(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


# List of pages in this Trip Kit

Trip Kit Index
Airport Information For KACY
Terminal Charts For KACY
Airport Information For KBLM
Terminal Charts For KBLM
Airport Information For KEWR
Terminal Charts For KEWR
Airport Information For KTEB
Terminal Charts For KTEB
Airport Information For KWRI
Terminal Charts For KWRI
Revision Letter For Cycle 04-2012
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


## General Information

Location: Atlantic City NJ USA
IATA Code: ACY
Lat/Long: N39° 27.5' W074° 34.6'
Elevation: 75 ft

Airport Use: Public
Magnetic Variation: 12.4°W
Sectional Chart: Washington

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1135 Z
Sunset: 2248 Z,

## Runway Information

Runway: 04
Length x Width: 6144 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 68 ft
Lighting: Edge

Runway: 13
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 75 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22
Length x Width: 6144 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 68 ft
Lighting: Edge

Runway: 31
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 63 ft
Lighting: Edge, Centerline, REIL

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

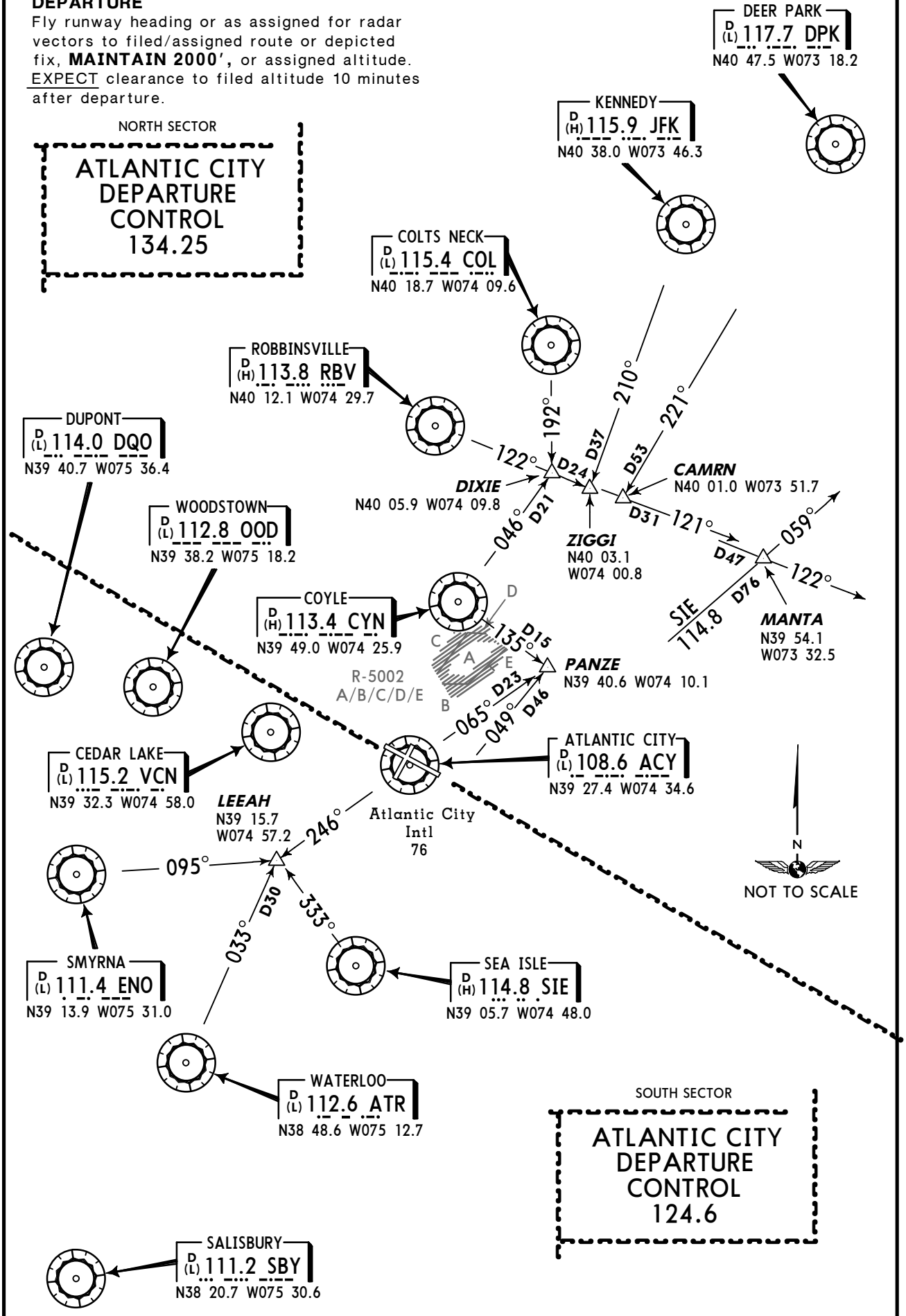

## Communication Information

ATIS 108.6
Atlantic City Tower 120.3
Atlantic City Ground Control 121.9
Atlantic City Clearance Delivery 127.85
Atlantic City Approach Control 134.25 (310°-129°)
Atlantic City Approach Control 124.6 (130°-309°) Initial Contact
Atlantic City App ARSA 134.25 (310°-129°)
Atlantic City App ARSA 124.6 (130°-309°)
Atlantic City Departure Control 134.25 (310°-129°)
Atlantic City Departure Control 124.6 (130°-309°)
Devil Operations 138.125

FOR DEPARTURE CONTROL FREQ SEE GRAPHIC

# ATLANTIC CITY ONE DEPARTURE (VECTOR)

**DEPARTURE**
Fly runway heading or as assigned for radar vectors to filed/assigned route or depicted fix, **MAINTAIN 2000'**, or assigned altitude. EXPECT clearance to filed altitude 10 minutes after departure.




CHANGES: Communications.

© JEPPESEN SANDERSON, INC., 1988, 1995. ALL RIGHTS RESERVED.

# KACY/ACY

*Apt Elev* **75′**

N39 27.5 W074 34.6

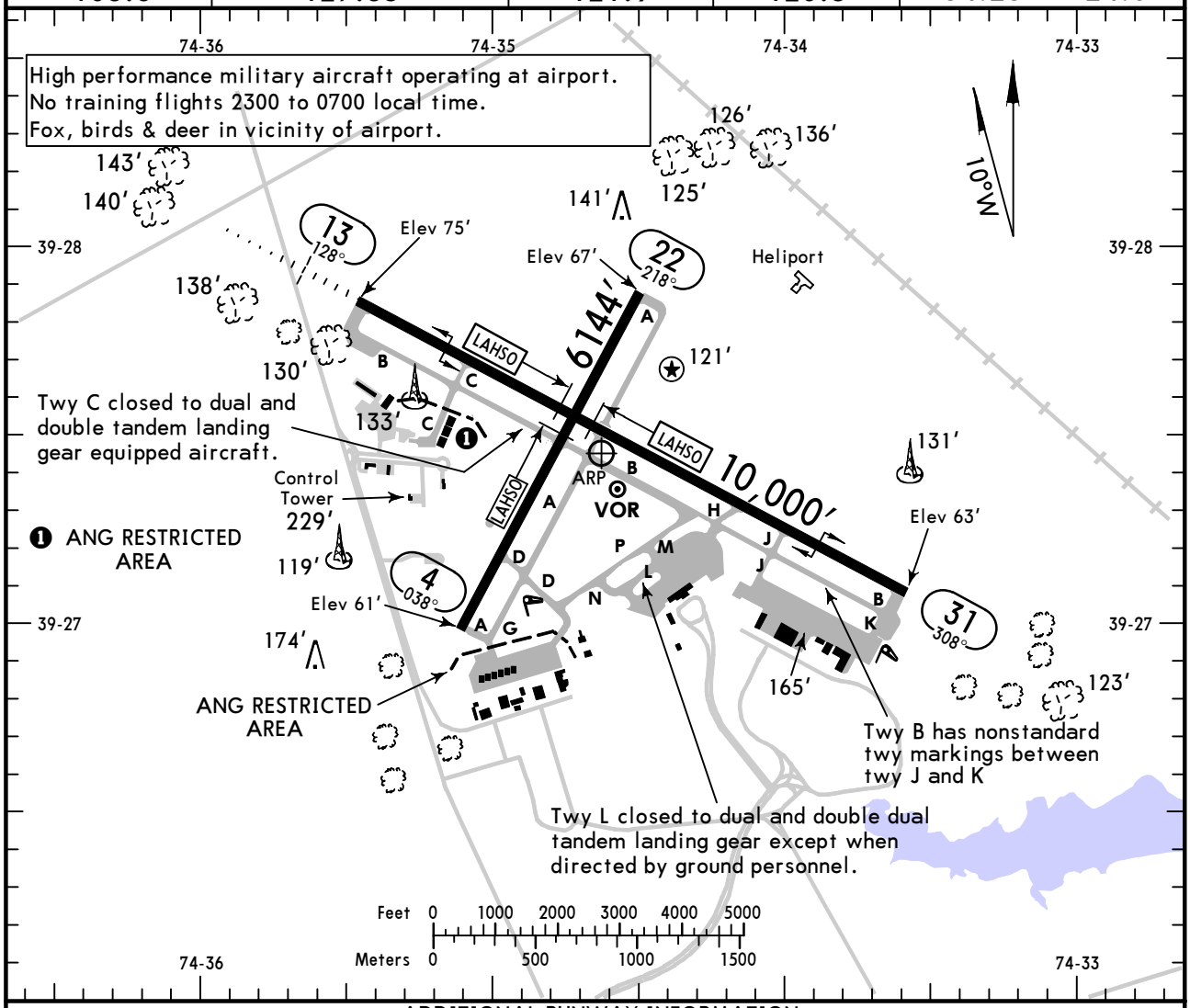
JEPPESEN

30 SEP 11 (11-1)

# ATLANTIC CITY, NJ

## ATLANTIC CITY INTL

| ATIS | ATLANTIC CITY Clearance | Ground | Tower | ATLANTIC CITY Departure (R) 310°-129° | 130°-309° |
|---|---|---|---|---|---|
| 108.6 | 127.85 | 121.9 | 120.3 | 134.25 | 124.6 |




