Flight Procedure Tracking Form	Action: FLIGHT CHECK	Task Type: IAP	Date Open: 08/19/2011	Task #: 2011081923943501001	Request #: 20110819239435
Procedure: ILS OR LOC RWY 22 L AMDT 13		Airport ID: KEWR	Airport: NEWARK LIBERTY INTL		Reimbursable #:
City: NEWARK	ST: NJ	GPS #:		Estimated Chart Date: 03/07/2013	FICO #:
Fac ID: LSQ	Fac. Type: ILS	Specialist: PETER GUIMOND			

Procedure Review

A1

	Rec'd	Rel'd	Full Name	Comments
Lead:	09/13/2012	10/16/2012	MARLON ROBINSON	
QA:	10/16/2012	10/23/2012	SCOTT BEARD	
Liaison:	10/23/2012		spurlin	WAIVER

Procedure Comments:

Remark Type: INFORMATION

pg 1 of 1

NEWARK, NJ NEWARK LIBERTY INTL (KEWR) ILS OR LOC RWY 22L, AMDT 13 ENROUTE-NO FC: 1.22.13 PUB: 3.7.13

ATTACHED FORMS: ESV REPROTS; 8260-3; 8260-10; 8260-9; 8260-2(S): BUZZD-INT, REV 2; GIMEE-INT, REV 4; PATRN-INT, REV 5; TETERBORO (TEB) VDME, REV 5; (INFO ONLY) KILMA-INT, REV 14.

CONTACT: DON SMITH/MARLON ROBINSON-AJV-352 LEADS, 405.954.1036 / 405.954.3636.

NEW

ILS or LOC RWY 22L
NEWARK LIBERTY INTL (EWR)

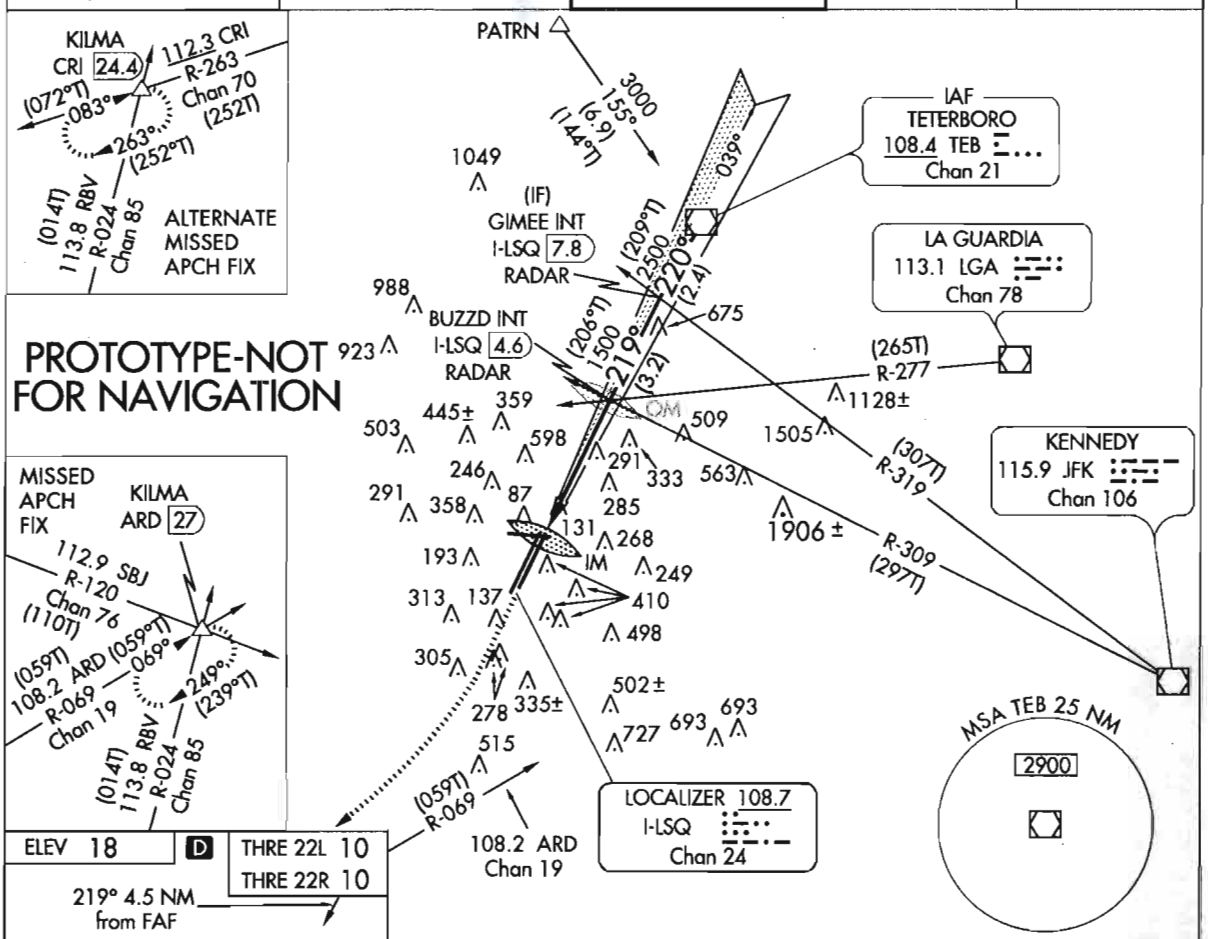
LOC/DME I-LSQ	APP CRS	Rwy ldg	22L	22R
108.7 Chan 24	219°	THRE	8206	9560
		Apt Elev	10	10
			18	18

When Rwy 29 VGSI inoperative, circling Rwy 29 NA at night. Inoperative table does not apply to SIDESTEP Rwy 22R Cats A/B.

22L ALSF-2 (A) | 22R MALSR (As)

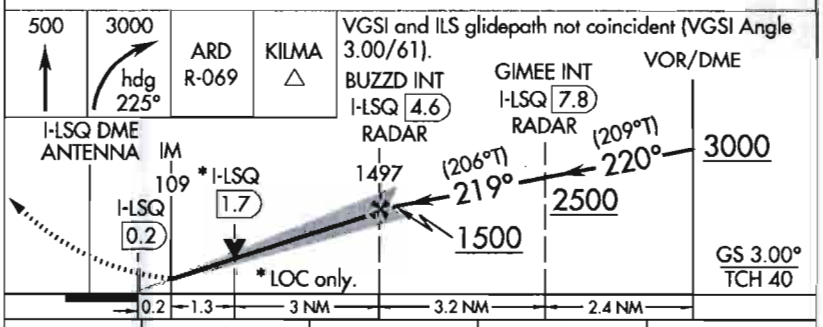
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



ELEV 18	D	THRE 22L 10
		THRE 22R 10

219° 4.5 NM from FAF



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 22L	210/18 200 (200-½)			
S-LOC 22L	560/24 550 (600-½)		560/60 550 (600-1¼)	
SIDESTEP RWY 22R	560/50 550 (600-1¼)		560/60 550 (600-1¼)	560-1½ 550 (600-1½)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

NEW

ILS RWY 22L (SA CAT I)

NEWARK LIBERTY INTL (EWR)

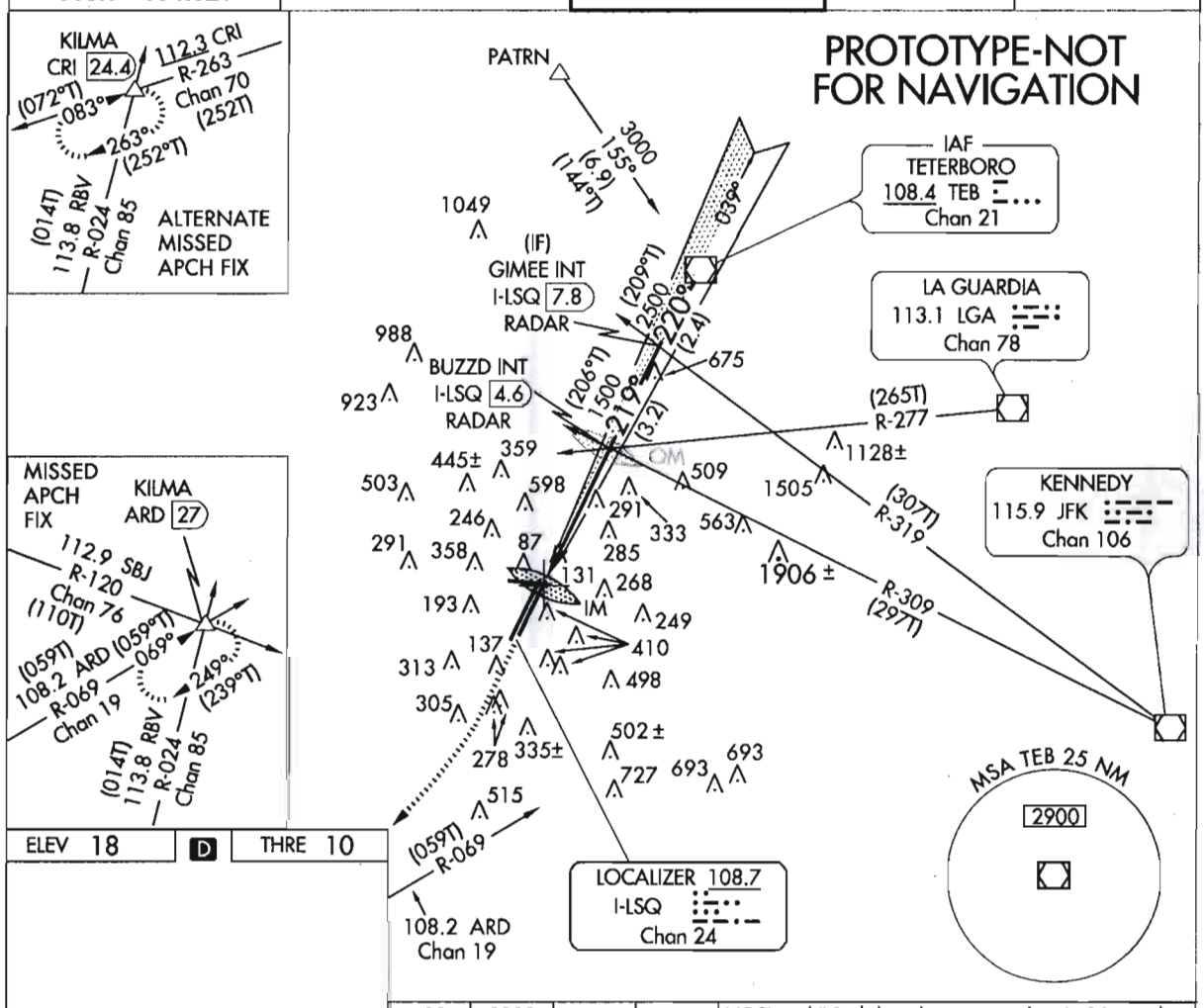
LOC/DME I-LSQ	APP CRS	Rwy ldg	8206
108.7	219°	THRE	10
Chan 24		Apt Elev	18

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

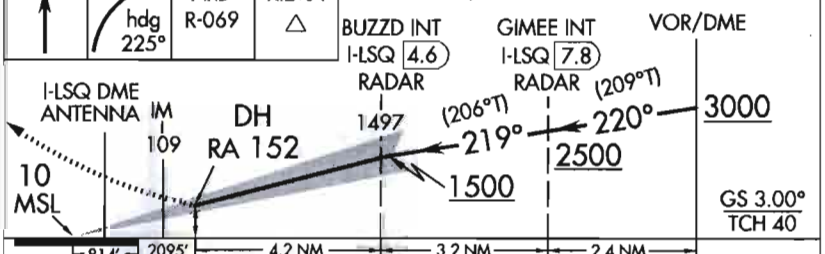
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



ELEV 18 | D | THRE 10

500	3000	ARD R-069	KILMA
↑	hdg 225°		△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 61).



