




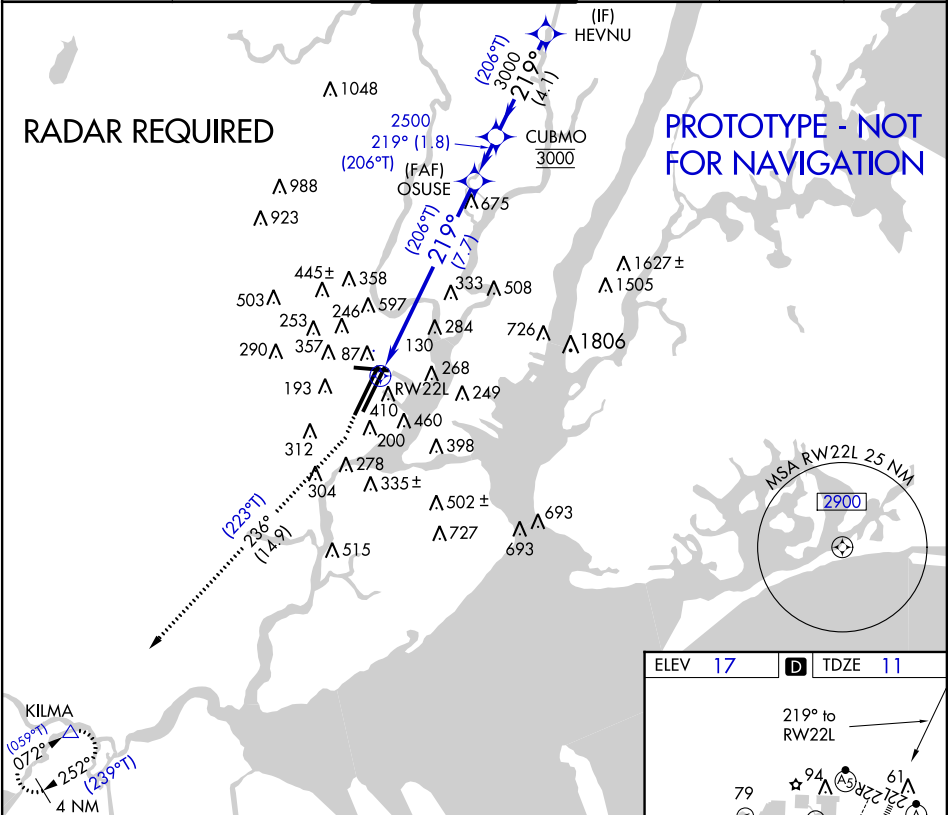
<b>Flight Procedure Tracking Form</b>		<b>Action:</b> AMENDMENT	<b>Task Type:</b> IAP	<b>Date Open:</b> 06/06/2016	<b>Task #:</b> 2014072423417801009	<b>Request #:</b> 20140724234178	
<b>Procedure:</b> RNAV (RNP) Y RWY 22L AMDT 1			<b>Airport ID:</b> KEWR	<b>Airport:</b> NEWARK LIBERTY INTL		<b>Reimbursable #:</b> NO	
<b>City:</b> NEWARK	<b>ST:</b> NJ	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 09/15/2016		<b>FICO #:</b>		
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>		<b>Specialist:</b> MIKE MELSSSEN			
<b>Procedure Review</b>							
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>			
<b>Lead:</b>	01/29/2016	03/31/2016	JULIE MORGAN				
<b>QA:</b>	03/31/2016						CWS 6/15/16
<b>Liaison:</b>							
<b>Procedure Comments:</b>			ENROUTE-NON	<b>Remark Type:</b> INFORMATION			
<p>FLT CHK: 4D ACCURACY CODE EVAL REQUESTED, SEE 8260-9:  404236.27N/0740927.10W, 68 MSL TOWER.  404645.00N/0740529.00W, 132 MSL TOWER.</p> <p>CONTACTS: MARLON ROBINSON, JULIE MORGAN; AJV-5410 LEADS; 405.954.3636/8568.</p>							