### ADDITIONAL RUNWAY INFORMATION

| RWY | | | USABLE LENGTHS: LANDING BEYOND Threshold | Glide Slope | LAHSO Distance | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|---|---|
| 4 | ❷ HIRL PAPI-L (angle 3.0°) | grooved | | | 13/31 3550′ | | 150′ |
| 22 | ❷ HIRL VASI-L | grooved | | | | | |
| 13 ❸ | ❷ ❹ HIRL CL MALSR TDZ ❺ PAPI-L | RVR | | 8888′ | 4/22 3600′ | | 150′ |
| 31 | ❷ ❹ HIRL CL REIL ❺ PAPI-L | RVR | | 8980′ | 4/22 5750′ | | |

❷ All runway lights are pre-set medium intensity continuously except 5 min PPR.
❸ Grooved.
❹ Non-Standard. ❺ Angle 3.0°.

### TAKE-OFF

| Rwys 13, 31: Both RVRs are required & controlling: CL & HIRL | CL, or RCLM & HIRL | Adequate Vis Ref | STD: 3 & 4 Eng | 1 & 2 Eng | Rwys 4, 22: Adequate Vis Ref | STD: 3 & 4 Eng | 1 & 2 Eng |
|---|---|---|---|---|---|---|---|
| TDZ RVR 5<br>Rollout RVR 5 | TDZ RVR 10<br>Rollout RVR 10 | RVR 16 or 1/4 | RVR 24 or 1/2 | RVR 50 or 1 | 1/4 | 1/2 | 1 |

### FOR FILING AS ALTERNATE

| | ILS Rwy 13<br>ILS Rwy 31 | LOC Rwy 13<br>LOC DME Rwy 31 | RNAV (GPS) Rwy 4<br>RNAV (GPS) Y Rwy 13<br>RNAV (GPS) Rwy 22<br>RNAV (GPS) Y Rwy 31<br>RNAV (RNP) Z Rwy 13<br>RNAV (RNP) Z Rwy 31 | VOR Rwy 4<br>VOR DME Rwy 22<br>VOR Rwy 13<br>VOR Rwy 31<br>RADAR-1 | Copter ILS Rwy 13<br>Copter LOC DME Rwy 13 |
|---|---|---|---|---|---|
| A B C D | 600-2 | 800-2 | | | NA |

AMEND 0

*CHANGES:* Airport diagram revised.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

# KACY/ACY
## ATLANTIC CITY INTL

JEPPESEN

30 SEP 11 (11-1)

# ATLANTIC CITY, NJ
## ILS or LOC Rwy 13

BRIEFING STRIP ™

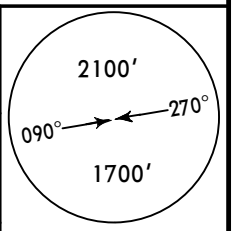
| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

| LOC IPVO | Final Apch Crs | GS MAYBN | ILS DA(H) | Apt Elev 75′ |
|---|---|---|---|---|
| 109.1 | 128° | 1600′ (1525′) | 275′ (200′) | TDZE 75′ |

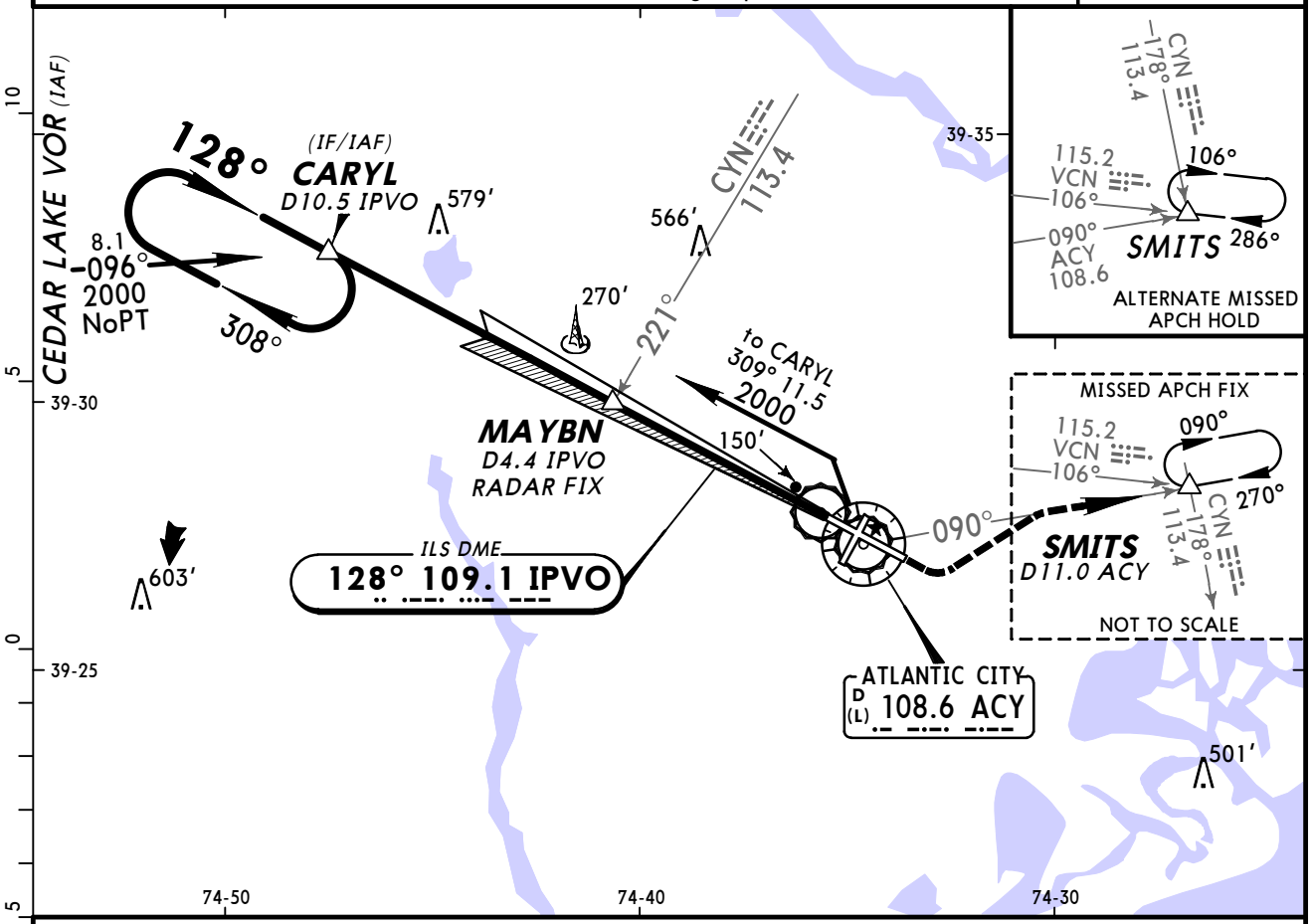
**MISSED APCH:** Climb to 600′ then climbing LEFT turn to 2000′ outbound via ACY VOR R-090 to SMITS INT/D11.0 ACY and hold.

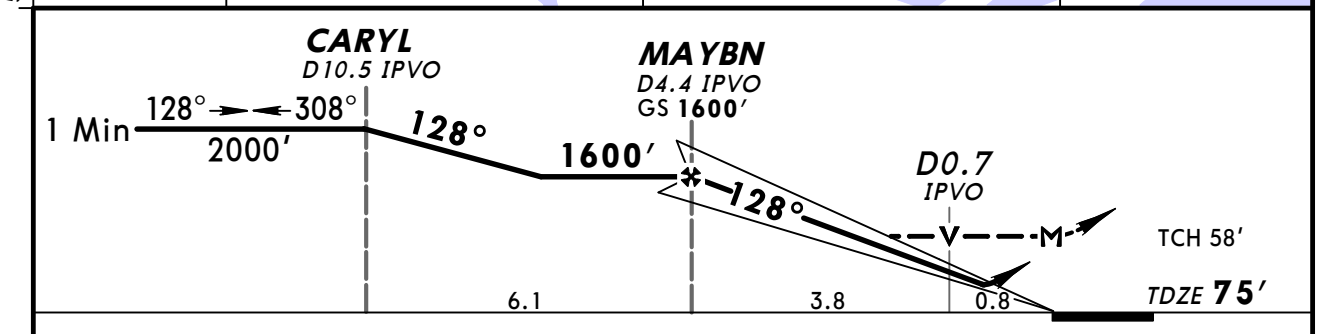
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. Use IPVO DME when on the LOC course. 2. VGSI and ILS glidepath not coincident.




