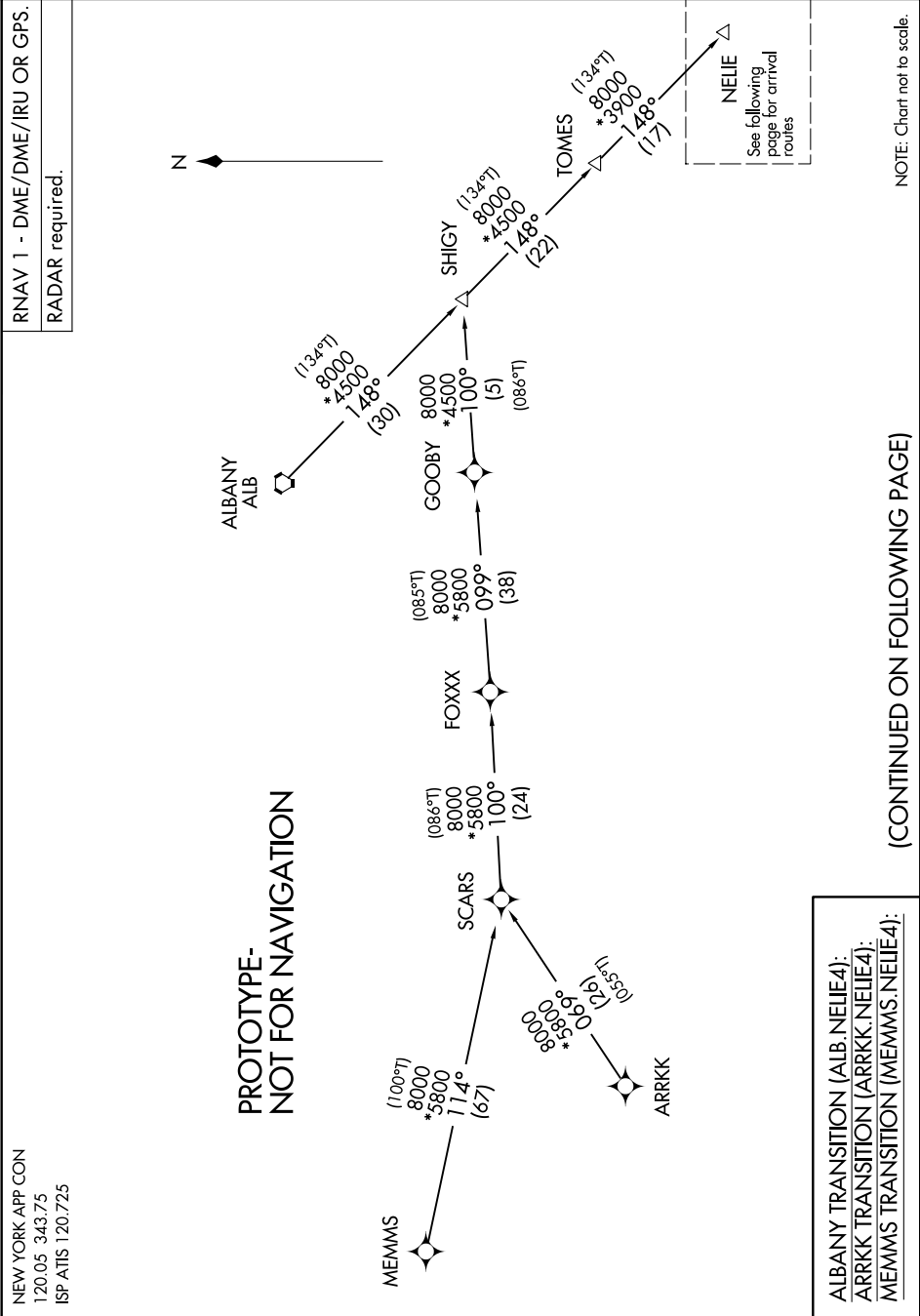


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 02/20/2025	APWS Task ID: 6AA0DB78CDFE4FADA8929CBA26BD5CF0	APWS Project ID: 0FA09CEB35694A92828DD414210FEA74
Procedure: NELIE FOUR RNAV STAR		Enroute: YES	Specialist: Young, Silvia		Agreement Number:
Airport ID: KISP			Airport City: NEW YORK		State: NY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>ACTIVE DATA USED FOR KISP AIRPORT AND RWYS.</div> <div>WAIVER (1): NO ALTITUDE ON COMMON ROUTE.</div> <div>CONTACT JOSEPH L. ZEDER 405.954.9111</div> <div><div>QUALITY 35 CHECKED</div><div>QUALITY 41 CHECKED</div></div>					