CATEGORY	A	B	C	D
S-ILS 22L	RA 152/14 150 DA 160			

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-LSQ	APP CRS	Rwy ldg	8206
108.7	219°	THRE	10
Chan 24		Apt Elev	18

NEW

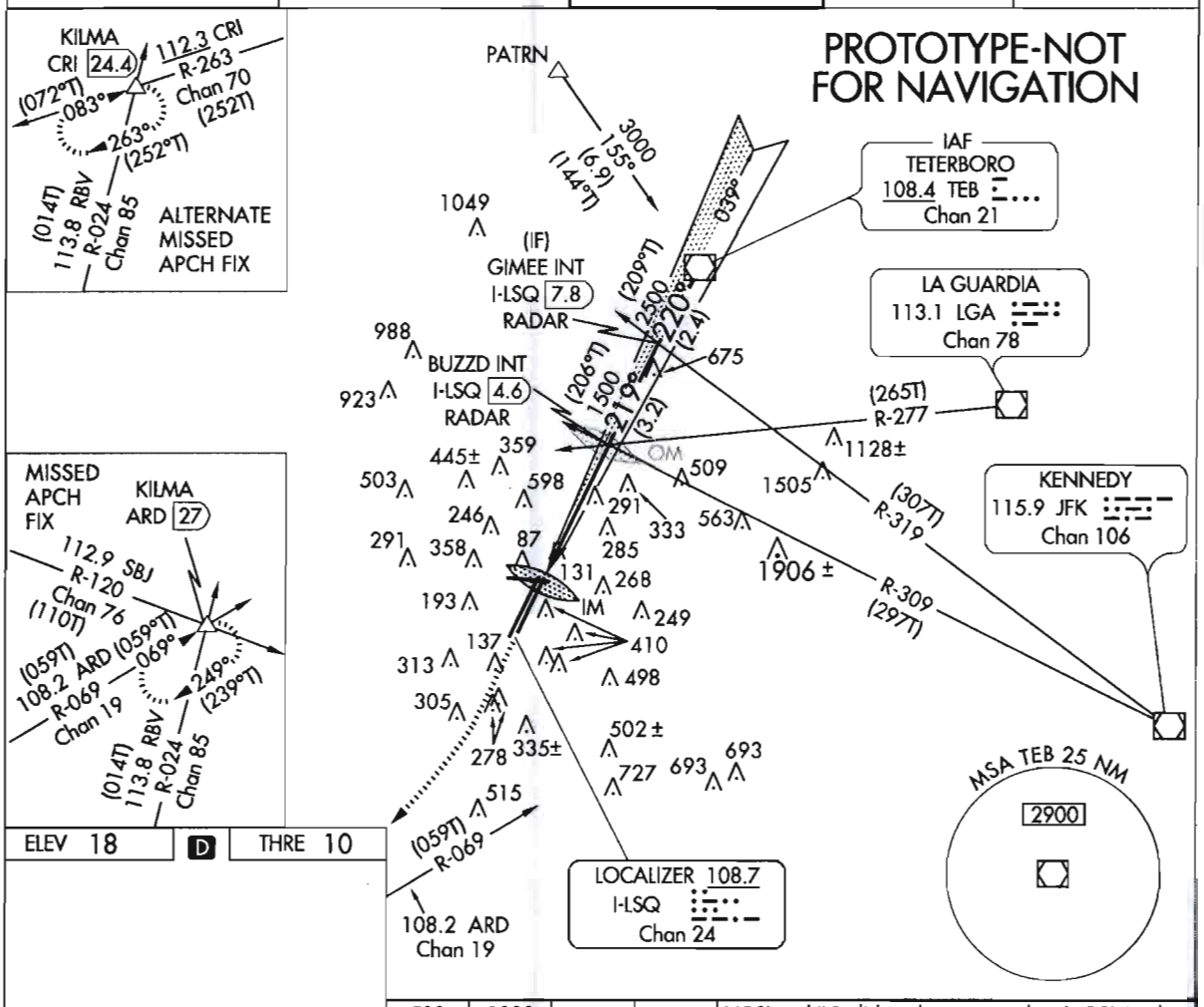
ILS RWY 22L (CAT II)
NEWARK LIBERTY INTL (EWR)

RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

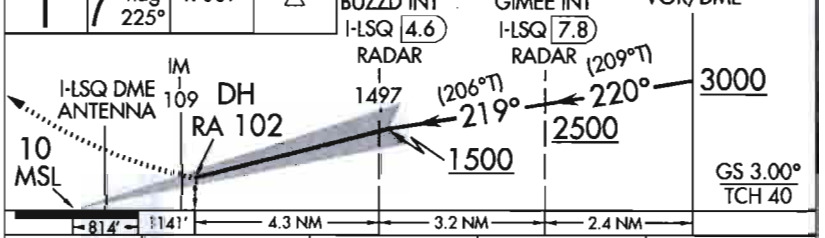
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



ELEV 18 | D | THRE 10

500	3000	ARD R-069	KILMA
↑	hdg 225°		△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 61).



CATEGORY	A	B	C	D
S-ILS 22L	RA 102/12 100 DA 110			

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-LSQ 108.7 Chan 24	APP CRS 219°	Rwy ldg 8206 THRE 10 Apt Elev 18

NEW

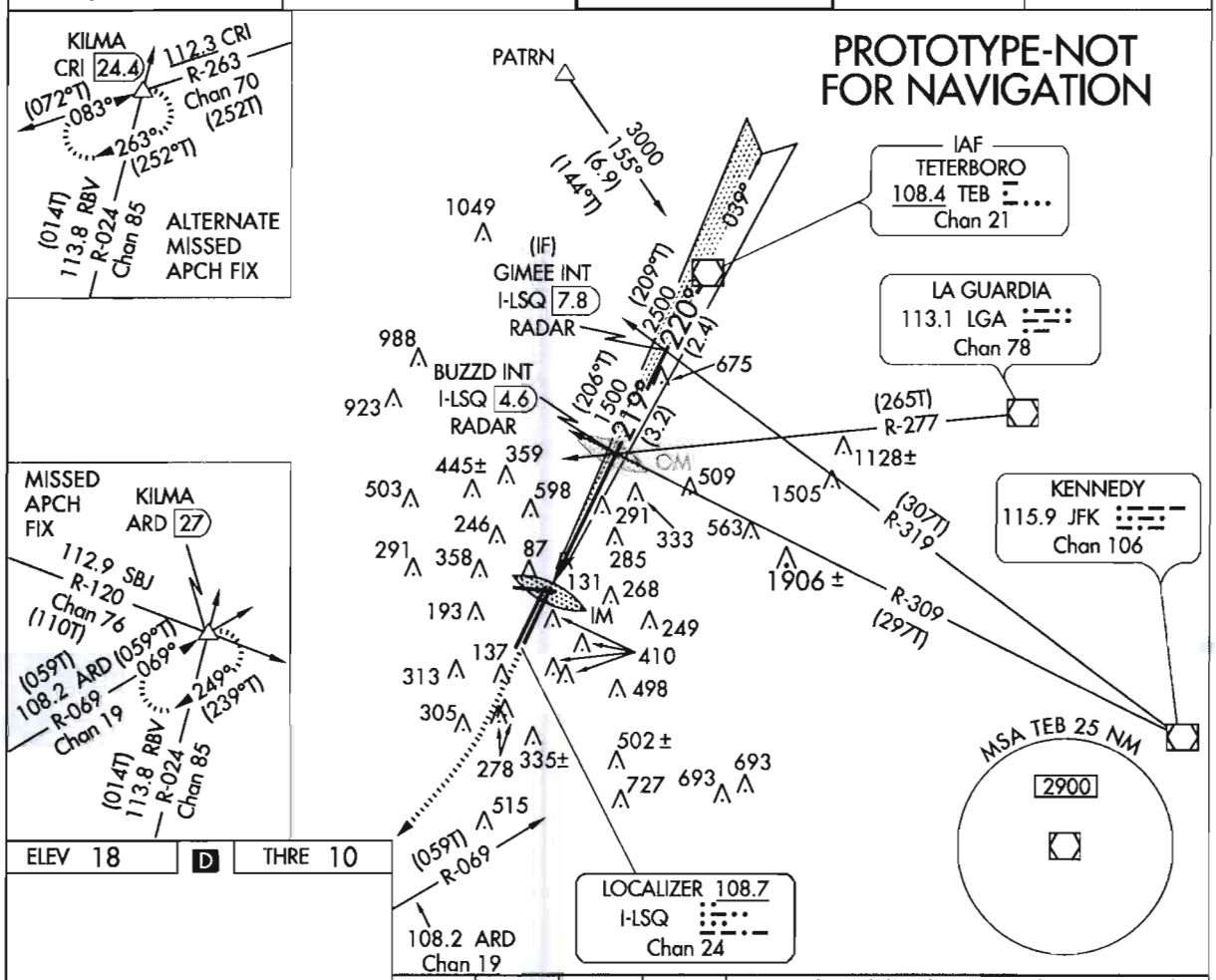
ILS RWY 22L (CAT III)

NEWARK LIBERTY INTL (EWR)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

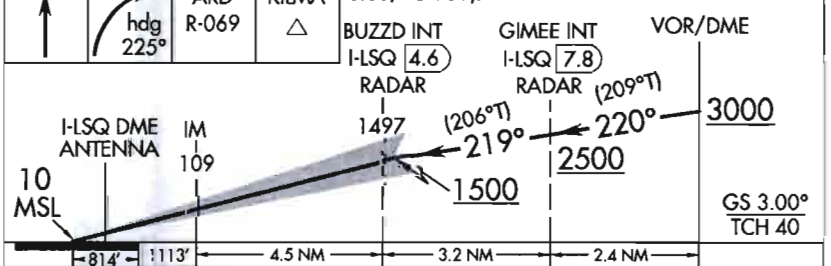
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



ELEV 18 | D | THRE 10

500	3000 hdg 225°	ARD R-069	KILMA △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 61).



CATEGORY	A	B	C	D
S-ILS-22L	CAT IIIa RVR 07			
S-ILS-22L	CAT IIIb RVR 06			
S-ILS-22L	CAT IIIc NA			

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ESV Details

Originating Office :	Airspace Docket Number :	Request Type : Establish	
Facility Data			
Chart Name : KINGSTON	City : KINGSTON	Ident : IGN	State : NY
Type/Class : DMER	Frequency : M1210	Reference No.: 12109020	

Expanded Service Volume Data: (Requesting Officer)

ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude
FAA 712439-014	211	0	46	20	175

Requirement: GRANDFATHERED: PATRN FIX DEPICTED ON ENROUTE LOW. APPROVED ESV ON FILE FOR VOR R-211/46NM/2000-17500

Signature: Guimond Peter	Routing Symbol: AJV-352	Date: 10/16/2012

Expanded Service Volume Data: (FMO)

ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 712439-014	211	0	46	20	175	APPROVE

Requirement/Remarks: GRANDFATHERED: PATRN FIX DEPICTED ON ENROUTE LOW. APPROVED ESV ON FILE APPROVED. PEND. FLIGHT CHK/INSPECT @ THE REQ. DIST. AND MIN ALT.

Signature: Cassella Charles	Routing Symbol:	Date: 10/16/2012

Expanded Service Volume Data: (Super FMO)

ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 712439-014	211	0	46	20	175	APPROVE

Requirement/Remarks: GRANDFATHERED: PATRN FIX DEPICTED ON ENROUTE LOW. APPROVED ESV ON FILE APPROVED. PEND. FLIGHT CHK/INSPECT @ THE REQ. DIST. AND MIN ALT.

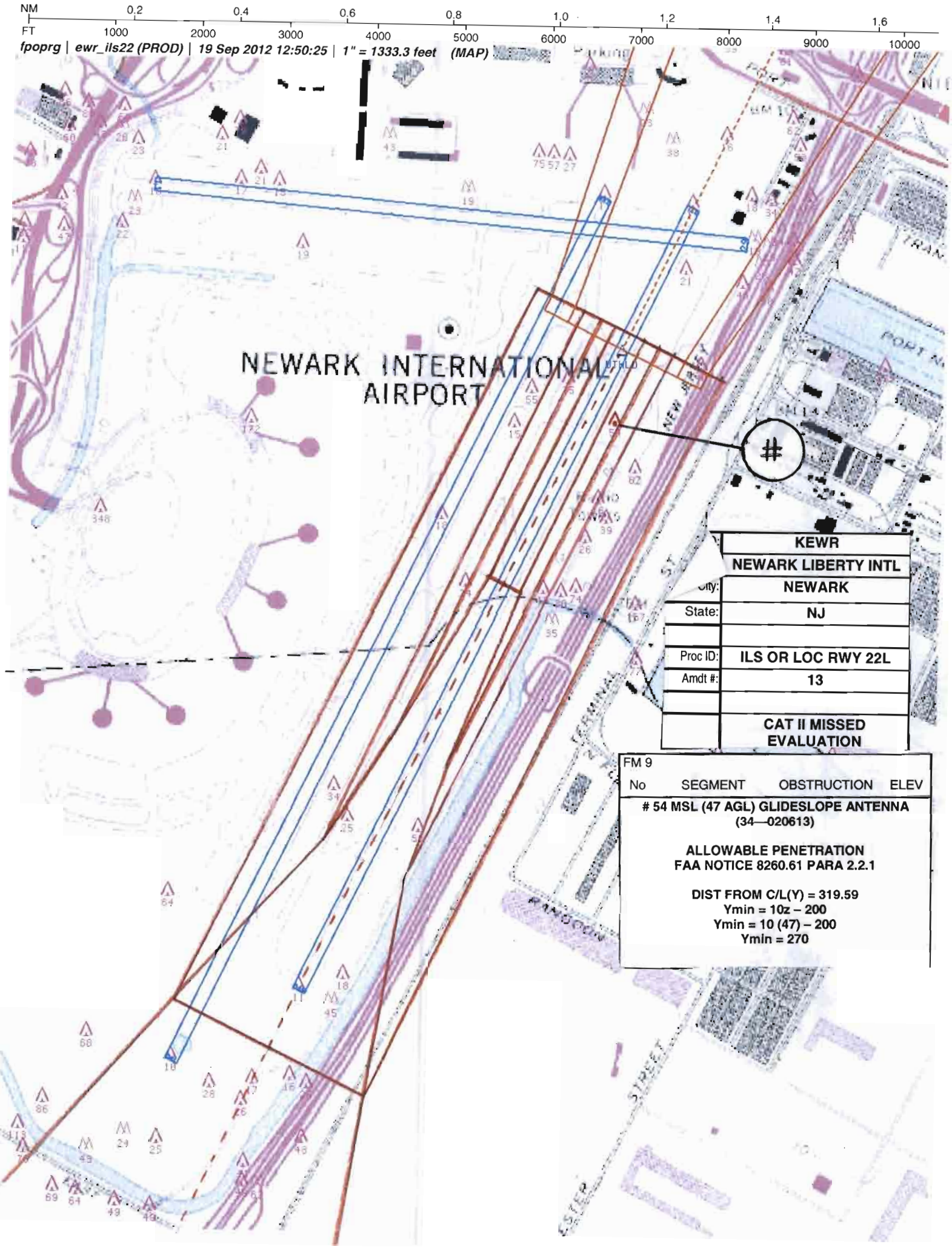
Signature: Hughes Dennis	Routing Symbol:	Date: 10/16/2012

