

2-23-2023, Team 3a

NJ, EWR ILS OR LOC RWY 22L, AMDT 14

1-11-2023 PRB RESULTS: **SIGNED AND COMPLETE**

Division Manager Signed. Status changed to Signed and Complete.

NJ EWR ILS OR LOC RWY 22L AMDT 14

11-2-22 PRB RESULTS: Approved Pending Flight Inspection/Validation

V3 - ALL CORRECTION ARE COMPLETE - PROCEDURE IS APPROVED PENDING FIPC.

NJ EWR ILS OR LOC RWY 22L AMDT 14

10-26-22 PRB RESULTS: Returned for Rework

REQUESTED BY: AJV-A

PRB RESULTS: RETURN FOR REWORK

8260-3:

- PAGE 2 OF 5:

O NOTES: CHANGE - "CAT II CHART NOTE" TO "CAT II RVR 1000 CHART NOTE" – IAW 8260.19I, 8-6-11.M(3) NOTE

- PAGE 3 OF 5:

O ALTERNATE: CHANGE - "CAT C 800 - 2 3/4 , CAT D 800 - 3" TO: "CAT C 900 – 2 3/4, CAT D 900 – 3" IAW 8260.3E, 3-4-1B.

8260-9:

- PAGE 8 OF 15:

O MISSED APPROACH: ILS SA CAT I AND MISSED APPROACH ALTERNATE: ILS SA CAT I, SEGMENT REMARK – THIS OBSTACLE DOES NOT MEET THE REQUIREMENT TO UTILIZE THIS OPTION, OBSTACLE IS OUTSIDE SECTION A – IAW 8260.3E, 10-4-4.A(1).

- PAGE 5 OF 15:

O LOC SIDESTEP: AAO COORDINATES HAVE A TYPO SHOULD BE 404514.34N... NOT 494514.34N – TYPO

8260-2:

- BUZZD: FIX USE - REMOVE FAC 1 FROM RNAV (GPS) Z RWY 22L – IAW 8260.19I, 8-5-2.J.

- PATRN: FIX USE - FAC MISSING FOR MULTIPLE CONVENTIONAL APPROACHES – IAW 8260.19I, 8-5-2.J.

MISSING DOCUMENTATION:

- SAT FLIGHT CHECK PC

• DOCUMENTATION OF COORDINATION WITH AJF-0 - IAW 8400.13F, CHAPT 1, 5, A. - IF THE APPROACH OR APPROACH FACILITY HAS RESTRICTIONS, IT MUST BE APPROVED BY THE FLIGHT TECHNOLOGIES AND PROCEDURES DIVISION IN COORDINATION WITH AJF-0 ON A CASE-BY-CASE BASIS.

ADMINISTRATIVE NOTES:

- NO MAPS FOR THE SA CAT I, CAT II, AND CAT III.

- 8260-9 GENERAL REMARKS: RECOMMEND ADDING VGSI APPROVAL FOR CIRCLING RWY 29.

NJ EWR ILS OR LOC RWY 22L AMDT 14

10-6-22 PRB RESULTS: Returned Pre-PRB

PROCEDURE STATUS HAS BEEN CHANGED TO RETURNED PRE-PRB FOR SERVICE PROVIDER TO UPLOAD V2.

10/6/22

1. SA CAT I, II, III EVALS file in data file - renamed.

2. New MAPS created and added to "S" file.

Eric Suski, Manager AJV-A431

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 2/23/23	APWS Task ID: 03DF9A1657F04A96AA46E5A50FC7BF71	APWS Project ID: 56CEDE96F8E849619F28A74750E903F8
Procedure: ILS OR LOC RWY 22L AMDT 14		Enroute: NO	Specialist: Tuttle, Judith		Agreement Number:
Airport ID: KEWR			Airport City: NEWARK		State: NJ
Facility ID: LSQ	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: FULL AMENDMENT COMPLETED UTILIZING ACTIVE AIRPORT AND LSQ PENDING DATA.</p> <p>WAIVER (1) DESCENT GRADIENT.</p> <p>CONTACT: DONALD LANIER, AJV-A431, (405) 954-8242.</p> <p>GPS REQUIRED.</p> <p>10/27/2022: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/13/2022.</p> <p>1. NOTES: UPDATED FROM "CAT II CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN" TO "CAT II RVR 1000 CHART NOTE: AUTHORIZED WITH SPECIFIC OPSEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN" - IAW 8260.19I, 8-6-11 M.</p> <p>2. NOTES: UPDATED FROM "CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 22L: CAT A, B, C, D, RA 102, RVR 1600, HAT 100, DA 111 MSL" TO "CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 22L: CAT A, B, C, D, RA 102, RVR 1400, HAT 100, DA 111 MSL" - PENETRATING OBSTACLE OUTSIDE SECTION A.</p> <p>8260-2: BUZZD</p> <p>1. FIX USE: REMOVED FAC 1 FROM RNAV (GPS) Z RWY 22L.</p>					