MSA ACY VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAYBN to MAP | 4.6 | 3:57 | 3:04 | 2:46 | 2:18 | 1:58 | 1:43 |

| MALSR / PAPI | 600′ | 2000′ LT | ACY via 108.6 R-090 | SMITS |
|---|---|---|---|---|

STRAIGHT-IN LANDING RWY 13

| | ILS DA(H) 275′ (200′) | | | LOC (GS out) MDA(H) 400′ (325′) | | | CIRCLE-TO-LAND | |
|---|---|---|---|---|---|---|---|---|
| | FULL | TDZ or CL out | RAIL or ALS out | | RAIL out | ALS out | Max Kts | MDA(H) |
| A | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 50 or 1 | 90 | 540′ (465′)-1 |
| B | | | | | | | 120 | |
| C | | | | | | | 140 | 540′ (465′)-1 1/2 |
| D | | | | RVR 40 or 3/4 | RVR 50 or 1 | | 165 | 640′ (565′)-2 |

AMEND TERPS 8

*CHANGES:* None.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

# KACY/ACY
## ATLANTIC CITY INTL

JEPPESEN

19 SEP 08 (11-2) Eff 25 Sep

# ATLANTIC CITY, NJ
## ILS or LOC DME Rwy 31

| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

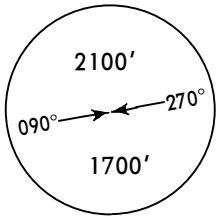
BRIEFING STRIP™

| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev 75′ |
|---|---|---|---|---|
| IACY 109.1 | 308° | PRSTY 1700′ (1637′) | 263′ (200′) | TDZE 63′ |

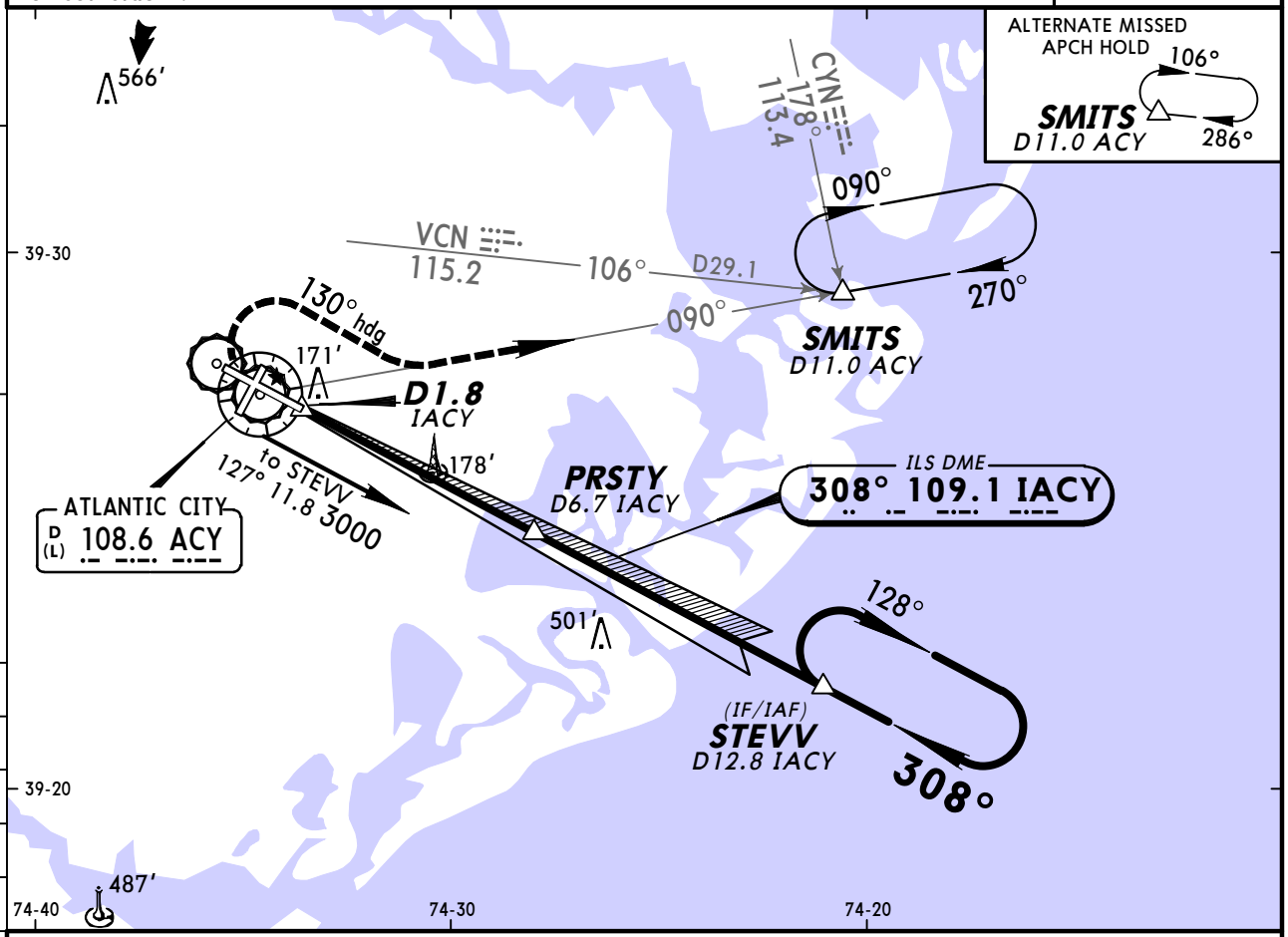
**MISSED APCH:** Climb to 500′, then climbing RIGHT turn to 2000′ via 130° heading and outbound via ACY VOR R-090 to SMITS INT/D11.0 ACY and hold.

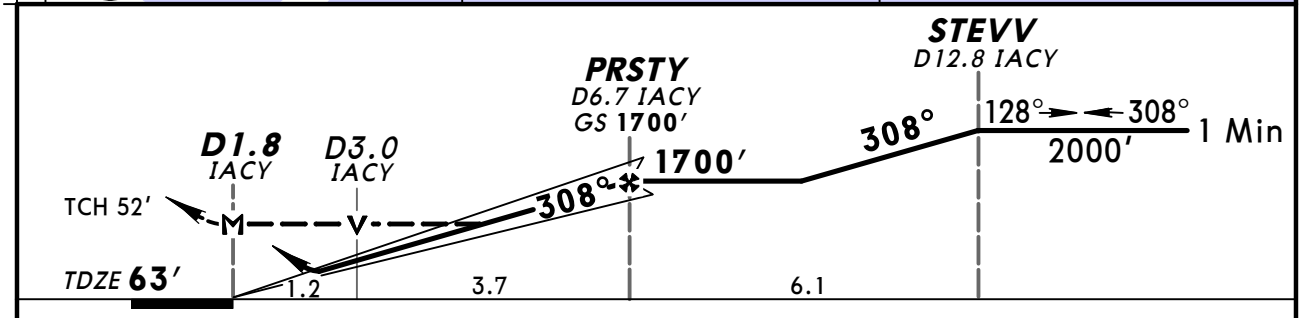
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. **DME required.** 2. Use IACY DME when on LOC course. 3. VGSI and ILS glidepath not coincident.




MSA ACY VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at D1.8 IACY | | | | | | | |

REIL
PAPI-L

500′ ↑

2000′ ↱ RT via 130° hdg

TERPS AMEND 0A

| STRAIGHT-IN LANDING RWY31 | | | CIRCLE-TO-LAND | |
|---|---|---|---|---|
| ILS DA(H) 263′ (200′) | | LOC (GS out) MDA(H) 520′ (457′) | Max Kts | MDA(H) |
| A | 3/4 | 1 | 90 | 540′ (465′) -1 |
| B | | | 120 | |
| C | | 1 1/4 | 140 | 540′ (465′) -1 1/2 |
| D | | 1 1/2 | 165 | 640′ (565′) -2 |

CHANGES: Procedure.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

# KACY/ACY
ATLANTIC CITY INTL

JEPPESEN
19 SEP 08
Eff 25 Sep

(11-3)