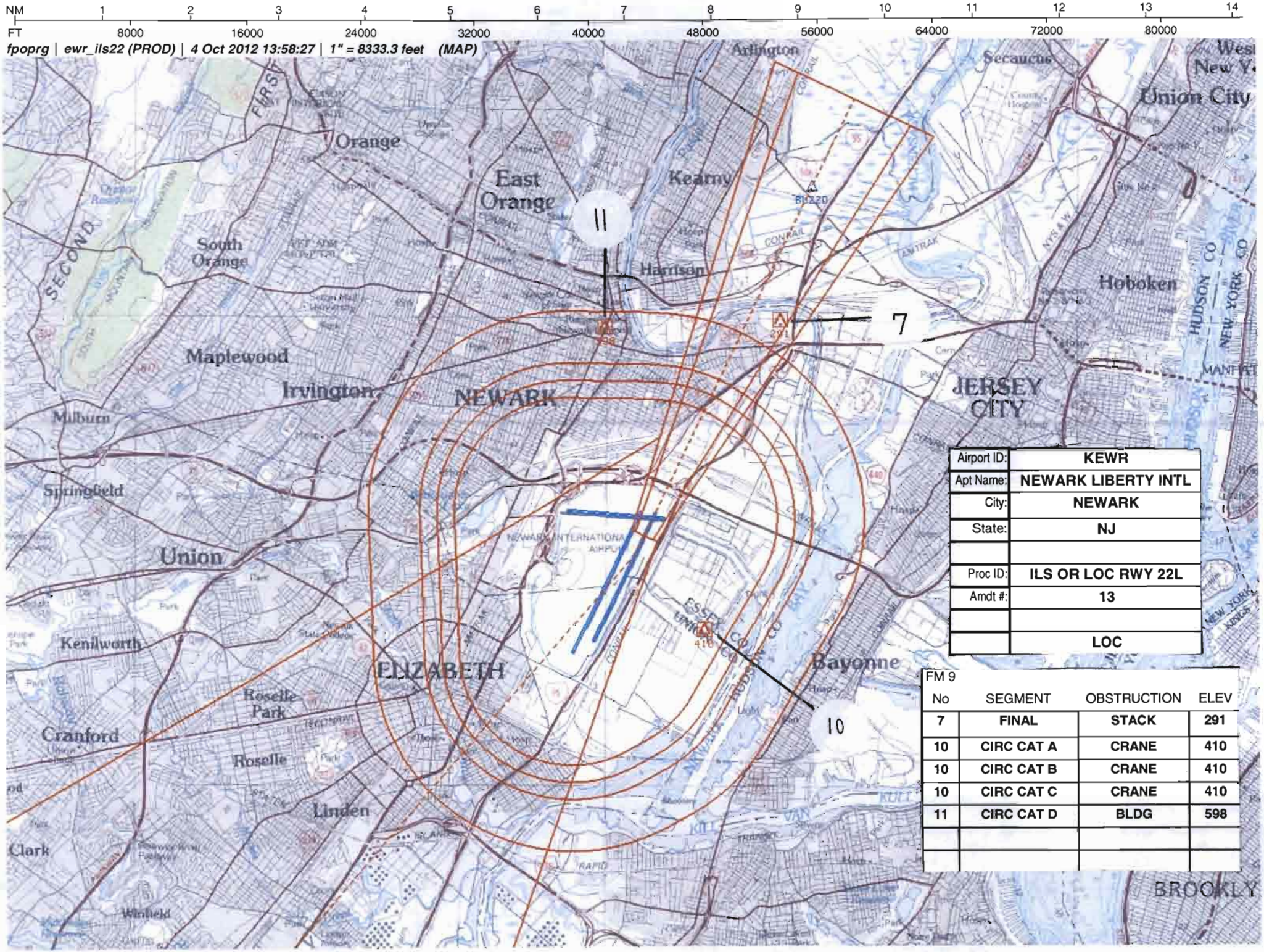
Expanded Service Volume Data: (FIFO)

ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 712439-014	211	0				

Requirement/Remarks:

Signature:	Routing Symbol:	Date:

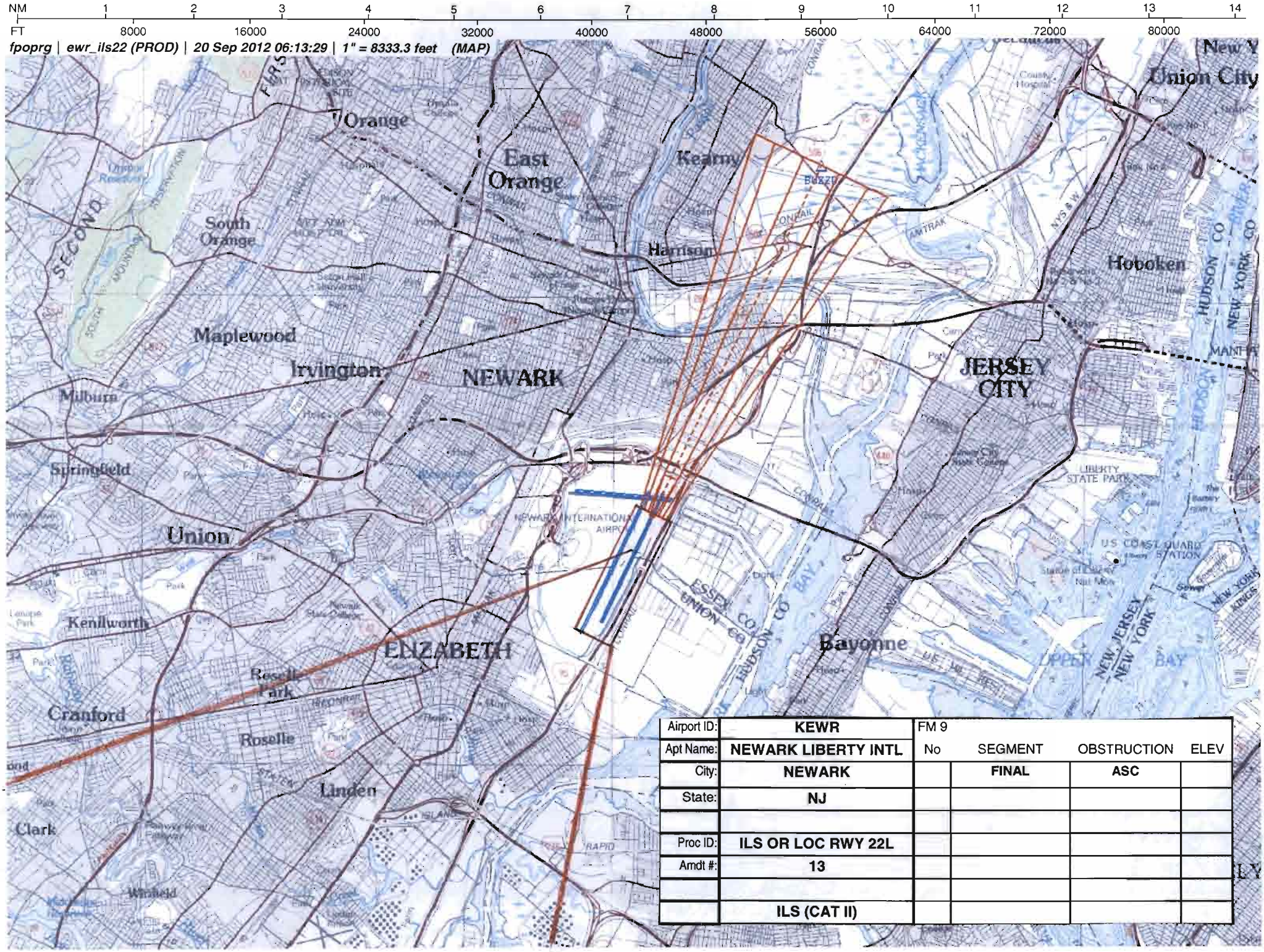

NM 0.2 0.4 0.6 0.8 1.0 1.2 1.4 1.6
FT 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
fpoprg | ewr_ils22 (PROD) | 19 Sep 2012 12:50:25 | 1" = 1333.3 feet (MAP)
NEWARK INTERNATIONAL AIRPORT
#
KEWR
NEWARK LIBERTY INTL
City: NEWARK
State: NJ
Proc ID: ILS OR LOC RWY 22L
Amdt #: 13
CAT II MISSED EVALUATION
FM 9
No SEGMENT OBSTRUCTION ELEV
54 MSL (47 AGL) GLIDESLOPE ANTENNA
(34—020613)
ALLOWABLE PENETRATION
FAA NOTICE 8260.61 PARA 2.2.1
DIST FROM C/L(Y) = 319.59
Ymin = 10z – 200
Ymin = 10 (47) – 200
Ymin = 270



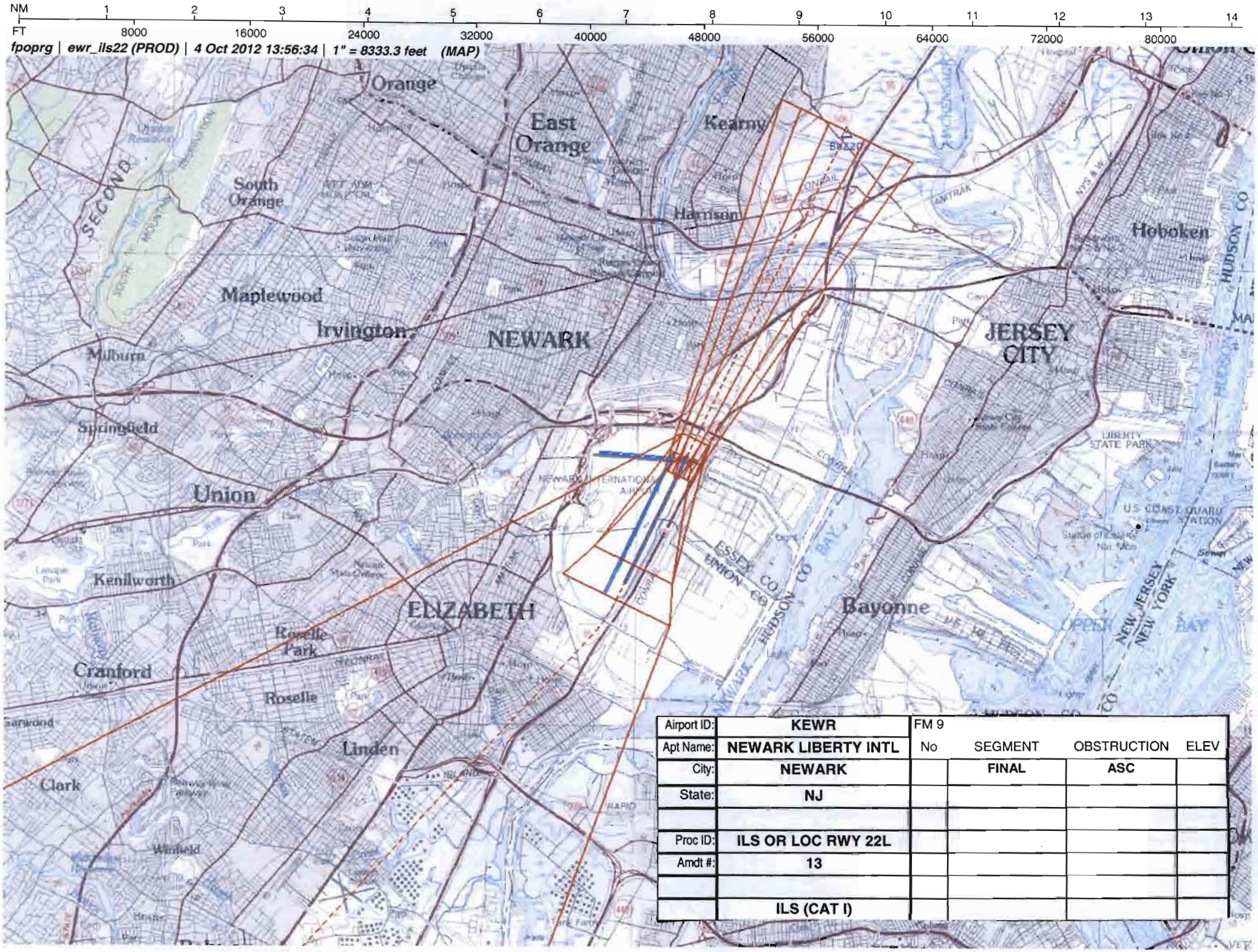
Airport ID:	KEWR
Apt Name:	NEWARK LIBERTY INTL
City:	NEWARK
State:	NJ
Proc ID:	ILS OR LOC RWY 22L
Amdt #:	13
	LOC