APP CRS	Rwy Idg	<b>8207</b>
<b>219°</b>	TDZE	<b>11</b>
	Apt Elev	<b>17</b>

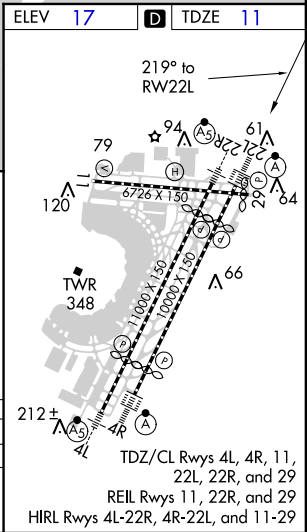
RNAV (RNP) Y RWY 22L  
NEWARK LIBERTY INTL (EWR)

 For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 54°C (130°F). GPS required.	ALSF-2 	MISSED APPROACH: Climb to 600 then climbing right turn direct KILMA and hold.
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NEWARK ATIS <b>115.7 134.825</b>	NEW YORK APP CON <b>128.55 379.9</b>	NEWARK TOWER <b>118,3 257.6</b>	GND CON <b>121.8</b>	CLNC DEL <b>118.85</b>	CPDLC
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<b>3000</b> tr 219°	FEXEG 	tr 236°	KILMA 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).
CUBMO				
HEVNU				
219° 3000				
GP 3.00° TCH 43				
RW22L				
OSUSE				
2500				
3000				
7.7 NM 1.8 NM 4.1 NM				
CATEGORY	A	B	C	D
RNP 0.30 DA	436/50 425 (500-1)			
AUTHORIZATION REQUIRED				



OLD

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

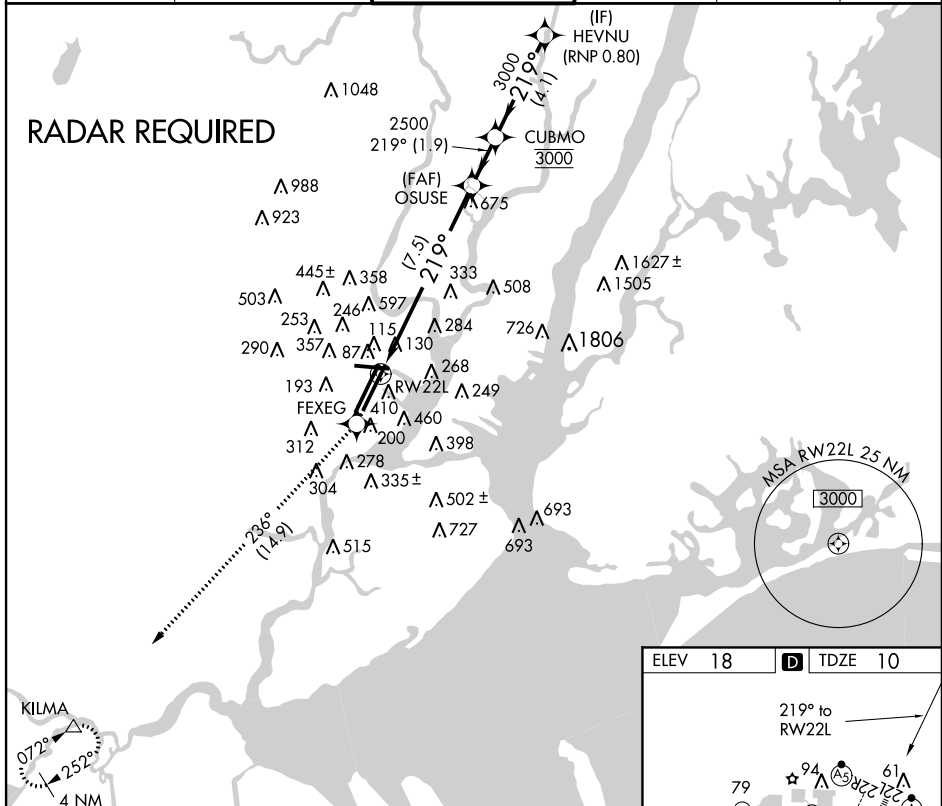
APP CRS	Rwy Idg	8207
219°	TDZE	10
	Apt Elev	18

