245' (200')	Apt Elev 46' TDZE 45'		<div>3100'</div> <div>MSA CHS VOR</div>	
MISSED APCH: Climb to 500' then climbing LEFT turn to 2100' on heading 280 [^] and on CHS VOR R-300 to GISTS/D15.7 CHS and hold, or as directed by ATC.							
Alt Set: INCHES 1. DME required. 2. Simultaneous reception of ICCI and CHS DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00 [^] /TCH 59'). 4. DME from CHS VOR.							




Gnd speed-Kts	70	90	100	120	140	160	MALSR		500'	2100'	280 [^]	CHS
GS	3.00 [^]	372	478	531	637	743	PAPI		↑	LT	hdg	113.5
MAP at D0.3 CHS												R-300

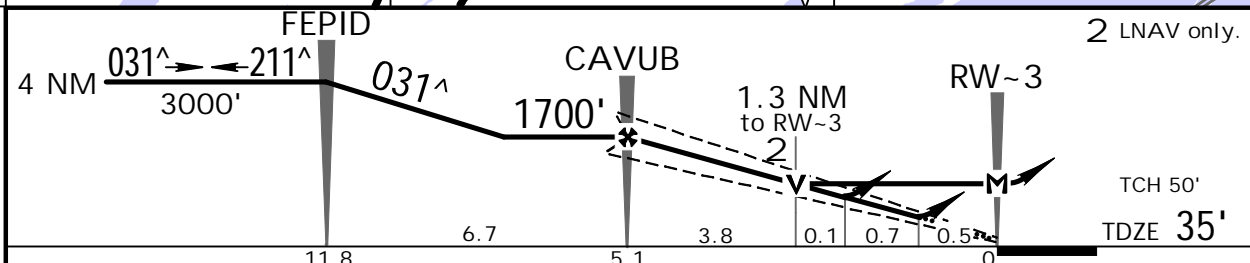
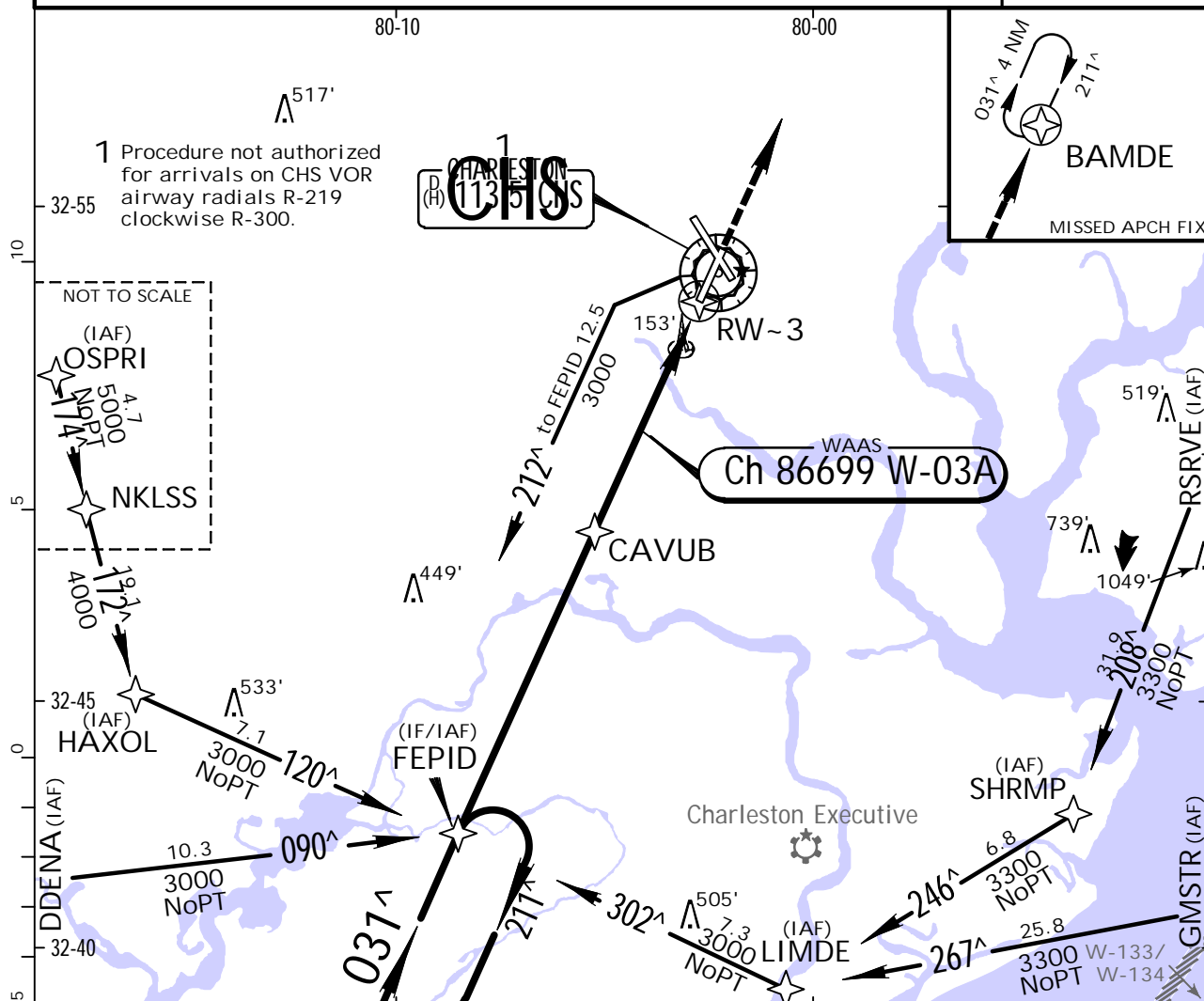
TERPS.		STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 245' (200')		MDA(H) 480' (435')					
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
						90	
A				RVR 24 or 1/2	RVR 40 or 3/4	120	540'(494') - 1
B							
C	RVR 24 or 1/2	RVR 40 or 3/4				140	540'(494') - 1 1/2
D				RVR 45 or 7/8	RVR 50 or 1	165	600'(554') - 2

CHANGES: TDZE, minimums.

JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

CHARLESTON, S CAR
RNAV (GPS) Y Rwy 3

ATIS		CHARLESTON Approach (R)		CHARLESTON Tower		Ground	
124.75		120.7		126.0		121.9	
WAAS Ch 86699	Final Apch Crs	Minimum Alt CAVUB	LPV DA(H)	Apt Elev 46'		 3100'	
W-03A	031^	1700' (1665')	236' (201')	TDZE 35'			
MISSED APCH: Climb to 3000' direct BAMDE and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA RW-3	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized.							