# ATLANTIC CITY, NJ
## COPTER ILS or LOC DME Rwy 13

BRIEFING STRIP TM

| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

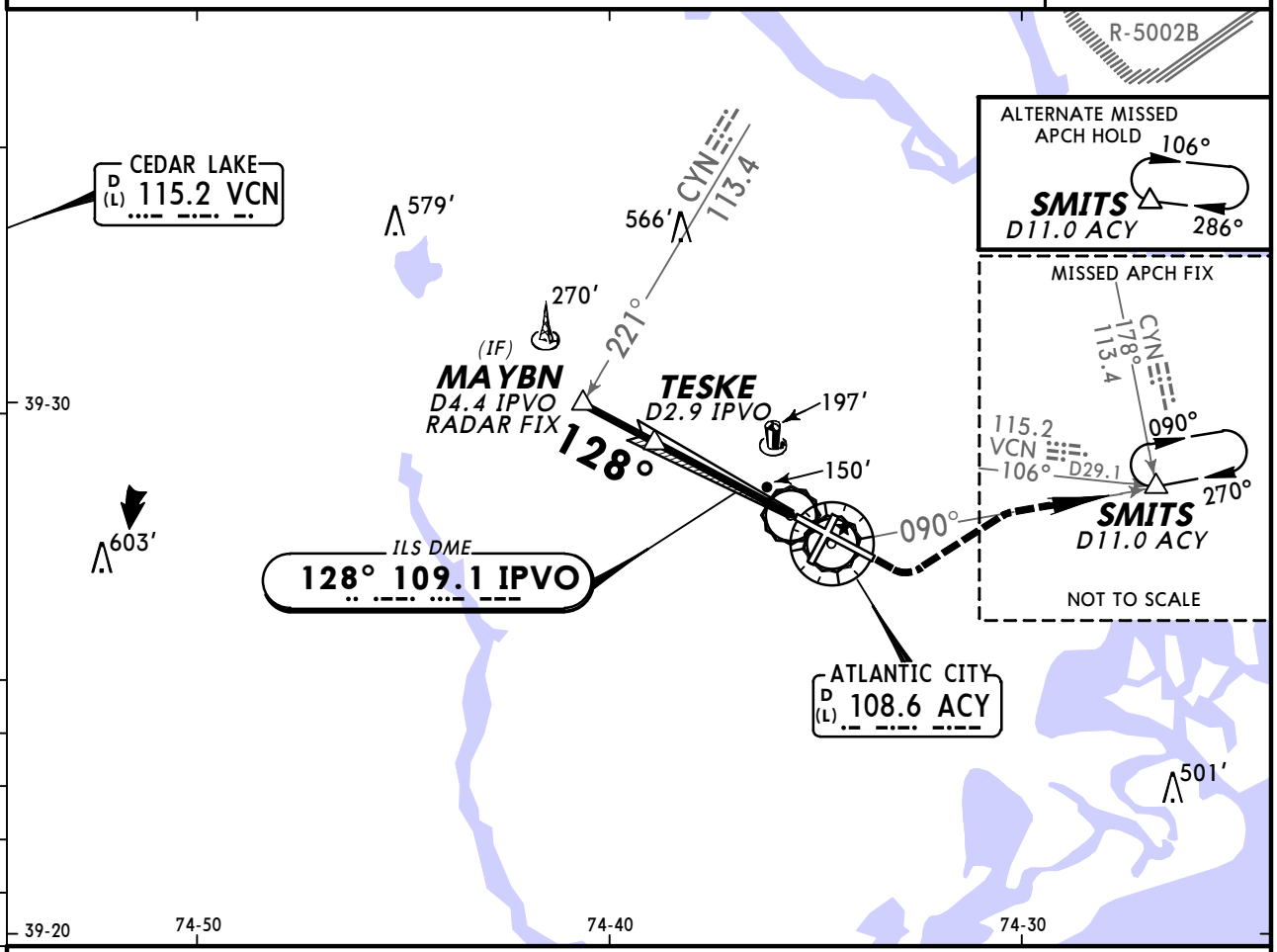
| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev 75′ |
|---|---|---|---|---|
| IPVO 109.1 | 128° | TESKE 1100′ (1025′) | 275′ (200′) | TDZE 75′ |

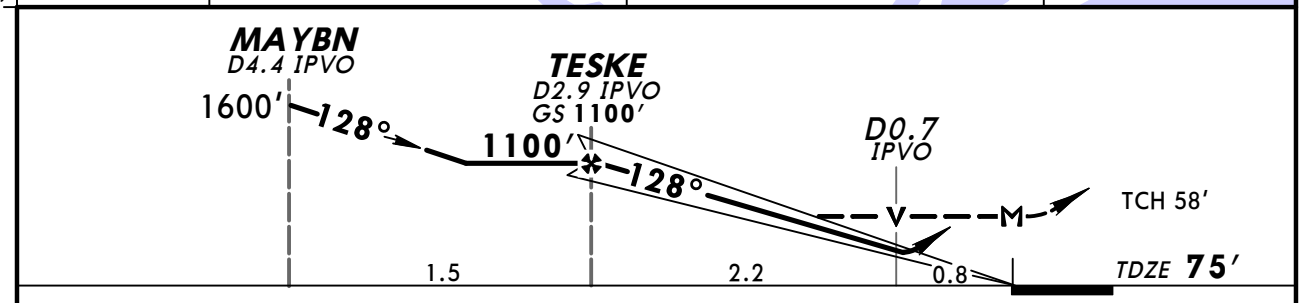
**MISSED APCH:** Climb to 600′ then climbing LEFT turn to 2000′ outbound via ACY VOR R-090 to SMITS INT/D11.0 ACY and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. **Radar required.** 2. VGSI and ILS glidepath not coincident.
3. Use IPVO DME when on the localizer course.

MSA ACY VOR: 2100′ (090°–270°), 1700′




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| TESKE to MAP | 3.0 | 2:34 | 2:00 | 1:48 | 1:30 | 1:17 | 1:08 |

MALSR / PAPI | 600′ | 2000′ LT via ACY 108.6 R-090 | SMITS

STRAIGHT-IN LANDING RWY 13

| | ILS DA(H) 275′ (200′) | | | LOC (GS out) MDA(H) 400′ (325′) | | |
|---|---|---|---|---|---|---|
| | FULL | TDZ or CL out | RAIL or ALS out | | RAIL out | ALS out |
| COPTER | RVR 12 or 1/4 | RVR 16 or 1/4 | RVR 24 or 1/2 | RVR 24 or 1/2 | | |

AMEND 1B
TERPS

*CHANGES:* Procedure.

© JEPPESEN, 2001, 2008. ALL RIGHTS RESERVED.

# KACY/ACY
## ATLANTIC CITY INTL

JEPPESEN

17 SEP 10 (12-1) Eff 23 Sep

# ATLANTIC CITY, NJ
## RNAV (GPS) Rwy 4

BRIEFING STRIP™

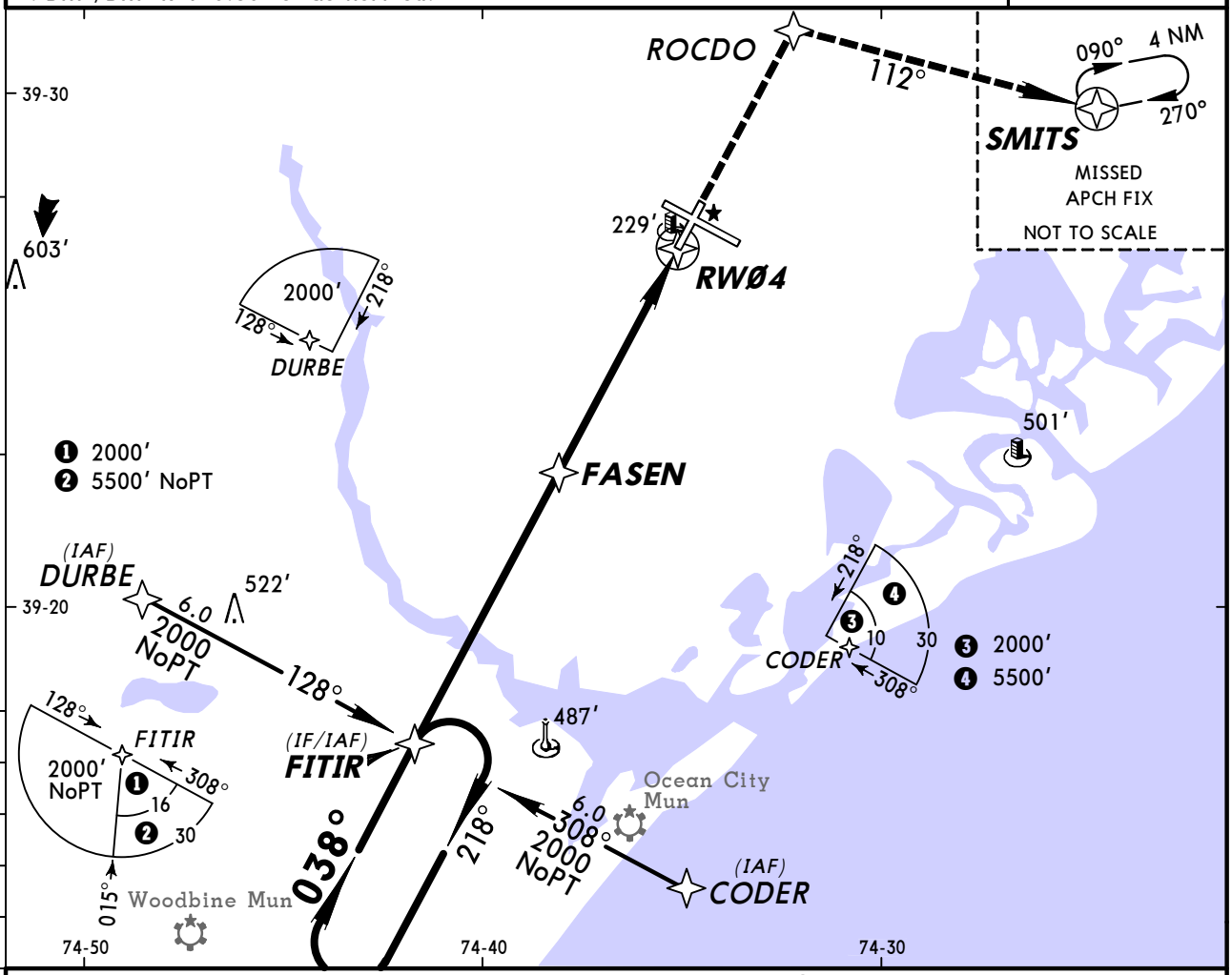
| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