FIPC BASIC FORM							
PROCEDURE: ILS OR LOC RWY 22L AMDT 14			AIRPORT NAME: NEWARK LIBERTY INTL		AIRPORT ID: KEWR	SPECIAL CONTROL NO: YP-11-040-22	
FAC ID: LSQ		CITY: NEWARK			ST: NJ	ORIG CHART DATE: 02/23/2023	
DFL TYPE: PROC/AR	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: 03DF9A1657F04A96AA46E5A50FC7BF71		
PREFLIGHT NOTES							
REVIEWER: nathan j chott					DATE: 01/04/2023		
COMMENTS:					CHECK ONE:		
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 01/04/2023		CREW #: VN382	N #: N76	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: nathan j chott @ 01/04/2023 17:07			PRINTED NAME: CHOTT, NATHAN JAMES				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

1. FLIGHT PROCEDURE IDENTIFICATION:

ILS or LOC RWY 22L
Newark Liberty International Airport (KEWR)
Newark, New Jersey

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.3 PARA 2-5-3 d Descent gradients. Because the intermediate segment is used to prepare the aircraft speed and configuration for entry into the final approach segment, the gradient should be as flat as possible. A descent gradient no greater than 150 ft/NM is optimum. The maximum gradient between the IF and the PFAF is 318 ft/NM. When one or more SDFs are established, ensure the gradient from each simplified directional facility (SDF) to the PFAF does not exceed 318 ft/NM. Higher gradients resulting from arithmetic rounding are permissible.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The descent gradient in the intermediate segment is greater than the maximum allowed. The current location of GIMME at 2500 keeps aircraft separated from the TEB RUDDY departure which is climbing to 1500. Although most of the procedure that use the fix GIMME to RWY 22L have been evaluated N90 has requested to keep GIMME in its current location. The descent gradient from GIMME to the PFAF is 318.66 which is .17 feet per NM higher than required per this paragraph.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The descent gradient from the (IF) WP to the (PFAF) WP waypoint is 318.66' per NM

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

ATC per request that GIMME remain in its current location, moving it back the required distance defeats the need of keeping the aircraft at 2500 as long as possible for separation with TEB Airport.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

N90, OSG

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
08/17/22	AJV-A4	MANAGER, LONNIE EVERHART

SIGNATURE

Digitally signed by
JOHNNIE BAKER
Sep 23, 2022

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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LOC/DME I-LSQ	APP CRS	Rwy Idg	22L	22R
108.7	219°	TDZE	8207 11	9560 10
Chan 24		Apt Elev	17	17

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

RNP APCH - GPS.

Aircraft not GPS equipped - RADAR required for procedure entry.
DME required.

⚠

Circling NA south of Rwy 11-29. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

22L

ALSF-2

22R

MALSR

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.

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

ALTERNATE MISSED APCH FIX

PROTOTYPE-NOT FOR NAVIGATION

ELEV 17	D	TDZE 22L 11	TDZE 22R 10	
219° 4.5 NM from FAF				
500	3000	ARD R-069	KILMA	
hdg 225°				
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).				
BUZZD I-LSQ 4.7	ZAVPI I-LSQ 6.3	GIMEE I-LSQ 7.8	IZEKO I-LSQ 9.4	
I-LSQ 1.6	I-LSQ 0.2			
1500	2000	2500	3000	
1.5 NM	3 NM	1.6 NM	1.6 NM	
1.6 NM	1.6 NM			
CATEGORY	A	B	C	D
S-ILS 22L	211/18 200 (200-½)			
S-LOC 22L	540/24	529 (600-½)	540/55	529 (600-1)
SIDESTEP RWY 22R	540/55	530 (600-1)	540-1½	530 (600-1½)
ⓈCIRCLING	660-1	643 (700-1)	900-2¾	900-3
			883 (900-2¾)	883 (900-3)

NEWARK, NEW JERSEY
Amdt 14 FIG

40°42'N-74°10'W

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

FIG

ILS RWY 22L (SA CAT I)
NEWARK LIBERTY INTL (EWR)

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.