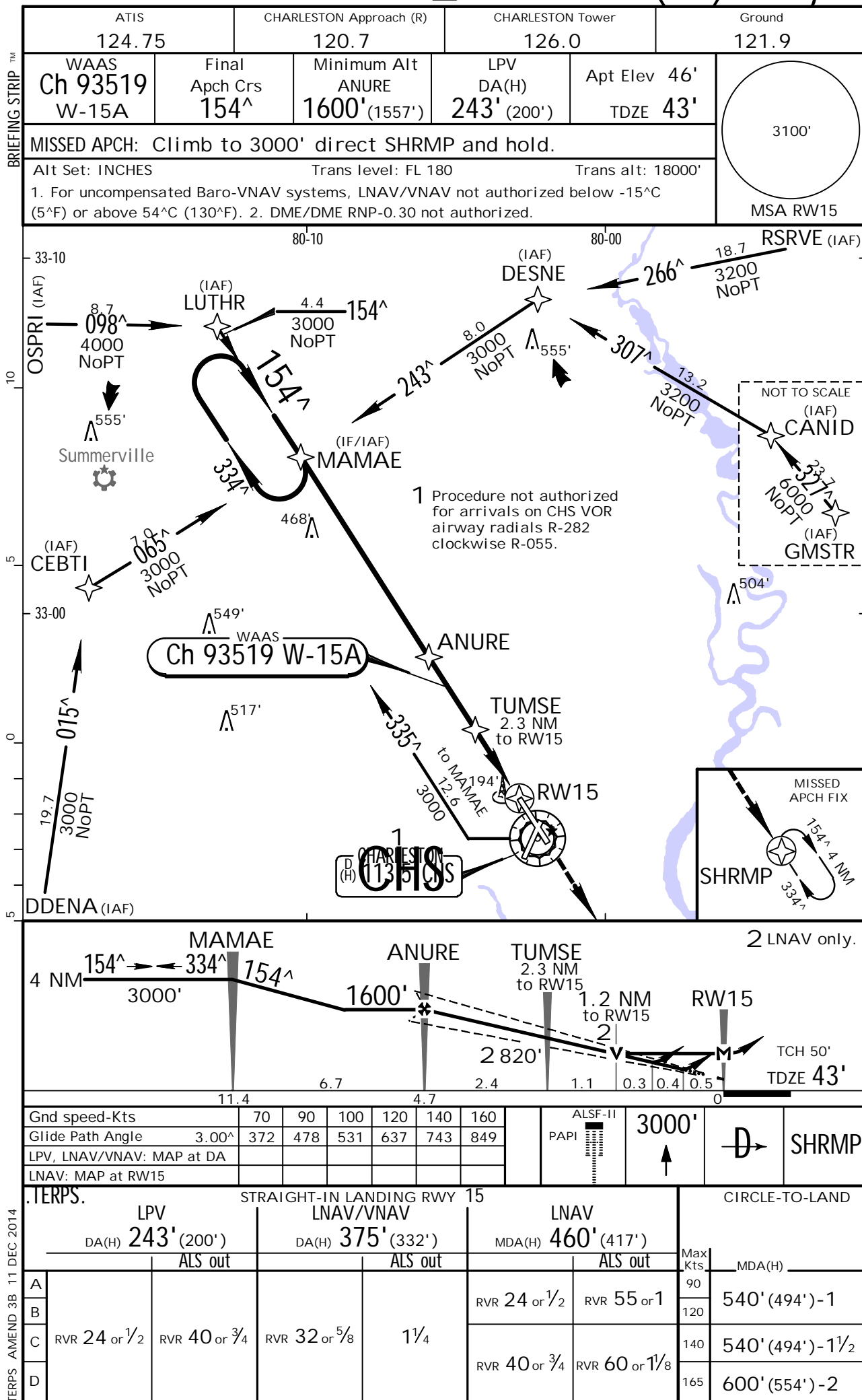


Gnd speed-Kts	70	90	100	120	140	160	<div> <div>REIL PAPI-L</div> <div>3000'</div> <div> </div> <div>BAMDE</div> </div>
Glide Path Angle 3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW-3							

TERPS.		STRAIGHT-IN LANDING RWY 3		CIRCLE-TO-LAND	
LPV DA(H) 236' (201')		LNAV/VNAV DA(H) 472' (437')		LNAV MDA(H) 480' (445')	
A	3/4	1 1/2	1	Max Kts 90	MDA(H) 540' (494') -1
B				120	540' (494') -1 1/2
C			1 3/8	140	
D				165	600' (554') -2

JEPPSEN, 2001, 2014. ALL RIGHTS RESERVED.