FM 9

No	SEGMENT	OBSTRUCTION	ELEV
7	FINAL	STACK	291
10	CIRC CAT A	CRANE	410
10	CIRC CAT B	CRANE	410
10	CIRC CAT C	CRANE	410
11	CIRC CAT D	BLDG	598



Airport ID:	KEWR	FM 9			
Apt Name:	NEWARK LIBERTY INTL	No	SEGMENT	OBSTRUCTION	ELEV
City:	NEWARK		FINAL	ASC	
State:	NJ				
Proc ID:	ILS OR LOC RWY 22L				
Amdt #:	13				
	ILS (CAT II)				

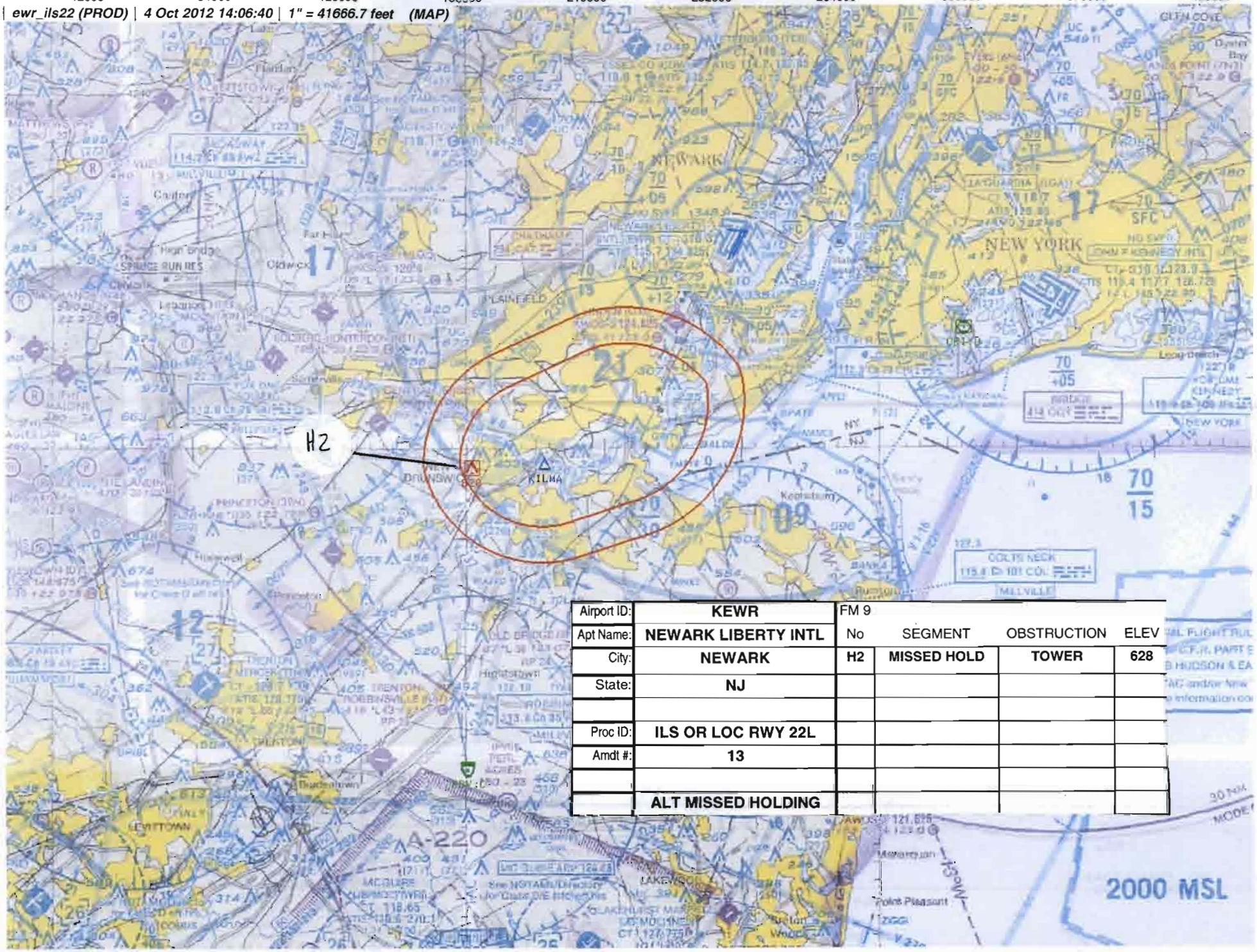


Airport ID:	KEWR	FM 9			
Apt Name:	NEWARK LIBERTY INTL	No	SEGMENT	OBSTRUCTION	ELEV
City:	NEWARK		FINAL	ASC	
State:	NJ				
Proc ID:	ILS OR LOC RWY 22L				
Amdt #:	13				
	ILS (CAT I)				

NM 7 14 21 28 35 42 49 56 63 70

FT 42000 84000 126000 168000 210000 252000 294000 336000 378000 420000

fpoprg | ewr_ils22 (PROD) | 4 Oct 2012 14:06:40 | 1" = 41666.7 feet (MAP)



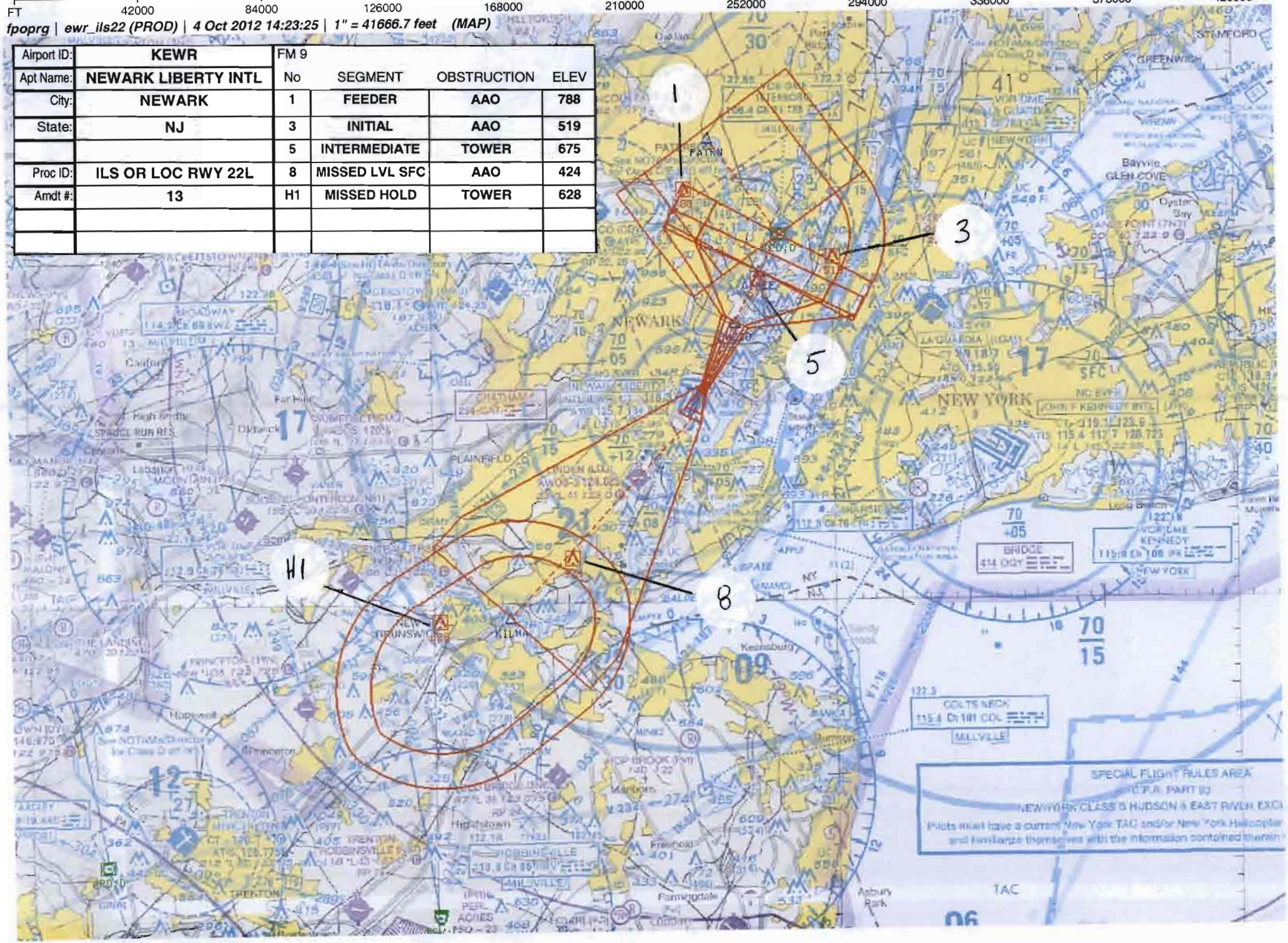
Airport ID:	KEWR	FM 9			
Apt Name:	NEWARK LIBERTY INTL	No	SEGMENT	OBSTRUCTION	ELEV
City:	NEWARK	H2	MISSED HOLD	TOWER	628
State:	NJ				
Proc ID:	ILS OR LOC RWY 22L				
Amdt #:	13				
	ALT MISSED HOLDING				

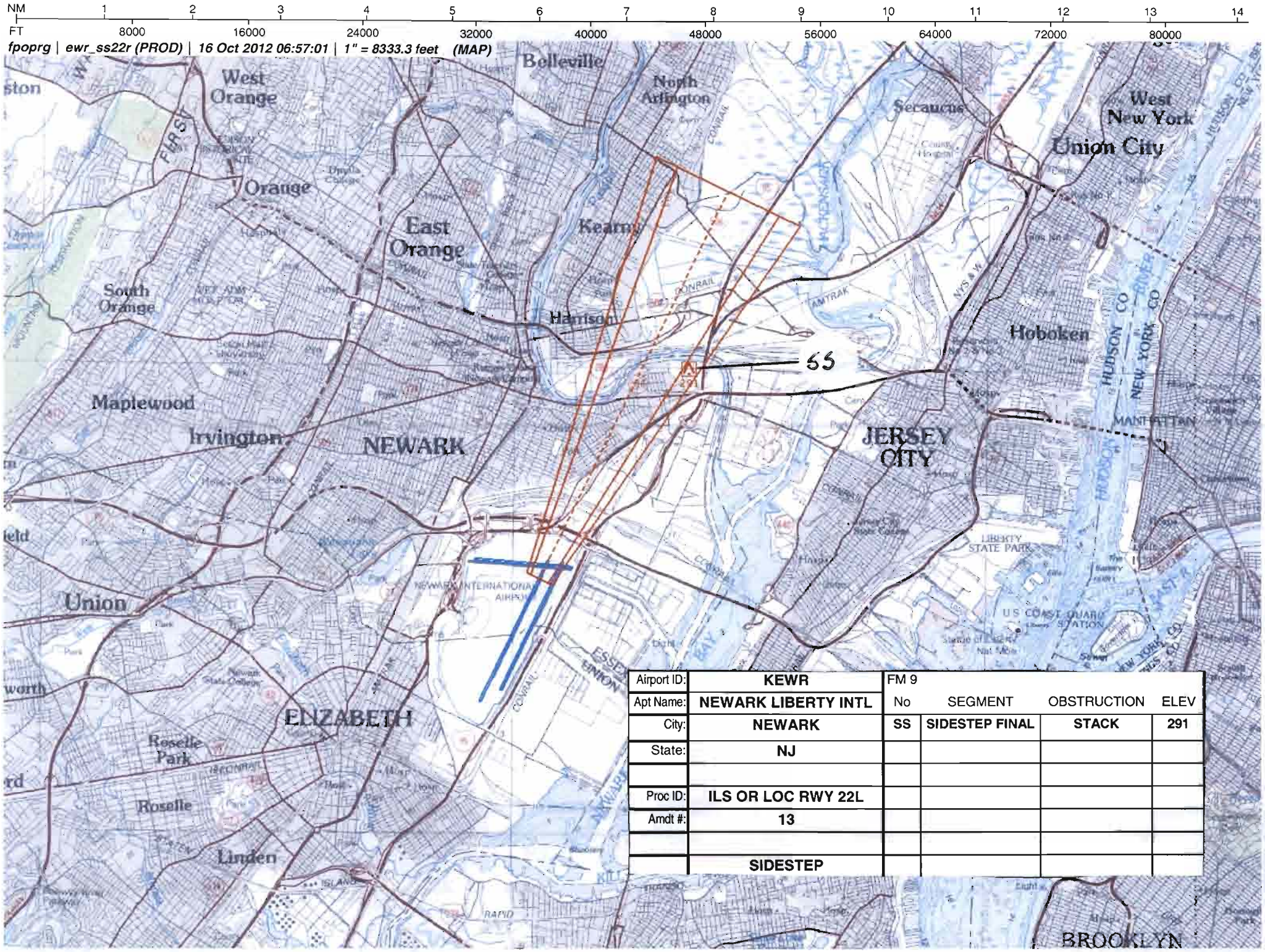
NM 7 14 21 28 35 42 49 56 63 70

FT 42000 84000 126000 168000 210000 252000 294000 336000 378000 420000

fpoprg | ewr_ils22 (PROD) | 4 Oct 2012 14:23:25 | 1" = 41666.7 feet (MAP)

