

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                              |                                               |                                     |                                                   |                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------------------------|-------------------------------------|---------------------------------------------------|------------------------------------------------------|
| Flight Procedures Cover Page                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Task Action:<br>FLIGHT CHECK | Task Type:<br>IAP                             | Estimated Chart Date:<br>01/22/2026 | APWS Task ID:<br>F0FA6FEADA924EC491824C10B1D42607 | APWS Project ID:<br>B1F853F54EF740E29F54A7EA2EF55E3A |
| Procedure:<br>RNAV (GPS) RWY 22R AMDT 2A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                              | Enroute:<br>NO                                | Specialist:<br>Keefer, John         |                                                   | Agreement Number:                                    |
| Airport ID:<br>KEWR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                              |                                               | Airport City:<br>NEWARK             |                                                   | State:<br>NJ                                         |
| Facility ID:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Facility Type:               | Flight Inspection Remark Type:<br>New FC Slot |                                     |                                                   |                                                      |
| <div>Procedure Comments:</div> <div>Active airport data used.</div> <div>Waiver (1) Cancel (Leg Length).</div> <div>Waiver (1) Leg Length (correcting the cancel waiver).</div> <div>Approval (1) Non standard note.</div> <div>Cancels NOTAM 5/8778.</div> <div>Contact Casimir Tabaka 405-954-7931.</div> <div>10/29/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/12/2025.</div> <div>ADDED CHART KTEB IN PLANVIEW IN ADDITIONAL FLIGHT DATA.</div> <div><div>QUALITY<br/>29<br/>CHECKED</div><div>QUALITY<br/>40<br/>CHECKED</div></div> |                              |                                               |                                     |                                                   |                                                      |

**1. FLIGHT PROCEDURE IDENTIFICATION:**

RNAV (GPS) 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 GIMEE 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 design 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                                       | SIGNATURE                                                          |
|----------|-----------------------|---------------------------------------------|--------------------------------------------------------------------|
| 08/18/22 | AJV-A4                | Manager, Instrument Flight Procedures Group | <i>Digitally signed by</i><br><b>JOHNNIE BAKER</b><br>Sep 23, 2022 |

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

| DATE | ROUTING SYMBOL | SIGNATURE |
|------|----------------|-----------|
|------|----------------|-----------|

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

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

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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 |
|------|----------------|-----------|
|------|----------------|-----------|



# 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

|                                        |                        |                                                             |
|----------------------------------------|------------------------|-------------------------------------------------------------|
| WAAS<br>CH <b>61244</b><br><b>W22B</b> | APP CRS<br><b>219°</b> | Rwy Idg <b>9559</b><br>TDZE <b>10</b><br>Apt Elev <b>17</b> |
|----------------------------------------|------------------------|-------------------------------------------------------------|

**ACTIVE**

# RNAV (GPS) RWY 22R

NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.

**⚠** Circling NA south of Rwy 11-29. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

MALSR



MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct KILMA and hold.

