

**FEDERAL AVIATION ADMINISTRATION  
 FLIGHT STANDARDS SERVICE  
 COPTER ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
 TITLE 14 CFR PART 97.35**

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT ID</u> KEWR	<u>PROCEDURE NAME</u> COPTER ILS Y OR LOC Y RWY 4L	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> NEWARK	<u>STATE</u> NJ	
<u>AIRPORT ELEVATION</u> 17	<u>TDZE</u> 10	<u>SUPERSEDED</u> COPTER ILS OR LOC/DME RWY 04L	<u>ORIGINAL/AMENDMENT</u> 1E	<u>DATED</u> 11/14/2013	<u>MAG VAR</u> 13W
<u>FACILITY</u> I-EWR	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> CONCURRENT WITH KEWR GLS RWY 4L.	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 1985

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CHESA/7.38 DME	IF	RODII/5.29 DME		CF	FB		038.81	2.09	1300
RODII/5.29 DME	PFAF	RW04L	MAP	CF	FO		038.81	3.75	
RW04L	MAP	520 MSL		CA			038.81		520
520 MSL		TYNIE		DF	FB	1.00			2000
TYNIE		NEBTE		TF	FB	1.00	014.97	3.74	2000
NEBTE		FLYRS		TF	FO	1.00	313.46	6.33	3000

**MISSED APPROACH**

**MAP:**

ILS: DA  
 LOC: 1.55 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 520, THEN CLIMBING RIGHT TURN TO 2000 DIRECT TYNIE, AND ON TRACK 014.97 TO NEBTE, CROSS NEBTE AT OR BELOW 2000, THEN CLIMBING LEFT TURN TO 3000 ON TRACK 313.46 TO FLYRS AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**





**CHANGES - REASONS**

- THIS AMENDMENT INCORPORATES PREVIOUSLY RELEASED PNOTAMS.
- TERMINAL ROUTES CHANGED FROM "CHESA LOM/I-EWR 7.11 DME TO RODII INT/I-EWR 4.85 DME, COURSE AND DISTANCE 038.93/2.26" TO "CHESA/7.38 DME TO RODII/5.29 DME, COURSE AND DISTANCE 038.81/3.75" - RODII MOVED TO ALIGN WITH GS ANGLE/TCH.
- EQUIPMENT REQUIREMENTS NOTE: ADDED DME AND RADAR REQUIRED - PER FPT. SEE EXPLANATION IN GENERAL REMARKS.
- ADDED "VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})." TO NOTES - VGSI AND ILS GLIDEPATH ARE NOT COINCIDENT.
- NOTES: CHANGED NOTE FROM "CHART LINDEN AIRPORT" TO "CHART KLDJ IN PLAN AND PROFILE VIEWS." - KLDJ LINDEN AIRPORT RUNWAY UNDERLIES FINAL APPROACH.
- PROCEDURE NAME CHANGED FROM "COPTER ILS OR LOC/DME RWY 04L" TO "COPTER ILS Y OR LOC Y RWY 4L" - 8260.19I AND MULTIPLE ILS PROCEDURES TO RWY 4L.
- CHANGED TDZE FROM "11" TO "10" AND AIRPORT ELEV FROM "18" TO "17" - AIRNAV UPDATE FOR SURVEY.
- H-ILS DA CHANGED FROM "211" TO "210" - UPDATED SURVEY CHANGED TDZE FROM "11" TO "10" AND AIRPORT ELEV FROM "18" TO "17".
- H-LOC HAT CHANGED FROM "549" TO "550" - UPDATED SURVEY CHANGED TDZE FROM "11" TO "10" AND AIRPORT ELEV FROM "18" TO "17".
- LOC MAP CHANGED FROM "LOC: I-EWR LOC 1.50 DME" TO "LOC: LOC 1.55 DME" - UPDATED EVALUATION.
- MISSED APPROACH CHANGED FROM "CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 2500 ON HEADING 060 AND ON TEB VOR/DME R-205 TO TEB VOR/DME AND HOLD." TO "CLIMB TO 520 THEN CLIMBING RIGHT TURN TO 2000 DIRECT TYNIE, AND ON TRACK 014.97 TO NEBTE, CROSS NEBTE AT OR BELOW 2000, THEN CLIMBING LEFT TURN TO 3000 ON TRACK 313.46 TO FLYRS AND HOLD."
- ATC REQUEST FOR AIRPORT AIRSPACE DECONFLICTION.
- PROFILE LINE 3 FAC, FAF, DIST FAF TO MAP, DIST FAF TO THLD CHANGED FROM "038.82, RODII/I-EWR 5.10 DME, BLANK, 3.58" TO "038.81, RODII/I-EWR 5.29 DME, 3.75, 3.75" - FAF RODII MOVED TO ALIGN WITH NEW GS ANGLE/TCH.
- PROFILE LINE 7, GS ANGLE, TCH CHANGED FROM "3.00/55.0" TO "3.10/56.6" - PENDING DATA OF NEW DESIGN TCH.
- ADDED "RNP APCH-GPS" TO PBN REQUIREMENTS NOTE - 8260.19I FOR MISSED APPROACH BEING RNAV CRITERIA.
- HOLDING PATTERN CHANGED FROM "HOLD NW, RT, 155.00 INBOUND." TO "HOLD SE, LT, 313.46 INBOUND." - NEW HOLDING PATTERN AT FLYRS.
- ADDED "CHART AT OR BELOW 2000 AT NEBTE" TO ADDITIONAL FLIGHT DATA - ATC REQUESTED.
- CHANGED "CHART 305 STACK 403812N/0741243W" TO "CHART FAS OBST: 304 STACK (34-000723) 403812N/0741243W. - UPDATED EVALUATION.
- REMOVED FAS OBST: 278' ANTENNA 403842/0741159. - UPDATED EVALUATION.

