

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 01/22/2026	APWS Task ID: 48CEDA742942465BA51B411FD68F9C34	APWS Project ID: B1F853F54EF740E29F54A7EA2EF55E3A
Procedure: GLS RWY 22R AMDT 2A		Enroute: NO	Specialist: Keefer, John		Agreement Number:
Airport ID: KEWR			Airport City: NEWARK		State: NJ
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: Active airport data used.</p> <p>Waiver (1) Cancel (Leg Length). Waiver (1) Leg Length (correcting the cancel waiver). Approval (1) Non standard note.</p> <p>Cancels NOTAM 5/8778.</p> <p>Contact Casimir Tabaka 405-954-7931.</p> <p>10/29/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/12/2025. ADDED CHART KTEB IN PLANVIEW IN ADDITIONAL FLIGHT DATA.</p> <p>12/04/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/12/2025. REQUIRED EFFECTIVE DATE: CHANGED FROM ROUTINE TO 01/22/2026.</p>					



**1. FLIGHT PROCEDURE IDENTIFICATION:**

GLS RWY 22R  
Newark Liberty International Airport (KEWR)  
Newark, New Jersey

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

8260.58 Paragraph 1-3-1 c. ATC turns to join initial and intermediate segments. The first leg of an initial and the first leg of an intermediate segment must be a TF that accommodates a 90-degree intercept angle. Use standard turn parameters at the start fix, except a 25-degree bank angle applies. Where a shorter leg is needed, reduce airspeed in increments of not less than five KIAS until the desired length is achieved.

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

The Newark areas airspace is a very crowded and complex airspace, and when a south flow at EWR this requires Teterboro (TEB) to land and depart runway 19 or depart runway 24. In this configuration often times it causes conflict alert (CA) to activate on the final controller scope, due to the fast climbing jets off TEB and the descending jets into EWR. Which more time than not is not warranted but the computer software anticipates there will be and now become more of a distraction for the controller than a safety issue. The need for a maximum intercept at AGNSS to be reduced to 65 degrees will allow the intermediate fix moved closer EWR, and by moving the Intermediate fix in closer to VERDE and crossing at AGNSS at or above 3000 keeps the EWR aircraft at 3000 past the departure ends of TEB RWY 19 and 24 to help resolve these distracting CA alerts.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. Maximum airspeed at AGNSS is at or below 210 KIAS and with AGNSS being 4.71NM from the PFAF chances are aircraft will be even slower to configure for landing.
2. The approach control has 1 second RADAR updating to aid if needed any overshoots.
3. MVA in the area of the IF is 1700 the next high MVA of 2800 is 2 NM east of the inbound course.
4. The maximum intercept will be covered in the next version facilities Standard Operation Policy (SOP).

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

This procedure can not be designed with any higher altitudes over TEB due to La Guardia's departure airspace start at 4000 MSL.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

N90, OSG

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
08/08/25	AJV-A430	Manager

**SIGNATURE**

*Digitally signed by*  
**CASIMIR L TABAKA**  
Sep 19, 2025

**8. AFS ACTIONS:**

- APPROVED    DISAPPROVED    NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

N90, OSG

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
08/18/22	AJV-A4	Manager, Instrument Flight Procedures Group

**8. AFS ACTIONS:**

APPROVED  DISAPPROVED  NOT REQUIRED

*Digitally signed by*  
**CASIMIR L TABAKA**  
Sep 19, 2025

**COMMENTS:**

**WAIVER CANCEL  
REQUEST  
1-22-2026**  
Incorrect fix name GIMEE in  
reason for waiver. Waiver  
will be resubmitted.  
Manager Name \_\_\_\_\_  
  
Office Symbol \_\_\_\_\_

DATE	ROUTING SYMBOL	SIGNATURE
		Wade Terrell Signed By: Wade Terrell Wed Mar 1 2023 08:26:33 GMT-06:00:00 (Central Standard Time)



# Federal Aviation Administration

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## Memorandum

To: Flight Technologies and Procedures

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

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

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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

# 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	<input checked="" type="checkbox"/> Complete
Other	Facility	Mar 22, 2025	

**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	<input checked="" type="checkbox"/> Complete
Briefing	Facility	Mar 31, 2025	

**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)			
<b>Mitigation 3</b>			
<b>Type</b> Briefing	<b>Level</b> Facility	<b>Target Completion Date</b> May 31, 2025	<input type="checkbox"/> Complete
<b>Details</b> PROVIDE A BRIEFING TO ALL PERSONNEL ON ANY EWR/PHL LOA CHANGES. THE FACILITY WILL ALSO BRIEF ON THE REQUIREMENT TO ISSUE TRAFFIC ADVISORIES IN THIS CONFLICT AREA OF EWR ARRIVALS AND TEB DEPARTURES.			
<b>Mitigation 4</b>			
<b>Type</b> Other	<b>Level</b> Facility	<b>Target Completion Date</b> Mar 29, 2025	<input checked="" type="checkbox"/> Complete
<b>Details</b> DISTRICT SYSIR/SSR MEETING SCHEDULED FOR MARH 26 AT 0900L.			
<b>Mitigation 5</b>			
<b>Type</b> Procedure	<b>Level</b> Facility	<b>Target Completion Date</b> Aug 7, 2025	<input checked="" type="checkbox"/> Complete
<b>Details</b> <p>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.</p> <p>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.</p> <p>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.</p>			

# Corrective Action Plan

## EWR-CAP-2025-0002

Mitigation Plan (continued)		
<b>Mitigation 6</b>		
<b>Type</b> Procedure	<b>Level</b> Facility	<b>Target Completion Date</b> <input type="checkbox"/> Complete Aug 7, 2025
<b>Details</b> <p>THE GROUP RECOMMENDS A FEW ACTION ITEMS IN CONDUCTING OUTREACH FLIGHT CREWS REGARDING THE CRITICALITY OF ALTITUDE COMPLIANCE AND SITUATIONAL AWARENESS OF THIS OPERATION.</p> <p>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.</p> <p>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.</p> <p>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.</p>		
Monitoring Plan		
<b>Monitoring Item 1</b>		
<b>Type</b> Audit	<b>Level</b> Facility	<b>Target Completion Date</b> <input type="checkbox"/> Complete Jul 31, 2025
<b>Details</b> <p>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.</p>		
<b>Effectiveness Target</b> <p>THE FACILITY EXPECTATION IS 100% COMPLIANCE.</p>		
<b>Monitoring Results</b>		
CAP Approval		
<p> <input checked="" type="radio"/> Approved      <input type="radio"/> Not Approved            Approved By:      <b>Monica Derojas</b>            Approved Date:      <b>Mar 19, 2025</b> </p>		

GBAS CH <b>20672</b> <b>G22B</b>	APP CRS <b>219°</b>	Rwy Idg <b>9559</b> TDZE <b>10</b> Apt Elev <b>17</b>
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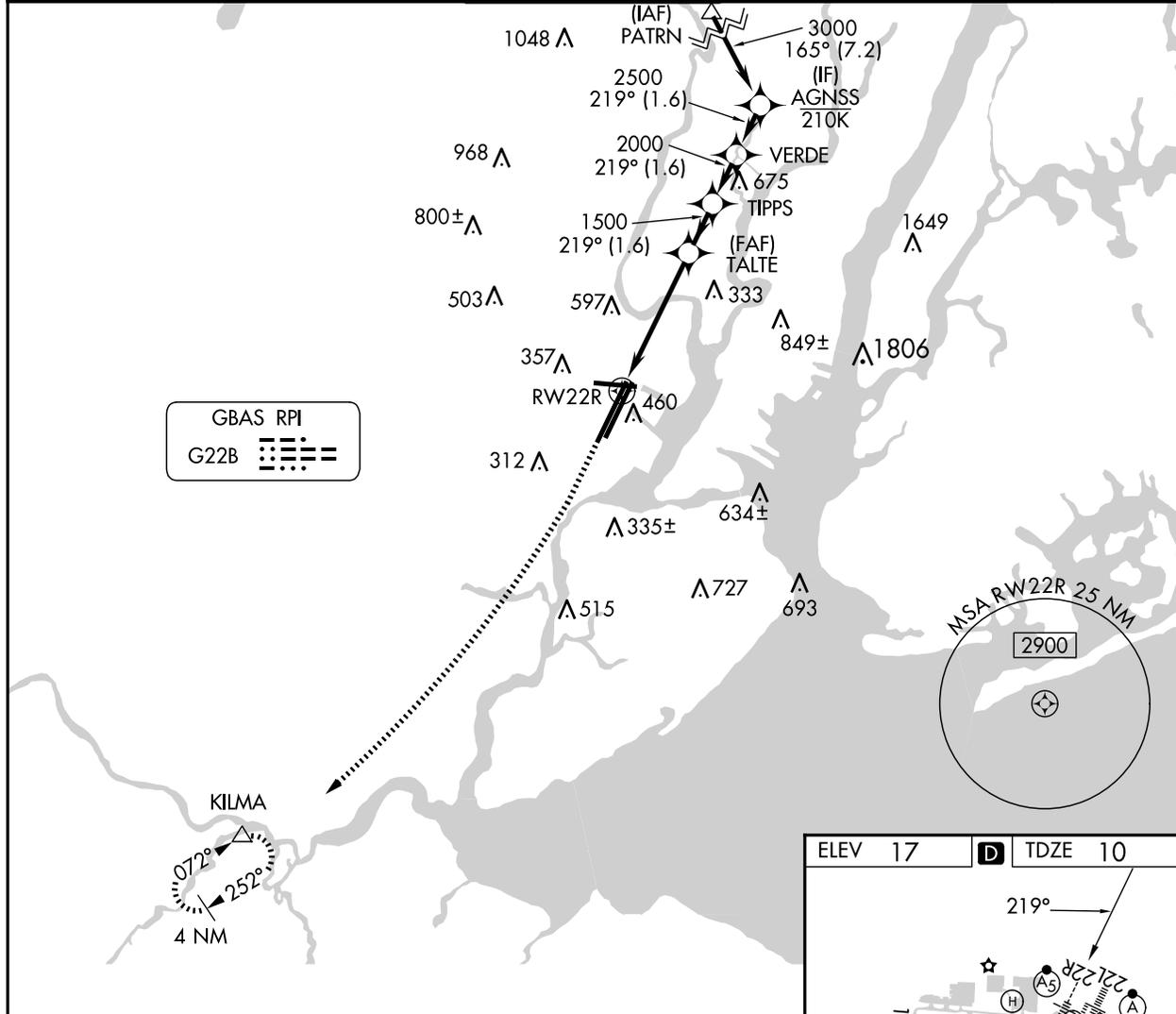
**ACTIVE**

# GLS RWY 22R

NEWARK LIBERTY INTL (EWR)

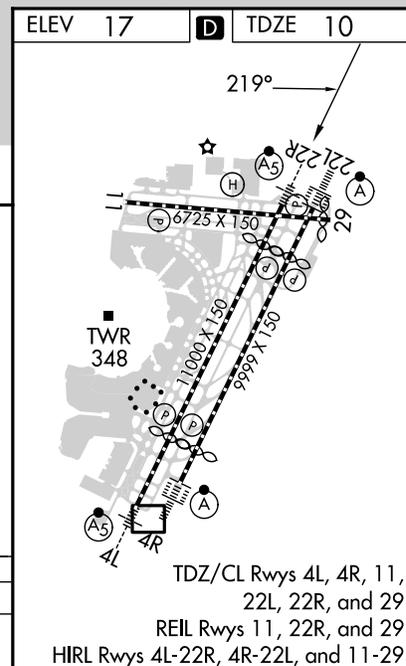
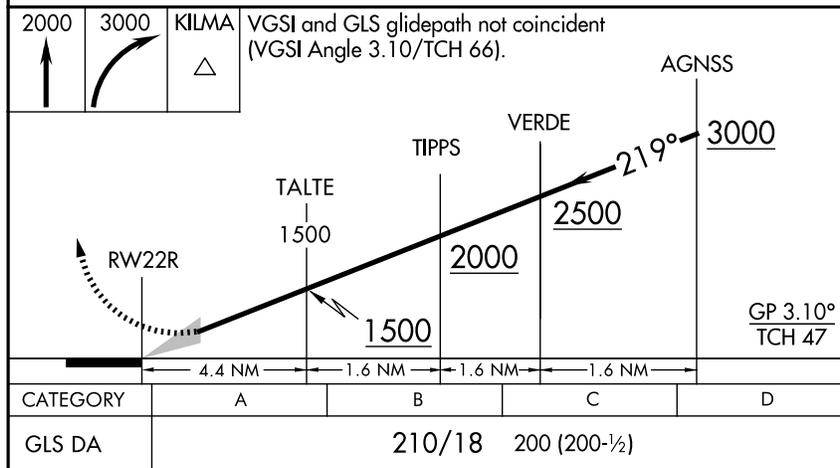
RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct KILMA and hold.
▼ ▲ NA Autopilot coupled approach NA below 210.	AS	

D-ATIS <b>115.7 134.825</b>	NEWARK 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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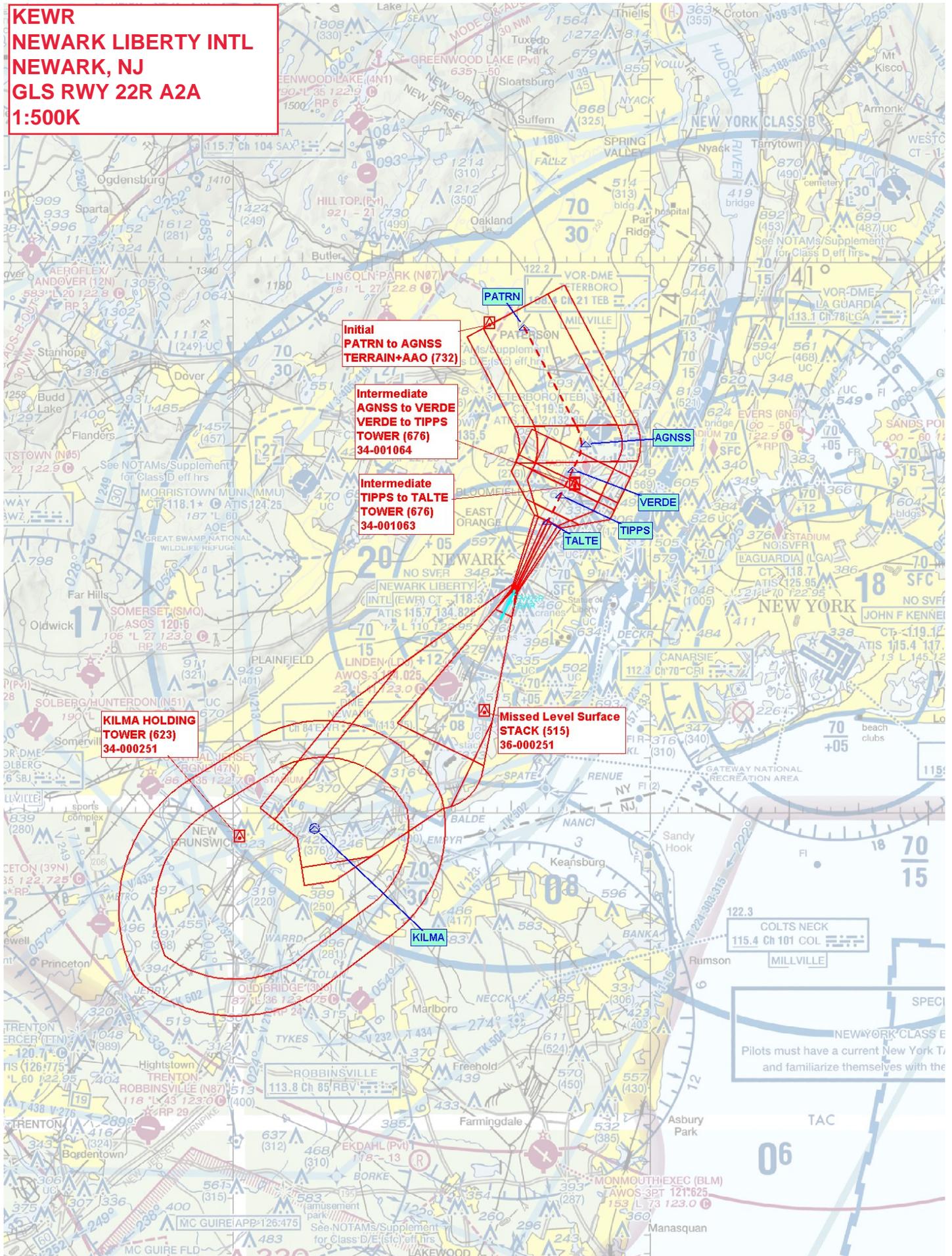


NE-2, 10 JUL 2025 to 07 AUG 2025

NE-2, 10 JUL 2025 to 07 AUG 2025



**KEWR  
NEWARK LIBERTY INTL  
NEWARK, NJ  
GLS RWY 22R A2A  
1:500K**



**Initial  
PATRN to AGNSS  
TERRAIN+AAO (732)**

**Intermediate  
AGNSS to VERDE  
VERDE to TIPPS  
TOWER (676)  
34-001064**

**Intermediate  
TIPPS to TALTE  
TOWER (676)  
34-001063**

**KILMA HOLDING  
TOWER (623)  
34-000251**

**Missed Level Surface  
STACK (515)  
36-000251**

**SPECI**  
NEW YORK CLASS E  
Pilots must have a current New York Tr  
and familiarize themselves with the

**TAC**

**06**

**KEWR**  
**NEWARK LIBERTY INTL**  
**NEWARK, NJ**  
**GLS RWY 22R A2A**  
**All Surfaces Clear**  
**1:100K**