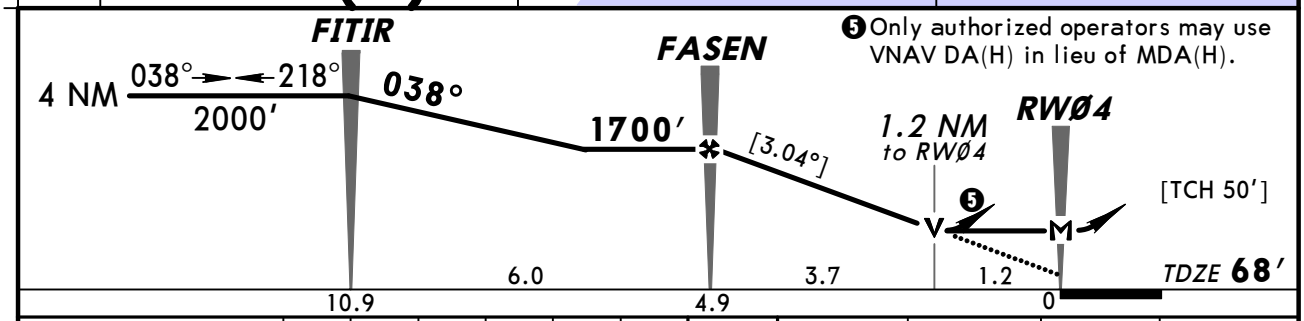
| RNAV | Final Apch Crs | Minimum Alt FASEN | LNAV MDA(H) | Apt Elev 75′ TDZE 68′ | TAA 30 NM IAF |
|---|---|---|---|---|---|
| | 038° | 1700′ (1632′) | 480′ (412′) | | |

**MISSED APCH:** Climb to 2000′ direct ROCDO and via 112° track to SMITS and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 |
| MAP at RWØ4 | | | | | | |

PAPI-L  2000′  ROCDO

| STRAIGHT-IN LANDING RWY 4 | | CIRCLE-TO-LAND | |
|---|---|---|---|
| LNAV MDA(H) 480′ (412′) | | Max Kts | MDA(H) |
| A | 1 | 90 | 540′(465′)-1 |
| B | | 120 | |
| C | 1¼ | 140 | 540′(465′)-1½ |
| D | | 165 | 640′(565′)-2 |

AMEND 1A

TERPS

CHANGES: Note.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

# KACY/ACY
## ATLANTIC CITY INTL

JEPPESEN

17 SEP 10
**Eff 23 Sep**

(12-2)

# ATLANTIC CITY, NJ
## RNAV (GPS) Y Rwy 13

BRIEFING STRIP™

| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

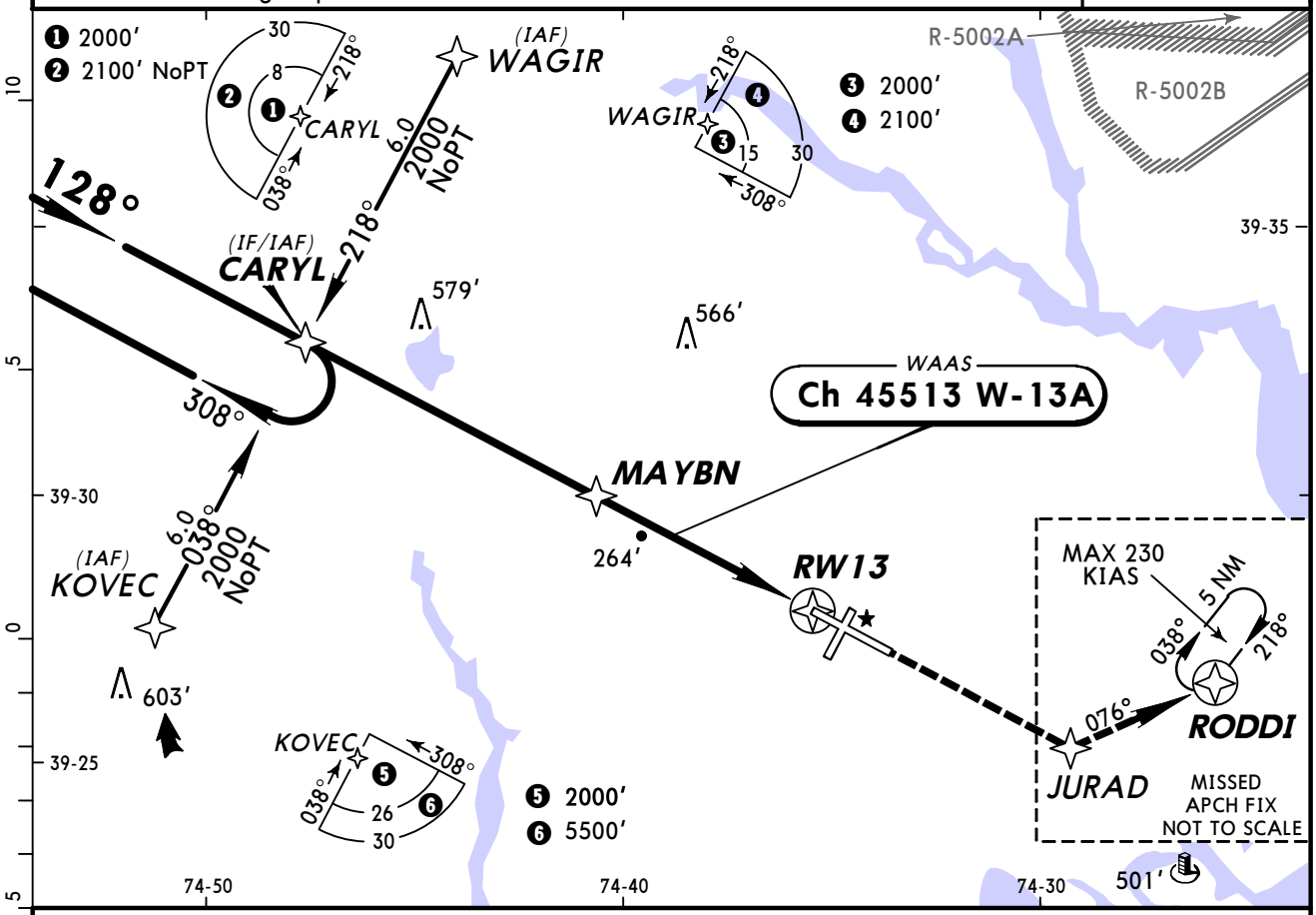
| WAAS | Final Apch Crs | Minimum Alt | LPV DA(H) | Apt Elev 75′ |
|---|---|---|---|---|
| Ch 45513 W-13A | 128° | MAYBN 1600′ (1525′) | 275′ (200′) | TDZE 75′ |

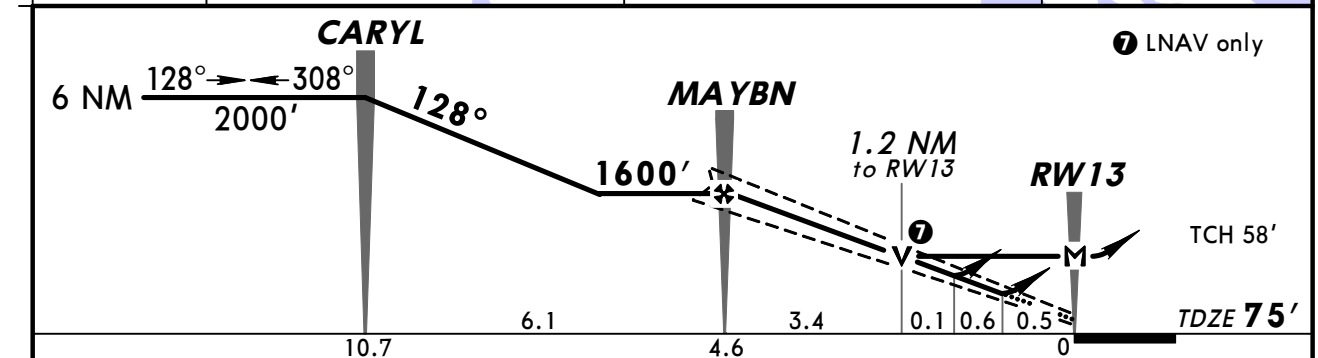
**MISSED APCH:** Climb to 2000′ direct JURAD and on track 076° to RODDI and hold.

TAA 30 NM IAF

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.
3. VGSI and RNAV glidepath not coincident.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | |
| MAP at RW13 | | | | | | |

MALSR PAPI  2000′  JURAD

STRAIGHT-IN LANDING RWY 13

| | LPV DA(H) 275′ (200′) | | LNAV/VNAV DA(H) 475′ (400′) | | LNAV MDA(H) 520′ (445′) | | | CIRCLE-TO-LAND | |
|---|---|---|---|---|---|---|---|---|---|
| | | RAIL or ALS out | | RAIL or ALS out | | RAIL out | ALS out | Max Kts. | MDA(H) |
| A | RVR 24 or ½ | RVR 40 or ¾ | RVR 40 or ¾ | RVR 60 or 1¼ | RVR 24 or ½ | RVR 40 or ¾ | RVR 50 or 1 | 90 | 540′ (465′) -1 |
| B | | | | | | | | 120 | |
| C | | | | | RVR 40 or ¾ | RVR 60 or 1¼ | | 140 | 540′ (465′) -1½ |
| D | | | | | RVR 50 or 1 | 1½ | | 165 | 640′ (565′) -2 |

TERPS AMEND 4 23 SEP 2010

*CHANGES:* Procedure.

© JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

# ATLANTIC CITY, NJ
# RNAV (GPS) Rwy 22

| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

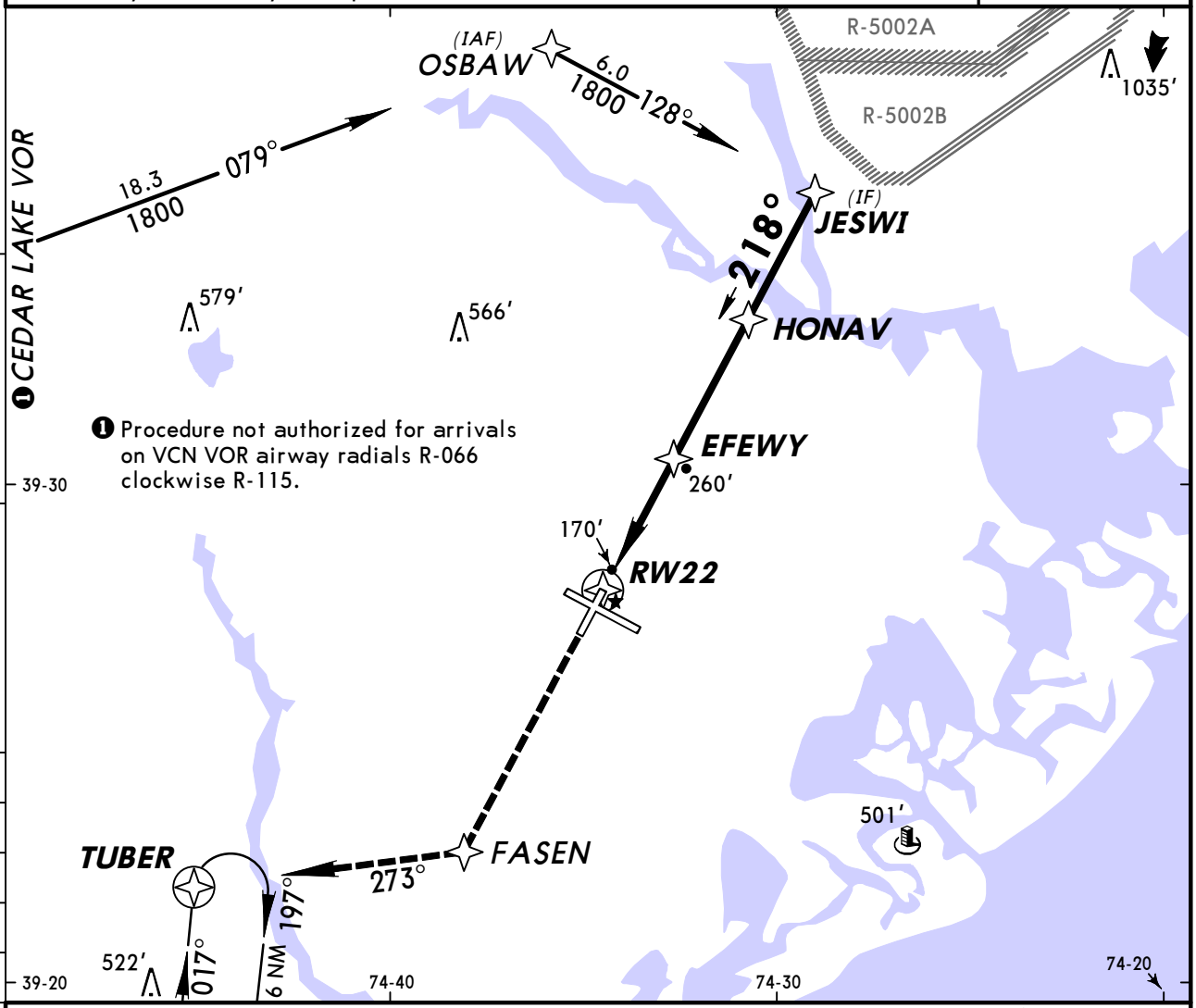
| RNAV | Final Apch Crs | Minimum Alt EFEWY | LNAV MDA(H) | Apt Elev 75′ |
|---|---|---|---|---|
| | 218° | 1100′ (1032′) | 440′ (372′) | TDZE 68′ |

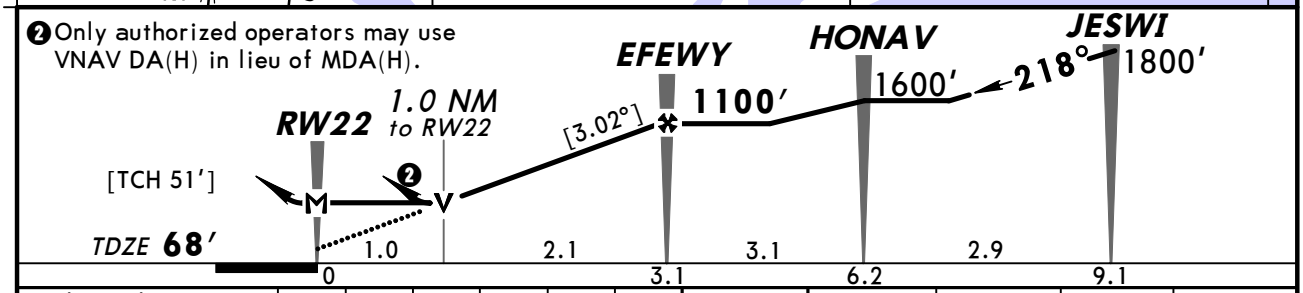
**MISSED APCH:** Climb to 2000′ direct FASEN and on track 273° to TUBER and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′
**1. Radar required, when R-5002B is active.** 2. DME/DME RNP-0.30 not authorized.
3. Visibility reduction by helicopters not authorized.

2100′
MSA RW22

BRIEFING STRIP™




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.02°] | 374 | 481 | 534 | 641 | 748 | 855 |
| | | | | | | |
| MAP at RW22 | | | | | | |

VASI-L  2000′  FASEN

| STRAIGHT-IN LANDING RWY 22 LNAV MDA(H) 440′ (372′) | | CIRCLE-TO-LAND Max Kts | MDA(H) |
|---|---|---|---|
| A | 1 | 90 | 540′(465′)-1 |
| B | | 120 | |
| C | | 140 | 540′(465′)-1½ |
| D | 1¼ | 165 | 640′(565′)-2 |

TERPS AMEND 3 23 SEP 2010

*CHANGES:* Procedure.

© JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

# KACY/ACY
## ATLANTIC CITY INTL

JEPPESEN
17 SEP 10
Eff 23 Sep
(12-4)

# ATLANTIC CITY, NJ
## RNAV (GPS) Y Rwy 31

BRIEFING STRIP ™

| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

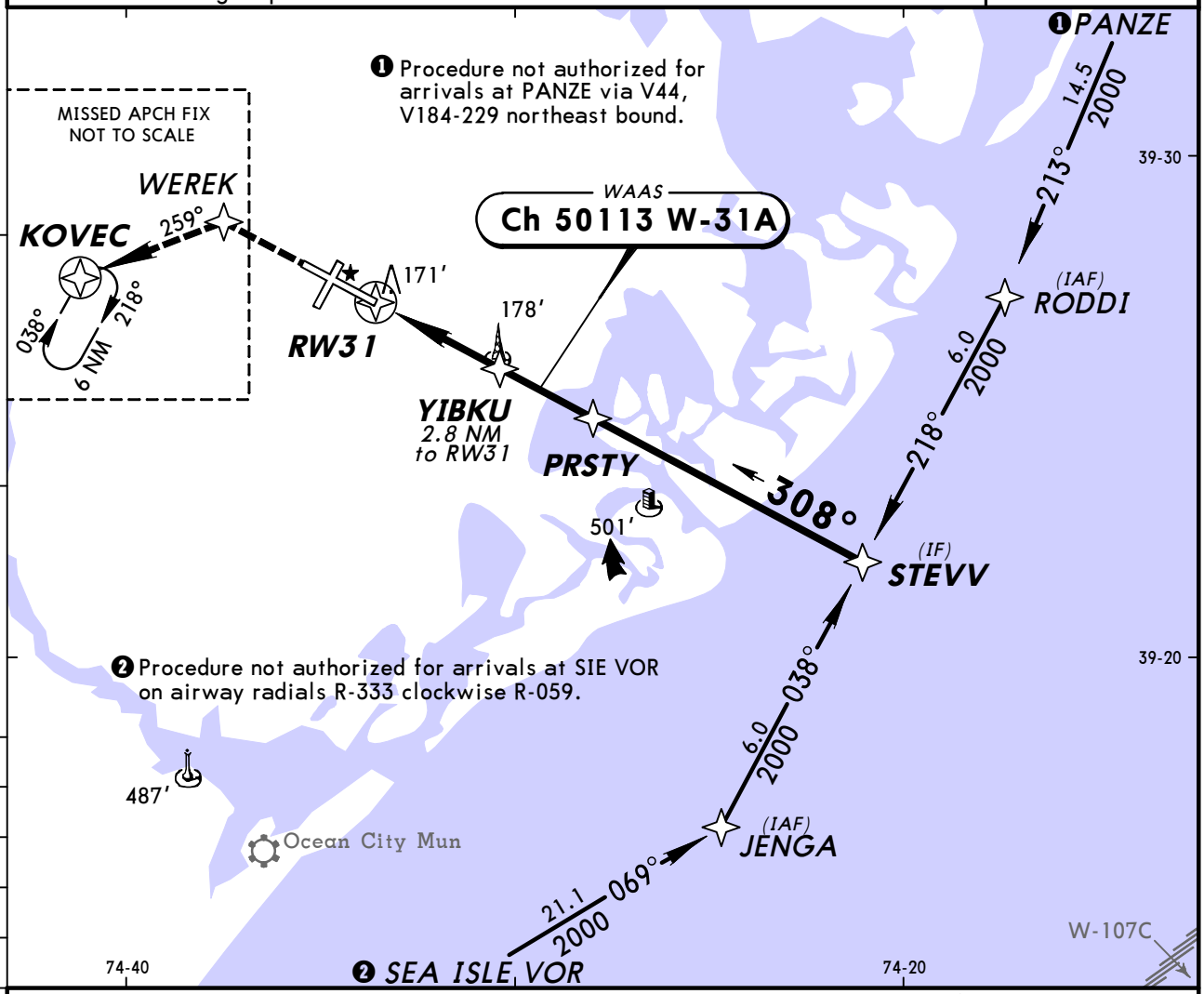
| WAAS | Final Apch Crs | Minimum Alt | LPV DA(H) | Apt Elev 75′ |
|---|---|---|---|---|
| Ch 50113 W-31A | 308° | PRSTY 1700′ (1637′) | 263′ (200′) | TDZE 63′ |