06/08/23: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/08/23.

1. CHANGED MISSED APPROACH INSTRUCTIONS TO READ, "CLIMB TO 520, THEN CLIMBING RIGHT TURN TO 2000 DIRECT TYNIE, AND ON TRACK 014.97 TO NEBTE, CROSS NEBTE AT OR BELOW 2000, THEN CLIMBING LEFT TURN TO 3000 ON TRACK 313.46 TO FLYRS AND HOLD." - SAME AS OTHER PROCS WITH SAME MISSED APPROACH.

**COORDINATED WITH:**

**A4A**  **ALPA**  **AOPA**  **APA**  **HAI**  **NBAA**  **OTHER:** EWR ATCT, NY TRACON, ZNY, AMGR

**FLIGHT CHECKED BY**  
JORGE A MALCUN

*Digitally signed by*  
**JASON KRETSCHMER**

**OFFICE**  
FPO

**DATE**  
06/06/2023

May 08, 2023

**DEVELOPED BY**  
TIA FERONTI

*Digitally signed by*  
**JASON KRETSCHMER**

**OFFICE**  
AJV-A421

**DATE**  
04/13/2023

**APPROVED BY**  
JASON KRETSCHMER

May 08, 2023  
*Digitally signed by*  
**JASON KRETSCHMER**

**OFFICE**  
AJV-A421

**DATE**

**TITLE**  
MANAGER

May 08, 2023



FEDERAL AVIATION ADMINISTRATION  
 FLIGHT STANDARDS SERVICE  
 STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KEWR	COPTER ILS Y OR LOC Y RWY 4L	2	NEWARK	NJ	17	I-EWR

**PART A: OBSTRUCTION DATA SEGMENTS**

INTERMEDIATE

**FROM**  
CHESA/7.38 DME

**TO**  
RODII/5.29 DME

**RNP**                      **DISTANCE**                      **PAT**                      **MAP**                      **HAT**                      **HMAS**

2.09

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
STACK (34-030648)	403528.63N/0741158.19W	515	20	3	1A	500				DG285	1300
TERRAIN	403430.00N/0740903.00W	127 (100)								AS1000	1100

**COMPUTATIONS**

ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**

FINAL: ILS

**FROM**  
RODII/5.29 DME

**TO**  
RW04L

**RNP**                      **DISTANCE**                      **PAT**                      **MAP**                      **HAT**                      **HMAS**

3.75

DA

200

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				210

**COMPUTATIONS**

ALT    KIAS    KTAS    HAA    VKTW    TR    BA    DTA    COURSE CHANGE    DVEB    VEB OCS    RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**







**PART B: SUPPLEMENTAL DATA**

COMMUNICATIONS WITH  
EWR TOWER, NY TRACON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KEWR	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KEWR	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:  
BACK-UP ALTIMETER SETTING NOT REQUIRED DUE TO REDUNDANT LOCAL SOURCES.