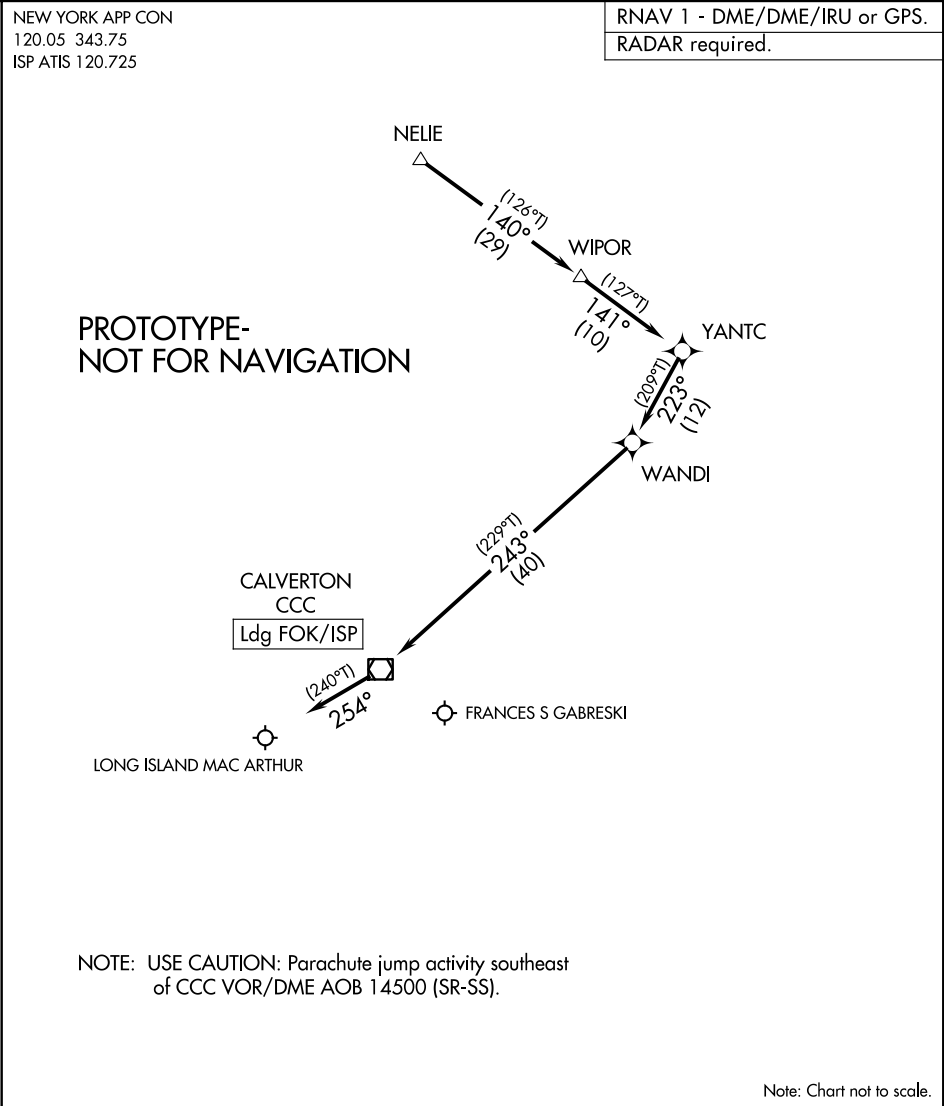
NELIE FOUR ARRIVAL (RNAV) Transition Routes

NEW YORK, NEW YORK



NELIE FOUR ARRIVAL (RNAV) Transition Routes

NEW YORK, NEW YORK



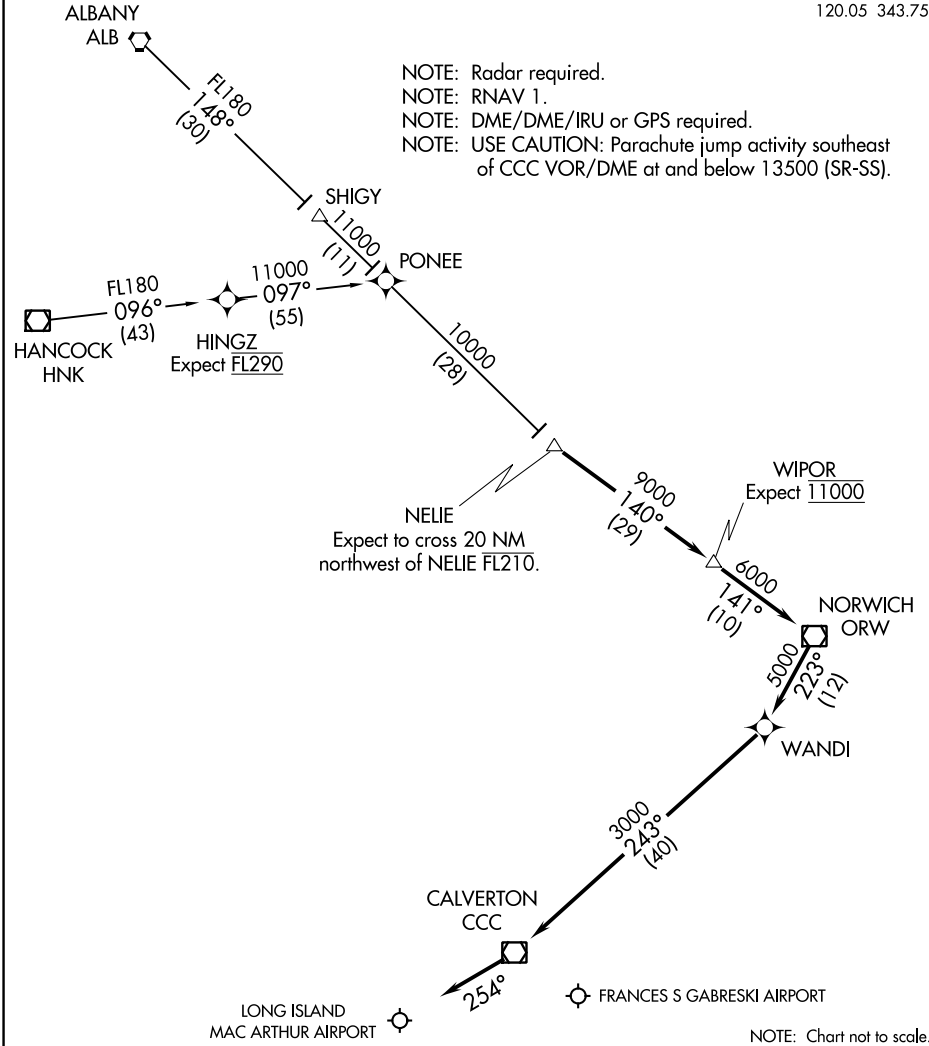
ARRIVAL ROUTE DESCRIPTION

LANDING ALL AIRPORTS: From NELIE on track 140° to WIPOR, then on track 141° to YANTC, then on track 223° to WANDI, then on track 243° to CCC VOR/DME, then on heading 254°. Expect RADAR vectors to final approach course.