		FM 9			
Airport ID:	KEWR				
Apt Name:	NEWARK LIBERTY INTL	No	SEGMENT	OBSTRUCTION	ELEV
City:	NEWARK	1	FEEDER	AAO	788
State:	NJ	3	INITIAL	AAO	519
		5	INTERMEDIATE	TOWER	675
Proc ID:	ILS OR LOC RWY 22L	8	MISSED LVL SFC	AAO	424
Amdt #:	13	H1	MISSED HOLD	TOWER	628





Airport ID:	KEWR	FM 9			
Apt Name:	NEWARK LIBERTY INTL	No	SEGMENT	OBSTRUCTION	ELEV
City:	NEWARK	SS	SIDESTEP FINAL	STACK	291
State:	NJ				
Proc ID:	ILS OR LOC RWY 22L				
Amdt #:	13				
	SIDESTEP				

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES

FROM	TO	COURSE AND DISTANCE	ALTITUDE
PATRN INT	TEB VOR/DME	155.00 / 6.86	3000
TEB VOR/DME (IAF)	GIMEE INT/I-LSQ 7.82 DME/RADAR	219.71 / 2.43	2500
GIMEE INT/I-LSQ 7.82 DME/RADAR (IF)	BUZZD INT/I-LSQ 4.62 DME/RADAR	218.83 / 3.19 (I-LSQ)	1500

MISSED APPROACH

ILS: DA
LOC: 4.49 MILES AFTER BUZZD INT/I-LSQ 4.62 DME/RADAR OR AT I-LSQ 0.15 DME FIX

CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 225 AND ARD VOR/DME R-069 TO KILMA INT/ARD 27.04 DME AND HOLD, OR AS DIRECTED BY ATC.

ALTERNATE MA: CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 225 AND CRI VOR/DME R-263 TO KILMA INT/CRI 24.44 DME AND HOLD.

ADDITIONAL FLIGHT DATA:
HOLD W, RT, 068.78 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W KILMA INT/ARD 27.04 DME, RT, 083.09 INBOUND.
CHART FAS OBST: 291 STACK 404417N/0740736W
CHART IN PROFILE VIEW: I-LSQ DME ANTENNA.
CHART OM IN HALF-TONE.
CHART VDP AT 1.67 DME*;
DISTANCE VDP TO THLD 1.54 MILES.
*LOC ONLY.

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT TEB VOR/DME
3. FAC: 218.83 FAF: BUZZD INT/I-LSQ 4.62 DME/RADAR DIST FAF TO MAP: 4.49 THLD: 4.49
4. MIN. ALT: TEB VOR/DME 3000, GIMEE 2500, BUZZD 1500
5. DIST TO THLD FROM OM: - MM: - IM: 1113 150 HAT: 2095 100 HAT: 1141 GS ANT: 814
6. MIN GS INCPT: 1500 GS ALT AT: BUZZD 1497 OM: - MM: - IM: 109
7. GS ANGLE: 3.00 TCH: 40.1
8. MSA FROM: TEB VOR/DME 2900

MAG VAR: 13W EPOCH YEAR: 1985

MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT ALTERNATE: N A ILS: # LOC: STANDARD @

CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 22L	210	1800	200	210	1800	200	210	1800	200	210	1800	200			
S-LOC 22L	560	2400	550	560	2400	550	560	6000	550	560	6000	550			
SIDESTEP 22R	560	5000	550	560	5000	550	560	6000	550	560	1 1/2	550			
CIRCLING	720	1	702	720	1	702	720	2	702	900	3	882			

NOTES:
SA CATEGORY I ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED S-ILS 22L: CAT A, B, C, D, RA 152, RVR 1400, HATh 150, DA 160 MSL.
CATEGORY II ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED S-ILS 22L: CAT A, B, C, D, RA 102, RVR 1200, HATh 100, DA 110 MSL.
(SEE FORM 8260-10)

CAT A, B, C 800-2, CAT D 900-3
@ CAT D 900-3

QUALITY CHECKED

CITY AND STATE	ELEVATION: 18 THRE: 22L 10 THRE: 22R 10 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP:
NEWARK, NJ	NEWARK LIBERTY INTL	I-LSQ	ILS OR LOC RWY 22L, AMDT 13 ILS RWY 22L (SA CAT I) ILS RWY 22L (CAT II) , ILS RWY 22L (CAT III)	AMDT: 12A DATED 05/05/2011

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
[ ] YES [X] NO		**ROUTINE**

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
[X]	[ ]	[X]	[X]	[X]	[X]	[X] **ZNY, N90, EWR ATCT, APT MGR**

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME: **PETER R. GUIMOND**	FIFO **AJV-352**	DATE: **09/28/2012**
APPROVED BY		
NAME: **SUSAN CRUMB** **MANAGER**	FIFO **AJV-352**	DATE:

CHANGES:

1. ADDED CAT II AND CAT III MINIMUMS.
2. DELETED SA CAT II MINIMUMS.
3. ADDED CAT II RVR 1000 NOTE.
4. ADDED ALTERNATE MISSED APPROACH PROCEDURE.
5. ADDED IM DISTANCE TO THLD TO LINE 5.
6. AMENDED 100 HAT DIST TO THLD FROM 1091 TO 1141 AND 150 HAT 2045 TO 2095.
7. AMENDED GS ALT AT BUZZD FROM 1500 TO 1497.
8. AMENDED TCH FROM 42.7 TO RDH 40.1.
9. AMENDED SIDESTEP 22R CATS A/B VISIBILITY FROM 5500 TO 5000 AND CAT D FROM 6000 TO 1 1/2.
10. AMENDED SA CAT I RA FROM 149 TO 152.

REASONS:

1. EASTERN FPT REQUEST.
2. NOT APPROPRIATE WHEN CAT II MINIMUMS ARE PUBLISHED.
3. AWO CHECKLIST REQUESTS RVR 1000. NOTE DOCUMENTED IAW FAAO 8400.13.
4. IAW FAAO 8260.19. PROCEDURE STILL AVAILABLE DURING ARD VOR/DME OUTAGES.
5. AN INNER MARKER HAS BEEN INSTALLED. 100 HAT ADDED WITH CAT II MINIMUMS.
6. COMPUTED FROM UPDATED PROCEDURE TCH VALUE.
7. COMPUTED FROM UPDATED TCH VALUE. BUZZD WILL NOT MOVE FOR THIS AMENDMENT AS IT IS TIED TO GLS RWY 22L.
8. MATCH AVNIS RDH VALUE.
9. COMPUTED USING AJV-352 IMPLEMENTED GUIDANCE (FAAO 8260.19, CHANGE 1)
10. COMPUTED USING TERRAIN DATA OBTAINED FROM NEW ALSF LIGHTING DRAWINGS.

WHITEOUT CORRECTIONS
1. PUT A @ SYMBOL IN PROCEDURE TITLE, ADDED SA CAT 1, AND MOVED OVERFLOW TO THE 8260-10.
2. REMOVED EXTRANEOUS DATA GENERATED BY SIDESTEP FROM MISSED APPROACH SECTION.
SEE 8260-10

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above aiport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

NOTES, (CONT.):
CATEGORY III ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. S-ILS-22L: CAT IIIa CAT A,B,C,D, RVR 700. CAT IIIb CAT A,B,C,D, RVR 600. CAT IIIc NA.
CHART NOTE: WHEN RWY 29 VGSI INOPERATIVE, CIRCLING RWY 29 NA AT NIGHT.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO SIDESTEP RWY 22R CATS A/B.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH.
CAT II CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.

QUALITY CHECKED

CITY AND STATE	ELEVATION: 18	THRE: 22L 10 THRE: 22R 10	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP:
NEWARK, NJ	AIRPORT NAME: NEWARK LIBERTY INTL		I-LSQ	ILS OR LOC RWY 22L, AMDT 13 ILS RWY 22L (SA CAT I) ILS RWY 22L (CAT II) , ILS RWY 22L (CAT III)	AMDT: 12A DATED: 05/05/2011

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
☐ YES ☐ NO		

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
☐	☐	☐	☐	☐	☐	☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	FIFO	DATE:
APPROVED BY		
NAME:	FIFO	DATE:

CHANGES:

REASONS:

REASONS CONT.
3. CORRECTED ALTERNATE MISSED APPROACH HOLDING DME VALUE FROM ARD TO CRI.
4. DELETED UNNECESSARY OVERFLOW SPACE FOR ALTERNATE MISSED APPROACH HOLDING IN ADDITIONAL FLIGHT DATA.
5. REMOVED NA ADJACENT PT IN LINE 1.
6. ADDED 150 HAT DIST TO THLD VALUE.
7. CHANGED CAT II TO READ SA CAT I IN FIRST LINE OF MINIMA NOTES SECTION.
8. REPLACED NULL WITH RWY 22L FOR SA CAT 1 AND CAT II MINIMUMS.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES - **FAR PART 97.29**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

ARINC PACKET - 424-18 - ILS

```
                 1         2         3         4         5         6         7         8         9         0         1         2         3
NAVAID  123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAD        ARD   K6010820VDLW N40151202W074542741    N40151202W074542741W0100002961     NARYARDLEY
        SUSAD        TEB   K6010840VDTW N40505540W074034410    N40505540W074034410W0110000100     NARTETERBORO
        SUSAD KEWRK6 ILSQ  K6010870 IT                     ILSQN40414355W074094163     000340     NARNEWARK LIBERTY INTL

                 1         2         3         4         5         6         7         8         9         0         1         2         3
WP      123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAEAENRT   BUZZD K60    C     N40455582W074070645                     W0130     NAR           BUZZD
        SUSAEAENRT   GIMEE K60    C     N40484727W074051645                     W0130     NAR           GIMEE
        SUSAEAENRT   KILMA K60    C   L N40290970W074240882                     W0128     NAR           KILMA
        SUSAEAENRT   PATRN K60    C   L N40562840W074090332                     W0130     NAR           PATRN

                 1         2         3         4         5         6         7         8         9         0         1         2         3
AIRPORT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KEWRK6AEWR     0     110YHN40413300W074100720W013000018         1800018000C    MNAR    NEWARK LIBERTY INTL

                 1         2         3         4         5         6         7         8         9         0         1         2         3
SEGMENT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KEWRK6FI22L  APATRN 010PATRNK6EA0E       IF                                          18000                 0 NS
        SUSAP KEWRK6FI22L  APATRN 020TEB  K6D 0V  A    TF                                  + 03000                       0 NS
        SUSAP KEWRK6FI22L  APATRN 030TEB  K6D 0V       FC TEB K6      0000000021970004D    + 02500                       0 NS
        SUSAP KEWRK6FI22L  APATRN 040GIMEEK6EA0EE B    CF ILSQK6      0388009221970020PI   + 02500                       0 NS
        SUSAP KEWRK6FI22L  I      010GIMEEK6EA0E  I    IF ILSQK6      03880092        PI   J 025000150018000                0 NS
        SUSAP KEWRK6FI22L  I      020BUZZDK6EA0E  F    CF ILSQK6      0388006021900032PI   H 0150001497        -300TEB   K6D 0 NS
        SUSAP KEWRK6FI22L  I      030RW22LK6PG0GY M    CF ILSQK6      0388001521900045PI     00050             -300          0 NS
        SUSAP KEWRK6FI22L  I      040         0  M     CA                     2188        + 00500                         0 NS
        SUSAP KEWRK6FI22L  I      050         0        VI                     2250                                        0 NS
        SUSAP KEWRK6FI22L  I      060KILMAK6EA0EY      CF ARD K6      0688027024880070D    + 03000                       0 NS
        SUSAP KEWRK6FI22L  I      070KILMAK6EA0EE  R   HM                     0688T010    + 03000                       0 NS

                 1         2         3         4         5         6         7         8         9         0         1         2         3
RUNWAY  123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KEWRK6GRW22L   0100002188 N40415230W074094087+0000    -0029200010179340150IILSQ1

                 1         2         3         4         5         6         7         8         9         0         1         2         3
ILS     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KEWRK6IILSQ1   010870RW22LN40402895W0741033872188N40414370W0740941731163 08140427300W01304000008
```

