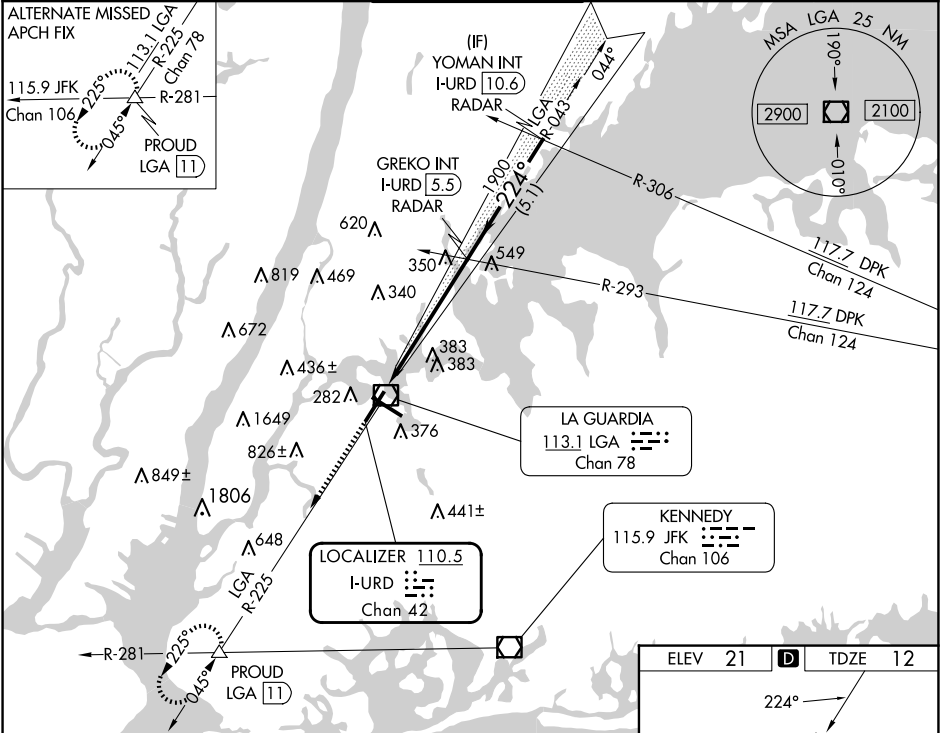


LOC/DME I-URD 110.5 Chan 42	APP CRS 224°	Rwy Idg 7002 TDZE 12 Apt Elev 21	ILS or LOC RWY 22 LAGUARDIA (LGA)
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RADAR required for procedure entry. RADAR or DME required for LOC only.			ALSF-1 	MISSED APPROACH: Climb to 3000 on LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold, continue climb-in-hold to 3000.
Circling NA northwest of Rwy 4 and southwest of Rwy 13.				

D-ATIS ARR 125.95 D-ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LAGUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2	CPDLC
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3000 ↑ LGA R-225		PROUD △		VGSJ and ILS glidepath not coincident (VGSJ Angle 3.00/TCH 67).	
I-URD DME ANTENNA I-URD 0.2		I-URD 1.5		GREKO INT I-URD 5.5 RADAR	
1.6 NM		4.1 NM		5.1 NM	
A		B		C	
CATEGORY		A		D	
S-ILS 22		212/18		200 (200-½)	
S-LOC 22		600/24 588 (600-½)		600-1¼ 588 (600-1¼)	
CIRCLING		700-1 679 (700-1)		1080-3 1260-3 1059 (1100-3) 1239 (1300-3)	

Diagram of the ILS/LOC RWY 22 approach. The diagram shows the glide path (GS 3.00° TCH 52) and the localizer (212/18). The approach is divided into segments A, B, C, and D. The distance from the start of the approach to the start of segment A is 1.6 NM. The distance from the start of segment A to the start of segment B is 4.1 NM. The distance from the start of segment B to the start of segment C is 5.1 NM. The distance from the start of segment C to the start of segment D is 5.1 NM. The diagram also shows the I-URD DME ANTENNA, I-URD 0.2, I-URD 1.5, GREKO INT, I-URD 5.5, RADAR, and the 3000 ft and 1900 ft altitudes. The angle of the glide path is 224°.

TDZ/CL Rws 4, 13 and 22 HIRL Rws 4-22 and 13-31 REIL Rwy 31					
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-2, 17 APR 2025 to 15 MAY 2025

NE-2, 17 APR 2025 to 15 MAY 2025