NELIE THREE ARRIVAL (RNAV)

NEW YORK, NEW YORK

ATIS 120.725
NEW YORK APP CON
120.05 343.75



NE-2, 08 AUG 2024 to 05 SEP 2024

NE-2, 08 AUG 2024 to 05 SEP 2024

ARRIVAL ROUTE DESCRIPTION

- ALBANY TRANSITION (ALB.NELIE3):
- HANCOCK TRANSITION (HNK.NELIE3):
- HINGZ TRANSITION (HINGZ.NELIE3):

....From NELIE on track 140° to WIPOR, then on track 141° to ORW VOR/DME, then on track 223° track to WANDI, then on track 243° to CCC VOR/DME, then on heading 254° or as assigned by ATC. Expect vectors to final approach course.

NELIE THREE ARRIVAL (RNAV)

NEW YORK, NEW YORK

1. FLIGHT PROCEDURE IDENTIFICATION:

NEW YORK, NY
ISP
NELIE ARRIVAL (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Do not publish or code any altitudes on the procedure. Per 8260.3F, para 2-2-7e. Common route and runway transitions. Establish a mandatory, minimum or block altitude restriction at a fix that represents the lowest altitude authorized by the STAR or STAR runway transition.

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

The NELIE STAR serves multiple airports and runway configurations within New York TRACON (N90) airspace and utilizes varying altitude restrictions to all airports based on dynamic traffic situations. Additionally, the procedure authorizes differing aircraft types, thus introducing different performance characteristics from one aircraft to another. The NELIE STAR is not a descend via procedure and ATC will issue CROSS (FIX) AT AND MAINTAIN or DESCEND AND MAINTAIN clearances to control the flow of traffic.

Coding the procedure with an altitude on the common route that serves multiple airports with mixed aircraft types and differing performance characteristics will cause confusion and additional workload when the issued altitude is different from the coded restriction on the procedure. Coding two different altitudes on one procedure based on aircraft type is not allowed per design criteria.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAAO 7110.65, paragraph 4-5-6 and 5-6-1 requires altitude assignments above the minimum IFR altitude/minimum vectoring altitude (MIA/MVA).

With RADAR required and ATC issuing a CROSS (FIX) AT AND MAINTAIN or "DESCEND AND MAINTAIN" clearance for all aircraft ensures the requirements are met. These altitudes provide obstacle clearance, communication, and navigable facility requirements for aircraft to utilize. When radio communications are in use, ATC will provide appropriate altitudes as specified in the ZBW/N90 Letter of Agreement for separation, including obstacle clearance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Designing a STAR with coded altitudes was considered and deemed not feasible. Establishing coded altitudes on the STAR common route restricts ATC ability to dynamically assign altitudes based upon the traffic scenarios. A procedure with one coded altitude restriction on the common route that authorizes mixed aircraft performance characteristics and numerous airports of intended landing will create pilot confusion and questions resulting in a significant workload increase for ATC and pilots.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area Flight Procedures Team PBN FAA and NATCA leads.
Boston ARTCC (ZBW)
New York TRACON (N90)
Southwest Airlines, Delta Air Lines, United Airlines

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
06/25/2024	AJV-E22	ESC PBN Co-Lead	

Digitally signed by
CASIMIR L TABAKA
Oct 21, 2024

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:



Federal Aviation Administration

Memorandum

Date: July 18, 2023

To: Instrument Flight Procedures Service Providers
WADE EK
TERRELL

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures
Division

Subject: Waiver to FAA Order 8260.3, United States Standard for Terminal
Instrument Procedures (TERPS), STAR Termination Altitude

This memorandum waives the requirement of FAA Order 8260.3 paragraph 2-2-7.f(2) for Flight Standards approval when, due to an operational need, an altitude is not established at the termination fix on a STAR that does not join an approach.

Establishing an altitude at the termination fix on STAR that does not join an approach is beneficial for arrival descent planning purposes and is highly encouraged where practical. We recommend consulting Flight Standards, Flight Procedures and Airspace Group early in the design phase to assist in understanding how an altitude at a termination fix benefits operators.

No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section (405) 954-1139 or 9-AWA-AVS-AFS420@faa.gov.



Federal Aviation Administration

Memorandum

Date: January 31, 2023

To: Instrument Flight Procedure Service Providers
Digitally signed by WADE
EK TERRELL
WADE EK TERRELL Date: 2023.01.31 09:21:16
-06'00'

From: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group

Subject: Waiver to FAA Order 8260.58C paragraph 1-2-5.c.(3), Maximum bank angle

Background: The Performance Based Navigation (PBN) Aviation Rulemaking Committee (PARC) made a recommendation that the FAA adjust the turn parameters used in PBN instrument flight procedure (IFP) design to reflect modern avionics values. The Flight Procedures and Airspace Group analyzed current avionics specifications with the help of several FAA offices and RTCA SC-227 to identify the new bank angles necessary for current IFP design. The Flight Procedures and Airspace Group then conducted an Operational Safety Review (OSR) for this amendment to bank angle criteria. The outcome of the OSR was that no new hazard is introduced into the National Aerospace System (NAS).