# RNAV (RNP) Y RWY 22L

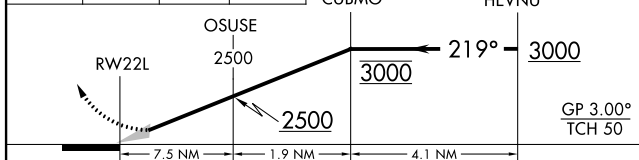
NEWARK LIBERTY INTL (EWR)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (26°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½.	ALSF-2 	MISSED APPROACH: Climb to 3000 direct FEXEG, and via track 236° to KILMA and hold. When authorized by ATC, climb-in-hold to 4000.
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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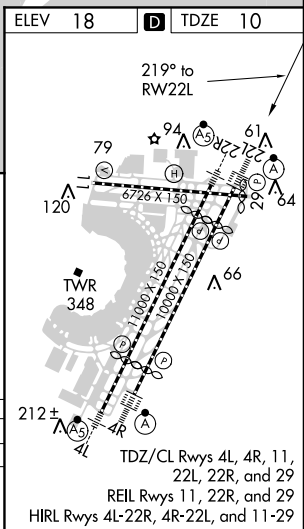


3000 ↑	FEXEG 	tr 236°	KILMA △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).
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CATEGORY	A	B	C	D
RNP 0.30 DA		482/60	472 (500-1¼)	

AUTHORIZATION REQUIRED



NEWARK, NEW JERSEY  
Orig-H 11DEC14

40°42'N-74°10'W

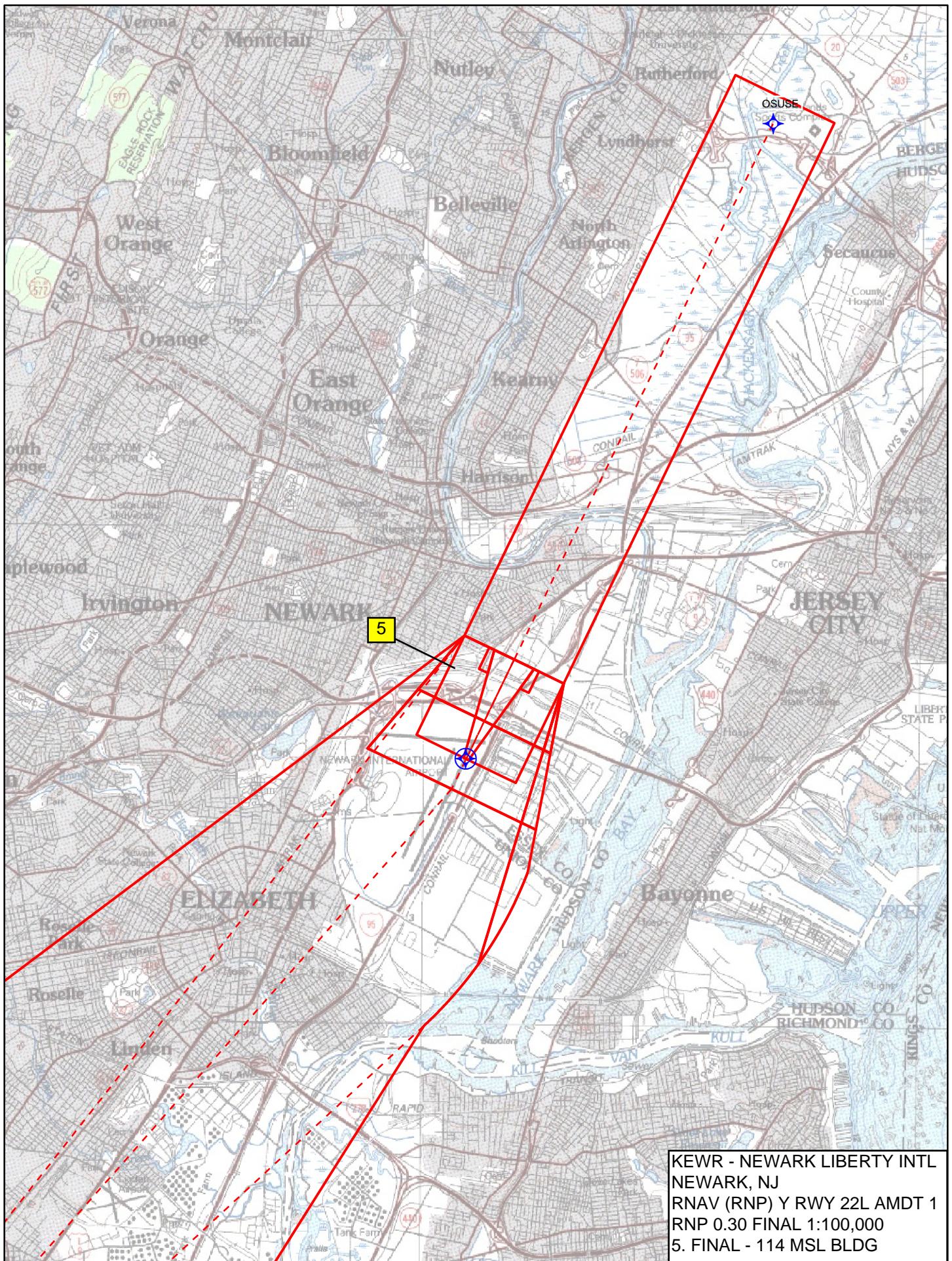
NEWARK LIBERTY INTL (EWR)