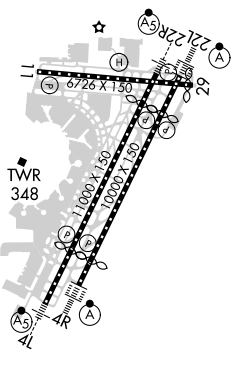
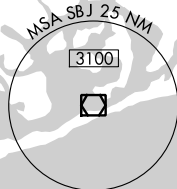
NEWARK LIBERTY INTL (EWR)
ILS RWY 22L (SA CAT I)

FIG

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

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.

PROTOTYPE-NOT
FOR NAVIGATION

[illegible]

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

Diagram illustrating the ILS glidepath for CAT II RA 102/12. The glidepath is shown as a solid line starting from the runway (500 ft MSL) and ascending to 3000 ft MSL. Key points on the glidepath are marked with their MSL altitudes and distances from the runway:

- 500 ft MSL (Runway)
- 1500 ft MSL (4.5 NM from runway)
- 2000 ft MSL (1.6 NM from 1500 ft MSL)
- 2500 ft MSL (1.6 NM from 2000 ft MSL)
- 3000 ft MSL (1.6 NM from 2500 ft MSL)

The diagram also shows the 1500 ft MSL point at 4.5 NM from the runway, and the 2000 ft MSL point at 1.6 NM from the 1500 ft point. The diagram includes a table with the following data:

CATEGORY	A	B	C	D
S-ILS 22L	CAT II RA 102/12 100 DA 111			
S-ILS 22L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

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

OLD

AL-285 (FAA)

21336

LOC/DME I-LSQ	APP CRS	Rwy Idg	22L 8207	22R 9560
<u>108.7</u>	219°	TDZE	11	10
Chan 24		Apt Elev	17	17

ILS or LOC RWY 22L

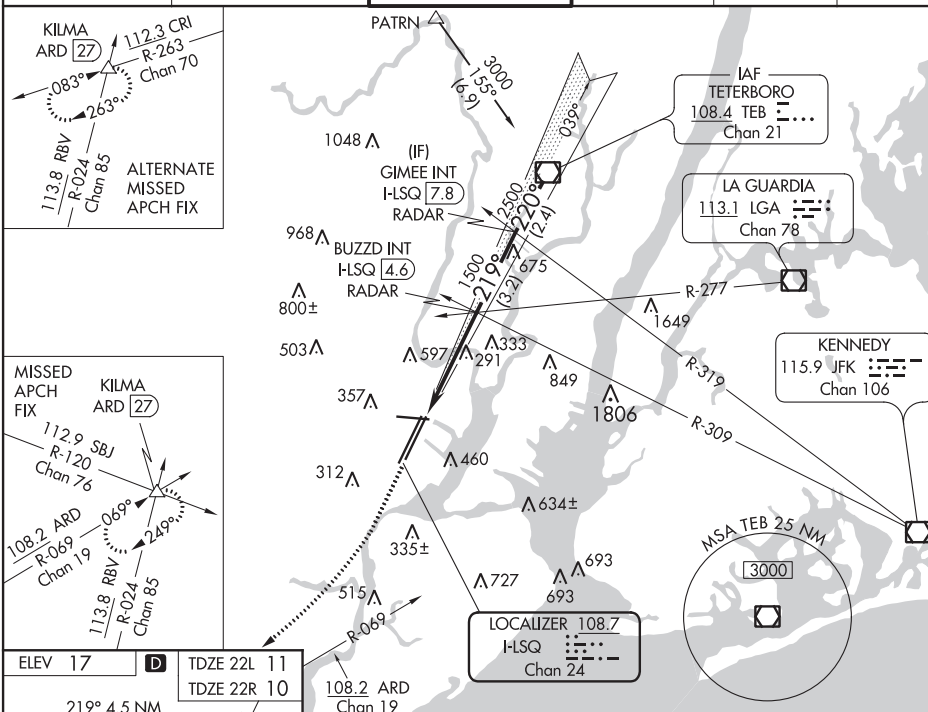
NEWARK LIBERTY INTL (EWR)

T When Circling to Rwy 29 at night, operational
A VGSI required, remain on or above VGSI
glidepath until threshold. Inop table does not
apply to sidestep Rwy 22R Cats A/B.