Purpose: This memorandum waives FAA Order 8260.58C, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, paragraph 1-2-5.c.(3) and authorizes use of a maximum bank angle of 23 degrees above FL195 up to FL245 and a maximum bank angle of 16 degrees above FL245.

This waiver remains in effect until rescinded. No additional waiver request action is required. Please direct all inquiries to Thomas J. Nichols, Standards Section Manager, Flight Procedures and Airspace Group at 405-954-1171 or thomas.j.nichols@faa.gov



Federal Aviation Administration

Memorandum

Date: August 11, 2023

To: Instrument Flight Procedures Service Providers
WADE EK
TERRELL

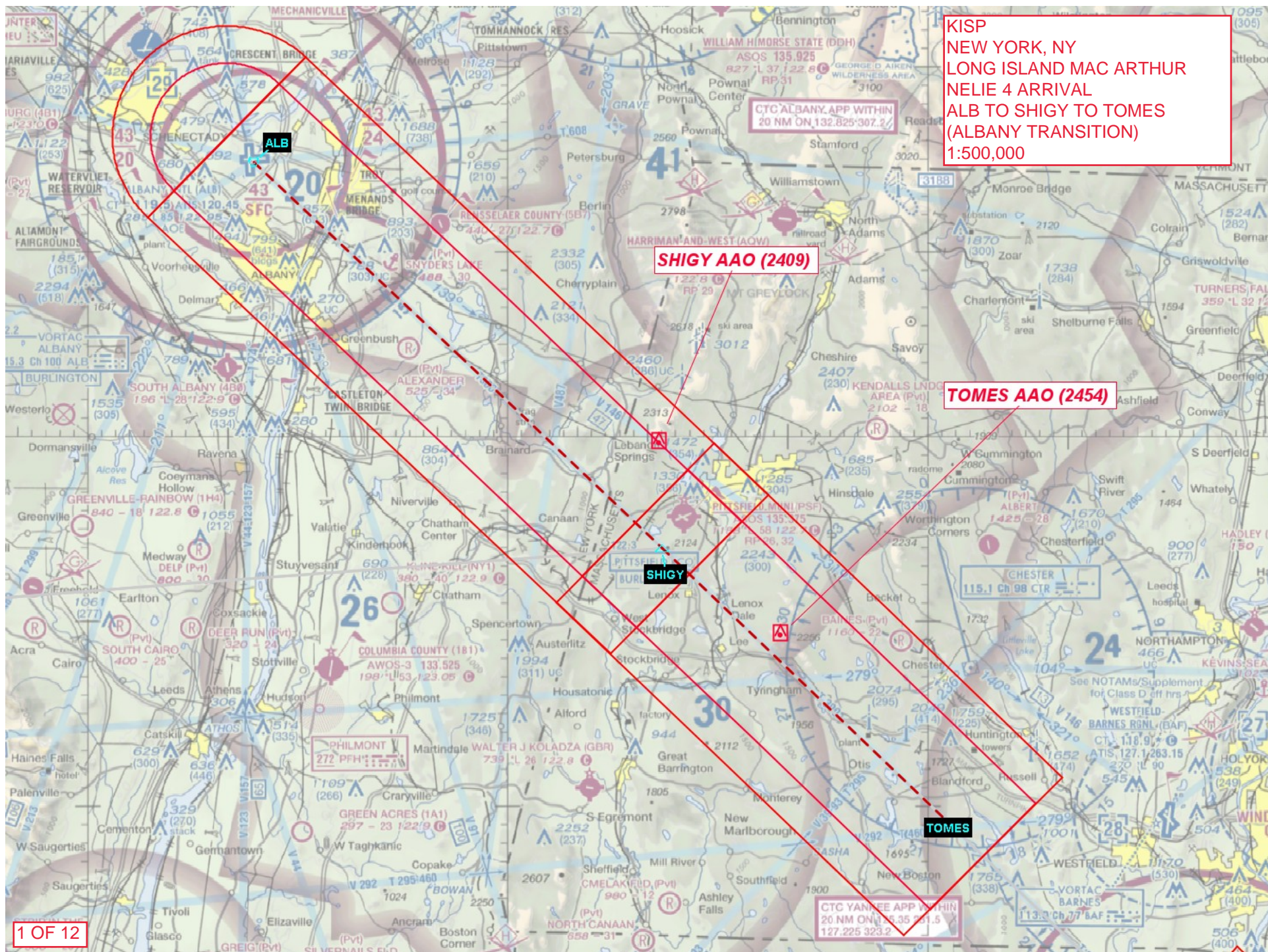
From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures
Division