KCHS/CHS
CHARLESTON AFB/INTL
JEPPESSEN

5 DEC 14 **(12-2)**
CHARLESTON, S CAR
RNAV (GPS) Y RWY 15


KCHS/CHS

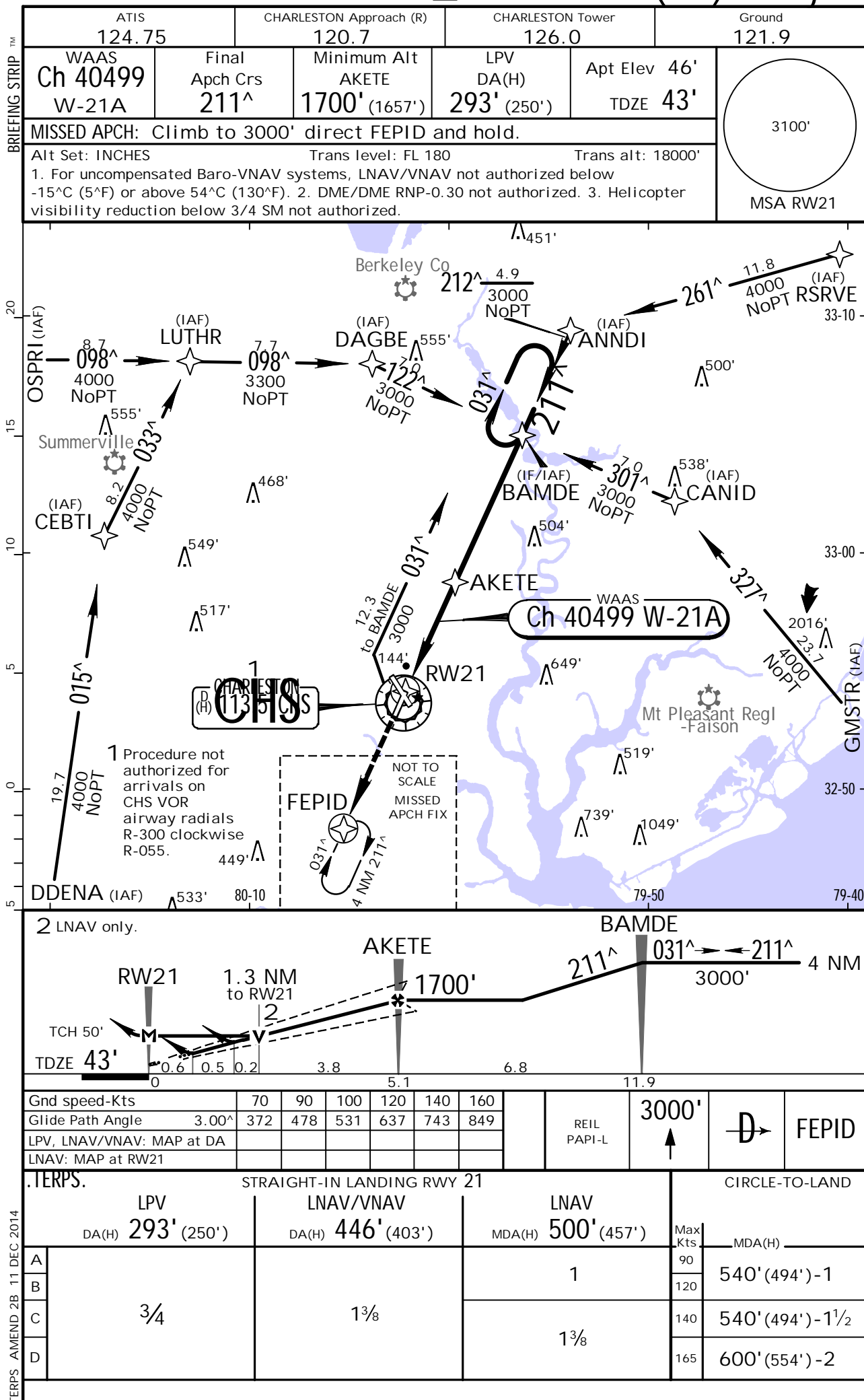
CHARLESTON AFB/INTL

JEPPESSEN

5 DEC 14

12-3

CHARLESTON, S CAR
RNAV (GPS) Y Rwy 21



KCHS/CHS

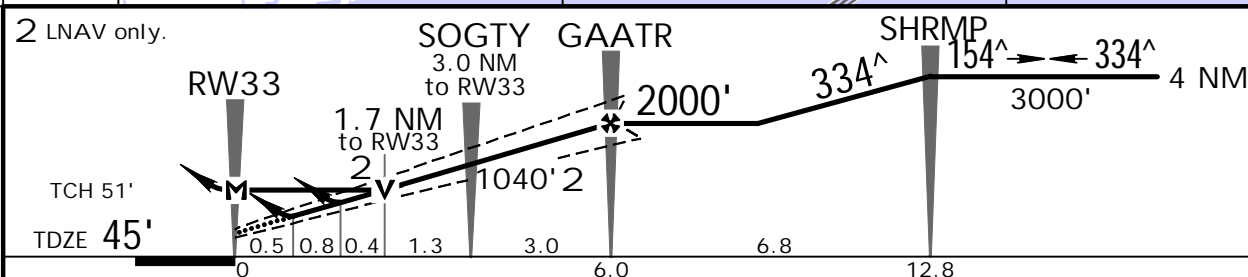
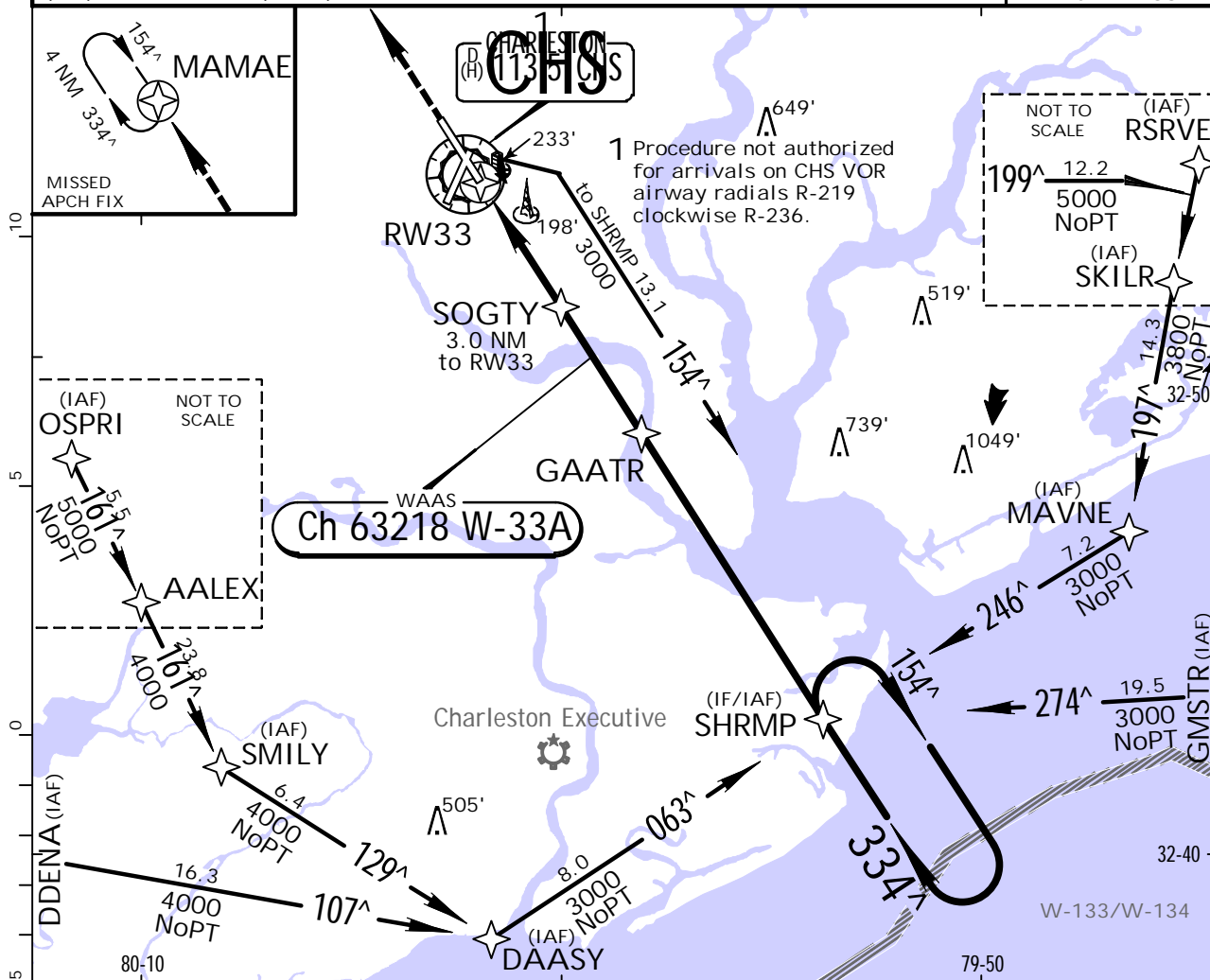
CHARLESTON AFB/INTL

JEPPesen
5 DEC 14 (12-4)

CHARLESTON, S CAR

RNAV (GPS) Y Rwy 33

BRIEFING STRIP™	ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9	
	WAAS Ch 63218 W-33A	Final Apch Crs 334^	Minimum Alt GAATR 2000' (1955')		LPV DA(H) 245' (200')	Apt Elev 46' TDZE 45'		<div>3100'</div> <div>MSA RW33</div>
	MISSED APCH: Climb to 3000' direct MAMAE and hold.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000'	D → MAMAE
