

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 01/22/2026	APWS Task ID: 399F7DFD2A884538B8A2627A65A09A8F	APWS Project ID: 0211FC756F3D47C4B96AC5B3D9F8E430
Procedure: RNAV (GPS) Z RWY 22L AMDT 3A		Enroute: NO	Specialist: Hirst, Charles		Agreement Number:
Airport ID: KEWR			Airport City: NEWARK		State: NJ
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: APPROVAL LETTER (1): ADD "CHART NOTE: CAUTION, DEPARTING TEB RWY 24 TRAFFIC CLIMBING TO 1500' MSL." CANCELS T-NOTAM 5/8778 FOR ADDITIONAL INFORMATION CONTACT CASIMIR TABAKA, MANAGER 405-954-7931 10/29/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/14/2025. ADDED CHART KTEB IN PLANVIEW IN ADDITIONAL FLIGHT DATA. QUALITY 10 CHECKED QUALITY 29 CHECKED					

FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) Z RWY 22L AMDT 3A			AIRPORT NAME: NEWARK LIBERTY INTL		AIRPORT ID: KEWR	SPECIAL CONTROL NO: YG-10-112-25	
FAC ID: KEWR22L.03Z		CITY: NEWARK			ST: NJ	ORIG CHART DATE: 01/22/2026	
DFL TYPE: PROC/S	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID: 399F7DFD2A884538B8A2627A65A09A8F		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					☐ FLT CK REQ ☐ NFCR ☐ REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 11/21/2025		CREW #: VN482	N #: N80	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: michael w pendergrass @ 11/21/2025 11:23			PRINTED NAME: PENDERGRASS, MICHAEL WALTER				NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS: Special YG-10-112-25: NEWARK LIBERTY INTL, NEWARK, NJ, RNAV (GPS) Z RWY 22L AMDT 3A, SAT.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

ACTIVE PROCEDURE

NEWARK, NEW JERSEY

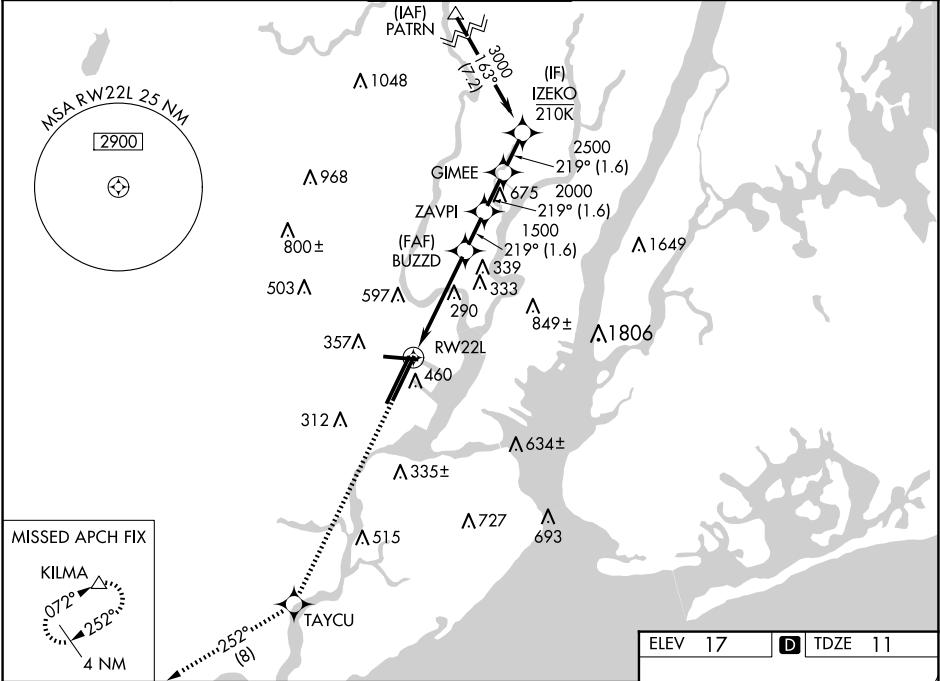
AL-285 (FAA)

