

Flight Procedures Cover Page	Task Action: P-NOTAM	Task Type: IAP	Estimated Chart Date: 12/31/2020	APWS Task ID: 5D79D8BBD74C4FC089CF891250E6ED39	APWS Project ID: EE1A25AB52F643A08C843507C4F63E90
Procedure: RNAV (GPS) RWY 22R AMDT 1F		Enroute: NO	Specialist: Vega, Ana		Agreement Number:
Airport ID: KEWR	Airport Name: NEWARK LIBERTY INTL		Airport City: NEWARK		State: NJ
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<p><b>Procedure Comments:</b>          PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-10) MEMO, APRIL 29, 2020          SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED.</p> <p>P-NOTAM</p> <p>N90 will need to have night ops to RWY 29 available for RWY 4R/22L construction closures.          Remove note "Circling Rwy 29 NA at night"</p> <p>CONTACT: JOHN BORDY 405-954-0980</p>					

QUALITY  
22  
CHECKED

8.27.2020  
BD

QUALITY  
41  
CHECKED

**1. FLIGHT PROCEDURE IDENTIFICATION:**

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

**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 lined 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 undo delays on already a complex airspace.

If LaGuardia is forced to use the ILS to runway 13 due to JFK arrival on the ILS to runway 13L this will completely shutdown arrival and departure off 4L/R and 22L/R at EWR and only allows the use of runway 11/29 which again increases delays into and out of EWR. 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 light 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 obstacle 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
11/04/20	AJV-A422	Manager

**SIGNATURE**  
*Digitally signed by*  
**JOHN BORDY**  
Nov 04, 2020

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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# Federal Aviation Administration Categorical Exclusion Declaration

**Date:** 06/29/20

**IFP:** Griffin, Edward (Edward.CTR.Griffin@faa.gov)

**Airport Contact:** -

**Request ID:** KEWR\_20619

**Single or Multiple Procedure:** Multiple

**Procedure Name(s):** ILS OR LOC RWY 4L ILS OR LOC RWY 4R ILS OR LOC RWY 22R RNAV (GPS) RWY 4L RNAV (GPS) Y RWY 4R RNAV (GPS) RWY 11 RNAV (GPS) RWY 22R RNAV (GPS) Z RWY 22L RNAV (GPS) X RWY 29

**Procedure Request Description:**

Remove Note: "Circling RWY 29 NA at night." FROM ALL instrument procedures.

Remove Note: "Straight-in RWY 29 NA at night" and "Circling RWY 29 NA at night" from the RNAV (GPS) X RWY 29

No other changes.

Procedure Benefit: 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 undo delays on already a complex airspace. If LaGuardia is forced to use the ILS to runway 13 due to JFK arrival on the ILS to runway 13L this will completely shutdown arrival and departure off 4L/R and 22L/R at EWR and only allows the use of runway 11/29 which again increases delays into and out of EWR. 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.

Procedure Need: 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 undo delays on already a complex airspace. If LaGuardia is forced to use the ILS to runway 13 due to JFK arrival on the ILS to runway 13L this will completely shutdown arrival and departure off 4L/R and 22L/R at EWR and only allows the use of runway 11/29 which again increases delays into and out of EWR. 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.

**Declaration of Exclusion:**

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

**Basis for this Determination:**

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

**The applicable Categorical Exclusion is:**

**5-6.5.k:** Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

**The above flight procedure has been developed within the accepted parameters.**

Concurrence/Reviewed By:

Veronda Johnson

Date: June 29, 2020

Title:

Environmental Protection Specialist

Approved By:

Charles J Gibson

Date: June 29, 2020

Title:

Manager, Environmental, CI & NAS Analytics