

6/20/2025

FOR YOUR INFORMATION

2025-142/10-14

To: Airport Manager, La Guardia Airport (LGA), NY, FAA (AEA-600), Jeppesen 2237400
Sanderson Inc.

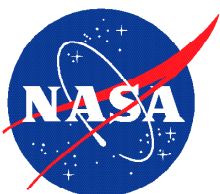
Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, Director of Air
Traffic Operations ESA North, Runway Safety Team, ATM LGA Tower), A4A, AAAE,
ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS,
IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: LGA Runway 31 Approach Labeling Confusion

We recently received ASRS reports 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 2237400**DATE / TIME**

Date of Occurrence	202504
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	LGA.Airport
State	NY

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
ASRS Report Number	2237400

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
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NARRATIVE 1

This report is filed to highlight potential hazard at LGA. ATIS at LGA – LGA is using RNAV X Runway 31 approach. FOM states that RNAV Visual Flight Procedures (RVFP) naming logic as displayed in the FMC utilizes "RNVV" (emphasis on the VV).

Confusion and potential hazard may exist because the FMC did not include "RNAV VV31" (emphasis on the VV) as a choice in accordance with the FOM mnemonic for naming visual flight procedures ('charted visuals'). However, the FMS did list "RNAV X 31" available for selection. When cross-checked to Jeppesen chart this coincides with the Jeppesen Chart 19-3 that ALSO names the Park Visual as "RNAV X 31." This may be misnamed on the chart? If LGA ATIS advertises RNAV X Runway 31 one could very easily select RNAV X 31 (as it is listed in the FMS and on the chart) but not be in compliance with clearance to fly the RNAV X 31. They could unknowingly or mistakenly select the PARK VISUAL (RNAV X 31) instead of the RNAV (GPS) X Runway 31.

Further, the naming (labeling) of the RNAV (GPS) X Runway 31-INDUSTRY is confusing. Specifically labeling it "INDUSTRY." This might suggest that somehow it is a visual or even related to a visual approach like the Park Visual. Expectation bias might set in when one sees that both approaches have names ('Park Visual' and 'INDUSTRY') as visuals always do. INDUSTRY is not an RVFP.

SYNOPSIS

Air carrier First Officer reported confusion and potential safety hazard with the naming convention between the FOM, available FMS selections, and the Jeppesen charts regarding several approaches that utilize LGA Runway 31.