D-ATIS  
**115.7 134.825**

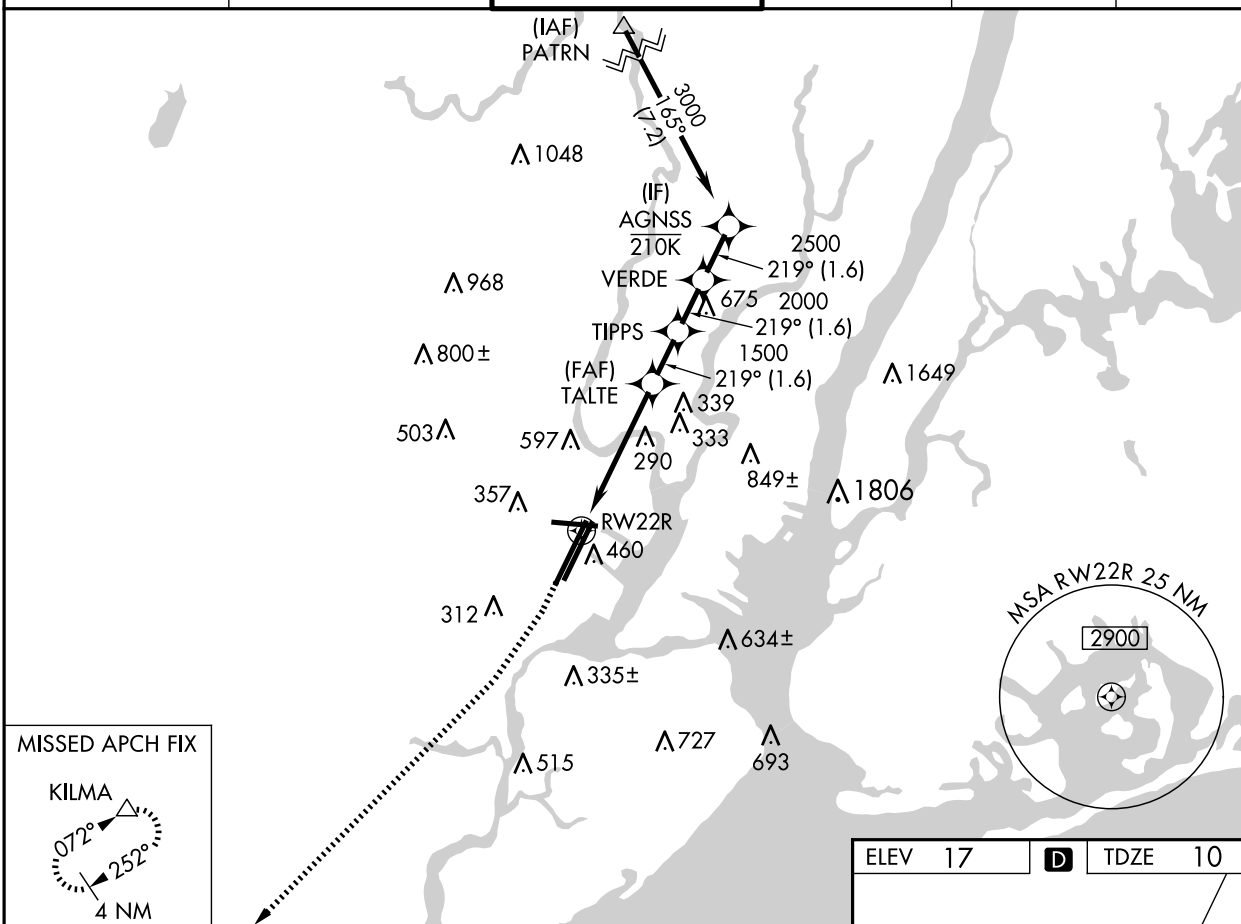
NEWARK APP CON  
**128.55 379.9**

NEWARK TOWER  
**118.3 257.6**

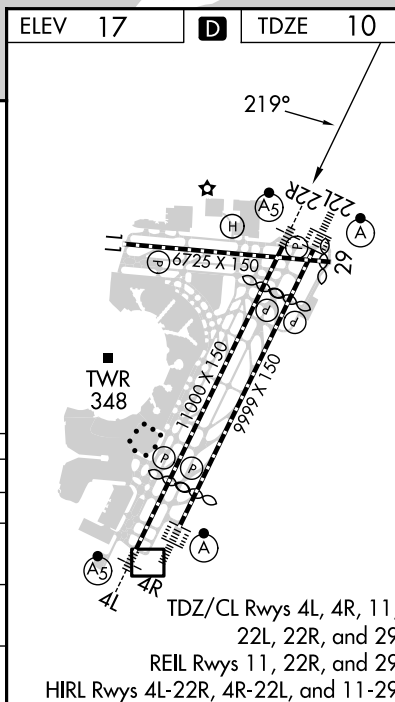
GND CON  
**121.8**

CLNC DEL  
**118.85**

CPDLC

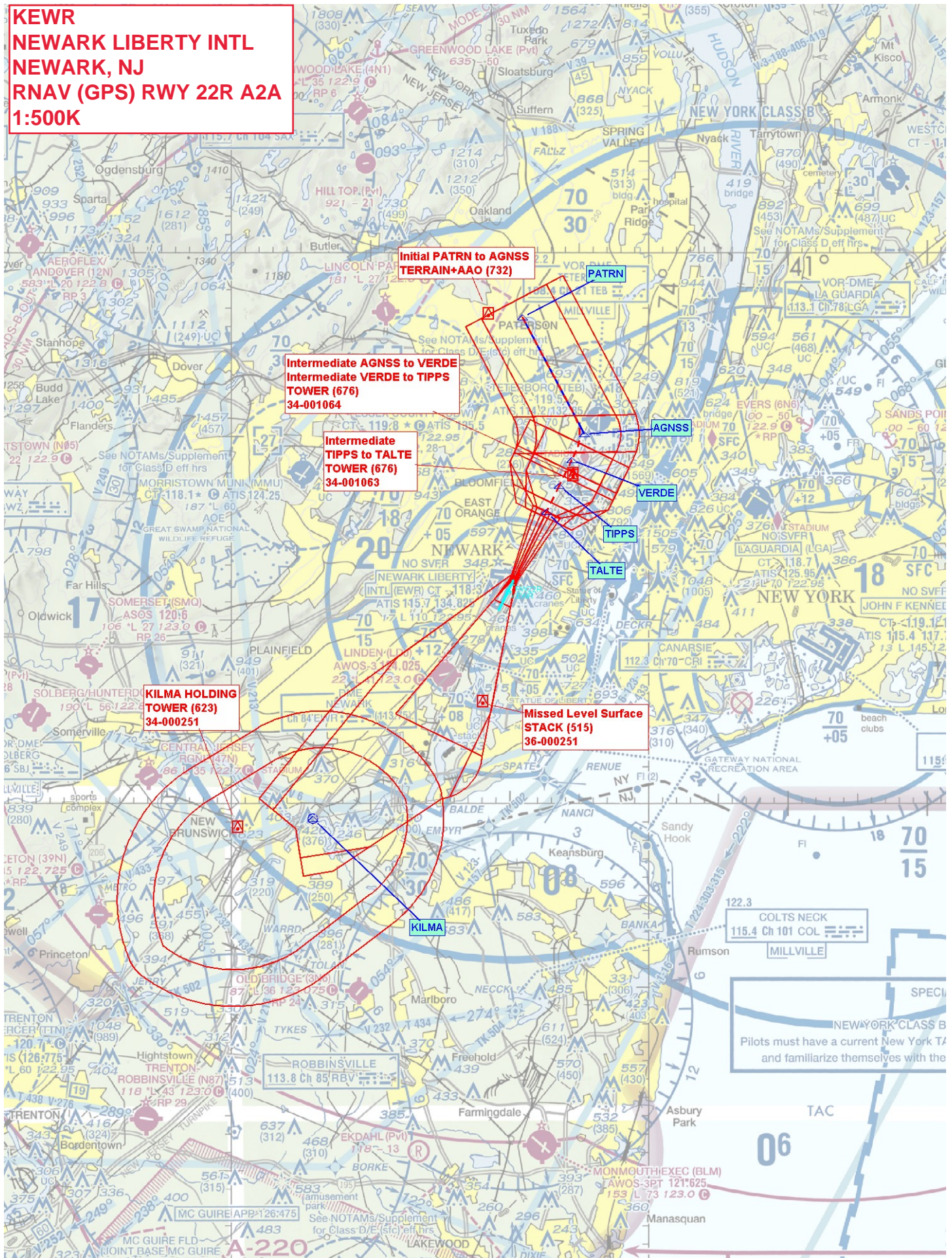


|              |                    |       |                                                                  |   |
|--------------|--------------------|-------|------------------------------------------------------------------|---|
| 2000         | 3000               | KILMA | VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 66). |   |
|              |                    |       |                                                                  |   |
|              |                    |       | AGNSS                                                            |   |
|              |                    |       | VERDE                                                            |   |
|              |                    |       | 219° 3000                                                        |   |
|              |                    |       | 2500                                                             |   |
|              |                    |       | 2000                                                             |   |
|              |                    |       | 1500                                                             |   |
|              |                    |       | GP 3.10° TCH 47                                                  |   |
|              |                    |       | 1.5 NM                                                           |   |
|              |                    |       | 2.9 NM                                                           |   |
|              |                    |       | 1.6 NM                                                           |   |
|              |                    |       | 1.6 NM                                                           |   |
|              |                    |       | 1.6 NM                                                           |   |
| CATEGORY     | A                  | B     | C                                                                | D |
| LPV DA       | 210/18             |       | 200 (200-½)                                                      |   |
| LNAV/VNAV DA | 468/45             |       | 458 (500-7/8)                                                    |   |
| LNAV MDA     | 560/24 550 (600-½) |       | 560/60 550 (600-1¼)                                              |   |
| CIRCLING     | 660-1 643 (700-1)  |       | 900-2¾ 883 (900-2¾) 900-3 883 (900-3)                            |   |