RNAV (RNP) Y RWY 22L

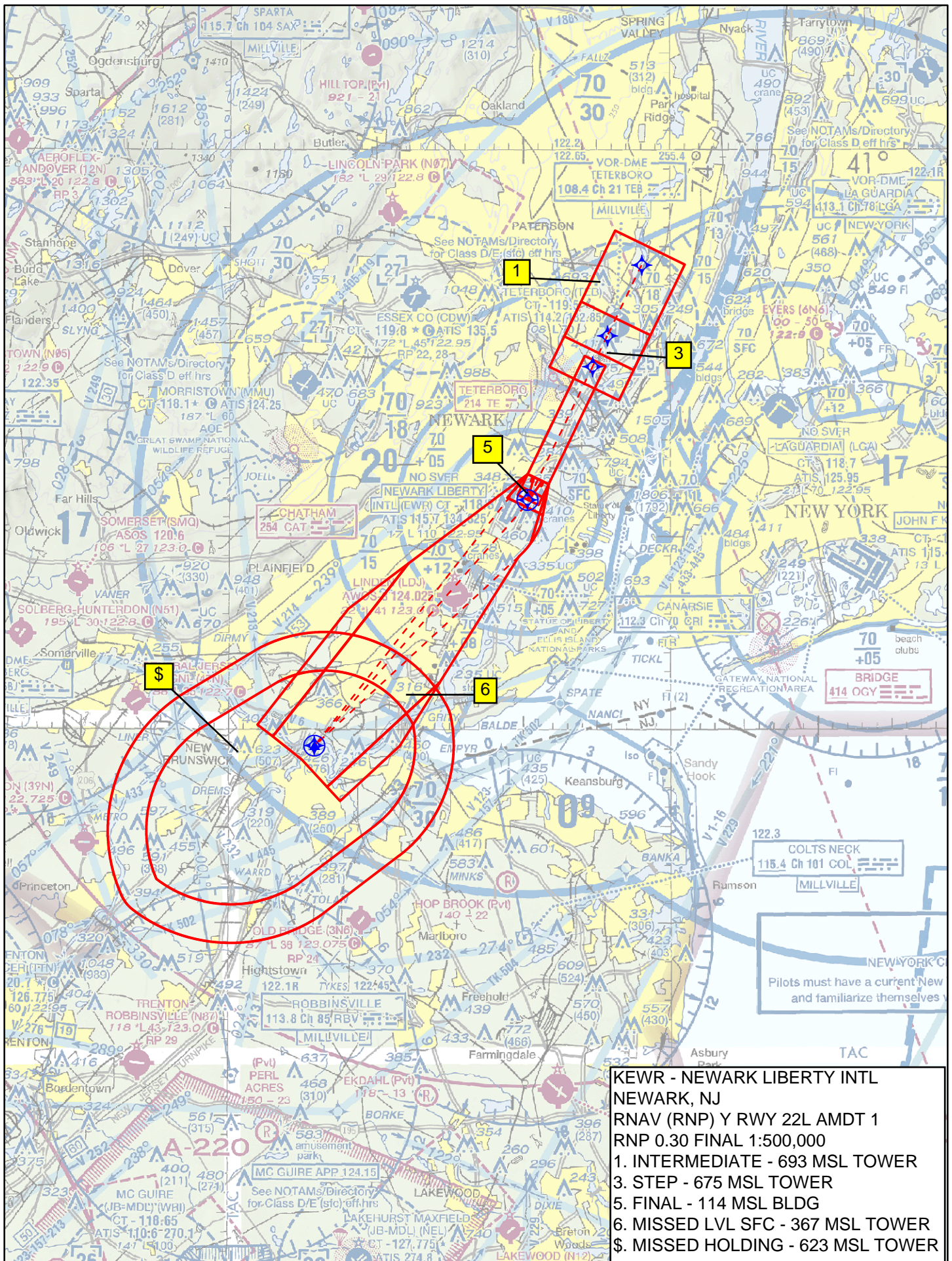
NE-2, 23 JUN 2016 to 21 JUL 2016

NE-2, 23 JUN 2016 to 21 JUL 2016









# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **NEWARK**

STATE: **NJ**

AIRPORT NAME: **NEWARK LIBERTY INTL**

ID: **KEWR**

PROCEDURE: **RNAV (RNP) Y RWY 22L**

AMDT: **1**

DOCKET#: **NOT REQUIRED**

(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  | <u>THLD</u>                     | to 1000' point                 | <u>3.43</u>   |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small>                           |                                 |                                |               |
| 2. Width of   | <u>FINAL</u>                    | segment at 1000' point         | <u>1.20</u>   |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small>                     |                                 |                                |               |
| 3. True Course of   | <u>FINAL</u>                    | segment containing 1000' point | <u>205.88</u> |
| 4. High Terrain in  | <u>FINAL</u>                    | segment containing 1000' point | <u>135</u>    |
| 5. Distance from  | <u>THLD</u>                     | to 1500' point                 | <u>5.86</u>   |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> |                                 |                                |               |
| 6. Width of   | <u>FINAL</u>                    | segment at 1500' point         | <u>1.20</u>   |
| 7. True Course of   | <u>FINAL</u>                    | segment containing 1500' point | <u>205.88</u> |
| 8. High Terrain in  | <u>FINAL</u>                    | segment containing 1500' point | <u>135</u>    |
| 9. Threshold Coordinates (if straight-in) ...   | <u>*404152.30 / 0740940.87W</u> |                                |               |
| 10. ARP Coordinates .....   | <u>404132.93N / 0741007.27W</u> |                                |               |
| 11. Runway Approach End and distance furthest from ARP .....                              | RWY                             | <u>04L</u>                     |               |
|   | Distance                        | <u>1.14</u>                    | NM            |
| 12. FAF Coordinates .....   | <u>404847.39N / 0740516.36W</u> |                                |               |

**REMARKS: Approach/Drawing attached.**

**RWY 22L DISPLACED 1793 FEET**