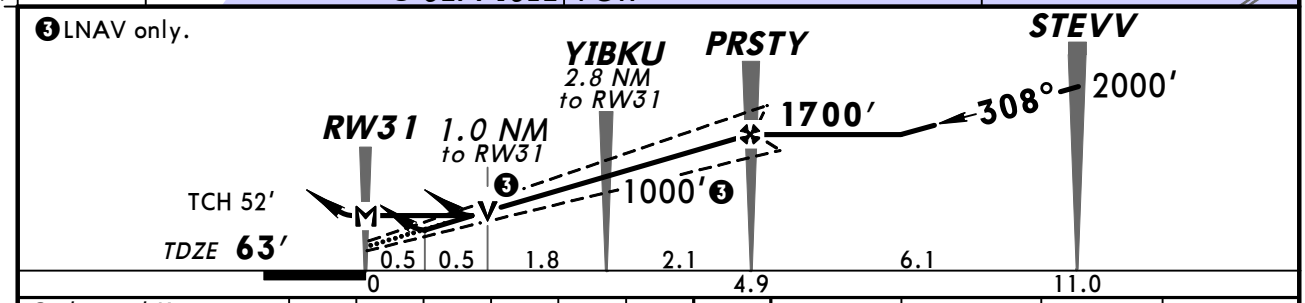
**MISSED APCH:** Climb to 2000′ direct WEREK and on track 259° to KOVEC and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F).
3. VGSI and RNAV glidepath not coincident.

2100′
MSA RW31




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at RW31 | | | | | | |

REIL
PAPI-L
2000′
WEREK

STRAIGHT-IN LANDING RWY 31

| | LPV DA(H) 263′ (200′) | LNAV/VNAV DA(H) 421′ (358′) | LNAV MDA(H) 440′ (377′) |
|---|---|---|---|
| A | RVR 40 or ¾ | RVR 60 or 1¼ | RVR 50 or 1 |
| B | | | |
| C | | | |
| D | | | RVR 60 or 1¼ |

CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 540′(465′) - 1 |
| 120 | |
| 140 | 540′(465′) - 1½ |
| 165 | 640′(565′) - 2 |

TERPS AMEND 3 23 SEP 2010

CHANGES: Procedure.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

# KACY/ACY
## ATLANTIC CITY INTL

JEPPESEN

24 JUN 11 (12-20)

# ATLANTIC CITY, NJ
## RNAV (RNP) Z Rwy 13

BRIEFING STRIP ™

| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

| RNAV | Final Apch Crs | Minimum Alt MAYBN | RNP 0.30 DA(H) | Apt Elev 75′ TDZE 75′ |
|---|---|---|---|---|
| | 128° | 1600′ (1525′) | 437′ (362′) | |

**MISSED APCH:** Climb to 2000′ on track 128° to JURAD and on track 076° to RODDI and hold.

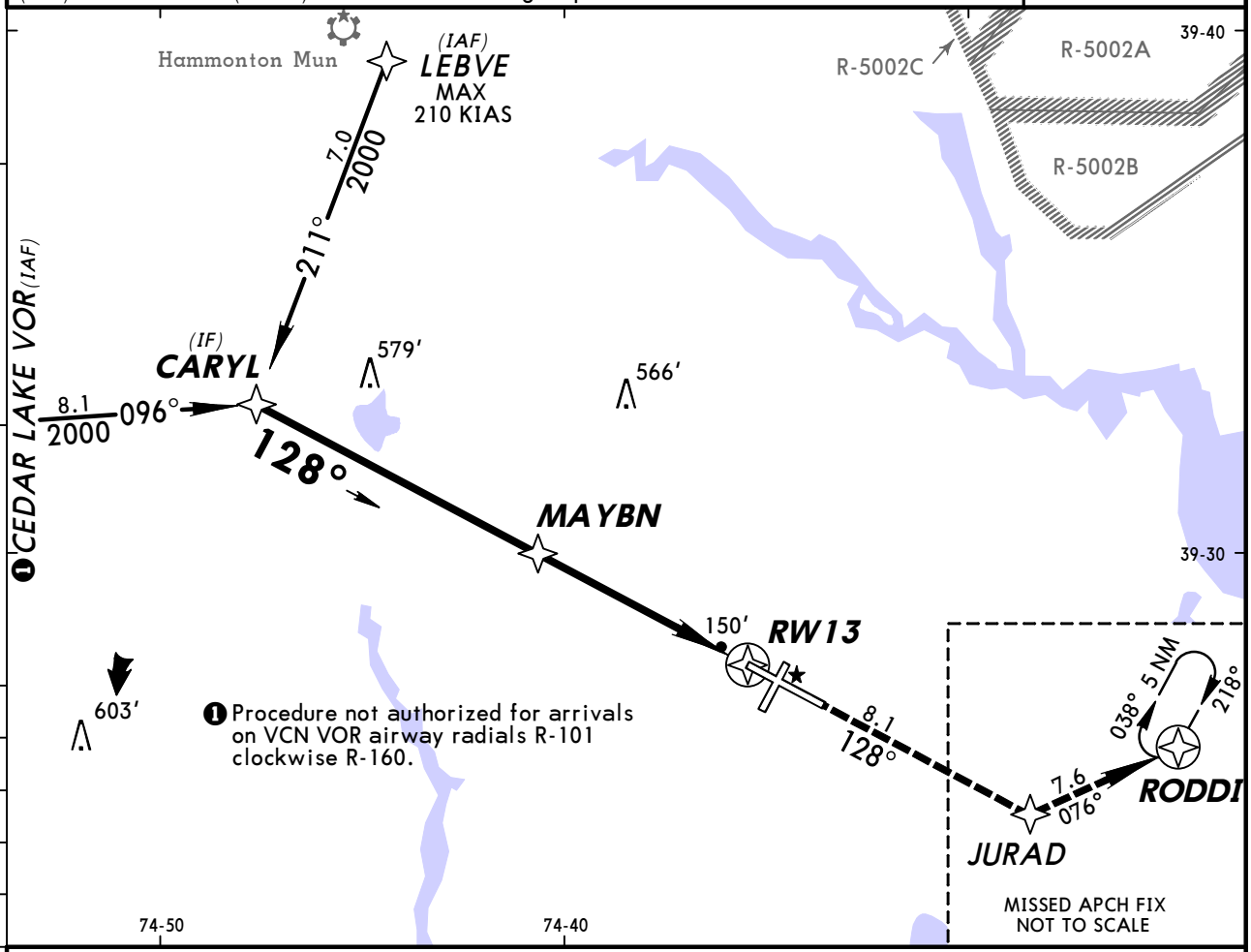
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

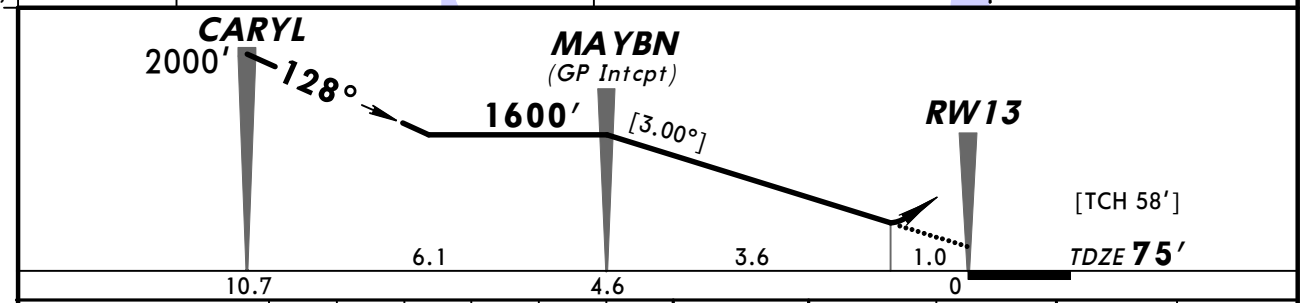
**1. AUTHORIZATION REQUIRED. 2. GPS required.**

3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (6°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

2100′

MSA RW13




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | |
| MAP at DA | | | | | | |

MALSR PAPI 2000′ on 128° JURAD

STRAIGHT-IN LANDING RWY 13
**RNP 0.30**
DA(H) **437′** (362′)

| | | RAIL or ALS out |
|---|---|---|
| A | RVR 40 or ¾ | RVR 60 or 1¼ |
| B | | |
| C | | |
| D | | |

TERPS AMEND 0A 30 JUN 2011

*CHANGES:* Procedure authorization note.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

# KACY/ACY
## ATLANTIC CITY INTL

JEPPESEN

24 JUN 11 (12-21)

# ATLANTIC CITY, NJ
## RNAV (RNP) Z Rwy 31

BRIEFING STRIP ™

| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

| RNAV | Final Apch Crs | Minimum Alt | RNP 0.30 DA(H) | Apt Elev 75′ |
|---|---|---|---|---|
| | 308° | PRSTY 1700′ (1637′) | 401′ (338′) | TDZE 63′ |