25107

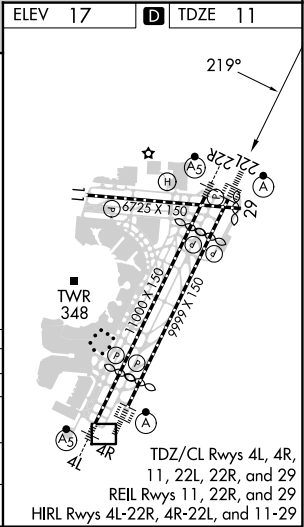
WAAS CH 70324 W22A	APP CRS 219°	Rwy Idg 8205 TDZE 11 Apt Elev 17
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RNAV (GPS) Z RWY 22L
NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.		ALSIF-2	MISSED APPROACH: Climb to 3000 direct TAYCU and on track 252° to KILMA and hold.		
D-ATIS 115.7 134.825		NEWARK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85
				CPDLC	



3000	TAYCU	tr 252°	KILMA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 60°).	
↑	✱		△		
The diagram illustrates the approach path for runway RWY 22L. It shows a 1.5 NM segment from the runway to the start of the glidepath, followed by a 3.00° glidepath. Key points along the path include BUZZD (1500 ft), ZAVPI (2000 ft), GIMEE (2500 ft), and IZEKO (3000 ft). The distance between BUZZD and ZAVPI is 1.6 NM, and between ZAVPI and GIMEE is 1.6 NM. The distance between GIMEE and IZEKO is 1.6 NM. The total distance from the runway to IZEKO is 1.5 NM + 3 NM + 1.6 NM + 1.6 NM + 1.6 NM = 9.3 NM. The glidepath angle is 3.00° and the terrain clearance height (TCH) is 43 ft.					
CATEGORY	A	B	C	D	
LPV DA	211/18 200 (200-½)				
LNAV/VNAV DA	462/45 451 (500-¾)				
LNAV MDA	560/24	549 (600-½)	560/60	549 (600-1¼)	
CIRCLING	660-1	643 (700-1)	900-2¾ 883 (900-2¾)	900-3 883 (900-3)	



NEWARK, NEW JERSEY
Amdt 3 23FEB23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (GPS) Z RWY 22L

NE-2, 10 JUL 2025 to 07 AUG 2025

NE-2, 10 JUL 2025 to 07 AUG 2025



Federal Aviation Administration

Memorandum

To: Flight Technologies and Procedures

From: Lonnie Everhart, Manager, Instrument Flight Procedures (IFP),
AJV-A430

Subject: Approval Request: Newark Liberty Intl, NJ (EWR)

Newark Liberty Intl, NJ (EWR): RNAV (GPS) RWY 22R; RNAV (GPS) Z RWY 22L; RNAV (GPS) RWY W RWY 29; RNAV (RNP)Y RWY 29; RNAV (RNP) Y RWY 22L; ILS OR LOC RWY 22L; ILS OR LOC RWY 22R; GLS RWY 22R; GLS RWY 22L; STADIUM VISUAL RWY 29.

Non Standard Note: 8260.19, PARA 8-6-10 b

Background and Risk Identification:

EWR has identified a risk associated with EWR RWY 22R, 22L, and RWY 29 arrivals from the north/northeast and TEB RWY 24 departures. Although many of these events have been attributed to pilot deviations (PDs), the close proximity of the two airports and their conflicted flight paths, compounded by frequency changes not being compliant with the PHL/EWR LOA, may be a contributing factor.

As a result of an internal review, EWR and PHL Area C have had three (3) occurrences since March 8th involving EWR ILS RWY 22L arrivals and TEB departures. Only one (1) resulted in a loss of separation, but there is a noted increase in resolution advisories (RAs) in this area, some of which are due to pilot deviations. In all cases, the communications and control of the RWY 22L arrivals were transferred to EWR Tower well outside of the 8 NM transfer of communications and control point (TCP) identified in the PHL/EWR LOA.