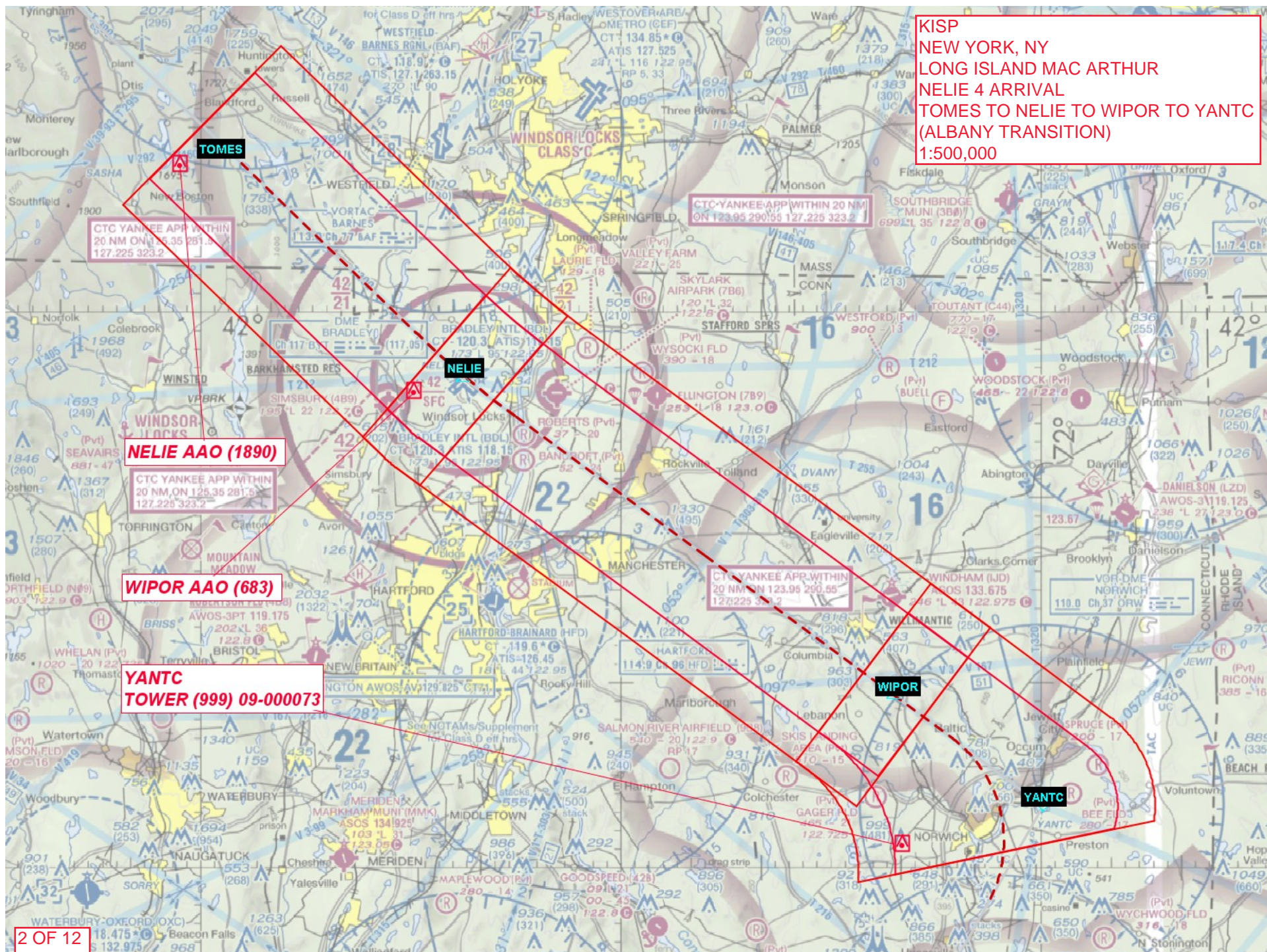
Subject: Waiver to FAA Order 8260.19, Flight Procedures and Airspace, STAR
Termination Altitude

This memorandum waives the requirement of FAA Order 8260.19 paragraph 4-5-2.j for an altitude to be specified at the termination fix at the STAR termination point [see memo dated July 18, 2023, subject: Waiver to FAA Order 8260.3, paragraph 2-2-7.f(2)].

When no altitude is specified at that fix, the lowest altitude that will be assigned by air traffic control at the termination fix must be used for descent gradient and obstacle clearance calculations and noted in the Remarks section of Form 8260-17.1. Example: LOWEST ASSIGNED ATC ALTITUDE AT GIZMO, 3000.

No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace, Standards Section (405) 954-1139 or 9-AWA-AVS-AFS420@faa.gov.