Glide Path Angle 3.00 [^]	372	478	531	637	743	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW33								

TERPS.				STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
LPV DA(H) 245' (200')		LNAV/VNAV DA(H) 504' (459')		LNAV MDA(H) 640' (595')		LNAV DA(H) 640' (595')		CIRCLE-TO-LAND	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		Max Kts	MDA(H)
A RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/8	1 1/2	1 3/8	1 3/4	RVR 24 or 1/2	RVR 40 or 3/4	90	640' (594') -1
								120	640' (594') -1 3/4
								140	640' (594') -1 3/4
								165	640' (594') -2

CHANGES: TDZE, minimums.

JEPPesen, 2001, 2014. ALL RIGHTS RESERVED.

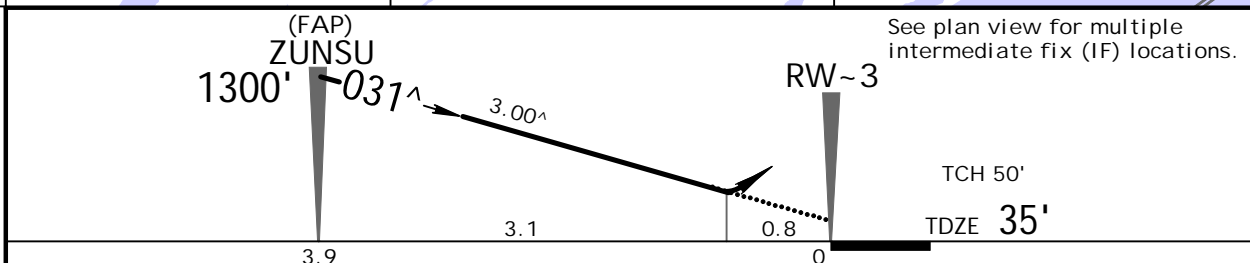
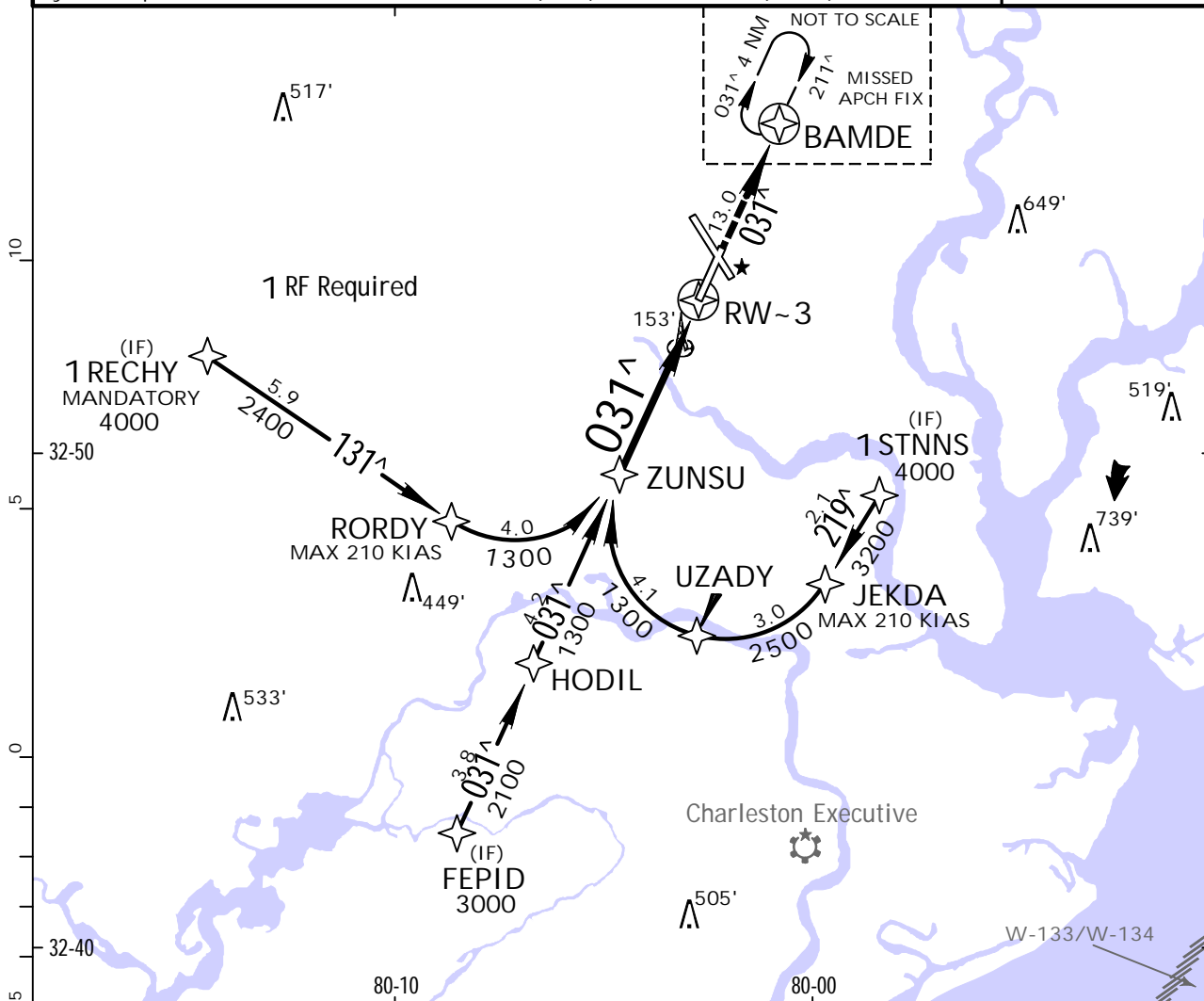
KCHS/CHS
CHARLESTON AFB/INTL