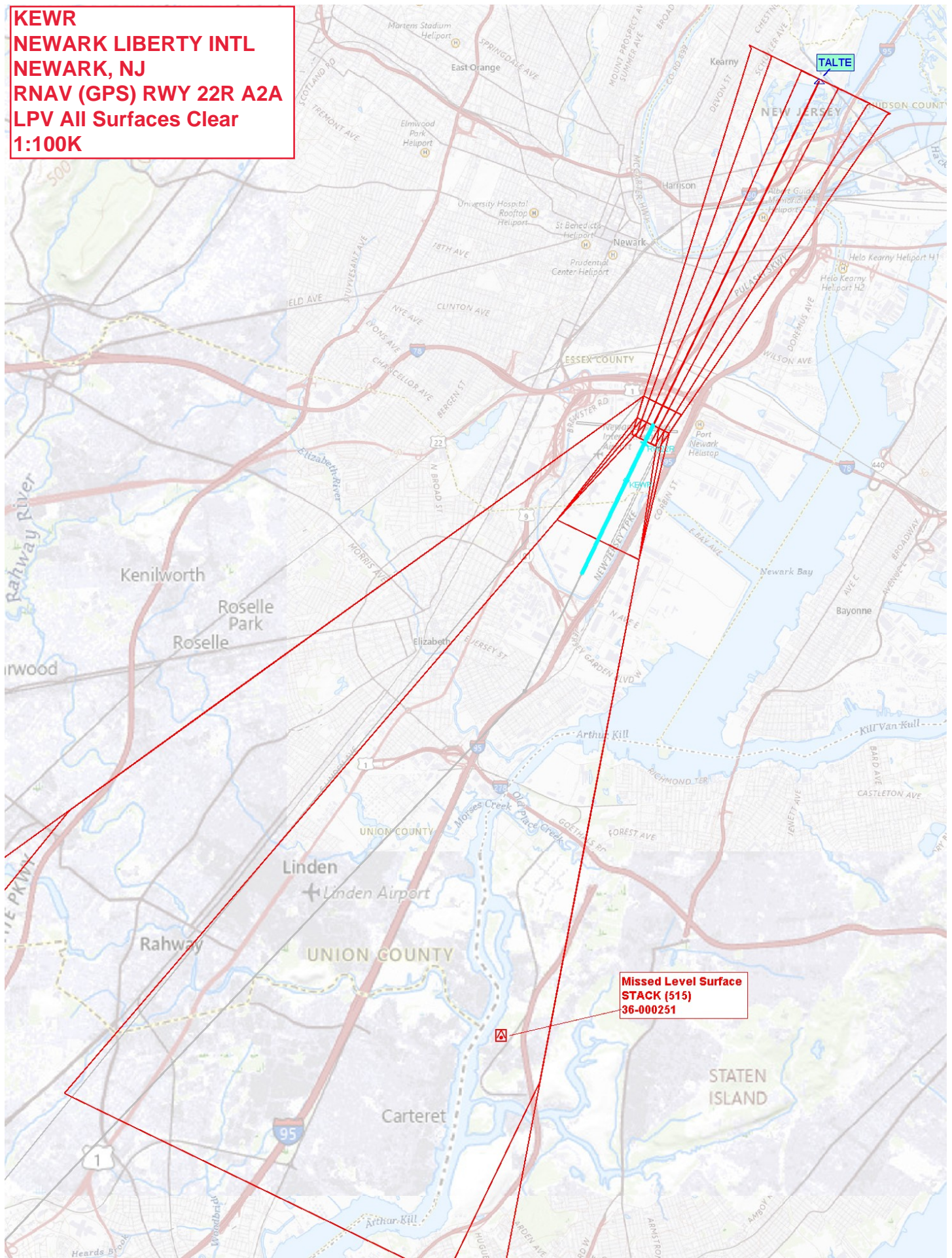


**KEWR  
NEWARK LIBERTY INTL  
NEWARK, NJ  
RNAV (GPS) RWY 22R A2A  
1:500K**



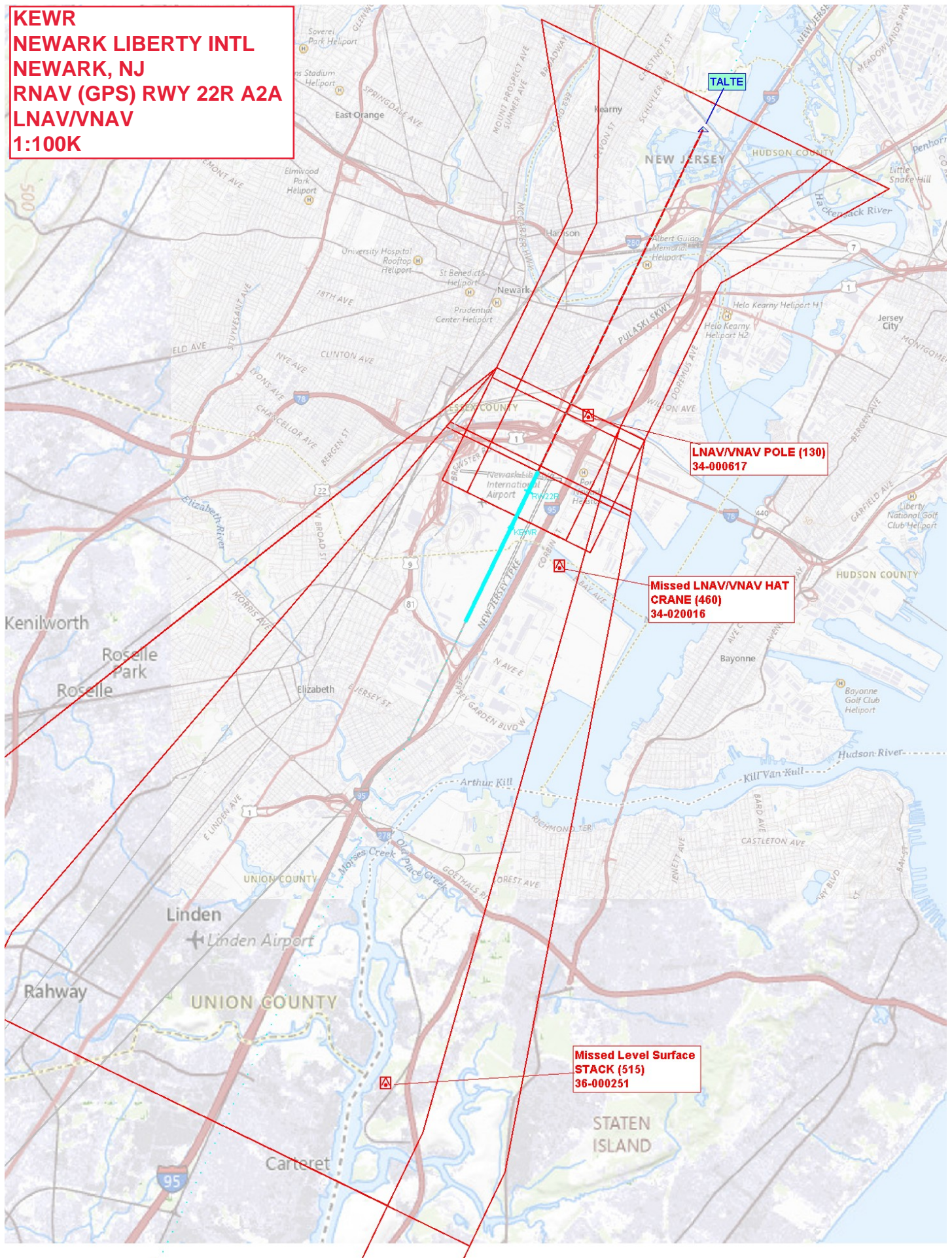


**KEWR  
NEWARK LIBERTY INTL  
NEWARK, NJ  
RNAV (GPS) RWY 22R A2A  
LPV All Surfaces Clear  
1:100K**





