

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: IAP	Estimated Chart Date: 01/22/2026	APWS Task ID: 6D98DDFDC11F4958A98E51207C425144	APWS Project ID: 8546E936AF02416789032F228FE8D614
Procedure: RNAV (GPS) W RWY 29 AMDT 0B		Enroute: NO	Specialist: Clark, Jacob		Agreement Number:
Airport ID: KEWR			Airport City: NEWARK		State: NJ
Facility ID:	Facility Type:	Flight Inspection Remark Type:			

Procedure Comments:
 PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES
 REQUIRING FLIGHT INSPECTION/VALIDATION

ADDED NON STANDARD TRAFFIC NOTE: "CHART NOTE: CAUTION, DEPARTING TEB RWY 24 TRAFFIC CLIMBING TO 1500'
 MSL."

AFS APPROVAL LETTER ATTACHED FOR FORWARDING.

CONTACT: CASIMIR TABAKA: 405-954-7931.

10/29/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/05/2025.
 ADDED CHART KTEB IN PLANVIEW IN ADDITIONAL FLIGHT DATA.



RNAV (GPS) W RWY 29

NEWARK LIBERTY INTL (EWR)

APP CRS	Rwy Idg	6501
288°	TDZE	10
	Apt Elev	17

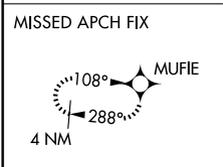
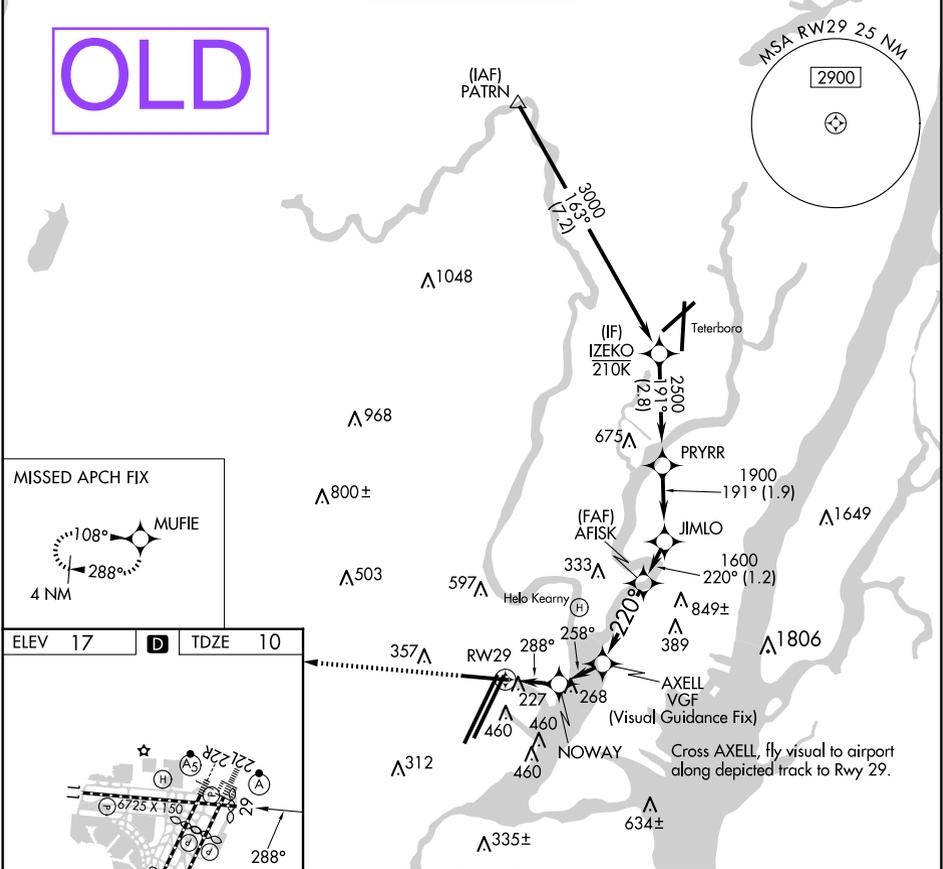
RNP APCH - GPS.
 RADAR required.

⚠ Rwy 29 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 29 at night, operational VGSI required, remain at or above VGSI glidepath until threshold.