<u>PRIMARY NAVAID</u> I-EWR	<u>MONITOR POINT</u> EWR ATCT	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW29 - TDZ, HIRL, REIL, C/LINE, PAPI-4R	NPI-G	
RW04L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW04R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW11 - TDZ, HIRL, REIL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22L - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22R - TDZ, MALSR, HIRL, REIL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.10	<u>ELEV RWY THRESHOLD</u> 10.2	<u>TCH</u> 56.6	<u>ELEV GS ANTENNA</u> 7.4	<u>DISTANCE FROM RWY</u> 1046	<u>VGSI ANGLE</u> 3.10	<u>TCH</u> 76.9
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE 2540
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



**AIRPORT ID**  
KEWR

**PROCEDURE NAME**  
COPTER ILS Y OR LOC Y RWY 4L

**AMDT NO.**  
2

**CITY**  
NEWARK

**STATE**  
NJ

**AIRPORT ELEVATION**  
17

**FACILITY**  
I-EWR

**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or  
**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PENETRATIONS REMARKS:**

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

PER FPT "RADAR REQUIRED" WAS ADDED TO THE PROCEDURE TO ENSURE THE MISSED APPROACH PROCEDURE IS NEVER EXECUTED IN A NON-RADAR ENVIRONMENT, IN ORDER FOR ATC TO BE ASSURED THEY CAN MONITOR THE AIRCRAFT SEPARATION FROM OTHER AIRCRAFT AND AIRSPACE, AND PROVIDE ANY OTHER ASSISTANCE REQUESTED BY THE PILOT. FIXES ON PROCEDURE ARE NOT TO BE DESIGNATED AS RADAR FIXES UNLESS PREVIOUSLY NOTED/REQUESTED.

WAIVER: MISSED APPROACH 2000 FOOT HOLD-DOWN ALTITUDE AT NEBTE. FIX IS PRIOR TO TERMINATION FIX FLYRS. IAW 8260.3E, PARA 2-8-1 INTERIM ALTITUDE RESTRICTIONS OTHER THAN INITIAL CLIMB-TO ALTITUDE ARE NOT AUTHORIZED.

WAIVER: RNAV MISSED APPROACH WITH THREE TURNS. NEEDED TO ALLOW DECONFLICTION WITH VICINITY AIRPORT TRAFFIC. IAW 8260.3E, PARA 10-3-1 THE MA PROCEDURE IS LIMITED TO TWO TURNS.





AIRPORT ID  
KEWR

PROCEDURE NAME  
COPTER ILS Y OR LOC Y RWY 4L

AMDT NO.  
2

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NJ

AIRPORT ELEVATION  
17

FACILITY  
I-EWR

**PART D: AIRSPACE**

**DOCKET #**

**ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE**

DISTANCE FROM	THLD	TO 1000FT POINT	3.14
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	025.81
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	5.03
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	1.31
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	025.81
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	100

**THRESHOLD COORDINATES (IF STR-IN)** 404053.96N/0741031.66W

**ARP COORDINATES** 404132.93N/0741007.27W

**RUNWAY APCH END AND DIST FURTHEST FROM ARP** RUNWAY 4L DISTANCE 1.14 NM

**FAF COORDINATES** 403731.40N/0741240.23W

**FIX NAME COORDINATES**

**REMARKS**

THLD DISPLACED 2540FT, ACTUAL COORDINATES: 404031.37N/0741046.02W.



**AIRPORT ID**  
KEWR

**PROCEDURE NAME**  
COPTER ILS Y OR LOC Y RWY 4L

**AMDT NO.**  
2

**CITY**  
NEWARK

**STATE**  
NJ

**AIRPORT ELEVATION**  
17

**FACILITY**  
I-EWR

**PART E: PREPARED BY**

**NAME**  
TIA FERONTI

**OFFICE**  
AJV-A421

**DATE**  
04/13/2023

**TITLE**  
AERONAUTICAL INFORMATION SPECIALIST