Operational Constraints and Review:

During the March 26 SYSIR/SSR meeting, an in-depth review of vectoring procedures, airspace boundaries, and operational constraints was conducted, including the limitations imposed by the LGA airspace boundary. Extending approach patterns northward is not feasible without negatively impacting arrival rates at the airport. It was determined that procedural changes would negatively affect throughput, and therefore the TCP will remain as

written in the PHL/EWR LOA.

Mitigation and Outreach Efforts:

Both EWR and TEB will issue Letters to Airmen and conduct outreach to flight crews regarding the criticality of altitude compliance and situational awareness in this operation. The group agreed that a prominent chart note would provide an effective safety measure, focusing attention on the actual approach procedures.

Requested Chart Note:

Accordingly, we request approval to publish the following non-standard chart note on the following EWR instrument approach charts: RNAV (GPS) RWY 22R; RNAV (GPS) Z RWY 22L; RNAV (GPS) RWY W RWY 29; RNAV (RNP)Y RWY 29; RNAV (RNP) Y RWY 22L; ILS OR LOC RWY 22L; ILS OR LOC RWY 22R; GLS RWY 22R; GLS RWY 22L; STADIUM VISUAL RWY 29:

CHART NOTE:

CAUTION, DEPARTING TEB RWY 24 TRAFFIC CLIMBING TO 1500' MSL.

Summary:

Based on operational review and stakeholder consensus, the inclusion of this non-standard chart note is necessary to enhance safety and situational awareness for affected arrivals

From: [Rose, Jim \(FAA\)](#)
To: [Tabaka, Casimir L \(FAA\)](#)
Cc: [Bordy, Bev L \(FAA\)](#); [Hubbard, Sherri \(FAA\)](#)
Subject: RE: KEWR Newark NJ procedural note
Date: Monday, June 23, 2025 2:47:24 PM
Attachments: [image001.png](#)

Caz,

Yes, a waiver is required for a note of this type.

...this proposed note belongs in the chart supplement per .19 para 8-6-10b.c. The additional answer is anything made up needs to have a waiver.



Jim Rose

Aviation Safety
Section E Manager, Flight Procedures & Airspace Group
Flight Technologies & Procedures Division
Office/Mobile: 405-397-4740

From: Tabaka, Casimir L (FAA) <Casimir.L.Tabaka@faa.gov>
Sent: Wednesday, June 18, 2025 11:42 AM
To: Rose, Jim (FAA) <jim.rose@faa.gov>
Cc: Bordy, Bev L (FAA) <Bev.L.Bordy@faa.gov>
Subject: KEWR Newark NJ procedural note

Hi Jim,

Couple weeks back we had a discussion ref KEWR notam and adding a note to *EWR Procedures NOTE: CAUTION, DEPARTING TEB RWY 24 TRAFFIC CLIMBING TO 1500' MSL*. We're about to start work on multiple EWR IAPs to add this note to them. I seems to remember you having an IOU for this to see if by adding this non-standard note we needed an LOA or waiver for this other work. Has this come up in discussion on how we should proceed.

Corrective Action Plan

EWR-CAP-2025-0002

Subject: Generated from EWR-SI-2025/03/08-0001

Safety Monitoring Watchlist

TASA - Traffic Advisories and Safety Alerts

Risk or Hazard

EWR HAS IDENTIFIED A RISK ASSOCIATED WITH EWR ILS RWY22L/STADIUM VISUAL ARRIVALS AND TEB RWY 24 DEPARTURES. THOUGH MANY OF THESE EVENTS HAVE BEEN ATTRIBUTED TO PDs, THE CLOSE PROXIMITY OF THE TWO (2) AIRPORTS AND CONFLICTED FLIGHT PATHS, COMPOUNDED WITH FREQUENCY CHANGES NOT BEING COMPLIANT WITH THE PHL/EWR LOA, MAY BE A CONTRIBUTING FACTOR.

