

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 10/02/2025	APWS Task ID: B7CE34978C264A3AB30020E9B5E9C14D	APWS Project ID: 90F73BE39A7B4803AF74F57A6AA7817E
Procedure: STAR TRESA ONE (RNAV) STEWART NY SWF		Enroute: YES	Specialist: Gorman, Barbara		Agreement Number:
Airport ID: KSWF			Airport City: NEW YORK		State: NY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: WAIVER: NOT TO PUBLISH OR CODE ALTITUDES ON KSWF TERSA ONE (RNAV) ARRIVAL PWL VORMON CONTACT: CASIMIR TABAKA: 405.954.7931 08/12/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/02/2025. REMOVED FROM 8260-2 FOLDER: PAWLN REV 3, TRESA REV 10, MADISON VOR/DME RWV 28, KINGSTON VOR/DME REV 34 ADDED TO 8260-2 NON NFDC FOLDER: PAWLN REV 4, TRESA REV 11, MADISON VOR/DME REV 29, KINGSTON VOR/DME REV 35. QUALITY 41 CHECKED 04/21/2025 QUALITY 14 CHECKED					

FIPC DME/DME FORM									
PROCEDURE: TRESA (RNAV) ONE ARRIVAL				AIRPORT NAME: NEW YORK STEWART INTL		AIRPORT ID: KSWF		SPECIAL CONTROL NO: YG-09-117-25	
FAC ID: TRESA1			CITY: NEW YORK			ST: NY		ORIG CHART DATE: 11/27/2025	
DFL TYPE: PROC/D		THIRD PARTY: ☐ YES		EST. TIME ON SITE: 1.0		REIMB. NUMBER:		PTS TASK ID: B7CE34978C264A3AB30020E9B5E9C14D	
PREFLIGHT NOTES									
REVIEWER:							DATE:		
COMMENTS:							CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT YES NO		
							CPV COMPLETE?		X
PROCEDURE RESULTS									
INSPECTION DATE: 09/28/2025		CREW #: VN085		N #: N91		INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: kenneth e jack @ 09/29/2025 12:40				PRINTED NAME: JACK, KENNETH EARL				NOTAM INITIATED? ☐ YES ☒ NO	
FLIGHT INSPECTOR REMARKS: Special Number YG-09-117-25: TRESA ONE ARRIVAL (RNAV), NEW YORK, NEW YORK. Completed Sat. Dave Cook confirmed results satisfactory.									
DME/DME STATUS: ☒ SAT ☐ UNSAT		SPECIALIST SIGNATURE: david c-ctr cook @ 09/30/2025 06:22				PRINTED NAME: Dave Cook			
SPECIALIST REMARKS: Procedure SAT for DME/DME/IRU, all ESV's recorded bu flight inspection aircraft.									
IN-FLIGHT OBSTACLE REPORT									
OBSTRUCTION ID #:		COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	

FIPC DME/DME FORM							
PROCEDURE: TRESA (RNAV) ONE ARRIVAL			AIRPORT NAME: NEW YORK STEWART INTL		AIRPORT ID: KSWF	SPECIAL CONTROL NO: YG-09-117-25	
FAC ID: TRESA1		CITY: NEW YORK			ST: NY	ORIG CHART DATE: 11/27/2025	
DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:		PTS TASK ID: B7CE34978C264A3AB30020E9B5E9C14D		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					☐ FLT CK REQ ☐ NFCR ☐ REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 09/28/2025		CREW #: VN085	N #: N91	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: kenneth e jack @ 09/29/2025 12:40			PRINTED NAME: JACK, KENNETH EARL				NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS: Special Number YG-09-117-25: TRESA ONE ARRIVAL (RNAV), NEW YORK, NEW YORK. Completed Sat. Dave Cook confirmed results satisfactory.							
DME/DME STATUS: ☐ SAT ☐ UNSAT		SPECIALIST SIGNATURE:			PRINTED NAME:		
SPECIALIST REMARKS:							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

FIPC DME/DME FORM						
PROCEDURE: TRESA (RNAV) ONE ARRIVAL			AIRPORT NAME: NEW YORK STEWART INTL		AIRPORT ID: KSWF	SPECIAL CONTROL NO: YG-06-013-25
FAC ID: TRESA1		CITY: NEW YORK			ST: NY	ORIG CHART DATE: 10/02/2025
DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER: AC0721	PTS TASK ID: B7CE34978C264A3AB30020E9B5E9C14D		
PREFLIGHT NOTES						
REVIEWER: michael g campbell					DATE: 08/24/2025	
COMMENTS: FMS shows JIHUN fix 4 miles away from procedure package. ALB to TRESA transition not flown due to discrepancy.					CHECK ONE: ☒ FLT CK REQ ☐ NFCR ☐ REJECT YES NO CPV COMPLETE? ☒ X ☐	
PROCEDURE RESULTS						
INSPECTION DATE: 08/24/2025	CREW #: VN504	N #: N70	INSTRUMENT PROCEDURE STATUS: ☐ SAT ☐ SAT W/CHANGES ☒ UNSAT		ARINC CODING: ☐ SAT ☐ SAT/GOLD ☒ UNSAT	
FLIGHT INSPECTOR SIGNATURE: michael g campbell @ 08/24/2025 15:14			PRINTED NAME: CAMPBELL, MICHAEL GRANT			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:						
DME/DME STATUS: ☐ SAT ☐ UNSAT		SPECIALIST SIGNATURE:			PRINTED NAME:	
SPECIALIST REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

1. FLIGHT PROCEDURE IDENTIFICATION:

NEW YORK, NY
SWF
TRESA 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):

a. The TRESA 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 TRESA 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.

b. Coding the procedure with an altitude on the common route that serves multiple airports with mixed aircraft types and differing performance characteristics may 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:

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

b. 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.

c. The MVA at the termination fix JIHUN is 3000 ft MSL. The lowest altitude that will be assigned by ATC at JIHUN is 3000 ft MSL.

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 may 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)
United Airlines, American Airlines, JetBlue Airlines, FedEx Express, UPS Airlines
National Business Aviation Association (NBAA)
Aircraft Owners and Pilots Association (AOPA)

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
4/22/2025	AJV-A432	MGR

SIGNATURE

Digitally signed by
CASIMIR L TABAKA

Apr 22, 2025

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE

ROUTING SYMBOL

SIGNATURE



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.

CTC ALBANY APP WITHIN
20 NM ON 132.825/307.2



KSWF
NEW YORK, NY
STAR TRESA ONE (RNAV)
1:500,000



