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Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AEA-16784-OE

Issued Date: 04/25/2024

Craig Booth
Hudson Meridian Construction Group, LLC
61 Broadway
New York, NY 10006

**** PUBLIC NOTICE ****

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

Structure:	High Rise/Sky Scraper Halo Phase 2
Location:	Newark, NJ
Latitude:	40-44-05.00N NAD 83
Longitude:	74-10-35.00W
Heights:	27 feet site elevation (SE) 632 feet above ground level (AGL) 659 feet above mean sea level (AMSL)

The structure above exceeds obstruction standards. To determine its effect upon the safe and efficient use of navigable airspace by aircraft and on the operation of air navigation facilities, the FAA is conducting an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77.

**** SEE REVERSE SIDE FOR ADDITIONAL INFORMATION ****

In the study, consideration will be given to all facts relevant to the effect of the structure on existing and planned airspace use, air navigation facilities, airports, aircraft operations, procedures and minimum flight altitudes, and the air traffic control system.

Interested persons are invited to participate in the aeronautical study by submitting comments to the above FAA address or through the electronic notification system. To be eligible for consideration, comments must be relevant to the effect the structure would have on aviation, must provide sufficient detail to permit a clear understanding, must contain the aeronautical study number printed in the upper right hand corner of this notice, and must be received on or before 06/01/2024.

This notice may be reproduced and circulated by any interested person. Airport managers are encouraged to post this notice.

If we can be of further assistance, please contact our office at (404) 305-6504, or dale.kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AEA-16784-OE.

Signature Control No: 560138189-619850410

(CIR)

Dale Kimmel

Specialist

Attachment(s)

Part 77

Additional Information

Map(s)

Additional Information for ASN 2022-AEA-16784-OE

Proposal: To construct and/or operate a(n) High Rise/Sky Scraper to a height of 632 feet above ground level, 659 feet above mean sea level.

Location: The structure will be located 2.56 nautical miles north of EWR Airport reference point.

Part 77 Obstruction Standard(s) Exceeded:

The proposed structure would be located approximately 1.92 nautical miles (NM) north of the threshold of runway (RWY) 11 at Newark Liberty International Airport (EWR), Newark, NJ. Study was submitted for the construction of a new high-rise building. The proposed structure has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to EWR as follows:

Section 77.17 (a) (1): A height that exceeds 499 feet (ft.) above ground level (AGL). The proposed structure would exceed by 133 ft.

Section 77.17 (a) (2): A height that is 200 ft. AGL, or above the established airport elevation, whichever is higher, within 3 NM of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 ft. in actual length, and that height increases in the proportion of 100 ft. for each additional nautical mile from the airport up to a maximum of 499 ft. The proposed structure would exceed by 432 ft.

Section 77.17 (a) (3). A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria). Impacts are as follows:

At 659 ft. AMSL, the obstacle exceeds the RWY 4L 40:1 departure surface by 207 ft. It requires a departure procedures note added to the TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, amendment (AMDT) 5A, RWY 4L, climb heading 039 to 500, an increase from 400, before turning left.

NEWARK FIVE DEPARTURE, RWY 4L, standard (STD) with a minimum climb gradient increase from anticipated 365 to 395 feet per NM to 900 ft., an increase from 800 ft.

DEVIL ONE DEPARTURE, RWY 4L, STD with a minimum climb gradient increase from anticipated 365 to 395 feet per NM to 900, an increase from 800 ft.

Instrument landing system or localizer (ILS OR LOC) RWY 4R, AMDT 14, ILS OR LOC RWY 11, AMDT 3, ILS OR LOC RWY 22L, AMDT 14, ILS OR LOC RWY 22R, AMDT 7, ILS Z OR LOC Z RWY 4L, AMDT 16, Area navigation/ global positioning system (RNAV/GPS) RWY 4L, AMDT 3, RNAV/GPS RWY 11, AMDT 1, RNAV/GPS RWY 22R, AMDT 2, RNAV/GPS X RWY 29, AMDT ORIG-B, RNAV/GPS Y RWY 4R, AMDT 2, RNAV/GPS Z RWY 22L, AMDT 3, increase approach category (CAT) C/D aircraft circling minimum descent altitude (MDA) from 900/900 to 960 ft.

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (b): Conical surface. A surface, extending outward and upward, from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 ft. The proposed structure would exceed by 413 ft.

The proposed structure would be located in the EWR visual flight rules (VFR) traffic pattern airspace and would exceed the vertical limits of the EWR VFR traffic pattern airspace by 292 ft., as applied to runways 04R/22L and 04L/22R. The proposed structure would exceed the vertical limit of the EWR VFR traffic pattern airspace by 143 ft., as applied to runway 11/29.