Validated Safety Issue(s)

As a result of an internal review, EWR and PHL Area C have had three (3) occurrences since March 8th involving EWR ILS RWY22L arrivals and TEB departures. Only one (1) resulted in a loss of separation, but there is a noted increase in RAs in this area some of which are due to pilot deviations. In all cases, the communications and control of the RWY22L arrivals were transferred to EWR tower well outside of the 8 NM transfer of communications and control point (TCP) identified in the PHL/EWR LOA.

As stated during March 12th's DRT, EWR and PHL are to address this issue. Therefore, having found this concerning trend, EWR will be filing a SYSIR in CEDAR. We concur with QCG in that there is substantial evidence to support that the noncompliance with the LOA is a contributing factor. The TCP of 8 NM is south of the flight path conflict point and transferring communications and control at or before this point is not in the best interest of safety as crews are operating in-between frequencies at a critical location on the ILS RWY22L approach.

We look forward to working with PHL to rectify our concerns and to return to compliance.

Pertinent Regulations

Other - PHL/EWR LOA, Transfer of Communications and Control Point

Mitigation Plan

Mitigation 1

Type	Level	Target Completion Date	
Other	Facility	Mar 22, 2025	☒ Complete

Details

THE NEW YORK DISTRICT HAS A MEETING ON MARCH 21 TO ADDRESS THE EWR/PHL LOA AND TO DEVELOP A DISTRICT CAP.

Mitigation 2

Type	Level	Target Completion Date	
Briefing	Facility	Mar 31, 2025	☒ Complete

Details

Management briefing to address:

1. Use of training opportunities
2. Resource management as it applies to training and OT
3. Proper PRB procedures
4. Review position logs to ensure proper consolidations

Corrective Action Plan

EWR-CAP-2025-0002

Mitigation Plan (continued)		
Mitigation 3		
Type Briefing	Level Facility	Target Completion Date May 31, 2025 ☐ Complete
Details PROVIDE A BRIEFING TO ALL PERSONNEL ON ANY EWR/PHL LOA CHANGES. THE FACILITY WILL ALSO BRIEF ON THE REQUIRMENT TO ISSUE TRAFFIC ADVISORIES IN THIS CONFLICT AREA OF EWR ARRIVALS AND TEB DEPARTURES.		
Mitigation 4		
Type Other	Level Facility	Target Completion Date Mar 29, 2025 ☒ Complete
Details DISTRICT SYSIR/SSR MEETING SCHEDULED FOR MARH 26 AT 0900L.		
Mitigation 5		
Type Procedure	Level Facility	Target Completion Date Aug 7, 2025 ☒ Complete
Details AT THE MARCH 26 SYSIR/SSR MEETING, THE GROUP HAD A VERY IN-DEPTH AND PRODUCTIVE CONVERSATION REGARDING THE VECTORING TO THE RWY22 ILS APPROACHES AND THE RWY29 VISUAL APPROACHES. THIS INCLUDED PLAYBACKS OF APPROACHES AND A REVIEW OF THE AIRSPACE AND THE LIMITATIONS PLACED ON AREA C AS A RESULT OF THE LGA AIRSPACE BOUNDARY, LOCATED JUST TO THE NORTH. GIVEN THE CLOSE PROXIMITY TO LGA'S AIRSPACE, AREA C CANNOT EXTEND THE PATTERN OUT FARTHER TO THE NORTH WITHOUT AFFECTING THE ARRIVAL RATE TO THE AIRPORT. ONE MEMBER OF THE GROUP DID MAKE THE POINT THAT THE FAF CROSSING ALTITUDE WAS HIGHER (3000 FT) MANY YEARS AGO. DUE TO USER INPUT REGARDING UNSTABLE APPROACHES, THE CROSSING ALTITUDE WAS LOWERED. GIVEN THE AIRSPACE RESTRICTION AND CONSTRAINTS, A PROCEDURAL CHANGE WOULD NEGATIVELY AFFECT THE AIRPORT THROUGHPUT. THE GROUP ALSO AGREED THAT THE TP WILL REMAIN AS WRITTEN IN THE PHL/EWR LOA.		