QUALITY CHECKED 4

CITY AND STATE	ELEVATION: 18	THRE: 22L 10	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
NEWARK, NJ	AIRPORT NAME: **NEWARK LIBERTY INTL**	**THRE: 22R 10**	**I-LSQ**	**ILS OR LOC RWY 22L, AMDT 13** **ILS RWY 22L (SA CAT I), ILS RWY 22L (CAT II)** **ILS RWY 22L (CAT III)**	AMDT: **12A** DATED: **05/05/2011**

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
☐ YES ☐ NO		

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICES - FAR PART 97.29

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

```
                1         2         3         4         5         6         7         8         9         0         1         2         3
MSA     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KEWRK6STEB  K6D                 0   18018002925                                                                    M
```

QUALITY CHECKED

CITY AND STATE	ELEVATION: 18 THRE: 22L 10	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
NEWARK, NJ	AIRPORT NAME: THRE: 22R 10 NEWARK LIBERTY INTL	I-LSQ	ILS OR LOC RWY 22L, AMDT 13 ILS RWY 22L (SA CAT I), ILS RWY 22L (CAT II) ILS RWY 22L (CAT III)	AMDT: 12A
				DATED: 05/05/2011

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
☐ YES ☐ NO		

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER ☐ (specify) _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

ARINC SUMMARY - 424-18 - ILS

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
	PATRN	PATRN	010		IF		FB					
	PATRN	TEB	020	IAF	TF		FB				AA 03000	
	PATRN	TEB	030		FC		FB		219.7()	000.4	AA 02500	
	PATRN	GIMEE	040		CF		FB		219.7()	002.0	AA 02500	
		GIMEE	010	FACF	IF		FB				AA 02500 GI 01500	
		BUZZD	020	FAF	CF		FB		219.0()	003.2	GI 01500 GS 01497	
		RW22L	030	MAP	CF		FO		219.0()	004.5	AT 00050	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
		040		CA		FB		218.8()		AA 00500	
		050		VI		FB		225.0()			
	KILMA	060		CF		FO		248.8()	007.0	AA 03000	
	KILMA	070		HM	R	FO		068.8()	T01.0	AA 03000	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	ARD	N401512.02	W0745427.41	N4015.200	W07454.457
	TEB	N405055.40	W0740344.10	N4050.923	W07403.735
	ILSQ (DME)	N404143.55	W0740941.63	N4041.726	W07409.694
	BUZZD	N404555.82	W0740706.45	N4045.930	W07407.108
	GIMEE	N404847.27	W0740516.45	N4048.788	W07405.274
	KILMA	N402909.70	W0742408.82	N4029.162	W07424.147
	PATRN	N405628.40	W0740903.32	N4056.473	W07409.055
	RW22L	N404152.30	W0740940.87	N4041.872	W07409.681
	ILSQ (LOC)	N404028.95	W0741033.87	N4040.483	W07410.565

RUNWAY DATA	RWY	THRESHOLD ELEVATION	TCH
	RW22L	00010	40

QUALITY CHECKED

CITY AND STATE	ELEVATION: 18	THRE: 22L 10	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
NEWARK, NJ	AIRPORT NAME: NEWARK LIBERTY INTL	THRE: 22R 10	I-LSQ	ILS OR LOC RWY 22L, AMDT 13 ILS RWY 22L (SA CAT I), ILS RWY 22L (CAT II) ILS RWY 22L (CAT III)	AMDT: 12A DATED: 05/05/2011

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
☐ YES ☐ NO		

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER ☐ (specify) _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

LOC STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES - **FAR PART 97.25**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

ARINC PACKET - 424-18 - LOC

```
                 1         2         3         4         5         6         7         8         9         0         1         2         3
NAVAID  123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAD        ARD   K6010820VDLW N40151202W074542741    N40151202W074542741W0100002961     NARYARDLEY
        SUSAD        TEB   K6010840VDTW N40505540W074034410    N40505540W074034410W0110000100     NARTETERBORO
        SUSAD KEWRK6 ILSQ  K6010870 IT                     ILSQN40414355W074094163     000340     NARNEWARK LIBERTY INTL

                 1         2         3         4         5         6         7         8         9         0         1         2         3
WP      123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAEAENRT   BUZZD K60    C     N40455582W074070645                     W0130     NAR           BUZZD
        SUSAEAENRT   GIMEE K60    C     N40484727W074051645                     W0130     NAR           GIMEE
        SUSAEAENRT   KILMA K60    C   L N40290970W074240882                     W0128     NAR           KILMA
        SUSAEAENRT   PATRN K60    C   L N40562840W074090332                     W0130     NAR           PATRN

                 1         2         3         4         5         6         7         8         9         0         1         2         3
AIRPORT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KEWRK6AEWR     0     110YHN40413300W074100720W013000018         1800018000C    MNAR    NEWARK LIBERTY INTL

                 1         2         3         4         5         6         7         8         9         0         1         2         3
SEGMENT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KEWRK6FL22L  APATRN 010PATRNK6EA0E       IF                                          18000                 0 NS
        SUSAP KEWRK6FL22L  APATRN 020TEB  K6D 0V  A    TF                                  + 03000                       0 NS
        SUSAP KEWRK6FL22L  APATRN 030TEB  K6D 0V       FC TEB K6      0000000021970004D    + 02500                       0 NS
        SUSAP KEWRK6FL22L  APATRN 040GIMEEK6EA0EE B    CF ILSQK6      0388009221970020PI   + 02500                       0 NS
        SUSAP KEWRK6FL22L  L      010GIMEEK6EA0E  I    IF ILSQK6      03880092         PI  + 02500     18000                 0 NS
        SUSAP KEWRK6FL22L  L      020BUZZDK6EA0E  F    CF ILSQK6      0388006021900032PI   + 01500                 TEB   K6D 0 NS
        SUSAP KEWRK6FL22L  L      030RW22LK6PG0GY M    CF ILSQK6      0388001521900045PI     00050            -305          0 NS
        SUSAP KEWRK6FL22L  L      040         0  M     CA                     2188         + 00500                       0 NS
        SUSAP KEWRK6FL22L  L      050         0        VI                     2250                                       0 NS
        SUSAP KEWRK6FL22L  L      060KILMAK6EA0EY      CF ARD K6      0688027024880070D    + 03000                       0 NS
        SUSAP KEWRK6FL22L  L      070KILMAK6EA0EE  R   HM                     0688T010     + 03000                       0 NS

                 1         2         3         4         5         6         7         8         9         0         1         2         3
RUNWAY  123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KEWRK6GRW22L   0100002188 N40415230W074094087+0000    -0029200010179340150IILSQ1

                 1         2         3         4         5         6         7         8         9         0         1         2         3
ILS     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KEWRK6IILSQ1   010870RW22LN40402895W0741033872188N40414370W0740941731163 08140427300W01304000008
```

QUALITY CHECKED

CITY AND STATE	ELEVATION: 18	THRE: 22L 10	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
NEWARK, NJ	AIRPORT NAME: **NEWARK LIBERTY INTL**	**THRE: 22R 10**	**I-LSQ**	**ILS OR LOC RWY 22L, AMDT 13** **ILS RWY 22L (SA CAT I), ILS RWY 22L (CAT II)** **ILS RWY 22L (CAT III)**	AMDT: **12A** DATED: **05/05/2011**

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
☐ YES ☐ NO		

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER ☐ (specify) _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

```
                1         2         3         4         5         6         7         8         9         0         1         2         3
MSA     12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------
        SUSAP KEWRK6STEB  K6D                0   18018002925                                                                  M
```

QUALITY CHECKED

CITY AND STATE	ELEVATION: 18 THRE: 22L 10	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
NEWARK, NJ	AIRPORT NAME: THRE: 22R 10 NEWARK LIBERTY INTL	I-LSQ	ILS OR LOC RWY 22L, AMDT 13 ILS RWY 22L (SA CAT I), ILS RWY 22L (CAT II) ILS RWY 22L (CAT III)	AMDT: 12A
				DATED: 05/05/2011

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
☐ YES ☐ NO		

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

LOC STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES - **FAR PART 97.25**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

ARINC SUMMARY - 424-18 - LOC

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
	PATRN	PATRN	010		IF		FB					
	PATRN	TEB	020	IAF	TF		FB				AA 03000	
	PATRN	TEB	030		FC		FB		219.7()	000.4	AA 02500	
	PATRN	GIMEE	040		CF		FB		219.7()	002.0	AA 02500	
		GIMEE	010	FACF	IF		FB				AA 02500	
		BUZZD	020	FAF	CF		FB		219.0()	003.2	AA 01500	
		RW22L	030	MAP	CF		FO		219.0()	004.5	AT 00050	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
		040		CA		FB		218.8()		AA 00500	
		050		VI		FB		225.0()			
	KILMA	060		CF		FO		248.8()	007.0	AA 03000	
	KILMA	070		HM	R	FO		068.8()	T01.0	AA 03000	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	ARD	N401512.02	W0745427.41	N4015.200	W07454.457
	TEB	N405055.40	W0740344.10	N4050.923	W07403.735
	ILSQ (DME)	N404143.55	W0740941.63	N4041.726	W07409.694
	BUZZD	N404555.82	W0740706.45	N4045.930	W07407.108
	GIMEE	N404847.27	W0740516.45	N4048.788	W07405.274
	KILMA	N402909.70	W0742408.82	N4029.162	W07424.147
	PATRN	N405628.40	W0740903.32	N4056.473	W07409.055
	RW22L	N404152.30	W0740940.87	N4041.872	W07409.681
	ILSQ (LOC)	N404028.95	W0741033.87	N4040.483	W07410.565

RUNWAY DATA	RWY	THRESHOLD ELEVATION	TCH
	RW22L	00010	40

QUALITY CHECKED

CITY AND STATE	ELEVATION: 18	THRE: 22L 10	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
NEWARK, NJ	AIRPORT NAME: NEWARK LIBERTY INTL	THRE: 22R 10	I-LSQ	ILS OR LOC RWY 22L, AMDT 13 ILS RWY 22L (SA CAT I), ILS RWY 22L (CAT II) ILS RWY 22L (CAT III)	AMDT: 12A DATED: 05/05/2011

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
☐ YES ☐ NO		

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER ☐ (specify) _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
FEEDER	PATRN INT	TEB VOR/DME	1. AAO	405309.00N/0741051.00W	788 (4E)	1000	AT1212	3000
			2. TERRAIN	405309.00N/0741051.00W	588 (600)		AS1500	2100
INITIAL	TEB VOR/DME	GIMEE INT/I-LSQ	3. AAO	404912.00N/0735942.00W	519 (4E)	1000	AT981	2500
		7.82 DME/RADAR	4. TERRAIN	404912.00N/0735942.00W	319 (300)		AS1500	1800
INTERMEDIATE	GIMEE INT/I-LSQ	BUZZD INT/I-LSQ	5. TOWER (34-001062)	404754.36N/0740521.51W	675 (5D)	500	AT325	1500
	7.82 DME/RADAR	4.62 DME/RADAR	6. TERRAIN	405027.00N/0740957.00W	233 (200)		AS1000	1200
FINAL: ILS	GS INTCP	RW22L				ASC		210/200
FINAL: LOC	BUZZD INT/I-LSQ	4.49 MILES AFTER	7. STACK (34-000665)	404417.00N/0740736.00W	291 (1C)	250		560
	4.62 DME/RADAR	BUZZD INT/LSQ						
		4.62 DME/RADAR						
		OR AT I-LSQ						
		0.15 DME FIX						
FINAL: LOC SIDESTEP	BUZZD INT/I-LSQ	RW22R	7. STACK (34-000665)	404417.00N/0740736.00W	291 (1C)	250		560
	4.62 DME/RADAR							
FINAL: ILS SA CAT I	GS INTCP	RW22L				ASC		160/150
FINAL: ILS CAT II	GS INTCP	RW22L				ASC		110/100
2. PROCEDURE TURN	NA							
3. MISSED APPROACH MAP:	DA / 4.49 MILES	KILMA INT/ARD				ASC		3000
	AFTER BUZZD	27.04 DME	8. AAO	403206.00N/0741927.00W	424 (4E)	1000		1500
ELEV:	45/310		9. TERRAIN	403206.00N/0741927.00W	224 (200)		AS1500	1700

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL							
CATEGORY A	1.3 NM	350	702	10. CRANE (34-000400)	404042.17N/0740846.03W	410 (5A)	300		720
CATEGORY B	1.5 NM	450	702	10. CRANE (34-000400)	404042.17N/0740846.03W	410 (5A)	300		720
CATEGORY C	1.7 NM	450	702	10. CRANE (34-000400)	404042.17N/0740846.03W	410 (5A)	300		720
CATEGORY D	2.3 NM	550	882	11. BLDG (34-000085)	404412.00N/0741015.00W	598 (1A)	300		900
CATEGORY E	4.5 NM	550							