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.

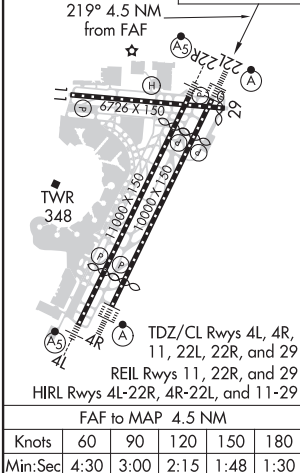
D-ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



NE-2, 24 MAR 2022 to 21 APR 2022

NE-2. 24 MAR 2022 to 21 APR 2022

ELEV 17	D	TDZE 22L 11
		TDZE 22R 10



Chan 19		VGSi and ILS glidepath not coincident (VGSi and ILS 3.00°/TCH 60).	
500 ↑	3000 hdg 225°	ARD R-069	KILMA △
I-LSQ DME ANTENNA		BUZZZ INT I-LSQ [4.6] RADAR	GIMEE INT I-LSQ [7.8] RADAR
I-LSQ [0.2]		1497	219°
*I-LSQ [1.7]		220°	3000
*LOC only.		2500	GS 3.00° TCH 40
1.5 NM		3 NM	2.4 NM
CATEGORY	A	B	C
S-ILS 22L	211/18 200 (200-½)		
S-LOC 22L	560/24 549 (600-½)	560/60 549 (600-1¼)	
SIDESTEP RWY 22R	560/50 550 (600-1)	560/60 550 (600-1¼)	560-1½ 550 (600-1½)
CIRCLING	760-1 743 (800-1)	820-1 803 (900-1)	900-2¾ 883 (900-2¾)
			900-3 883 (900-3)

NEWARK, NEW JERSEY
Amdt 13E 22APR21

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

ILS or LOC RWY 22L

NEWARK LIBERTY INTL (KEWR)
NEWARK, NJ
ILS OR LOC RWY 22L AMDT #14
INITIAL RNAV (GPS)
1:500k

PATRNT TO IZEKO
AAO (742)

PATRN-

IZEKO

GIMEE

ZAVPI-

BUZZD

CHATHAM

SPECIAL FLIGHT RULES AREA
CFR PART 93
NEW YORK CLASS B HUDSON & EAST RIVER
Pilots must have a current New York TAC and/or New York H
and familiarize themselves with the information contained

NEWARK LIBERTY INTL (KEWR)
NEWARK, NJ
ILS OR LOC RWY 22L AMDT #14
PRIMARY MA 500K

ZAVPI2 to BUZZD 1 TOWER (415)
34-000259

IZEKO 1 to GIMEE ANTENNA (508)
34-035716

LOC: 7:1 Excluded Obs AAO (330)

GIMEE to ZAVPI2 TOWER (675)
34-001062

LOC: BUZZD 1 to KEWR: RWY 22L: AER STACK (290)
34-000665

KILMA_1 TOWER (623)
34-000251

Missed Level Surface TOWER (450)
34-024840

COLTS NECK
115.4 Ch 101 COL

NEW YORK CLASS
Pilots must have a current New York
and familiarize themselves with t

06

NEWARK LIBERTY INTL (KEWR)
NEWARK, NJ
ILS OR LOC RWY 22L AMDT #14
ALTERNATE MA 500K

ZAVPI2 to BUZZD 1 TOWER (415)
34-000259

LOC: 7:1 Excluded Obs AAO (330)