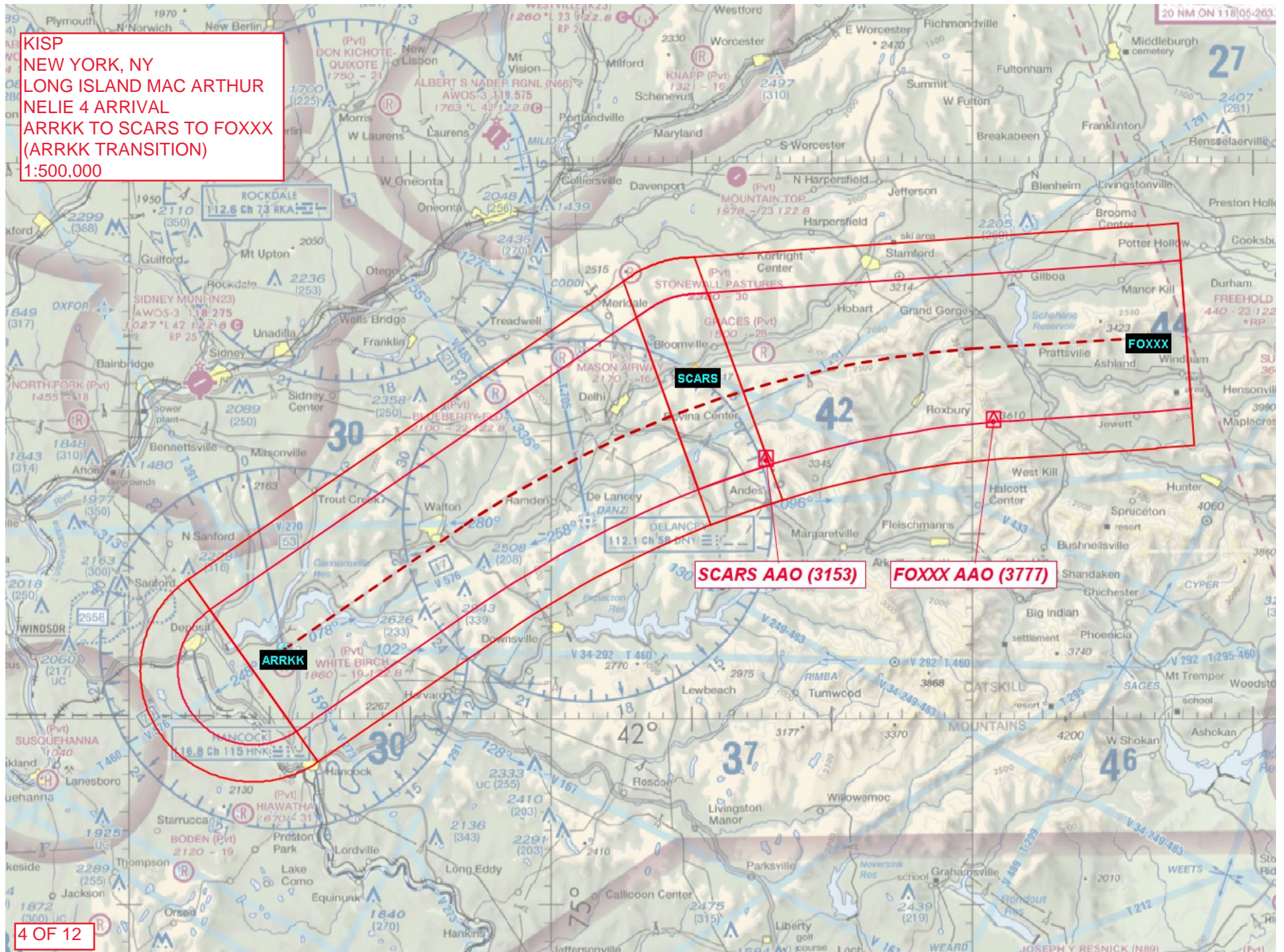


KISP
NEW YORK, NY
LONG ISLAND MAC ARTHUR
NELIE 4 ARRIVAL
YANTC TO WANDI TO CCC
(ALBANY TRANSITION)
1:500,000

WANDI
TOWER (1399) 09-000279

CCC
TOWER (1399) 09-000279

KISP
NEW YORK, NY
LONG ISLAND MAC ARTHUR
NELIE 4 ARRIVAL
ARRKK TO SCARS TO FOXXX
(ARRKK TRANSITION)
1:500,000



KIS
NEW YORK, NY
LONG ISLAND MAC ARTHUR
NELIE 4 ARRIVAL
FOXXX TO GOOBY TO SHIGY TO TOMES
(ARRKK TRANSITION)
1:500,000

FOXXX

GOOBY AAO (3721)

SHIGY AAO (2323)

TOMES AAO (2454)