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: TEB VOR/DME

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-360	TWR (36-000266)	339/ 25.4	1807 (1A)	2900					

CITY AND STATE	ELEVATION: 18 / AIRPORT NAME:	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
NEWARK, NJ	NEWARK LIBERTY INTL	I-LSQ	ILS OR LOC RWY 22L, AMDT 13 ILS RWY 22L (SA CAT I), ILS RWY 22L (CAT II), ILS RWY 22L (CAT III)	AEA

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE		3. ALTIMETER SETTING
EWR TOWER N90 TRACON	N W S	OTHER: ASOS	SOURCE: KEWR
	F A A		DISTANCE:
SATISFACTORY ON:	A / C		HOURS REMOTE OPERATION: 24
X V H F X U H F H F	LOCATION: KEWR		ADJUSTMENT: 0

4. MONITOR STATUS	PRIMARY NAVAID: I-LSQ	
	MONITOR POINT: EWR ATCT	
	HRS OPTN: CAT 1	24
	CAT 3	

5. APPROACH & RUNWAY LIGHTING	
X	ALSF-2 04R, 22L
	(S) SALS
X	MALSR 22R, 04L
X	HIRL 11, 04R, 29, 22R, 04L, 22L
	MIRL
X	REIL 11, 29, 22R
X	TDZ 11, 04R, 29, 22R, 04L, 22L
X	C/L 11, 04R, 29, 22R, 04L, 22L
X	OTHER (SPECIFY) PAPI-4R 04R PAPI-4L 29, 22R, 04L, 22L VASI-4L 11

6. RUNWAY MARKINGS	BASIC	
	ALL WEATHER	PIR-G 11, 04R, 22R, 04L, 22L
	INSTRUMENT	NPI-G 29
7. RUNWAY VISUAL RANGE	APPROACH	11, 04R, 22R, 04L, 22L
	MIDFIELD	04R, 22R, 04L, 22L
	ROLL OUT	04R, 22R, 04L, 22L

8. GLIDE PATH		
GP ANGLE: 3.00	ELEV RWY THRESHOLD: 10.1	
DISTANCE FROM RWY: 814	ELEV GP ANTENNA: 10.1	
	THRESHOLD CROSSING HEIGHT: 40.1	

9. FINAL APPROACH COURSE AIMING			
X	RUNWAY THRESHOLD		FT. FROM THRESHOLD
X	ON CENTERLINE		FT. FROM CENTERLINE

10. WAIVERS: 1

ORDER 8260.3B, VOLUME III, PARAGRAPH 2.6; PROCEDURE TCH LESS THAN REQUIRED BY CRITERIA.

PART D - PREPARED BY: PETER R. GUIMOND	DATE: 09/28/2012
TITLE: AERONAUTICAL INFORMATION SPECIALIST	OFFICE: AJV-352

PART C - REMARKS:

THRESHOLD DISPLACED 1793.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

2. KEWR ASOS ON SERVICE A.
3. BACK-UP ALTIMETER SOURCE NOT REQUIRED. 24 HOUR CONTROL TOWER HAS REDUNDANT ALTIMETER REPORTING EQUIPMENT.
5. VGSI DATA: 3.00/61.0.

WAIVER: FAAO 8260.3B, VOL III, PARA 2.6; PROCEDURE TCH LESS THAN REQUIRED BY CRITERIA.

SEE ATTACHED AIRSPACE LETTER.

ILS PFAF COMPUTED USING FAAO 8260.54, FORMULA 2-16A. RNAV PROCEDURES TO RWY 22L CURRENTLY DO NOT OVERLAY THE ILS.

ILS PFAF AND LOC FAF NOT COINCIDENTAL. COMPUTED PFAF IS 49.47 FEET NORTHEAST OF PUBLISHED PFAF BUZZD WHEN USING NEW RDH VALUE. EASTERN FPT ADVISES THAT THE GLS APPROACH THAT OVERLAYS THE ILS AND SHARES THE FIX BUZZD CAN NOT BE AMENDED CONCURRENTLY PER CURRENT GLS GUIDANCE. ATC DOES NOT DESIRE A NEW NAMED FIX IN VIRTUALLY THE SAME LOCATION. THEREFORE, BUZZD WILL REMAIN IN ITS CURRENT POSITION AND SERVE AS THE LOC FAF.

ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLES.

TERPS, VOLUME 1, VISUAL PORTION OF FINAL PENETRATIONS:
(EASTERN FPT NOTIFIED 9/25/2012)
RWY 29, 20:1 PENETRATIONS:
34 POLE (34-023881) 404205.40N/0740918.00W (2.49)
29 POLE (34-023894) 404203.60N/0740919.50W (2.45)
28 POLE (34-023915) 404203.10N/0740919.80W (2.38)
27 POLE (34-023917) 404202.70N/0740920.10W (2.35)
28 POLE (34-023916) 404202.60N/0740919.80W (2.15)
26 POLE (34-023919) 404202.30N/0740920.30W (1.94)
30 POLE (34-023889) 404204.30N/0740919.00W (1.84)
32 RD(I) (KEWR0103) 404204.00N/0740918.51W (1.83)
29 POLE (34-023890) 404203.90N/0740919.30W (1.81)
31 POLE (34-023888) 404204.40N/0740918.70W (1.73)
27 POLE (34-023897) 404202.90N/0740919.90W (1.67)
26 POLE (34-023918) 404202.50N/0740920.20W (1.64)
31 POLE (34-023884) 404205.00N/0740918.60W (1.61)
32 POLE (34-023880) 404205.70N/0740918.20W (1.39)
30 POLE (34-023892) 404204.10N/0740918.90W (1.37)
29 POLE (34-023891) 404203.70N/0740919.20W (1.34)
30 POLE (34-023886) 404204.70N/0740918.80W (1.25)
25 POLE (34-023900) 404202.10N/0740920.40W (1.24)
31 POLE (34-023883) 404205.40N/0740918.40W (1.02)
28 POLE (34-023893) 404203.30N/0740919.40W (0.93)
27 POLE (34-023895) 404203.40N/0740919.60W (0.74)
27 POLE (34-023896) 404203.00N/0740919.60W (0.56)
19 FENCE (34-020588) 404204.43N/0740921.49W (0.44)
30 POLE (34-023885) 404204.80N/0740918.50W (0.14)
25 POLE (34-023898) 404202.20N/0740920.10W (0.13)

MISSED APPROACH OBSTACLES CONT.
ALTERNATE:
ASC 3000
8. AAO 403206.00N/0741927.00W 424 (4E) 1000 1500
9. TERRAIN 403206.00N/0741927.00W 224 (200) AS1500
1700

QUALITY 4 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: BUZZD **STATE:** NJ **COUNTRY:** US

LATITUDE/LONGITUDE: 404555.82N/0740706.45W **TYPE:** WP, RADAR, INT, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	NEWARK	I-LSQ	LOC/DME		038.83	025.83	4.62	6.03	36643	1500	4500
2	KENNEDY	JFK	VOR/DME	H	308.72	296.72		17.72		1500	4500
3	LA GUARDIA	LGA	VOR/DME	L	276.52	264.52		11.44		1500	4500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
NEWARK (FAC 1) AND KENNEDY (FAC 2) USED TO ESTABLISH FIX COORDINATES
I-LSQ DME ANTENNA COORDINATES: 404143.55N/0740941.63W.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	GLS RWY 22L			KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 22L	1, 2, 3		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT II)	1, 2, 3		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT III)	1, 2, 3		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (SA CAT 1)	1, 2, 3		KEWR	NEWARK	NJ (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2 **DATE OF REVISION:** 03/07/2013

REASON FOR REVISION:
1. AMENDED FAC 1 (LSQ) MAA FROM 4000 TO 4500.
2. AMENDED FAC 2 (JFK) MAA FROM 14500 TO 4500.
3. AMENDED FAC 3 (LGA) MAA FROM 14500 TO 4500.
4. DELETED FAC 4 (CRI). CRI R-322 RESTRICTED BELOW 2500 MSL.
5. ADDED RADAR TO FIX TYPE. SUPPORTS CHARTING ON CURRENT ILS OR LOC RWY 22L.
6. UPDATED FIX USE.

DEVELOPED BY: **DATE:** 09/20/2012 **OFFICE:** AJV-352 **NAME:** PETER GUIMOND

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** SUE CRUMB

SIGNATURE:

DISTRIBUTION: **NFDC**
FPO: EST
ARTCC: ZNY
ATC FACILITY: N90
OTHER: EWR ATCT

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: GIMEE **STATE:** NJ **COUNTRY:** US

LATITUDE/LONGITUDE: 404847.27N/0740516.45W **TYPE:** WP, RADAR, INT, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	NEWARK	I-LSQ	LOC/DME		038.83	025.83	7.82	9.22		2500	4500
2	KENNEDY	JFK	VOR/DME	H	318.92	306.92		18.04		2500	4500
3	TETERBORO	TEB	VOR/DME	T	219.17	208.17		2.43		2500	4500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

REMARKS:
KENNEDY (FAC 2) AND NEWARK (FAC 1) USED TO ESTABLISH FIX COORDINATES
I-LSQ DME COORDINATES: 404143.55N/0740941.63W

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	GLS RWY 22L			KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 22L	1, 2, 3		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT II)	1, 2, 3		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT III)	1, 2, 3		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (SA CAT 1)	1, 2, 3		KEWR	NEWARK	NJ (US)
IAP	STADIUM VISUAL RWY 29			KEWR	NEWARK	NJ (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 4 **DATE OF REVISION:** 03/07/2013

REASON FOR REVISION:
1. AMENDED FAC 1 AND FAC 2 MAA FROM 4000 TO 4500.
2. ADDED FAC 3 TO SUPPORT TEB VOR/DME TO GIMEE SEGMENT ON ILS OR LOC RWY 22L.
3. UPDATED FIX USE.

DEVELOPED BY: **DATE:** 09/25/2012 **OFFICE:** AJV-352 **NAME:** PETER GUIMOND

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** SUE CRUMB

SIGNATURE:

DISTRIBUTION: **NFDC**
FPO: EST
ARTCC: ZNY
ATC FACILITY: N90
OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: PATRN **STATE:** NJ **COUNTRY:** US

LATITUDE/LONGITUDE: 405628.40N/0740903.32W **TYPE:** WP, INT, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	KINGSTON	IGN	VOR/DME	L	211.00	199.00		45.90		2000	17500
2	TETERBORO	TEB	VOR/DME	T	335.00	324.00	6.86	6.86		2000	12000
3	HUGUENOT	HUO	VOR/DME	H	155.45	144.45		34.46		2000	17500
4	CARMEL	CMK	VOR/DME	L	244.00	232.00		32.87		2000	17500

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
IGN	VOR/DME	R-211	46	2000	17500

HOLDING: **HOLDING TYPE OF ACTION:** MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	NE	IGN	VOR/DME	211.00	211.00	R	1		2000	6000	6	7

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (34-000165)	410600.00N/0741225.00W	1270	3C

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERN.

REMARKS:
TETERBORO (FAC 2) AND KINGSTON (FAC 1) USED TO ESTABLISH FIX COORDINATES
EN ROUTE LOW CHARTING REQUESTED BY ATC.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 22L	2		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT II)	2		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT III)	2		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (SA CAT 1)	2		KEWR	NEWARK	NJ (US)
IAP	VOR/DME RWY 22L	2		KEWR	NEWARK	NJ (US)
IAP	VOR/DME RWY 22R	2		KEWR	NEWARK	NJ (US)
IAP	COPTER ILS OR LOC RWY 6	1, 2	1	KTEB	TETERBORO	NJ (US)
IAP	ILS OR LOC RWY 6	1, 2	1	KTEB	TETERBORO	NJ (US)
IAP	VOR/DME RWY 6	1, 2	1	KTEB	TETERBORO	NJ (US)
IAP	VOR/DME-A	1, 2	1	KTEB	TETERBORO	NJ (US)
IAP	VOR/DME-B	1, 2	1	KTEB	TETERBORO	NJ (US)

REQUIRED CHARTING: IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 5 **DATE OF REVISION:** 03/07/2013

REASON FOR REVISION:
1. DELETED FAC 5 (ZADBI).
2. ADDED DIST FROM FAC TO FAC 1, 2, 3, AND 4.
3. POPULATED FAC 1 ESV DATA.
4. DELETED HOLDING PAT 2.
5. AMENDED PAT 1 MAX HOLDING ALTITUDE FROM 3000 TO 6000.
6. UPDATED HOLDING PAT 1 OBSTACLE ID NUMBER TO CURRENT FORMAT.
7. DELETED MILITARY IAP FROM REQUIRED CHARTING.
8. UPDATED FIX USE.