IZEKO 1 to GIMEE ANTENNA (508)
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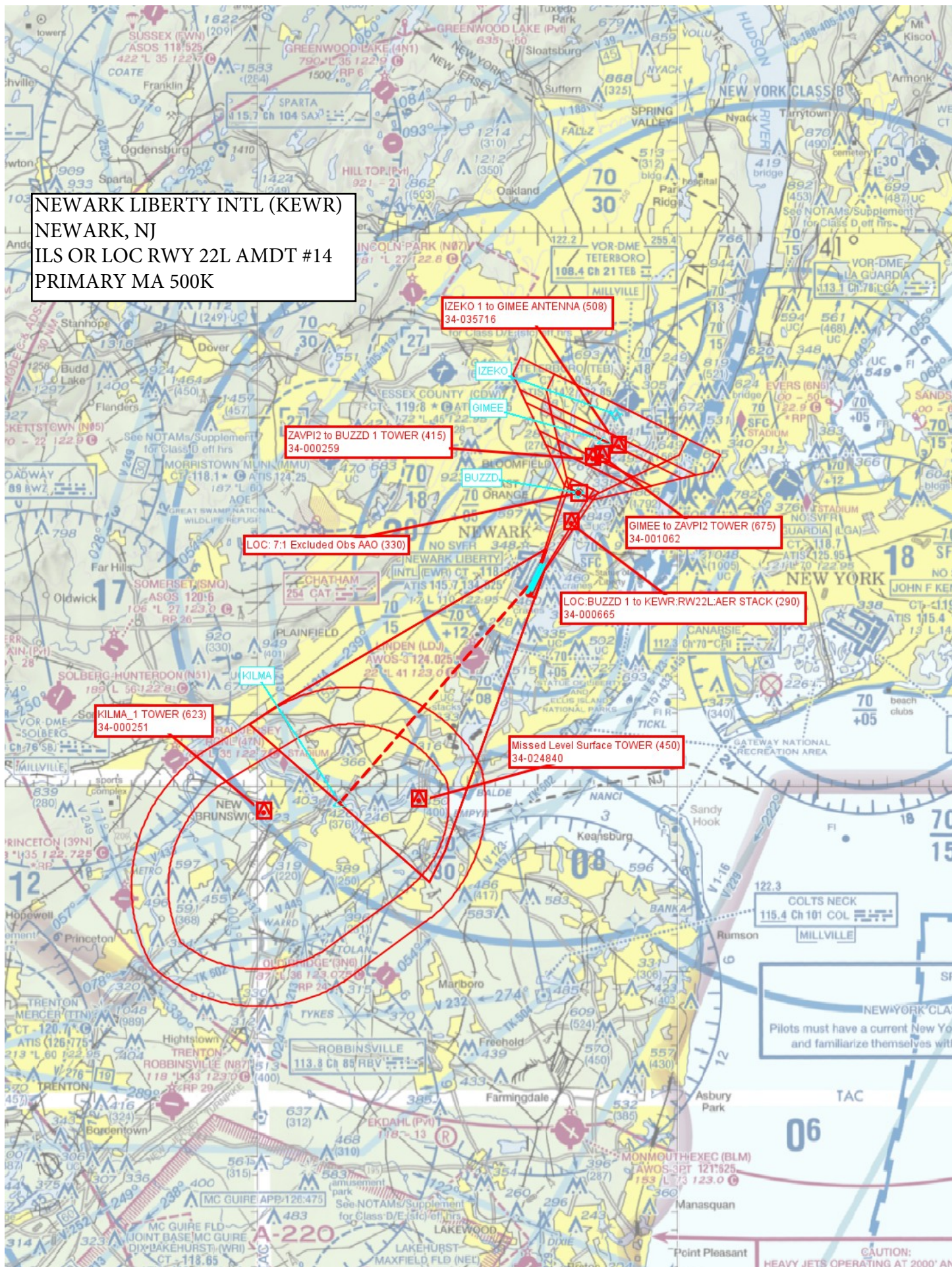
COLTS NECK
115.4 Ch 101 COL

NEW YORK CLASS B H
Pilots must have a current New York TAC
and familiarize themselves with the ir