Corrective Action Plan

EWR-CAP-2025-0002

Mitigation Plan (continued)		
Mitigation 6		
Type Procedure	Level Facility	Target Completion Date Aug 7, 2025 ☐ Complete
Details THE GROUP RECOMMENDS A FEW ACTION ITEMS IN CONDUCTING OUTREACH FLIGHT CREWS REGARDING THE CRITICALITY OF ALTITUDE COMPLIANCE AND SITUATIONAL AWARENESS OF THIS OPERATION. Both EWR and TEB will issue Letters to Airmen, which will assist in bringing attention to this matter. The group felt that focusing efforts on the actual approach procedure, in plain sight, would be more effective. The EWR SM will enlist Jeppesen's guidance and assistance to publish a NOTE on all of EWR's instrument approach charts to RWY22R, RWY22L, and RWY29, from the NW, similar to the note shown on the TEB WENTZ ONE Departure. However, this note is not on the TEB RUUDY SIX nor the TEB FOUR Departures. The group recommends the addition of a similar note to those two charts. The EWR SM contacted Jeppesen via phone on March 26th. Jeppesen requested an email listing our requests. The Jeppesen specialist will send a few examples of verbiage and will assist us in processing the request. The EWR SM will submit a request via FAA Charting portal to make the same request. If necessary, the EWR SM will assist the TEB ATM with the FAA charting requests. The goal is to have the requested NOTES published by the August 7, 2025, publication date.		
Monitoring Plan		
Monitoring Item 1		
Type Audit	Level Facility	Target Completion Date Jul 31, 2025 ☐ Complete
Details THE FACILITY WILL MONITOR COMPLIANCE THROUGH QC OSAs AND RANDOM AUDITS. THESE AUDITS WILL BE COMPLETED WHILE OPERATING ON THE SW FLOW. WE WILL AUDIT FOR COMPLIANCE IN TRAFFIC ADVISORIES AND RAs.		
Effectiveness Target THE FACILITY EXPECTATION IS 100% COMPLIANCE.		
Monitoring Results		
CAP Approval		
☒ Approved Approved By: Approved Date: ☐ Not Approved Monica Derojas Mar 19, 2025		

NEWARK LIBERTY INTL AIRPORT
KEWR
NEWARK, NJ
RNAV (GPS) Z RWY 22L AMDT 3A
1:500,000 MAP

Initial PATRN to IZEKO TERRAIN+AAO (716)
TPO

Intermediate ZAVPI to BUZZD TOWER (676)
34-001063

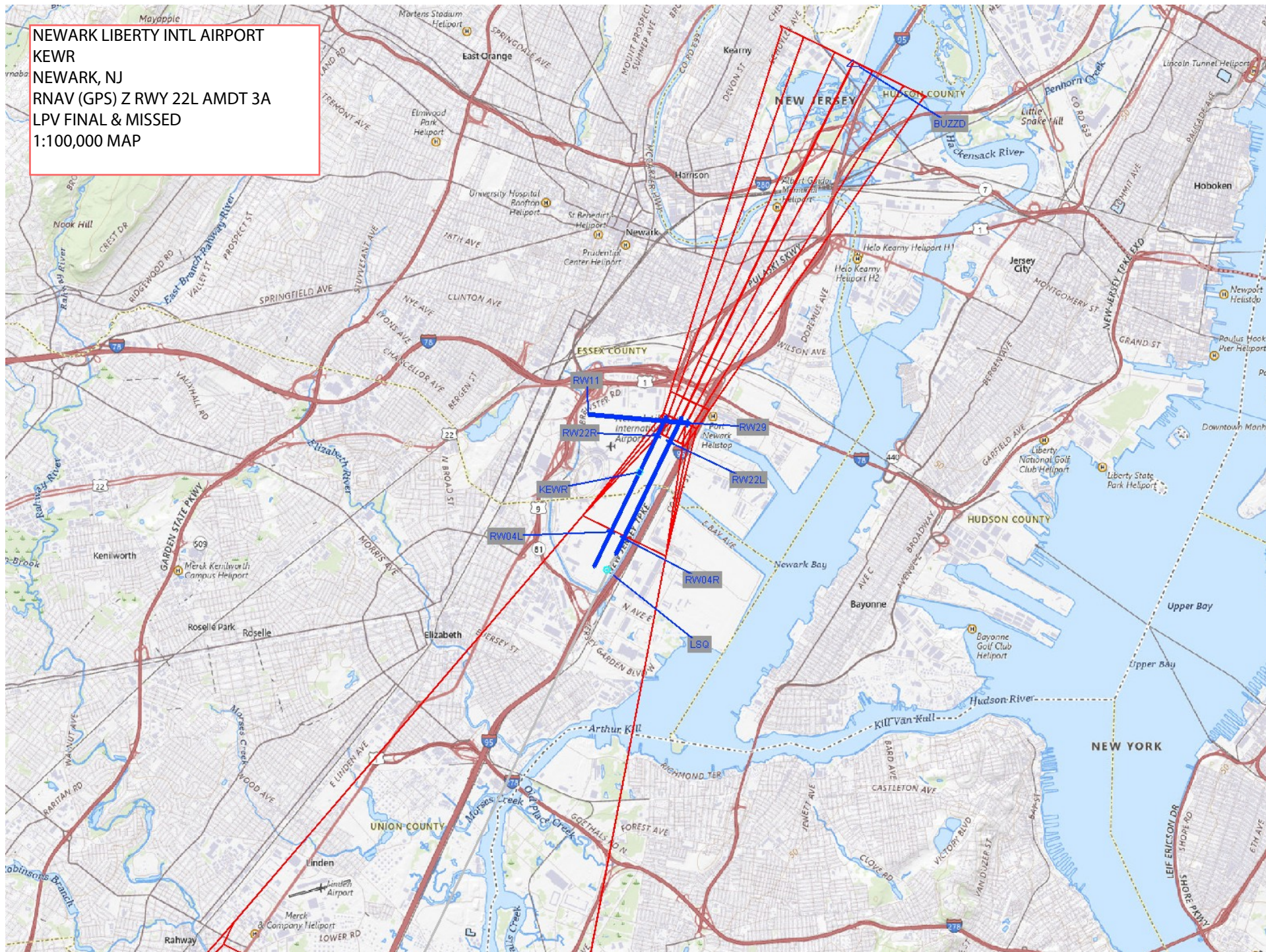
Intermediate GIMEE to ZAVPI/Intermediate IZEKO to GIMEE TOWER (676)
34-001064

KILMA TOWER (623)
34-000251

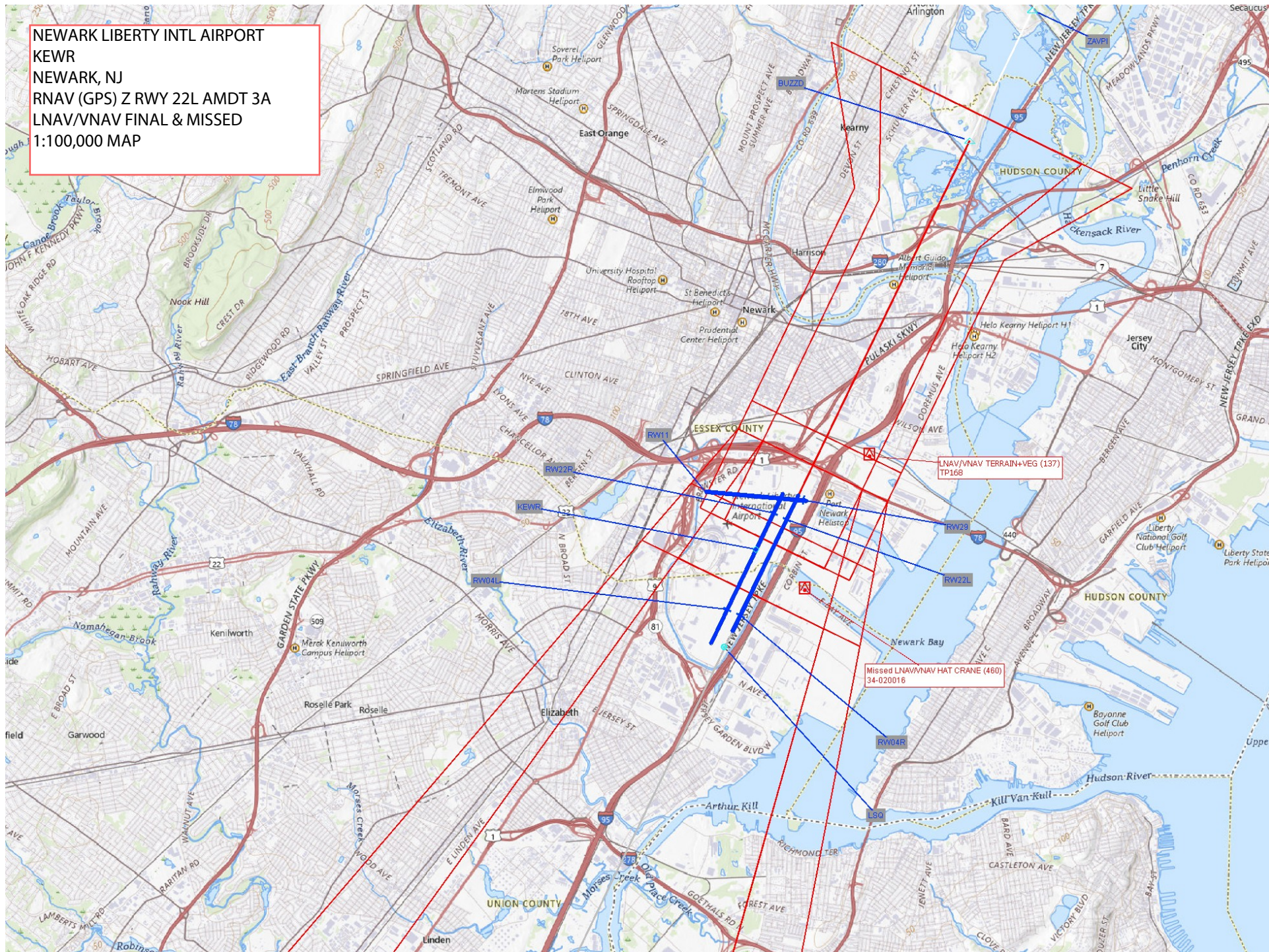
Missed Level Surface STACK (515)
36-000251

SPECIAL FLIGHT R
CFR PART
NEW YORK CLASS B HUDSON & I
Pilots must have a current New York TAC and/or Ne
and familiarize themselves with the information c

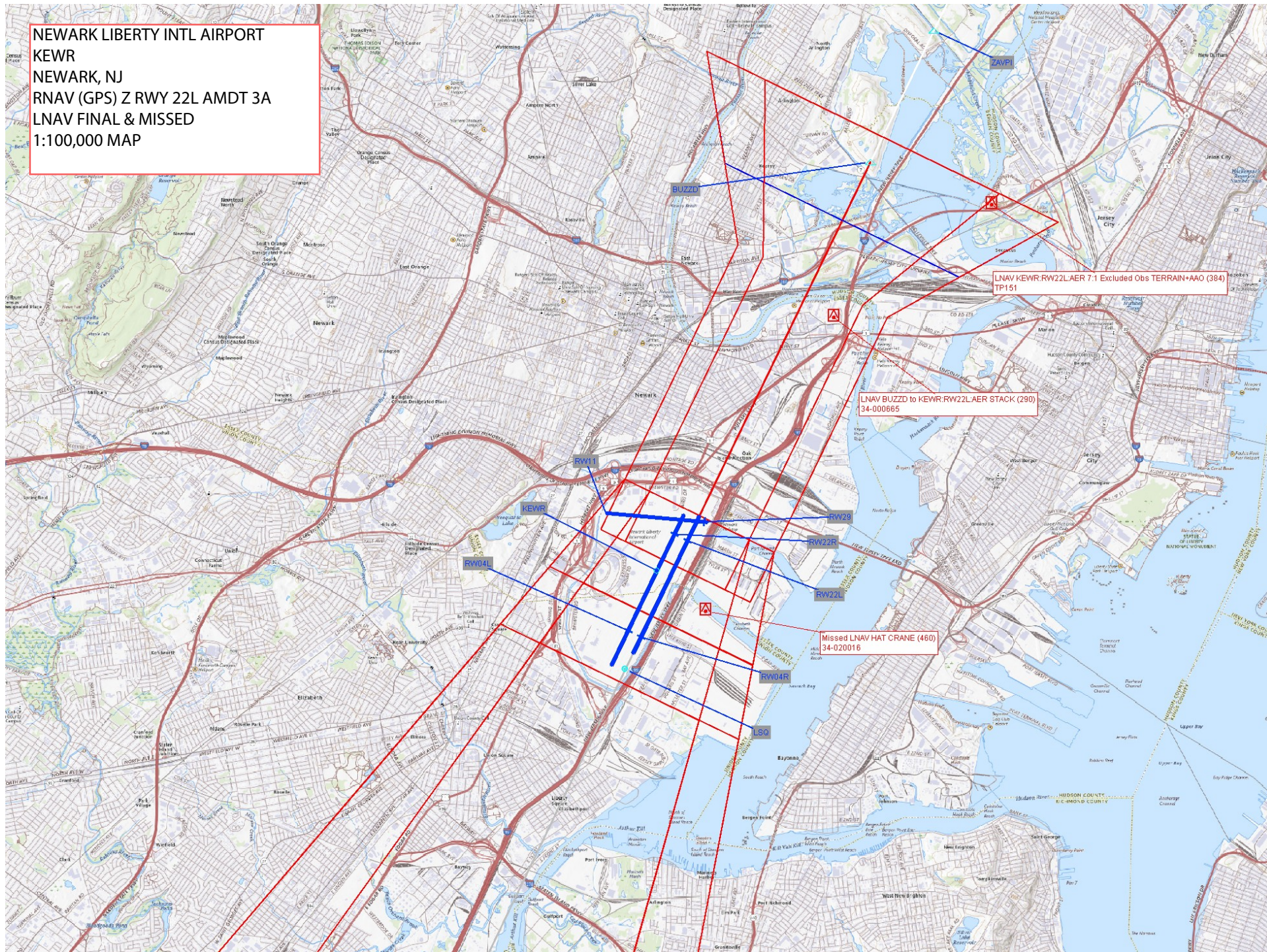
NEWARK LIBERTY INTL AIRPORT
KEWR
NEWARK, NJ
RNAV (GPS) Z RWY 22L AMDT 3A
LPV FINAL & MISSED
1:100,000 MAP



NEWARK LIBERTY INTL AIRPORT
KEWR
NEWARK, NJ
RNAV (GPS) Z RWY 22L AMDT 3A
LNAV/VNAV FINAL & MISSED
1:100,000 MAP



NEWARK LIBERTY INTL AIRPORT
KEWR
NEWARK, NJ
RNAV (GPS) Z RWY 22L AMDT 3A
LNAV FINAL & MISSED
1:100,000 MAP



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