JEPPesen
5 DEC 14 **12-20**

CHARLESTON, S CAR
RNAV (RNP) Z Rwy 3

BRIEFING STRIP™

ATIS		CHARLESTON Approach (R)		CHARLESTON Tower		Ground	
124.75		120.7		126.0		121.9	
RNAV	Final Apch Crs 031^	Minimum Alt ZUNSU 1300' (1265')	RNP 0.20 DA(H) 329' (294')	Apt Elev 46'	TDZE 35'	<div>3100'</div> <div>MSA RW-3</div>	
MISSED APCH: Climb to 3000' on track 031^ to BAMDE and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -5°C (23°F) or above 54°C (130°F).							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' on 031°	BAMDE
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at DA									

TERPS.		STRAIGHT-IN LANDING RWY 3	
RNP 0.20		RNP 0.30	
DA(H) 329' (294')		DA(H) 488' (453')	

A	1	1½
B		
C		
D		

KCHS/CHS

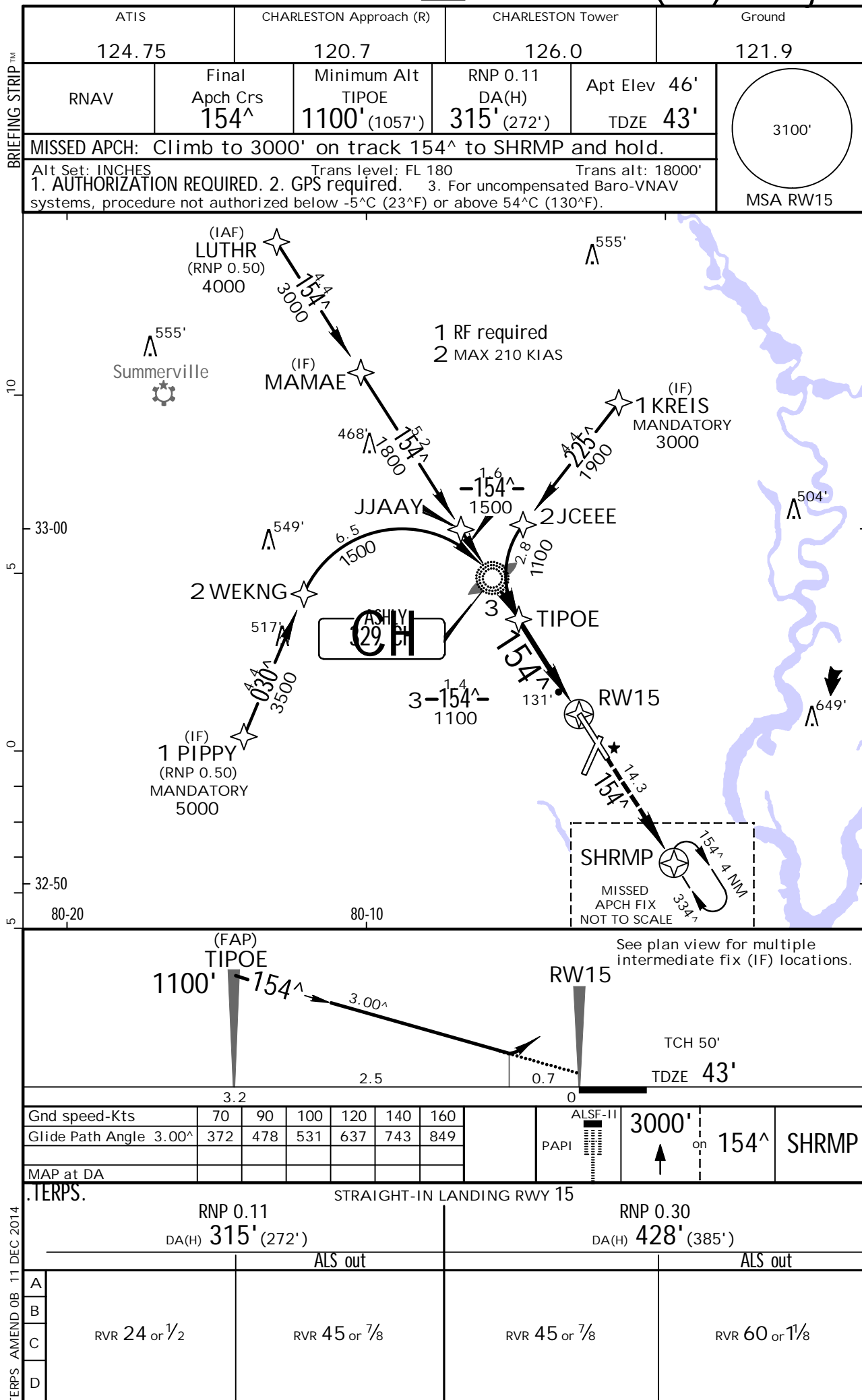
CHARLESTON AFB/INTL

5 DEC 14

12-21

JEPPesen

CHARLESTON, S CAR
RNAV (RNP) Z Rwy 15



KCHS/CHS

CHARLESTON AFB/INTL

5 DEC 14

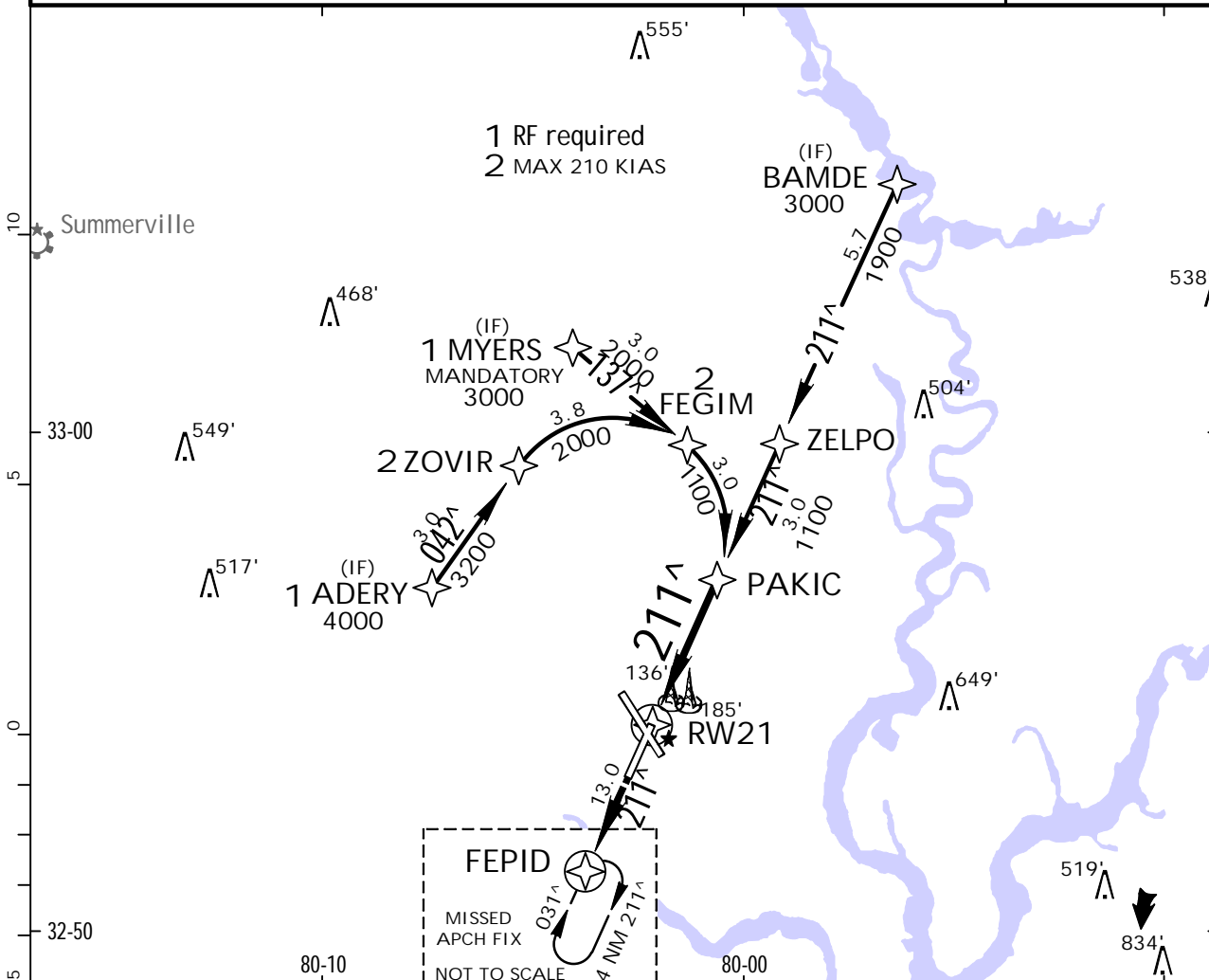
12-22

JEPPesen

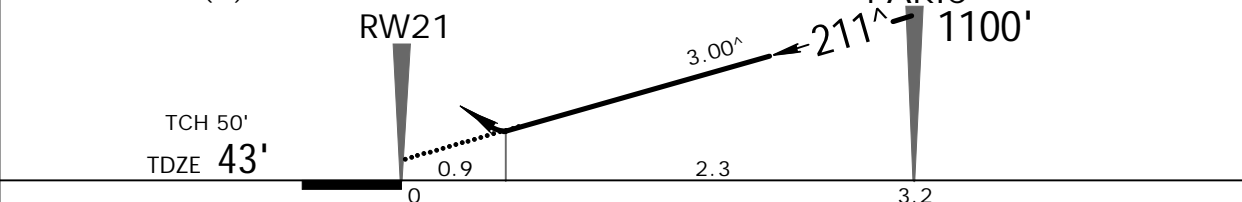
CHARLESTON, S CAR
RNAV (RNP) Z Rwy 21

BRIEFING STRIP™

ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9	
RNAV	Final Apch Crs 211^	Minimum Alt PAKIC 1100' (1057')	RNP 0.21 DA(H) 391' (348')	Apt Elev 46'	TDZE 43'	<div>3100'</div> <div>MSA RW21</div>	
MISSED APCH: Climb to 3000' on track 211^ to FEPID and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -5°C (23°F) or above 54°C (130°F).							



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' on 211 [^]	FEPID
Glide Path Angle 3.00 [^]	372	478	531	637	743	849			
MAP at DA									

TERPS.		STRAIGHT-IN LANDING RWY 21	
RNP 0.21 DA(H) 391' (348')		RNP 0.30 DA(H) 455' (412')	

A	1 1/8	1 3/8
B		
C		
D		

TERPS AMEND 08 11 DEC 2014

KCHS/CHS
CHARLESTON AFB/INTL

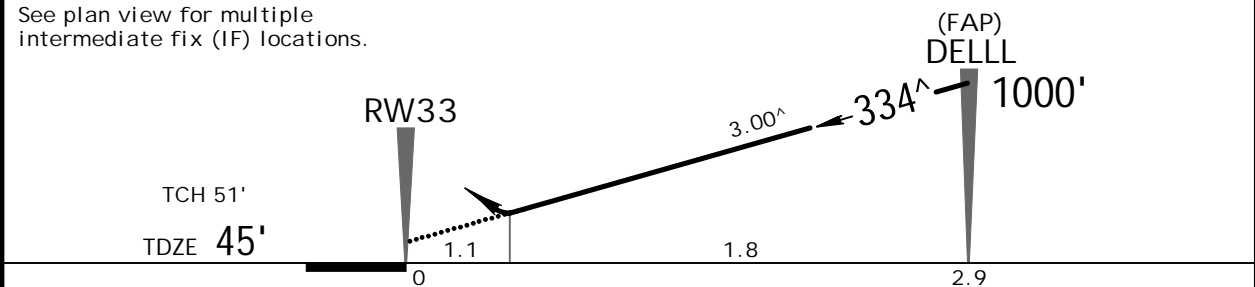
JEPPESEN
5 DEC 14 12-23

CHARLESTON, S CAR
RNAV (RNP) Z Rwy 33

ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9	
RNAV	Final Apch Crs 334^	Minimum Alt DELL 1000'(955')	RNP 0.23 DA(H) 442'(397')	Apt Elev 46' TDZE 45'	<div>3100'</div> <div>MSA RW33</div>		
MISSED APCH: Climb to 3000' on track 334^ to MAMAE and hold.							
Alt Set: INCHES 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. Baro-VNAV systems, procedure not authorized below -5°C (23°F) or above 54°C (130°F).							
Trans level: FL 180 3. For uncompensated					Trans alt: 18000'		



See plan view for multiple
intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	334 [^]	MAMAE
Glide Path Angle 3.00 [^]	372	478	531	637	743	849		↑	on	
MAP at DA										

TERPS.		STRAIGHT-IN LANDING RWY 33	
RNP 0.23 DA(H) 442' (397')		RNP 0.30 DA(H) 516' (471')	
RAIL or ALS out		RAIL or ALS out	
A			
B			
C	RVR 45 or 7/8	1 3/8	RVR 60 or 1 1/8
D			

CHANGES: TDZE, minimums.

JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

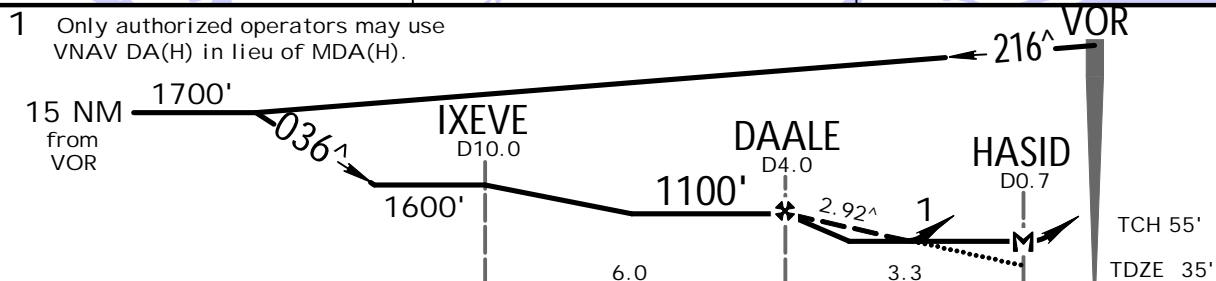
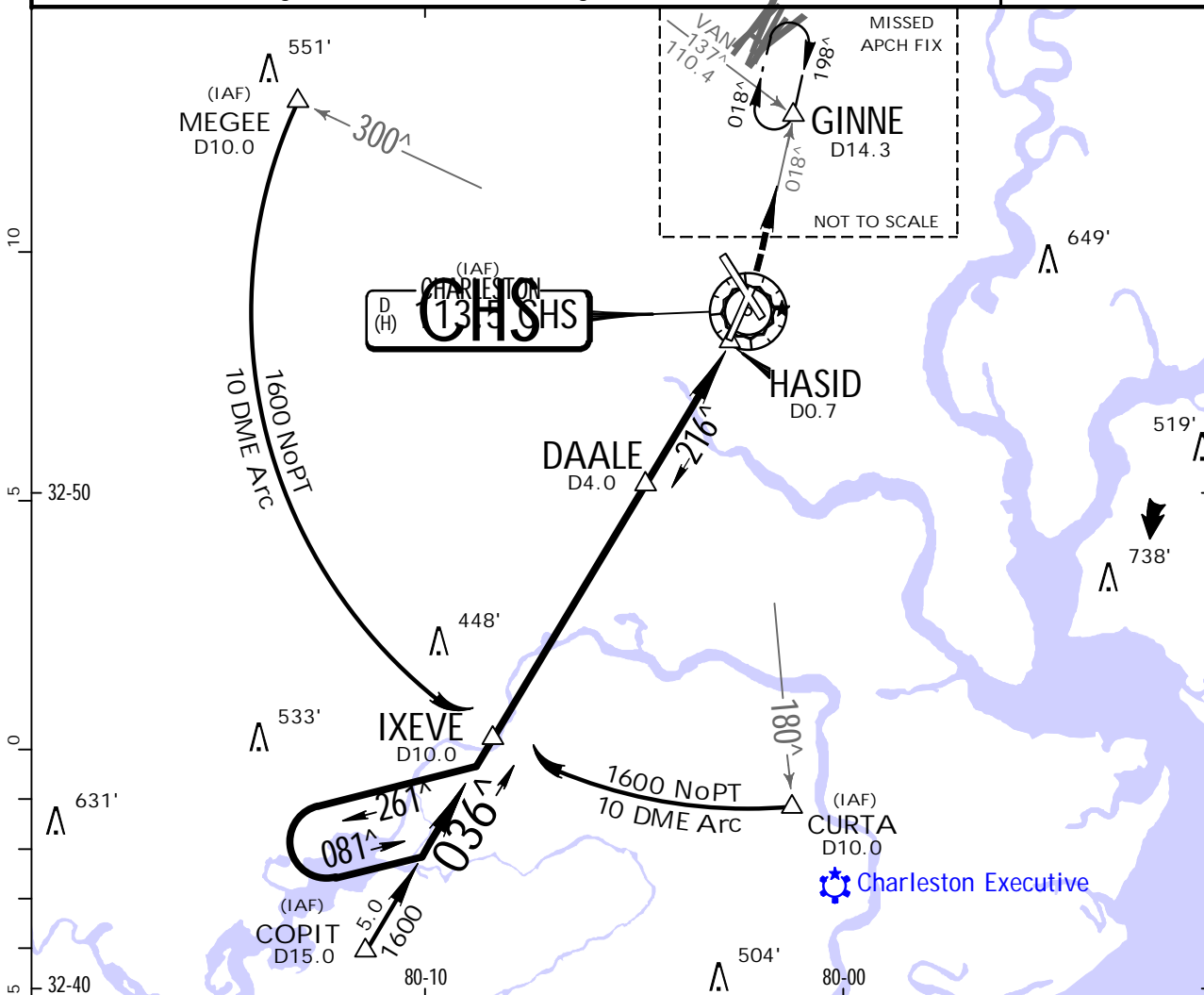
KCHS/CHS
CHARLESTON AFB/INTL

JEPPESSEN
15 JUL 16 13-1

CHARLESTON, S CAR
VOR DME Rwy 3

BRIEFING STRIP™

ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9	
VOR CHS 113.5	Final Apch Crs 036^	Minimum Alt DAALE 1100' (1065')	MDA(H) 420' (385')	Apt Elev 46' TDZE 35'		<div>3100'</div> <div>MSA CHS VOR</div>	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' via CHS VOR R-018 to GINNE INT/D14.3 and hold.							
Alt Set: INCHES 1. VGSI and descent angles not coincident (VGSI angle 3.00^/TCH 50'),							
Trans level: FL 180						Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1000'	2000'	CHS 113.5 R-018	GINNE
Descent angle	2.92 [^]	362	465	517	620	723		↑	LT		
MAP at HASID											

TERPS STRAIGHT-IN LANDING						CIRCLE-TO-LAND					
MDA(H) 420' (385')						MDA(H)					
A	1					Max Kts	90				
B							120				
C							140				
D	1 1/8						165				

