


APP CRS	Rwy Idg	7001
239°	TDZE	12
	Apt Elev	21

RNAV (GPS) X RWY 22
LAGUARDIA (LGA)

RNP APCH - GPS.				<div>ALSIF-1</div> <div></div>	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PROUD and hold, continue climb-in-hold to 3000.	
<div><div><div>V</div><div>A</div></div></div> <div>Circling NA southwest of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500; increase LNAV Cats C/D visibility to 1/4 SM.</div>						
D-ATIS ARR	125.95	NEW YORK APP CON		LAGUARDIA TOWER		
D-ATIS DEP	127.05	120.8 263.0		118.7 263.0		
				GND CON		
				121.7 263.0		
					CLNC DEL	
					135.2	
						CPDLC

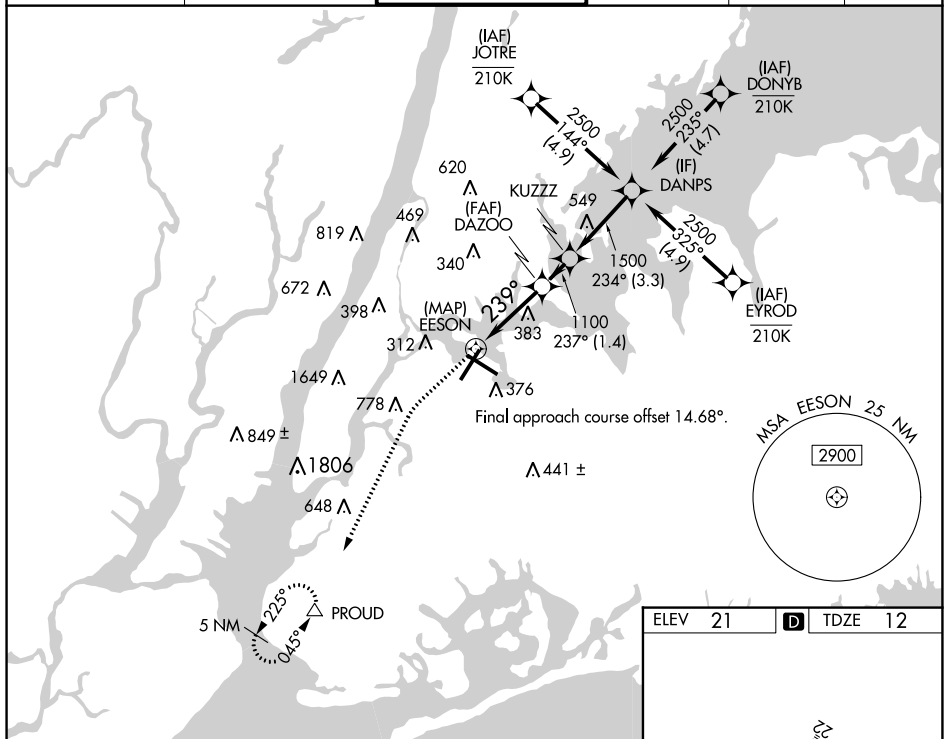
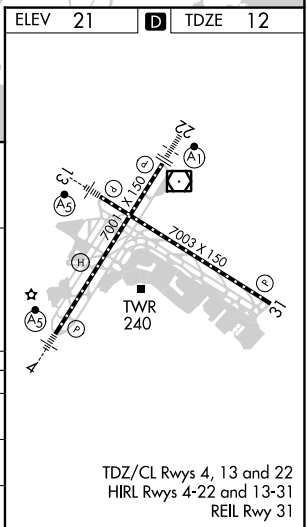


Figure 1 is a diagram of a non-precision approach chart. It shows a 3D perspective view of a runway with a 3.3 NM approach segment, a 1.4 NM descent segment, and a 1.5 NM final approach segment. The chart includes a 3D perspective view of the runway and a 2D plan view. The 3D view shows the runway with a 3.3 NM approach segment, a 1.4 NM descent segment, and a 1.5 NM final approach segment. The 2D view shows the runway with a 3.3 NM approach segment, a 1.4 NM descent segment, and a 1.5 NM final approach segment. The chart includes a 3D perspective view of the runway and a 2D plan view. The 3D view shows the runway with a 3.3 NM approach segment, a 1.4 NM descent segment, and a 1.5 NM final approach segment. The 2D view shows the runway with a 3.3 NM approach segment, a 1.4 NM descent segment, and a 1.5 NM final approach segment.



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