**KEWR**  
**NEWARK LIBERTY INTL**  
**NEWARK, NJ**  
**RNAV (GPS) RWY 22R A2A**  
**LNAV/VNAV**  
**1:100K**





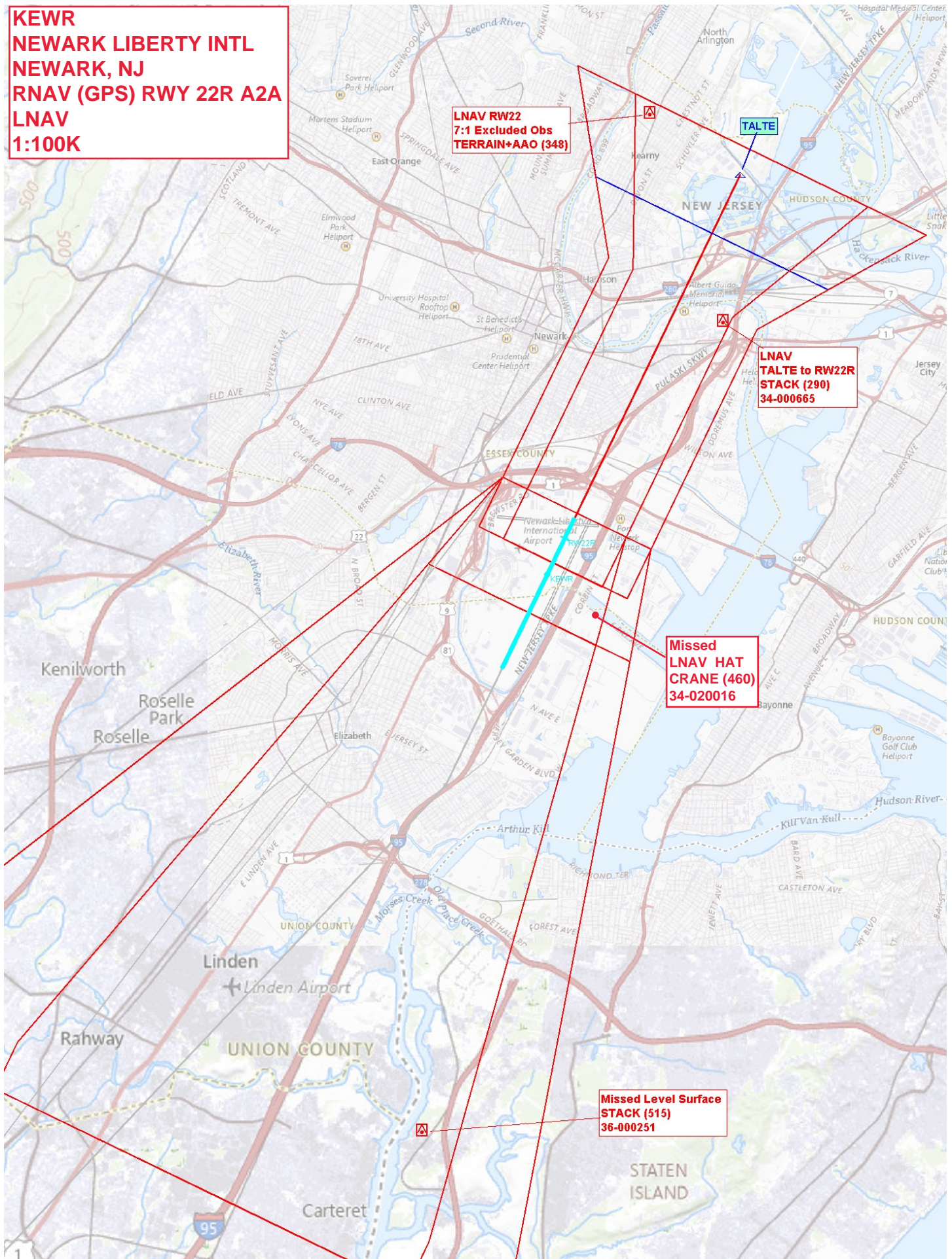
**KEWR**  
**NEWARK LIBERTY INTL**  
**NEWARK, NJ**  
**RNAV (GPS) RWY 22R A2A**  
**LNAV**  
**1:100K**

**LNAV RW22**  
**7:1 Excluded Obs**  
**TERRAIN+AAO (348)**

**LNAV**  
**TALTE to RW22R**  
**STACK (290)**  
**34-000665**

**Missed**  
**LNAV HAT**  
**CRANE (460)**  
**34-020016**

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





**KEWR  
NEWARK LIBERTY INTL  
NEWARK, NJ  
CIRCLING  
1:100K**