TAC

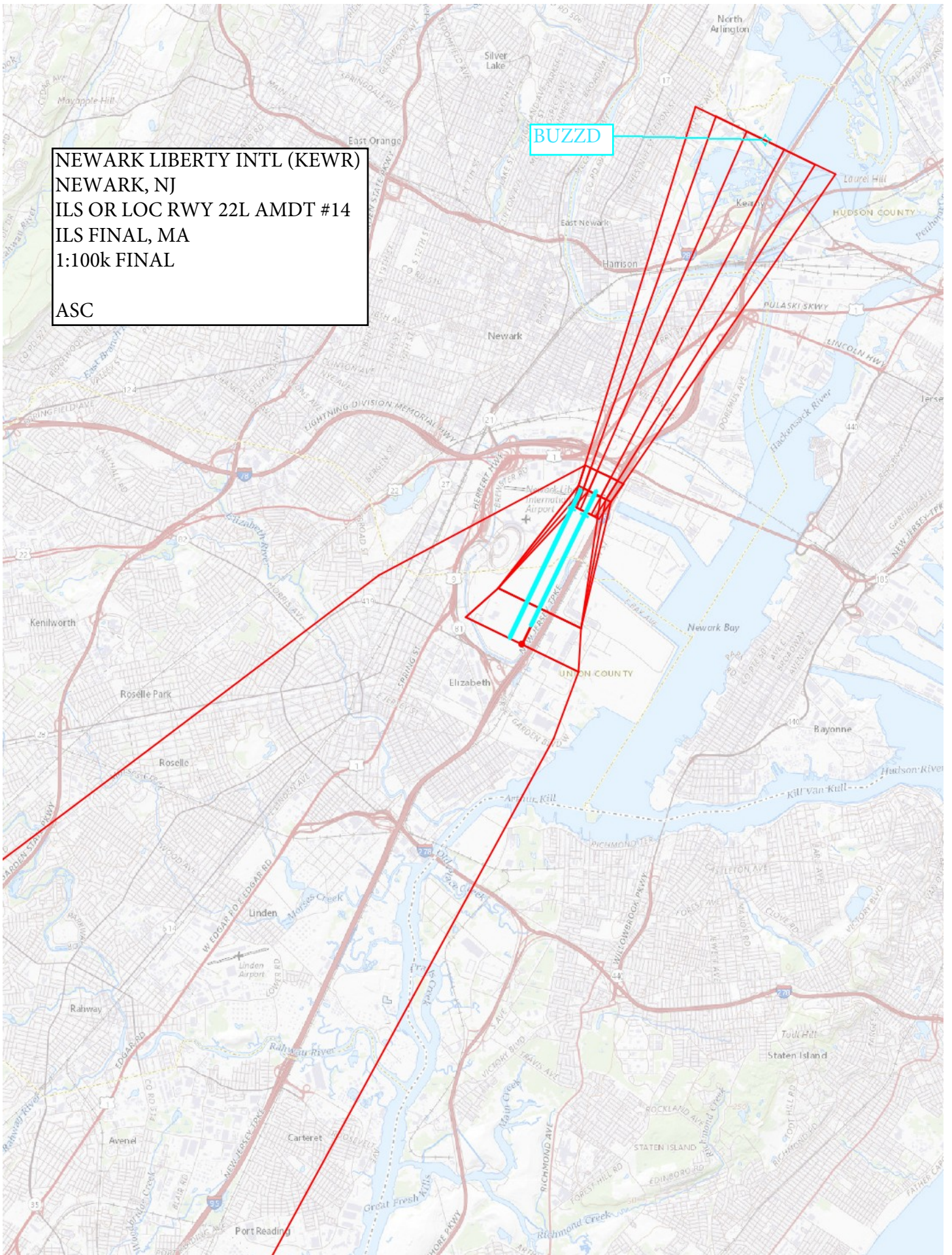
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NEWARK LIBERTY INTL (KEWR)
NEWARK, NJ
ILS OR LOC RWY 22L AMDT #14
PRIMARY MA 500K