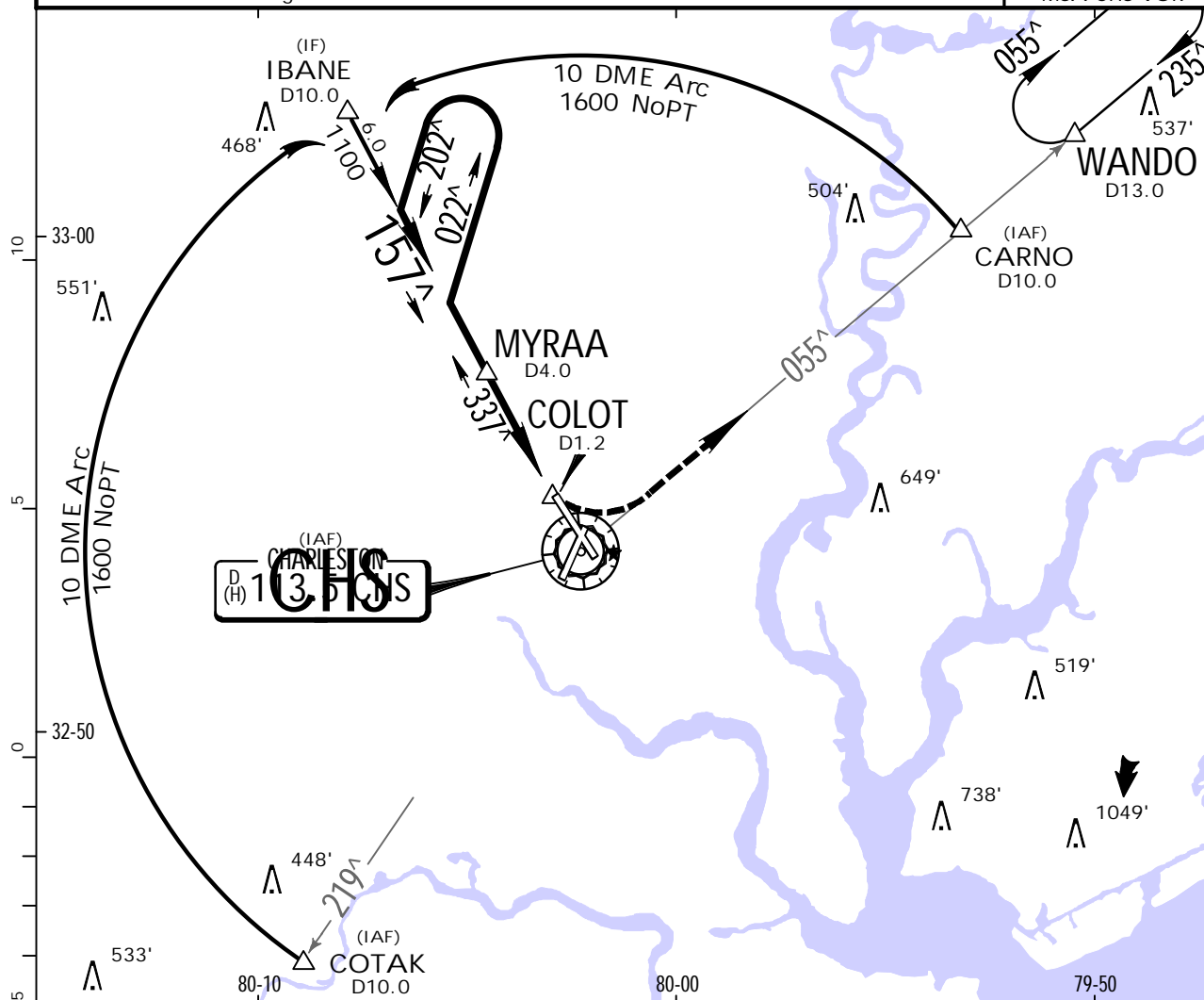
KCHS/CHS
CHARLESTON AFB/INTL

JEPPESEN
15 JUL 16 13-2

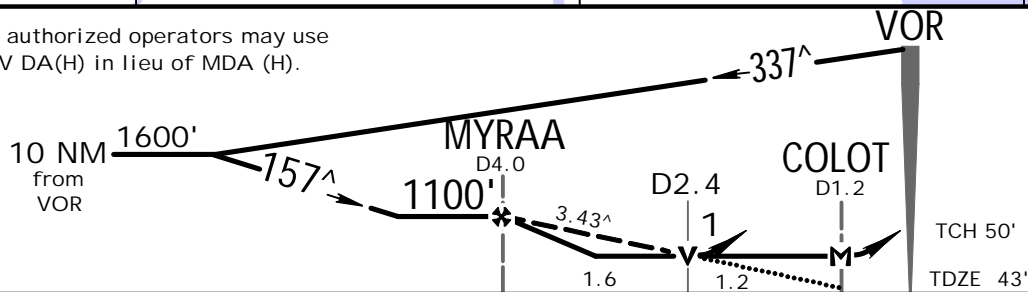
CHARLESTON, S CAR
VOR DME Rwy 15

BRIEFING STRIP™

ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9
VOR CHS 113.5	Final Apch Crs 157^	Minimum Alt MYRAA 1100' _(1057')	MDA(H) 460' _(417')	Apt Elev 46' TDZE 43'	<div>3100'</div> <div>MSA CHS VOR</div>	
MISSED APCH: Climb to 500' then climbing LEFT turn to 2000' outbound on CHS VOR R-055 to WANDO INT/D13.0 and hold.						
Alt Set: INCHES 1. VGSI and descent angle not coincident.						
Trans level: FL 180					Trans alt: 18000'	



1 Only authorized operators may use VNAV DA(H) in lieu of MDA (H).



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	500'	2000'	CHS 113.5 R-055	WANDO
Descent angle	3.43 [^]	425	546	607	728	850		↑	←	LT	
MAP at COLOT											

STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
MDA(H) 460' (417')				MDA(H)			
ALS out				Max Kts			
RVR 40 or 3/4				90	540' (494') -1		
				120			
RVR 50 or 1				140	540' (494') -1 1/2		
				165	600' (554') -2		

CHANGES: Chart formatting.

JEPPESEN, 2001, 2016. ALL RIGHTS RESERVED.

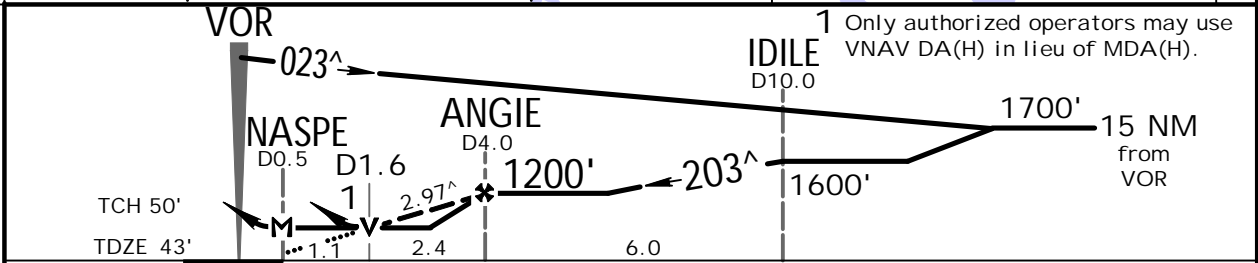
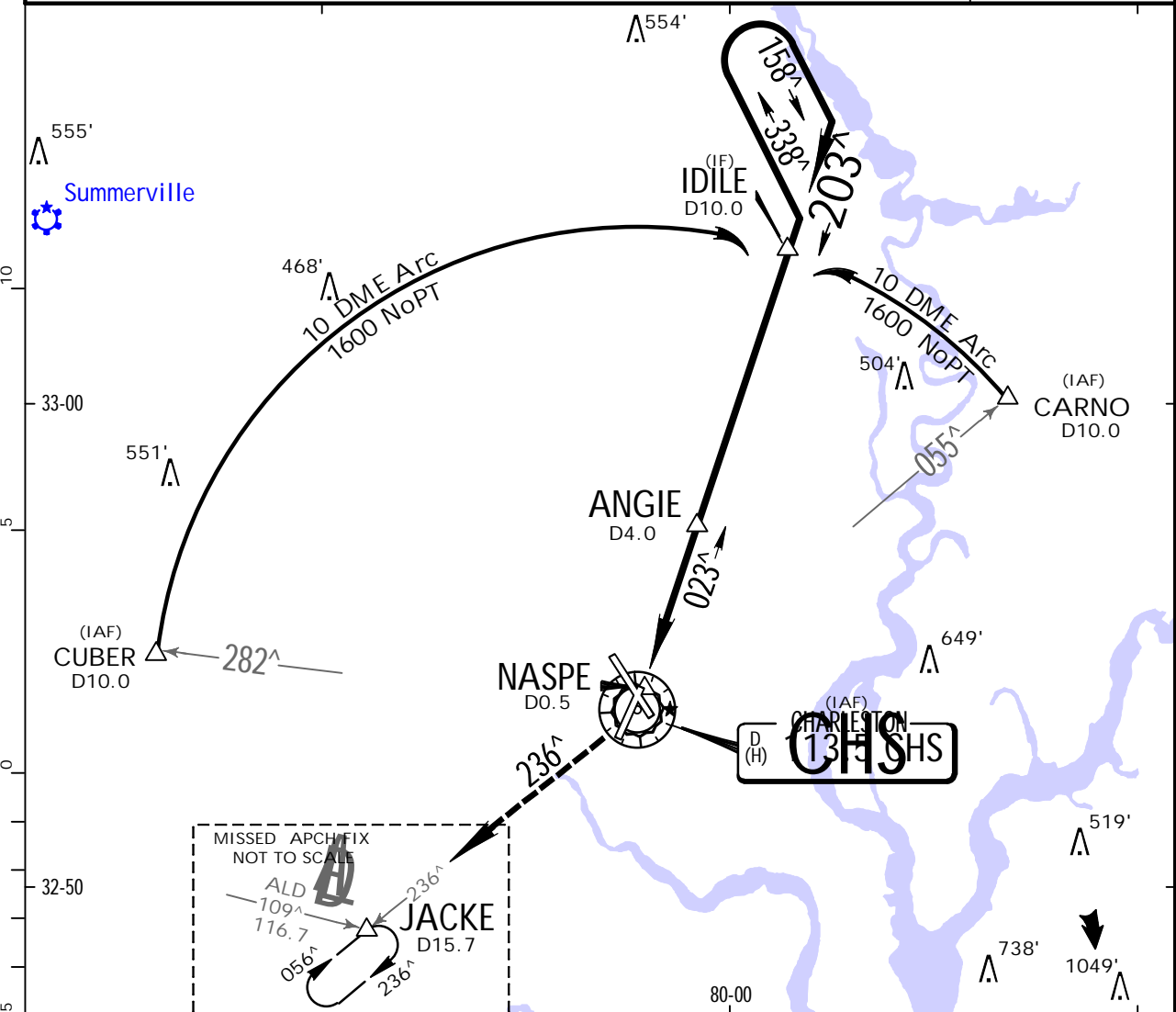
KCHS/CHS
CHARLESTON AFB/INTL

