

5/26/2021

FOR YOUR INFORMATION

2021-63/11-12

1800062

To: Airport Manager, La Guardia Airport (LGA), NY, FAA (ATM LGA ATCT)

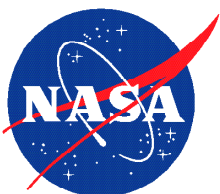
Info: FAA (AAS-300, AVP-1, AVP-200, AJV-A, AJI-144, AEA-600, AFS-280, AFS-200, Director of Air Traffic Operations ESA North), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: LGA La Guardia 7 SID Confusion

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1800062

DATE / TIME

Date of Occurrence	202104
Local Time Of Day	0601 to 1200

PLACE

Locale	LGA.Airport
State	NY
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	IMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	LGA
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1800062

PERSON 2

Function - Flight Crew	First Officer
ASRS Report Number	1801630

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

Initial CPDLC clearance was SID La Guardia 7 Runway 13 Whitestone. During taxi out Ground changed SID to the GLDMN 7. When you select GLDMN 7 as the SID, numerous complex special engine out procedures are available. The first, and only engine out procedure, with GLDMN in it for 13 says "GLDMN NTHNS." My FO (First Officer) asked Ground if we were cleared the GLDMN7 NTHNS Departure because of that title listed in the engine out procedure list. Ground responded with "It's just the GLDMN 7 RNAV Departure." Our confusion was we were originally cleared La Guardia 7 Runway 13 WHITESTONE, so with the change to the GLDMN 7 we were expecting WHITESTONE, and if not, then another transition such as NTHNS. We set the parking brake and informed Ground we'd need a few minutes to brief the new departure. As we further investigated the GLDMN 7, if you select the "COMPLEX Special EFP Runway 13 GLDMN NTHNS" engine out procedure, it shows the title as "Runway 13: GLDMN Departure, NTHNS Departure." This clearly shows GLDMN and NTHNS and separate departures, not GLDMN Departure with a NTHNS transition. There absolutely needs to be a Jeppesen title change there either adding a separating comma between GLDMN and NTHNS, or just list them in two separate lines. For such a simple punctuation mark missing, it took a radio call

(which didn't clear up our confusion, and further investigating to clear things up for us). Either way, we set the brake to brief the change and accomplish the Departure Plan Checklist. We departed with no issues after that chart confusion. This report is to support that title change.

NARRATIVE 2

During taxi out for departure from LGA, ATC assigned us a new departure from our original clearance of LA GUARDIA 7 WHITESTONE for Runway 13. The new clearance was to depart on the GLDMN 7 for Runway 13. Pulling up the procedure was easy to do, along with programming the FMC. But, the safety concern was that the emergency departure labeling in the Jeppesen Charts was confusing. We requested, for some time, for Ground Control to brief the procedure and to get clarification about the assigned departure. In the Jeppesen charts, it looks like the emergency procedure is with a NTHAN transition, which we were not assigned, because such a departure doesn't exist. We quickly realized that the NTHAN is a separate departure entirely. We noticed the confusion was because the separate departures were not differentiated with the usual "," (comma), like at other airports. We then made sure we were on the same mental model and briefed the departure with the appropriate emergency procedure, ran the Departure Plan Checklist and continued on without incident.

SYNOPSIS

Air carrier Captain reported confusion with the LGA airport La Guardia 7 SID engine out procedures.