

**FEDERAL AVIATION ADMINISTRATION  
 FLIGHT STANDARDS SERVICE  
 GLS STANDARD INSTRUMENT APPROACH PROCEDURE  
 TITLE 14 CFR PART 97.29**

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> GLS RWY 22R	<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SUPERSEDED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> GLS RWY 22R	<u>ORIGINAL/AMENDMENT</u> 1A	<u>DATED</u> 11/08/2018	<u>MAG VAR</u> 13W	<u>EPOCH YEAR</u> 1985
<u>FACILITY</u> GLS	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 23 FEBRUARY 2023	<u>REQUIRED EFFECTIVE DATE</u> 2/23/2023	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
PATRN	IAF	AGNSS		TF	FB	1.00	165.17	7.17	3000
AGNSS	IF	VERDE		TF	FB	1.00	218.89	1.57	2500
VERDE		TIPPS		TF	FB	1.00	218.88	1.57	2000
TIPPS		TALTE		TF	FB	1.00	218.87	1.57	1500
TALTE	PFAF	RW22R	MAP	TF	FO	0.30	218.86	4.38	
RW22R	MAP	2000 MSL		CA			218.86		2000
2000 MSL		KILMA		DF	FO	1.00			3000

**MISSED APPROACH**

**MAP:**  
 GLS: DA

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2000, THEN CLIMBING RIGHT TURN TO 3000 DIRECT KILMA AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**





**CHANGES - REASONS**

1. ADDED NEW TERMINAL ROUTES PATRN TO AGNSS; TIPPS TO AGNSS - ADDED NEW ROUTES TO AVOID TCAS ALERTS FROM KTEB DEPARTURES; FPT REQUEST.
2. TERMINAL ROUTES: CHANGED IF DIST FROM 2.43 TO 1.57. - MOVED AGNSS TO AVOID TCAS ALERTS FROM KTEB DEPARTURES; FPT REQUEST.
3. TERMINAL ROUTES: CHANGED IF SDF AT VERDE DIST FROM 3.29 TO 1.57. - ADDED IF SDF TIPPS FOR DESCENT GRADIENT AND AVOID TCAS ALERTS FROM KTEB DEPARTURE.
4. CHANGED MISSED APPROACH INSTRUCTIONS FROM: CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 3000 DIRECT TO KILMA AND HOLD TO: CLIMB TO 2000, THEN CLIMBING RIGHT TURN TO 3000 DIRECT KILMA AND HOLD - MISSED APPROACH REDESIGN TO AVOID TCAS ALERTS FROM TEB DEPARTURES. 8260.19I 4-6-10 G.
5. PROFILE LINE 4: ADDED TIPPS 2000 - NEW IF STEPDOWN TO AVOID TCAS ALERTS FROM KTEB DEPARTURES.
6. CHANGED PROFILE LINE 5 FROM: DIST TO THLD FROM OM: 4.38 TO: DIST TO THLD FROM PFAF: 4.38- 8260.19I 8-6-7 E.
7. CHANGED PROFILE LINE 7 TCH: ADDED 34:1: IS CLEAR; ADDED 20:1: IS CLEAR - NO 34:1 PENETRATIONS; NO 20:1 PENETRATIONS.
8. REMOVED PBN REQUIREMENT NOTE: RNP APCH AND GPS REQUIRED - MOVED AND UPDATED TO EQUIPMENT REQUIREMENT NOTES; 8260.19I 8-6-8 B(2).
9. ADDED PBN EQUIPMENT REQUIREMENT NOTE RNP APCH - GPS - 8260.19I 8-6-8 B(2).
10. ADDED NOTE CHART SPEED ICON IN PLANVIEW AT AGNSS: MAX 210 KIAS - 8260.19I 4-6-10 G; FPT REQUEST.
11. FAS DATA FPAP LAT/LONG CHANGED FROM: 404031.3715N/0741046.0205W TO: 404031.3694N/0741046.0223W - ADD NEW FPAP TO PROCEDURE.
12. CRC REMAINDER CHANGED FROM: 2EE38D8 TO: D476AEB3 - NEW FPAP ADDED TO PROCEDURE.

10/19/2022: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/06/2022.

1. REQUIRED EFFECTIVE DATE UPDATE FROM ROUTINE TO 12/29/2022 - PROJECT CHANGED TO A HARD DATE.

10/27/2022: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/06/2022.

1. PROFILE LINE 3: ADDED DIST PFAF TO MAP: 4.38. - IAW 8260.19I 8-6-7 C(3).

11/3/2022: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/06/2022.

1. REQUIRED EFFECTIVE DATE CHANGED FROM 12/29/22 TO 2/23/22.

**COORDINATED WITH:**

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

**FLIGHT CHECKED BY**  
PENDING

**OFFICE**

**DATE**

*Digitally signed by*  
**CASIMIR L TABAKA**  
Nov 04, 2022

**DEVELOPED BY**  
DONALD H. LANIER (MICAH HILLEY)

*Digitally signed by*  
**CASIMIR L TABAKA**  
Nov 04, 2022

**OFFICE**  
AJV-A431

**DATE**  
05/06/2022

**APPROVED BY**  
CASIMIR TABAKA

*Digitally signed by*  
**CASIMIR L TABAKA**  
Nov 04, 2022

**OFFICE**

**DATE**

**TITLE**  
MANAGER



**U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
GLSOR STANDARD INSTRUMENT APPROACH PROCEDURE  
FLIGHT STANDARD SERVICE - FAR PART 97.33**

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FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	14
AIRPORT IDENTIFIER	KEWR
RUNWAY	RW22R
APPROACH PERFORMANCE DESIGNATOR	1
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	1
REFERENCE PATH IDENTIFIER (APPROACH ID)	G22B
LTP/FTP LATITUDE	404156.4015N
LTP/FTP LONGITUDE	0740951.9705W
LTP/FTP ELLIPSOIDAL HEIGHT	-00293
FPAP LATITUDE	404031.3690N
FPAP LONGITUDE	0741046.0220W
THRESHOLD CROSSING HEIGHT (TCH)	00047.2
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.10
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	
VERTICAL ALERT LIMIT (VAL)	
<u>CRC REMAINDER</u>	<b>D476AEB3</b>

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00030
FPAP ORTHOMETRIC HEIGHT	+00030

QUALITY  
31  
CHECKED

CITY AND STATE NEWARK, NJ	ELEVATION:	TDZE:10	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./	SUP: GLS RWY 22R
	AIRPORT NAME NEWARK LIBERTY INTL			GLS RWY 22R, 2	AMDT: 1A
	EFFECTIVE DATE: 11/02/2022			DATED: 11/08/2018	