NEWARK LIBERTY INTL (KEWR)
NEWARK, NJ
ILS OR LOC RWY 22L AMDT #14
ILS FINAL, MA
1:100k FINAL
ASC

BUZZD

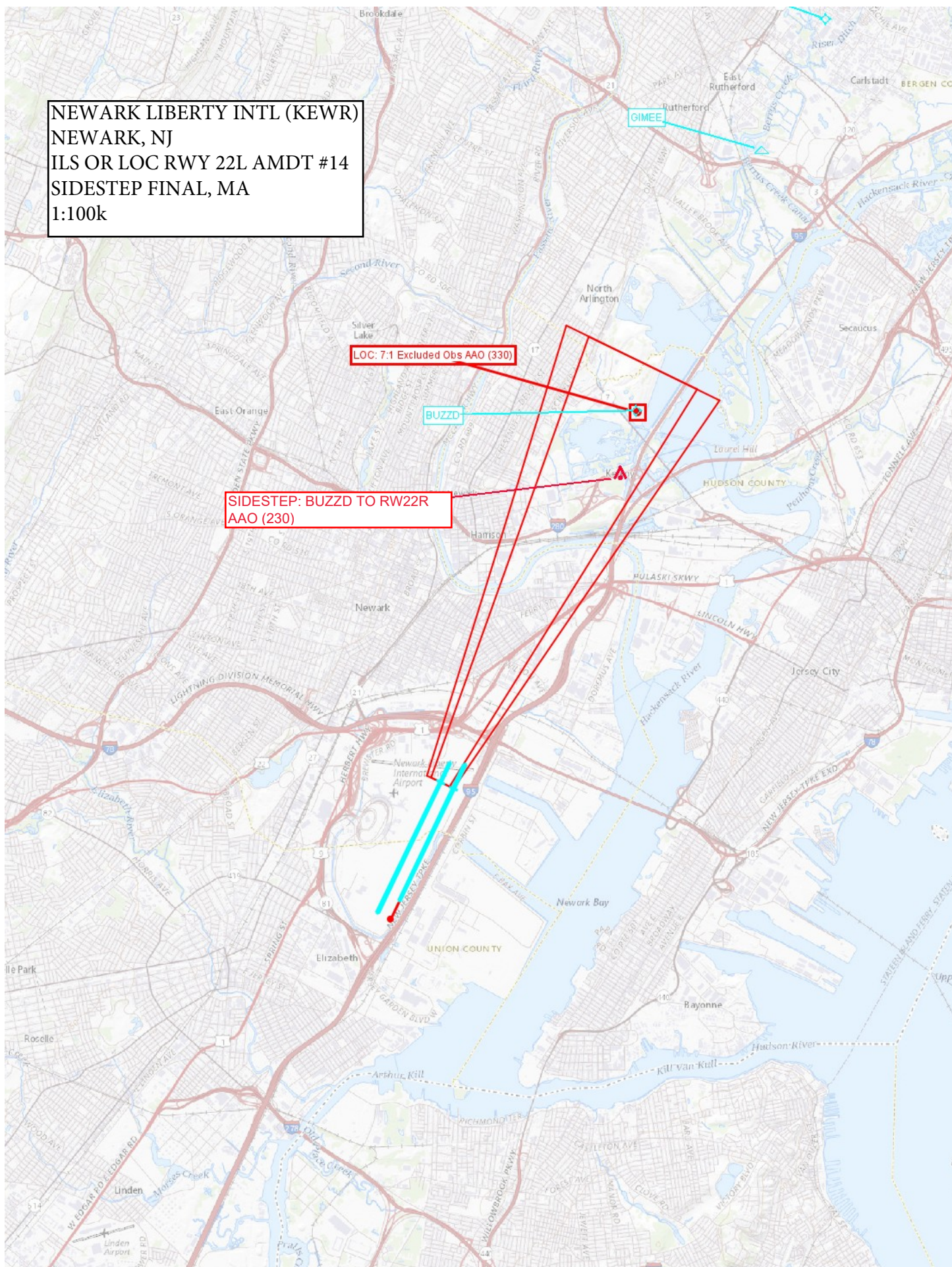


NEWARK LIBERTY INTL (KEWR)
NEWARK, NJ
ILS OR LOC RWY 22L AMDT #14
SIDESTEP FINAL, MA
1:100k

LOC: 7:1 Excluded Obs AAO (330)

BUZZD

SIDESTEP: BUZZD TO RW22R
AAO (230)



NEWARK LIBERTY INTL (KEWR)
NEWARK, NJ
ILS OR LOC RWY 22L AMDT #14
LOC FINAL, MA, CIRCLING
1:100k

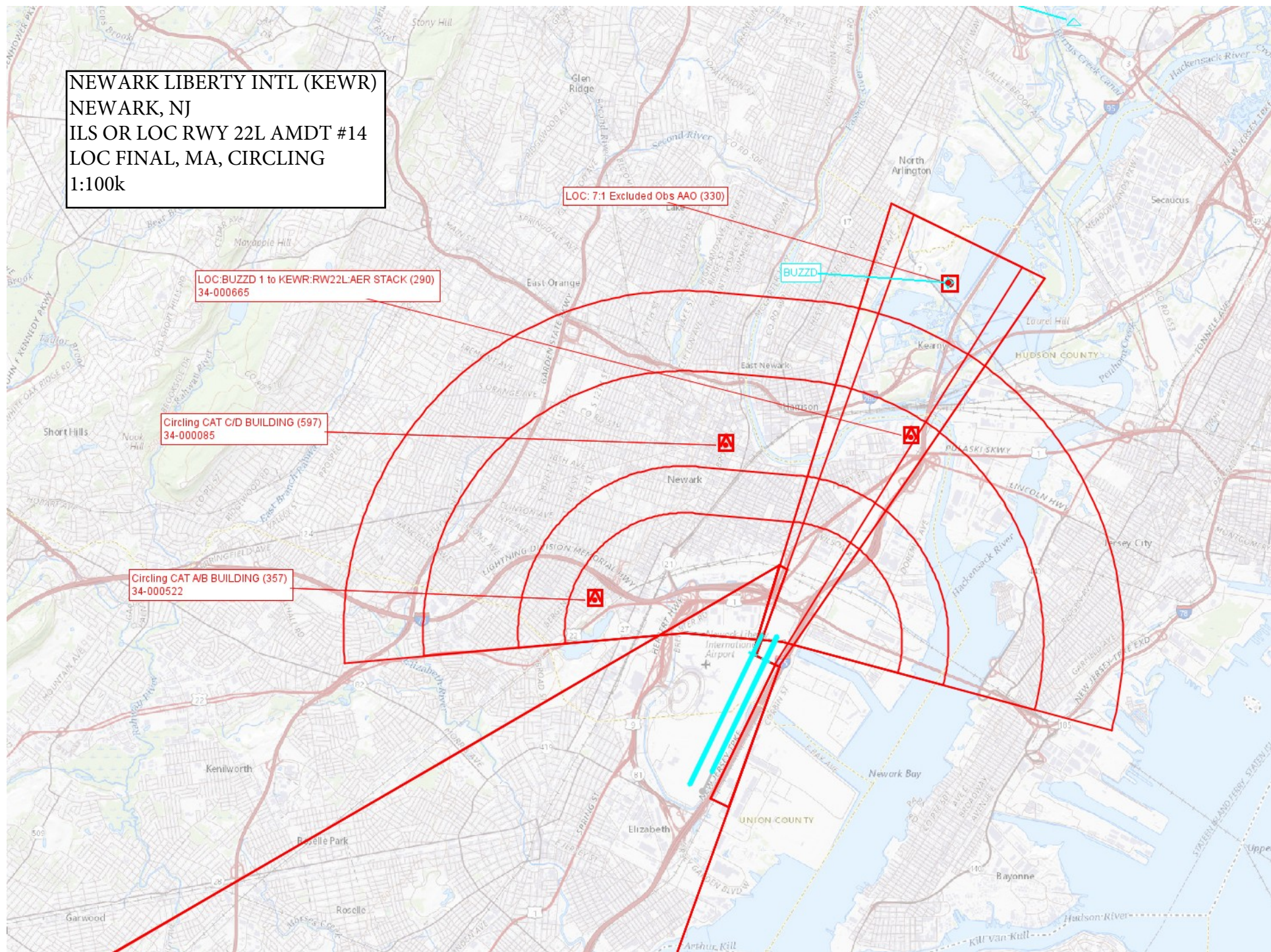
LOC: 7:1 Excluded Obs AAO (330)

LOC: BUZZD 1 to KEWR: RW22L: AER STACK (290)
34-000665

Circling CAT C/D BUILDING (597)
34-000085

Circling CAT A/B BUILDING (357)
34-000522

BUZZD



NEWARK LIBERTY INTL (KEWR)
NEWARK, NJ
ILS OR LOC RWY 22L AMDT #14
ALTERNATE MA
500K

ZAVPI2 to BUZZD 1 TOWER (415)
34-000259

IZEKO

IZEKO 1 to GIMEE ANTENNA (508)
34-035716

GIMEE to ZAVPI2 TOWER (675)
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LOC: 7:1 Excluded Obs AAO (330)

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COLTS NECK
115.4 Ch 101 COL
MILLVILLE

SPECIAL FLIGHT RULES ARE
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NEWARK LIBERTY INTL (KEWR)
NEWARK, NJ
ILS OR LOC RWY 22L AMDT #14
ILS FINAL, ALTERNATE MA 1:100k
FINAL ASC