TOMES

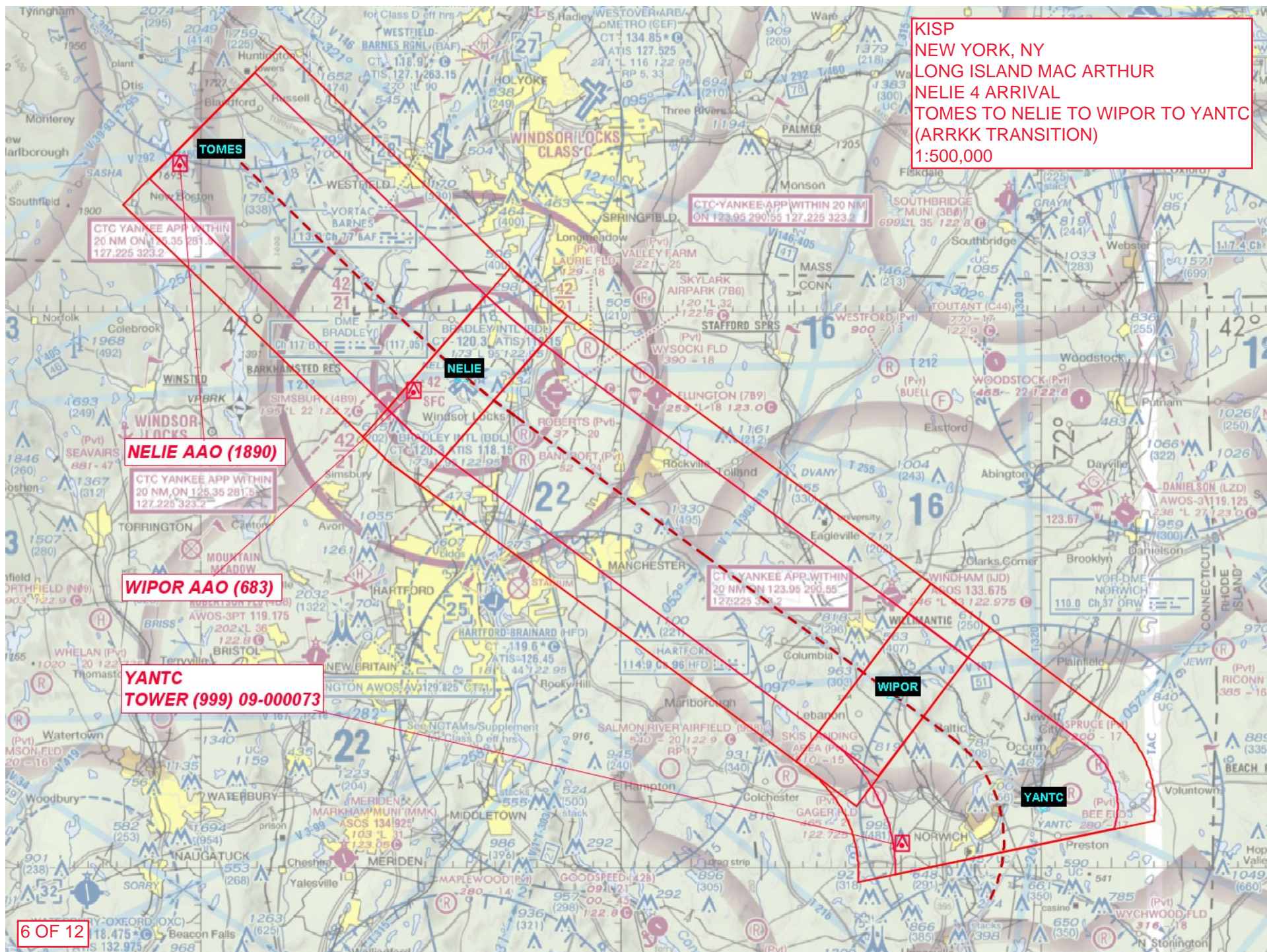
GOOBY

SHIGY

CTC YANKEE APP WITHIN 20 NM ON 126.35 231.5 127.225 323.2

CTC YANKEE APP WITHIN 20 NM ON 126.35 231.5 127.225 323.2

5 OF 12



KISP
NEW YORK, NY
LONG ISLAND MAC ARTHUR
NELIE 4 ARRIVAL
YANTC TO WANDI TO CCC
(ARRKK TRANSITION)
1:500,000

WANDI
TOWER (1399) 09-000279

CCC
TOWER (1399) 09-000279

KISP
NEW YORK, NY
LONG ISLAND MAC ARTHUR
NELIE 4 ARRIVAL
MEMMS TO SCARS
(MEMMS TRANSITION)
1:500,000

SCARS AAO (3015)

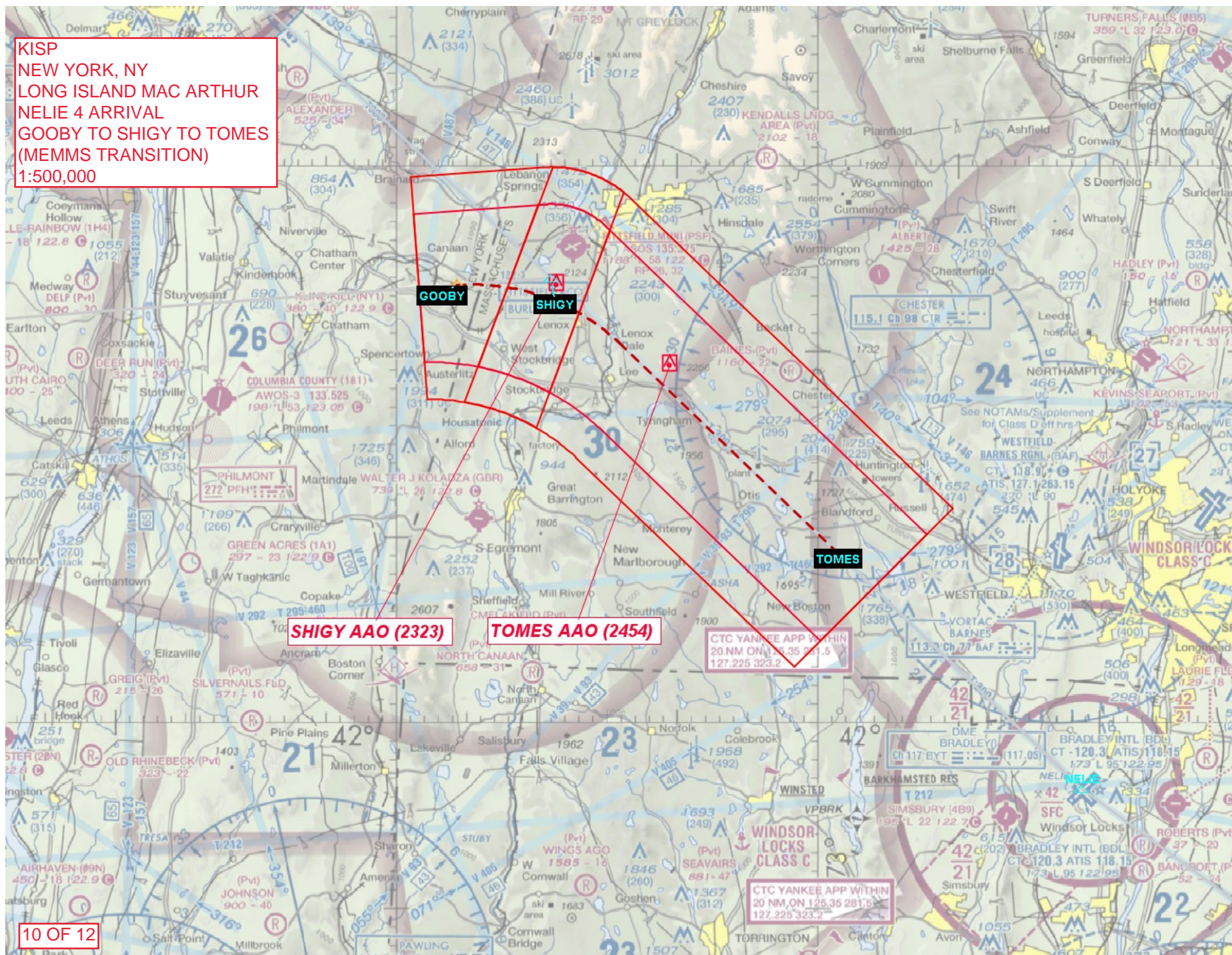
KISP
NEW YORK, NY
LONG ISLAND MAC ARTHUR
NELIE 4 ARRIVAL
SCARS TO FOXXX TO GOOBY
(MEMMS TRANSITION)
1:500,000

CTC ALBANY APP WITHIN
20 NM ON 118.05-263.075

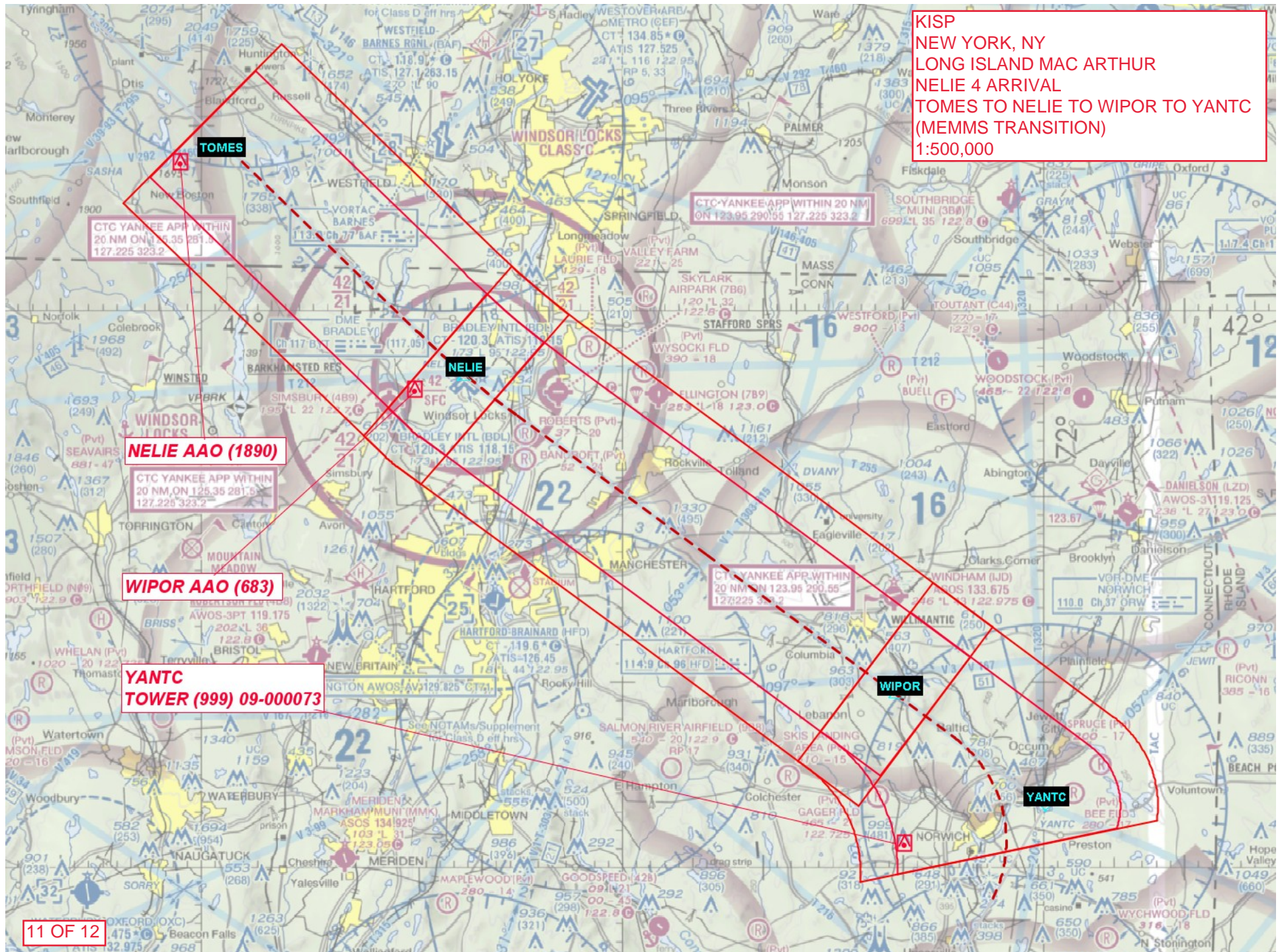
FOXXX AAO (3777)

GOOBY AAO (3721)

KISP
NEW YORK, NY
LONG ISLAND MAC ARTHUR
NELIE 4 ARRIVAL
GOOBY TO SHIGY TO TOMES
(MEMMS TRANSITION)
1:500,000



KISP
NEW YORK, NY
LONG ISLAND MAC ARTHUR
NELIE 4 ARRIVAL
TOMES TO NELIE TO WIPOR TO YANTC
(MEMMS TRANSITION)
1:500,000



KISP
NEW YORK, NY
LONG ISLAND MAC ARTHUR
NELIE 4 ARRIVAL
YANTC TO WANDI TO CCC
(MEMMS TRANSITION)
1:500,000

WANDI
TOWER (1399) 09-000279

CCC
TOWER (1399) 09-000279