DEVELOPED BY: **DATE:** 09/25/2012 **OFFICE:** AJV-352 **NAME:** PETER GUIMOND

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** SUE CRUMB

SIGNATURE:

DISTRIBUTION: **NFDC**
FPO: EST
ARTCC: ZNY
ATC FACILITY: N90

QUALITY CHECKED

OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: TETERBORO VOR/DME **STATE:** NJ **COUNTRY:** US

LATITUDE/LONGITUDE: 405055.40N/0740344.10W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	TETERBORO	TEB	VOR/DME	T							18000

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
TEB	VOR/DME	R-335	7	12000	18000

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	NW	TEB	VOR/DME	335.00	155.00	R	1		2500	6000	4	5
2	NW		WP	337.00	157.00	R		4	2500	6000	5	6

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	AAO	405821.00N/0741203.00W	1096	4E
2	200	AAO	405824.00N/0741203.00W	1099	4E

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

PROCEDURES REQUIRING CLIMB-IN-HOLD:

PAT	PROCEDURE TITLE	AIRPORT IDENT	CITY	STATE
2	RNAV (GPS) RWY 4L	KEWR	NEWARK	NJ (US)
2	RNAV (GPS) Y RWY 4R	KEWR	NEWARK	NJ (US)

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	NEWARK			KEWR	NEWARK	NJ (US)
DP	TETERBORO			KTEB	TETERBORO	NJ (US)
EN ROUTE	V214					(US)
IAP	LOC RWY 22			KCDW	CALDWELL	NJ (US)
IAP	ILS OR LOC RWY 23			KMMU	MORRISTOWN	NJ (US)
IAP	COPTER ILS OR LOC/DME RWY 4L		1	KEWR	NEWARK	NJ (US)
IAP	COPTER ILS/DME RWY 22L			KEWR	NEWARK	NJ (US)
IAP	GLS RWY 4L		2	KEWR	NEWARK	NJ (US)
IAP	GLS RWY 4R		2	KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 11			KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 22L			KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 22R			KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 4L		1	KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 4R		1	KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT II)			KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT III)			KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (SA CAT I)			KEWR	NEWARK	NJ (US)
IAP	ILS RWY 4L (SA CAT I)			KEWR	NEWARK	NJ (US)
IAP	ILS RWY 4L (SA CAT II)			KEWR	NEWARK	NJ (US)
IAP	ILS RWY 4R (CAT II)		1	KEWR	NEWARK	NJ (US)
IAP	ILS RWY 4R (CAT III)		1	KEWR	NEWARK	NJ (US)
IAP	RNAV (GPS) RWY 4L		2	KEWR	NEWARK	NJ (US)
IAP	RNAV (GPS) Y RWY 4R		2	KEWR	NEWARK	NJ (US)
IAP	RNAV (RNP) Z RWY 4R		2	KEWR	NEWARK	NJ (US)
IAP	VOR RWY 11			KEWR	NEWARK	NJ (US)
IAP	VOR/DME RWY 22L			KEWR	NEWARK	NJ (US)
IAP	VOR/DME RWY 22R			KEWR	NEWARK	NJ (US)
IAP	CEDAR GROVE VISUAL RWY 1			KTEB	TETERBORO	NJ (US)
IAP	COPTER ILS OR LOC RWY 6			KTEB	TETERBORO	NJ (US)
IAP	ILS OR LOC RWY 6			KTEB	TETERBORO	NJ (US)
IAP	ILS RWY 19			KTEB	TETERBORO	NJ (US)
IAP	VOR RWY 24			KTEB	TETERBORO	NJ (US)
IAP	VOR/DME RWY 6			KTEB	TETERBORO	NJ (US)
IAP	VOR/DME-A			KTEB	TETERBORO	NJ (US)
IAP	VOR/DME-B			KTEB	TETERBORO	NJ (US)
IAP	ILS OR LOC RWY 13			KLGA	NEW YORK	NY (US)

QUALITY CHECKED

REQUIRED CHARTING: DP, MILITARY IAP, IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 5 **DATE OF REVISION:** 07/26/2012

REASON FOR REVISION:
1. CHANGED PAT 1 CONTROLLING OBSTRUCTION FROM 1083' AAO TO 1096' AAO.
2. CHANGED PAT 1 AND 2 CONTROLLING OBSTRUCTION DESCRIPTION FROM "200' AAO" TO "AAO".
3. UPDATED FIX USE.

DEVELOPED BY:	**DATE:** 02/22/2012	**OFFICE:** AJV-352	**NAME:** DAVID SAUER
APPROVED BY:	**DATE:** 06/19/2012	**OFFICE:** AJV-352	**NAME:** DARRYEL ADAMS
	SIGNATURE:		

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZNY
ATC FACILITY: NY TRACON, TEB ATCT, EWR ATCT
OTHER:

QUALITY CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: KILMA **STATE:** NJ **COUNTRY:** US

LATITUDE/LONGITUDE: 402909.70N/0742408.82W **TYPE:** WP, RADAR, INT, DME

INFO ONLY

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	KENNEDY	JFK	VOR/DME	H	265.24	253.24	30.17	30.17		2000	17500
2	ROBBINSVILLE	RBV	VORTAC	H	023.99	013.99		17.53		2000	17500
3	YARDLEY	ARD	VOR/DME	L	068.78	058.78	27.04	27.04		2000	17500
4	CANARSIE	CRI	VOR/DME	T	263.09	252.09	24.44	24.44		2000	12000
5	TETERBORO	TEB	VOR/DME	T	226.65	215.65	26.72	26.72		2000	6000
6	SOLBERG	SBJ	VOR/DME	L	120.43	110.43		16.58		2000	6000

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
TEB	VOR/DME	R-227	27	2000	6000

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	W	ARD	VOR/DME	068.78	068.78	R	1		2000	6000	4	6
2	W		WP	252.00	072.00	R		4	3000	6000	5	6
3	W	CRI	VOR/DME	263.09	083.09	R	1		2000	6000	4	6
4	SW	TEB	VOR/DME	226.65	046.65	R	1		2000	6000	4	6

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (34-000251)	402832.00N/0742927.00W	628	5D
2	200	TOWER (34-000251)	402832.00N/0742927.00W	628	5D
3	200	TOWER (34-000251)	402832.00N/0742927.00W	628	5D
4	200	TOWER (34-000251)	402832.00N/0742927.00W	628	5D

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
KENNEDY (FAC 1) AND ROBBINSVILLE (FAC 2) USED TO ESTABLISH FIX COORDINATES
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
EN ROUTE	V433	1, 2, 3, 4				NJ (US)
IAP	COPTER ILS/DME RWY 22L	2, 3	1	KEWR	NEWARK	NJ (US)
IAP	GLS RWY 22L		2	KEWR	NEWARK	NJ (US)
IAP	GLS RWY 22R		2	KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 22L	2, 3, 6	1	KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 22L (ALT MISSED)	2, 4	3	KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 22R	2, 3, 4	1	KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 22R (ALT MISSED)	2, 3, 4	3	KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 4L	4		KEWR	NEWARK	NJ (US)
IAP	ILS OR LOC RWY 4R	1		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT II - ALT MISSED)	2, 4	3	KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT II)	2, 3, 6	1	KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT III - ALT MISSED)	2, 4	3	KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (CAT III)	2, 3, 6	1	KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (SA CAT 1 - ALT MISSED)	2, 4	3	KEWR	NEWARK	NJ (US)
IAP	ILS RWY 22L (SA CAT I)	2, 3, 6	1	KEWR	NEWARK	NJ (US)
IAP	ILS RWY 4L (SA CAT I)	4		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 4L (SA CAT II)	4		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 4R (CAT II)	1		KEWR	NEWARK	NJ (US)
IAP	ILS RWY 4R (CAT III)	1		KEWR	NEWARK	NJ (US)
IAP	RNAV (GPS) RWY 22R			KEWR	NEWARK	NJ (US)
IAP	RNAV (GPS) RWY 4L			KEWR	NEWARK	NJ (US)
IAP	RNAV (GPS) Y RWY 4R			KEWR	NEWARK	NJ (US)
IAP	RNAV (GPS) Z RWY 22L		2	KEWR	NEWARK	NJ (US)
IAP	RNAV (RNP) Y RWY 22L		2	KEWR	NEWARK	NJ (US)
IAP	RNAV (RNP) Z RWY 29			KEWR	NEWARK	NJ (US)
IAP	RNAV (RNP) Z RWY 4R			KEWR	NEWARK	NJ (US)
IAP	VOR/DME RWY 22L	2, 3	1	KEWR	NEWARK	NJ (US)
IAP	VOR/DME RWY 22R	2, 3	1	KEWR	NEWARK	NJ (US)

QUALITY CHECKED

REQUIRED CHARTING: IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 14 **DATE OF REVISION:** 07/26/2012

REASON FOR REVISION:
1. ADDED REMARK, KENNEDY (FAC 1) AND ROBBINSVILLE (FAC 2) USED TO ESTABLISH FIX COORDINATES.
2. ADDED ESV FOR TEB R-227, 27NM, 2000-6000.

DEVELOPED BY:	**DATE:** 03/07/2012	**OFFICE:** AJV-352	**NAME:** DAVID SAUER
APPROVED BY:	**DATE:** 06/19/2012	**OFFICE:** AJV-352	**NAME:** DARRYEL ADAMS
	SIGNATURE:		

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZNY
ATC FACILITY: NY TRACON, EWR ATCT
OTHER:

QUALITY CHECKED

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **NEWARK** STATE: **NJ**

AIRPORT NAME: **NEWARK LIBERTY INTL** ID: **KEWR**

PROCEDURE: **ILS OR LOC RWY 22L** AMDT: **13**

DOCKET # :
(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from **THRESHOLD** to 1000' point **3.30**
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **0.93**
   (Enter appropriate segment , final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **205.~~93~~ 8**
4. High Terrain in **FINAL** segment containing 1000' point **92**
5. Distance from **THRESHOLD** to 1500' point **6.08**
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **INTERMEDIATE** segment at 1500' point **4.61**
7. True Course of **INTERMEDIATE** segment containing 1500' point **205.83**
8. High Terrain in **INTERMEDIATE** segment containing 1500' point **233**
9. Threshold Coordinates (if straight-in) ... ***404152.30N / 0740940.87W**
10. ARP Coordinates ..... **404133.00N / 0741007.20W**
11. Runway Approach End and distance furthest from ARP.....RWY **04L**
    Distance **1.14** NM
12. FAF Coordinates ..... **404555.26N / 0740706.17W**
    (Click to Select)

REMARKS: Approach/Drawing attached.
9. *DISPLACED THRESHOLD COORDINATES.

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

ILS OR LOC RWY 22L
ILS RWY 22L (SA CAT I)
ILS RWY 22L (CAT II)
ILS RWY 22L (CAT III)

2. Waiver Required and Applicable Standard:

8260.3B Table 2-3, TCH Requirements. Wheel Height Group 4 minimum TCH value 45 feet.
8260.3B Para 2.6, Glideslope Threshold Crossing Height Requirements

3. Reason for Waiver *(Justification for nonstandard treatment)*:

The current ILS system installation yields an RDH value of 40.1 feet on a 3.00 degree glideslope. Relocation of the associated glideslope antenna to achieve a TCH value between 50 and 60 feet (optimum 55 feet) is not feasible due to the proximity of Taxiway CC and associated ramp and high power turn area.

4. Equivalent Level of Safety Provided:

1. Rwy 22L displaced threshold is 1793 feet from runway end. Displaced pavement supports full weight bearing capacity.
2. The 3.00 degree glideslope over the actual end of the full weight bearing runway is approximately 144 feet - provides ample safeguard for an aircraft in case of a low approach.
3. SA CAT 1 requires special aircrew and aircraft certification and the use of HUD to DH. Even if flown to 150 feet on autopilot, and then landed manually, the vertical error would be minimal and acceptable.
4. CAT II/III requires special aircrew and aircraft certification and the use of HUD or autoland to touchdown providing acceptable assurance against a low approach. Even if the CAT II is flown to 100 feet on autopilot, and then landed manually, the vertical error would be minimal and acceptable.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

Relocation of the associated glideslope antenna to achieve a TCH value between 50 and 60 feet (optimum 55 feet) is not feasible due to the proximity of Taxiway CC and associated ramp and high power turn area.

6. Coordination With User Organizations (Specify):

AJV-352

7. SUBMITTED BY

DATE:	Office Identification:	Title:	Signature:
	AJV-35	Manager, Terminal Products Group	GREGORY YAMAMOTO

8. CONTINUATION

Comments:

This waiver replaces the AFS-400 approved waiver, dated 2 Mar 2012 for the ILS or LOC Rwy 22L and the ILS Rwy 22L (Cat II). The flight procedure identification block was updated to include the ILS Rwy 22L (SA Cat I) and the ILS Rwy 22L (Cat III). Procedure TCH was amended from 42.7 to an RDH value of 40.1 IAW FAAO 8240.47C.

9. AFS ACTION

- ☐ Approved
- ☐ Disapproved
- ☐ Not Required

Comments:

Date:	Routing Symbol:	Signature: