

6/11/2026

FOR YOUR INFORMATION

2026-207/8-21

To: Airport Manager, Newark Liberty Int'l Airport (EWR), NJ, FAA (ATM EWR 2359356
ATCT), FAA (AEA-600)

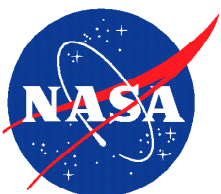
Info: FAA (AVP-1, AVP-200, AAS-300, AAS-1, AFS-260, AFS-200, Director of Air Traffic
Operations ESA North, Runway Safety Team), AAAE, A4A, ALPA, AOPA, APA,
ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA,
NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: EWR ATC Tower Procedures

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2359356**DATE / TIME**

Date of Occurrence	202605
Local Time Of Day	1201 to 1800

PLACE

Locale	EWR.Airport
State	NJ
Altitude - MSL	3000

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	EWR
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2359356

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

This report is informational as an observed trend that EWR Tower controllers, as experienced on this flight, are, many times, not stating the gusts when broadcasting the winds. In this instance, and this is approximate because I can't recall the exact numbers, he called winds at 290/8. I then asked if there were any gusts, since the ATIS stated gusts and the rough ride confirmed it. The controller then said gusting 14. In a subsequent call to another jet, the controller again stated the wind without the gust. Perhaps this report could be used to, perhaps, change the ATC wind calls or tools for the controller to include gusts consistently. As you likely know, the gust factor is an integral part of our target speed calculation that serves as an important Vref buffer for gusty winds.

SYNOPSIS

Air carrier Captain reported EWR Tower Controllers provided incomplete weather information by omitting gusts and had to specifically ask for it.