JEPPESSEN
15 JUL 16 13-3

CHARLESTON, S CAR
VOR DME Rwy 21

BRIEFING STRIP™

ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9
VOR CHS 113.5	Final Apch Crs 203^	Minimum Alt ANGIE 1200' (1157')	MDA(H) 440' (397')	Apt Elev 46' TDZE 43'	<div>3100'</div> <div>MSA CHS VOR</div>	
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2000' outbound via CHS VOR R-236 to JACKIE INT/D15.7 and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1000'	2000'	CHS 113.5 R-236	JACKIE
Descent angle	2.97^	368	473	525	630	736		↑	↑ RT		

TERPS.		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		MDA(H) 440' (397')			
A	1		Max Kts	MDA(H)	
B			90	540'(494') -1	
C			120		
D	1 1/8		140	540'(494') -1 1/2	
			165	600'(554') -2	

KCHS/CHS
CHARLESTON AFB/INTL

JEPPESEN
15 JUL 16 (13-4)

CHARLESTON, S CAR
VOR DME Rwy 33

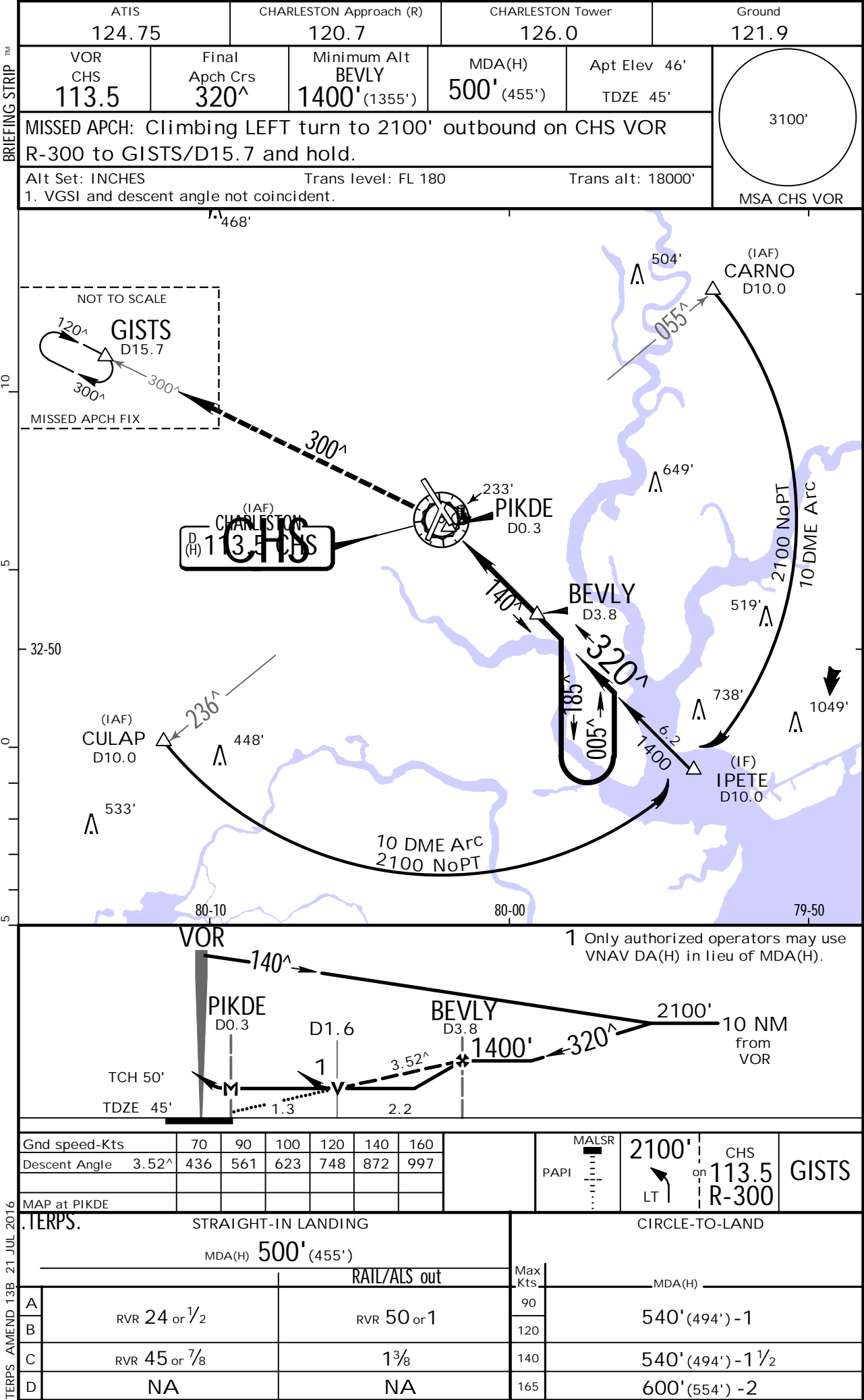


Chart changes since cycle 14-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NEW YORK, NY (LAGUARDIA - KLGA)				
REV	RNAV (GPS) Y RWY 4	12-1	15 Jul 2016	21 Jul 2016
DEL	RNAV (GPS) RWY 13	12-2	15 Jul 2016	21 Jul 2016
ADD	RNAV (GPS) Y RWY 22	12-2	15 Jul 2016	21 Jul 2016
ADD	RNAV (GPS) RWY 31	12-3	15 Jul 2016	21 Jul 2016
DEL	RNAV (GPS) Y RWY 22	12-3	15 Jul 2016	21 Jul 2016
DEL	RNAV (GPS) RWY 31	12-4	15 Jul 2016	21 Jul 2016
ADD	RNAV (GPS)-B	12-4	15 Jul 2016	21 Jul 2016
DEL	RNAV (GPS)-B	12-5	15 Jul 2016	21 Jul 2016
ADD	COPTER RNAV (GPS) 210	12-5	15 Jul 2016	21 Jul 2016
DEL	COPTER RNAV (GPS) 210	12-6	15 Jul 2016	21 Jul 2016
ADD	COPTER RNAV (GPS) 250	12-6	15 Jul 2016	21 Jul 2016
DEL	COPTER RNAV (GPS) 250	12-7	15 Jul 2016	21 Jul 2016
CHARLESTON, SC (CHARLESTON AFB/INTL - KCHS)				
DEL	LGRHD 1 RNAV DEP	10-3	15 Jul 2016	21 Jul 2016
ADD	LGRHD 2 RNAV DEP	10-3	15 Jul 2016	21 Jul 2016
DEL	MLTRE 1 RNAV DEP	10-3A	15 Jul 2016	21 Jul 2016
ADD	MLTRE 2 RNAV DEP	10-3A	15 Jul 2016	21 Jul 2016
DEL	PLFMD 1 RNAV DEP	10-3B	15 Jul 2016	21 Jul 2016
ADD	PLFMD 2 RNAV DEP	10-3B	15 Jul 2016	21 Jul 2016
DEL	PLMTO 1 RNAV DEP	10-3C	15 Jul 2016	21 Jul 2016
ADD	PLMTO 2 RNAV DEP	10-3C	15 Jul 2016	21 Jul 2016
DEL	SWPFX 1 RNAV DEP	10-3D	15 Jul 2016	21 Jul 2016
ADD	SWPFX 2 RNAV DEP	10-3D	15 Jul 2016	21 Jul 2016
REV	VOR DME RWY 3	13-1	15 Jul 2016	
REV	VOR DME RWY 15	13-2	15 Jul 2016	
REV	VOR DME RWY 21	13-3	15 Jul 2016	
REV	VOR DME RWY 33	13-4	15 Jul 2016	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KCHS

Chart Change Notices for Airport KLGA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(Series) Airport name and communication facility name (clearance, ground, tower) changed from LA GUARDIA to LAGUARDIA (no space).

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.