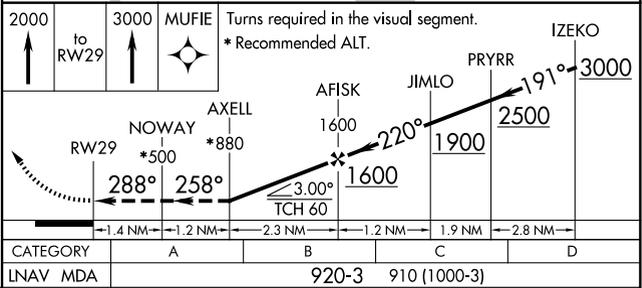
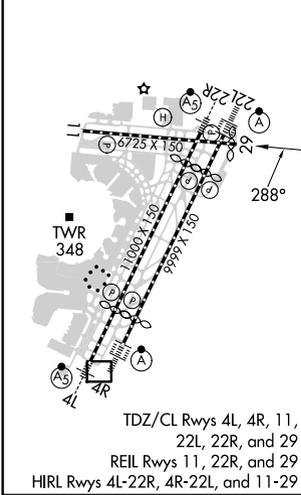
MISSED APPROACH: (Do not exceed 165K until Rwy 29) Climb to 2000 on the extended visual approach track to Rwy 29, then climb to 3000 direct MUFIE and hold.

D-ATIS	NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	

OLD



ELEV 17	D	TDZE 10
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CATEGORY	A	B	C	D
LNAV MDA		920-3	910 (1000-3)	

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:

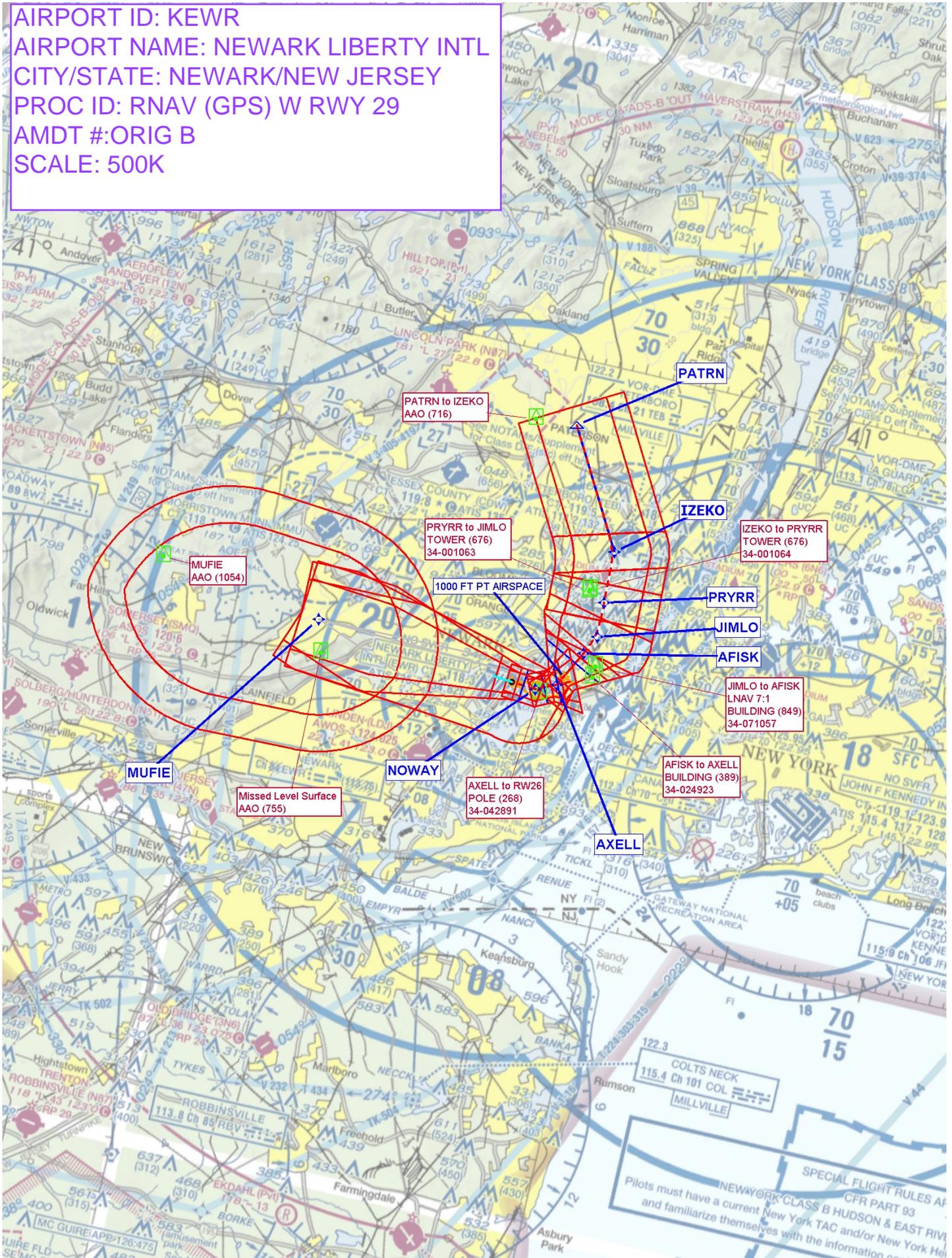
CHART NOTE:

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

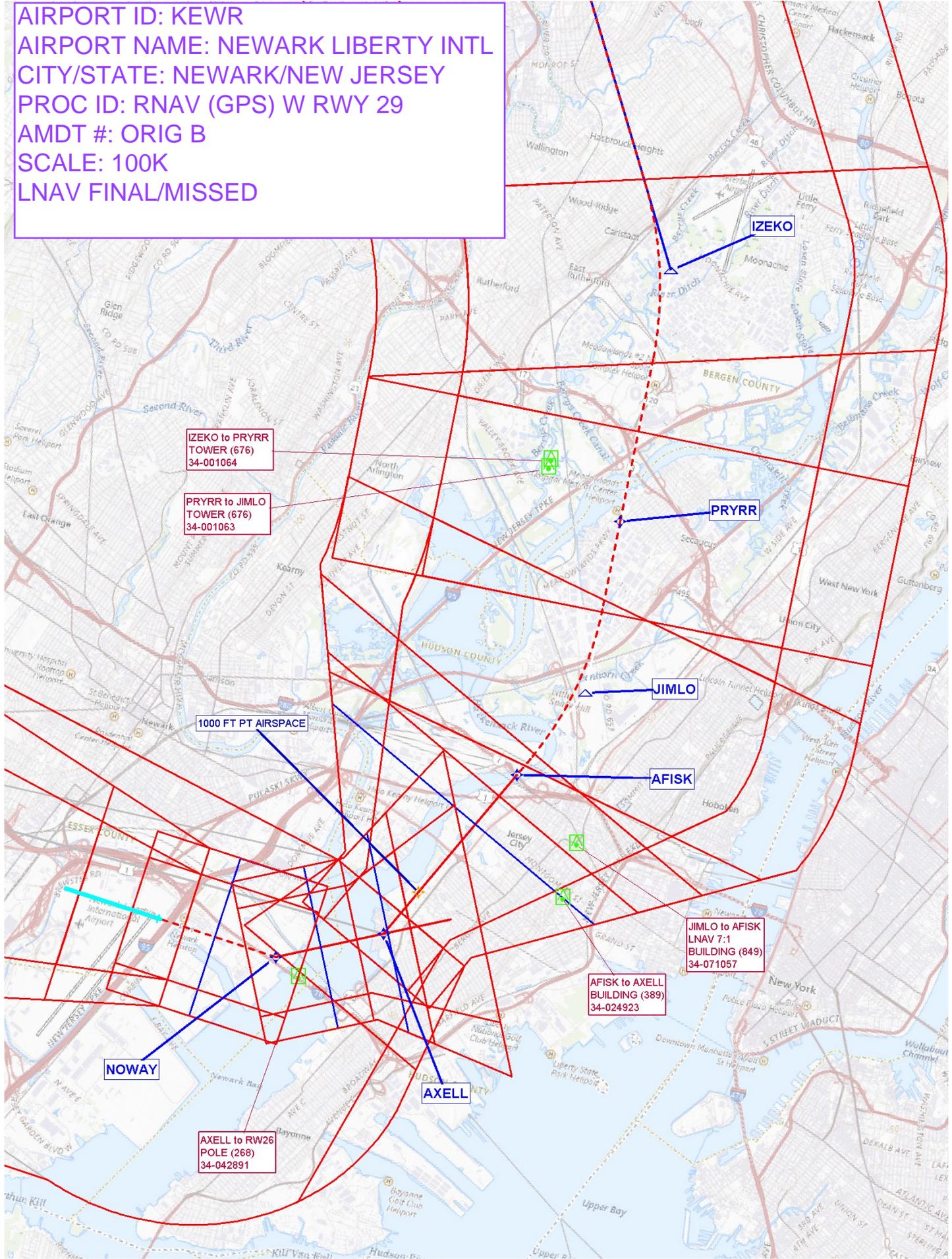
Summary:

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

AIRPORT ID: KEWR
AIRPORT NAME: NEWARK LIBERTY INTL
CITY/STATE: NEWARK/NEW JERSEY
PROC ID: RNAV (GPS) W RWY 29
AMDT #: ORIG B
SCALE: 500K



AIRPORT ID: KEWR
AIRPORT NAME: NEWARK LIBERTY INTL
CITY/STATE: NEWARK/NEW JERSEY
PROC ID: RNAV (GPS) W RWY 29
AMDT #: ORIG B
SCALE: 100K
LNAV FINAL/MISSED



IZEKO to PRYRR
TOWER (676)
34-001064

PRYRR to JIMLO
TOWER (676)
34-001063

1000 FT PT AIRSPACE

JIMLO to AFISK
LNAV 7:1
BUILDING (849)
34-071057

AFISK to AXELL
BUILDING (389)
34-024923

AXELL to RWY26
POLE (268)
34-042891

IZEKO

PRYRR

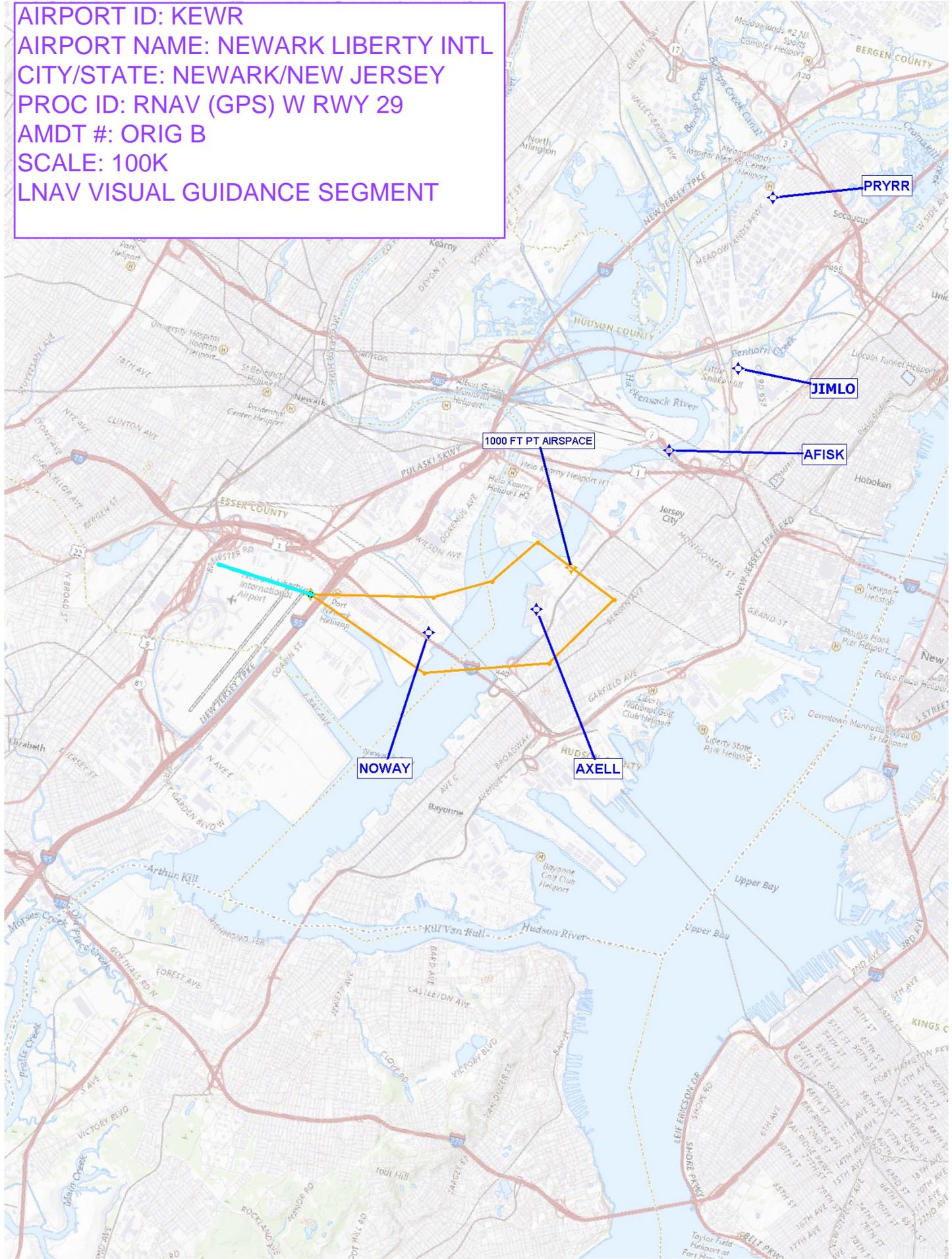
JIMLO

AFISK

NOWAY

AXELL

AIRPORT ID: KEWR
AIRPORT NAME: NEWARK LIBERTY INTL
CITY/STATE: NEWARK/NEW JERSEY
PROC ID: RNAV (GPS) W RWY 29
AMDT #: ORIG B
SCALE: 100K
LNAV VISUAL GUIDANCE SEGMENT





Federal Aviation Administration

Memorandum

To: Manager, Flight Technologies and Procedures Division
THRU: Manager, Flight Procedures and Airspace Group

From: Marlon J. Robinson, Manager, Instrument Flight Procedures (IFP)
Coordination Team, AJV-A45

Digitally signed by

ANDI LAU

Jul 15, 2024

Subject: Waiver Request: Newark Liberty Intl, Newark, NJ (KEWR)

The attached waivers are forwarded for your review and approval.

Please return a signed copy for our files.

8260-1 RNAV (GPS) W RWY 29

Please respond as soon as possible.

Attachment

1. FLIGHT PROCEDURE IDENTIFICATION:

Newark, New Jersey
Newark Liberty International (KEWR)
RNAV (GPS) W RWY 29

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260.3 Para 3.3.2 c (4)(b) If the obstacle is unlighted, annotate the chart to deny the approach or the applicable minimums at night.

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

EWR's runway 29 is most aligned with the wind in the fall and winter months, which currently after official sunset reduces arrival rate and forces N90 and EWR Tower to runway 4L/R along with managing departures at the same time which creates undue delays on already complex airspace. In 2025 EWR will be conducting runway resurfacing and repairs on runway 4L/22R which will require the use of RWY 29 even more to reduce delays. Allowing the use of Advisory Circular 70/7460-1L Obstruction Marking and Lighting would significantly increase throughput at the airport while providing an increased level of safety in which aircraft are not forced to land with a crosswind in the day or night; also allow night operations without solely relying on the VGSI for mitigation.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. Per Advisory Circular 70/7460-1L Para 5.6 Grouping OBS: "When individual objects, except wind turbines, within a group of obstructions are not the same height and are spaced a maximum of 150 feet (46 m) apart, the prominent objects within the group should be lighted in accordance with the standards for individual obstructions of a corresponding height. If the outer structure is shorter than the prominent object, the outer structure should be lighted in accordance with the standards for individual obstructions of a corresponding height. Light units should be placed to ensure that the light is visible to a pilot approaching from any direction. In addition, at least one flashing light should be installed at the top of a prominent center obstruction or on a special tower located near the center of the group. For the purpose of marking and lighting obstructions other than wind turbines, a group of obstructions is considered to be three (3) or more structures." This paragraph allows for unlit obstacles to be grouped and covered by lighted obstacles if they fall within 150 feet of the prominent lighted obstacle. Allowing the use of Advisory Circular 70/7460-1L Obstruction Marking and Lighting would significantly increase throughput at the airport while providing an increased level of safety in which aircraft are not forced to land with a crosswind at night. "In the attachment, most of these obs are covered within a 100' radius of the lit obstacles only a few required 150' radius (See Attached)." *Note: No flashing light exists at the top of a prominent center obstruction or on a special tower located near the center of the group.
2. The proper chart note(s) will be published, IAW FAAO 8260.19, requiring operational VGSI for night operations to RWY 29.
3. All OBS are under the runway 29 VGSI OCS (See Attached).

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

The cost of displacing the runway 29 threshold any further to mitigate these obstacles would render the runway length unusable for this international airport.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

N90, NYAPIO, Eastern FPT, United Airlines and AFS 420

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
05/07/2024	AJV-A432	MGR

Digitally signed by
CASIMIR L TABAKA
May 07, 2024

SIGNATURE

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE

ROUTING SYMBOL

SIGNATURE

Signed By: Jim Rose Wed
Jul 17 2024 15:32:44 GMT-
05:00:00 (Central Standard
Time)

1. FLIGHT PROCEDURE IDENTIFICATION:

Newark, New Jersey
Newark Liberty International (KEWR)
RNAV (GPS) W RWY 29

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58 paragraph 3-1-5: TF turns are not authorized in the final segment

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

This RNAV (GPS) procedure will allow for Air Traffic to use R29 as a straight-in procedure with straight-in minimums while still on a South flow without impeding on LGA airspace. This IFR procedure is required when winds are out of the west and helps with capacity and adding safety which allows for an advisory vertical guidance and a lateral path to the runway which the current Stadium Visual procedures does not provide. This RNAV (GPS) W RWY 29 procedure design with a more repeatable ground track allows for a safer air traffic flow in the congested New York/New Jersey metropolitan airport area than the current Stadium visual RWY 29 procedure.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. RADAR will be required.
2. Profile note stating the Turns in visual segment required.
3. Prominent obstacles within the final approach area mitigated by TERPS criteria will be charted for pilot situational awareness. With a MDA of 920 feet MSL (910 HAT) this includes the 7:1 Building (34-025191) 849' MSL, the controlling OBS Building (34-024923) 389 feet MSL is located 1.25 NM East of final course. Next highest OBS is a Pole (34-042891) 268 feet MSL is located 0.28NM South of final course.
4. Flight Management Systems (FMS) manufacturers report if FMS unable to process this procedure, the procedure will not be selectable nor displayed.
5. Per N90, Air Traffic will start coordinating runway change and flow of traffic when the weather is goes below 2000-5 and the wind at 2000 ft AGL is greater than 20 KTS from the North.
6. The procedure will be compliant with emerging published criteria in the future.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Due the type of aircraft that utilizes EWR and the the tight airspace constraints no other IFR option is available that provide lateral and vertical guidance that does not interfere with LGA's airspace.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

EWR ATCT, N90, AFS-400, Industry, EFPT

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
05/07/2024	AJV-A432	MGR

Digitally signed by
CASIMIR L TABAKA
May 07, 2024

SIGNATURE

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
		Jim Rose Signed By: Jim Rose wed Jul 17 2024 15:32:44 GMT- 05:00:00 (Central Standard Time)

1. FLIGHT PROCEDURE IDENTIFICATION:

Newark, New Jersey
Newark Liberty International (KEWR)
RNAV (GPS) W RWY 29

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.3 para 3-3-2 c Determine visibility based on evaluation of the visual portion of the final approach segment. Apply the offset visual area to evaluate the visual portion of a straight-in approach that is not aligned with the runway centerline (more than ± 0.03 degrees). These evaluations determine if visibility minimums and/or night operations must be restricted. A modification of this visual area construction with an offset final is required.

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

The Visual area of this procedure contains Track To Fix (TF) segments legs that are not covered in this paragraph but are essential to ensuring that the 34:1 and the 20:1 surface are evaluated.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The construction of this visual area starts as described in the 8260.3 para 3-3-2 c (2), 200 feet from LTP and in this case extends to the point where an aircraft reaches 920 MSL or MDA, which is 3040 ft prior to AXELL which is the Visual Guidance Fix (VGF). The beginning width is 200 feet either side of the runway Center Line (RCL); the left side splays are based on formula (1/2 W = (0.15 X D) + 200) and continue to each fix in the visual segment until it reaches the MDA. The right side starts at the point 200 feet from threshold and 200 feet from RCL and splays per the formula above but also adds the distance from the radius tangent point of the turn fix. The inside turn consideration of the area connects at the 1/2 width of the final approach primary area at the point of the MDA. This formula takes in a greater area than the formula 3-3-1 in the 8260.3.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Procedure could not be designed according to criteria due to airspace boundary with LaGuardia and the effects that it would cause with arrivals into LaGuardia along with noise abatement and environmental issues .

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS-420, N90, EFPT

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
05/07/2024	AJV-A432	MGR

Digitally signed by
CASIMIR L TABAKA
May 07, 2024

SIGNATURE

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Jim Rose
Signed By: Jim Rose Wed
Jul 17 2024 15:32:45 GMT-
05:00:00 (Central standard
Time)