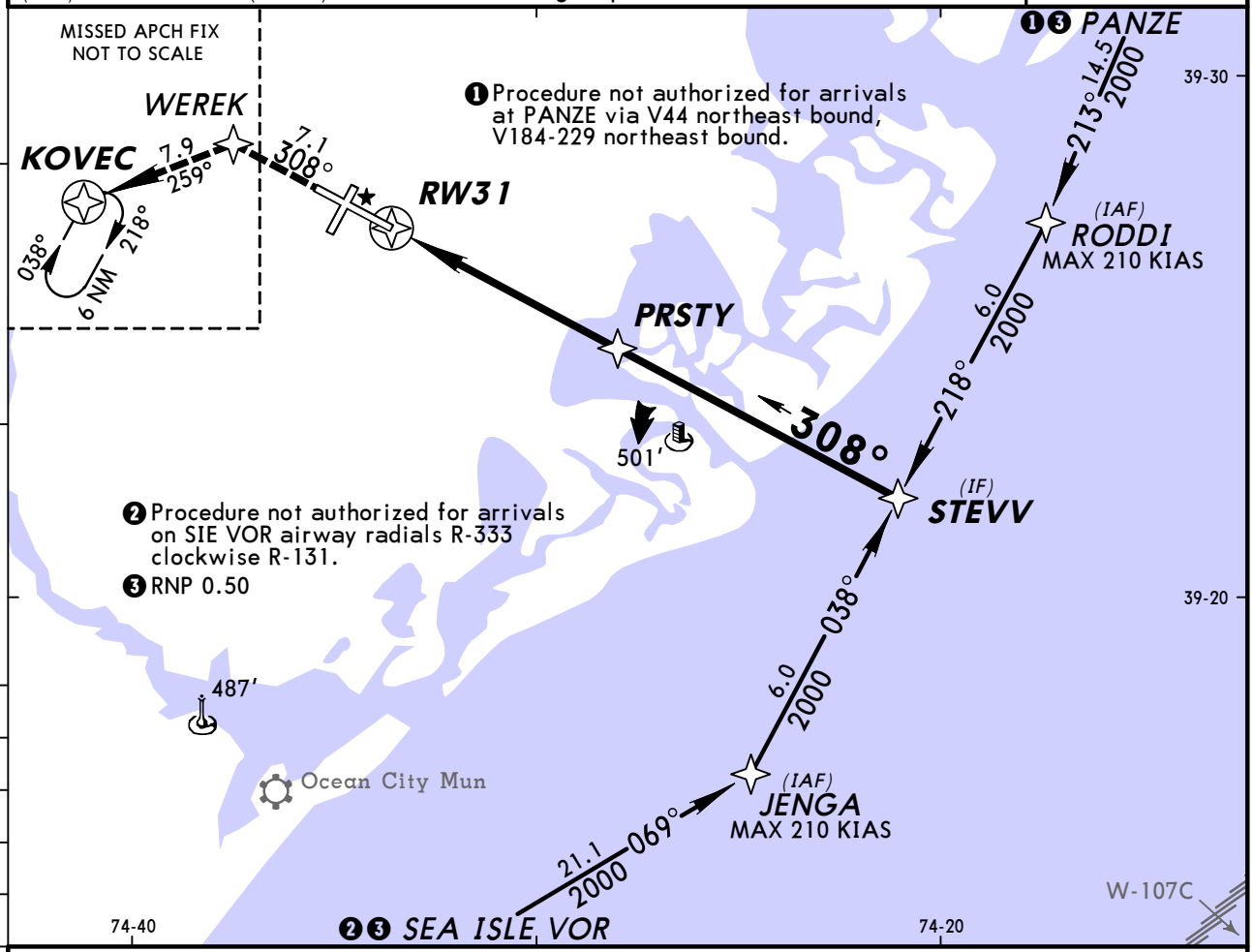
**MISSED APCH:** Climb to 2000′ on track 308° to WEREK and on track 259° to KOVEC and hold.

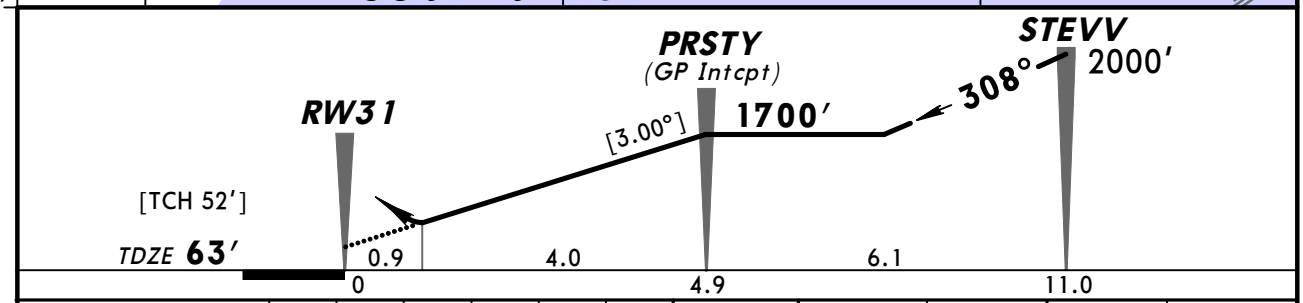
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. AUTHORIZATION REQUIRED. 2. GPS required.**
3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (6°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

2100′

MSA RW31




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | |
| MAP at DA | | | | | | |

REIL
PAPI-L

2000′ on 308°

WEREK

STRAIGHT-IN LANDING RWY 31

**RNP 0.30**

DA(H) **401′** (338′)

| | |
|---|---|
| A | RVR 60 or 1¼ |
| B | |
| C | |
| D | |

TERPS AMEND 0A 30 JUN 2011

*CHANGES:* Procedure authorization note.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

# KACY/ACY
## ATLANTIC CITY INTL

JEPPESEN

19 SEP 08 (13-1) Eff 25 Sep

# ATLANTIC CITY, NJ
## VOR Rwy 4

BRIEFING STRIP ™

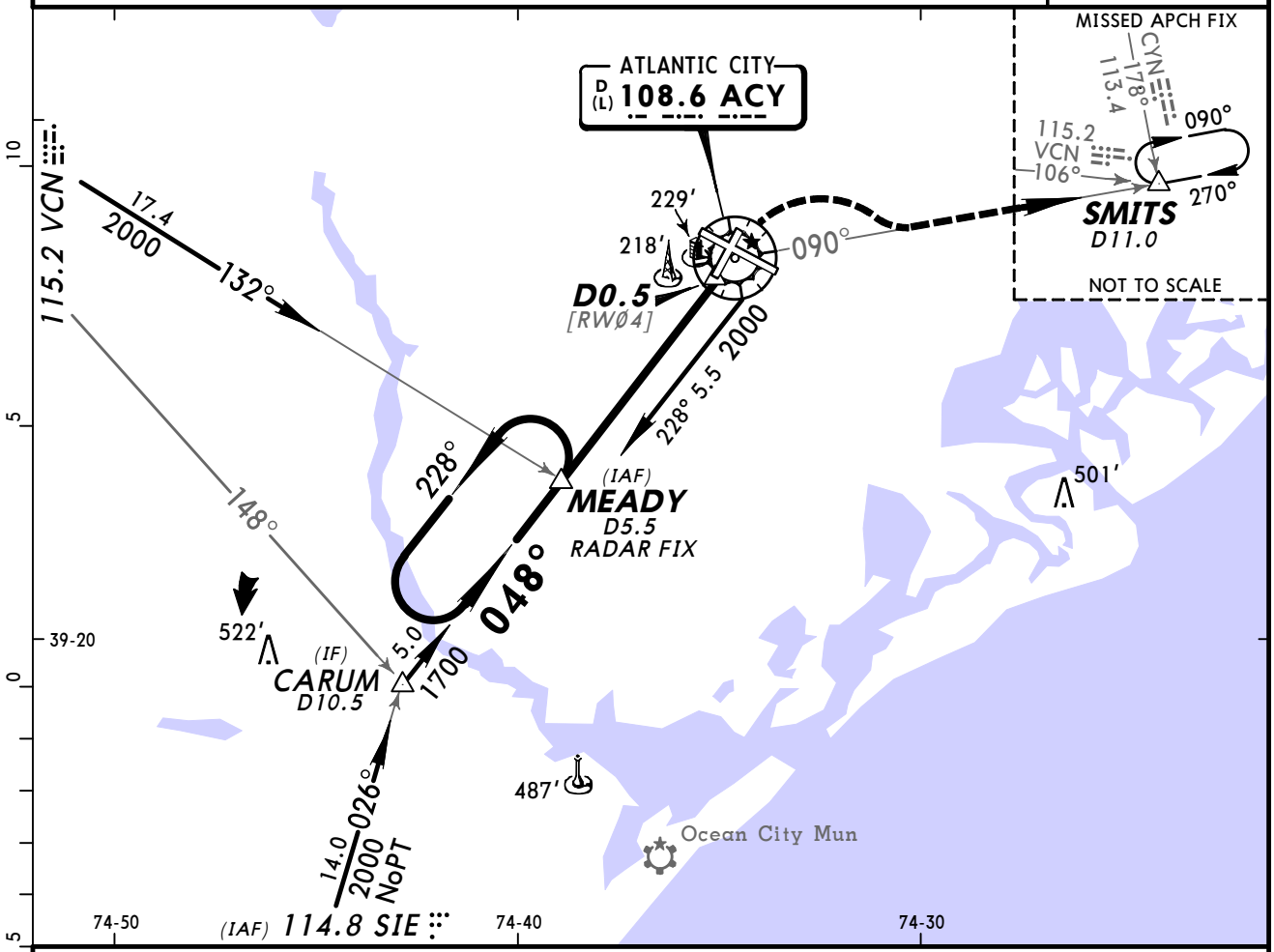
| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

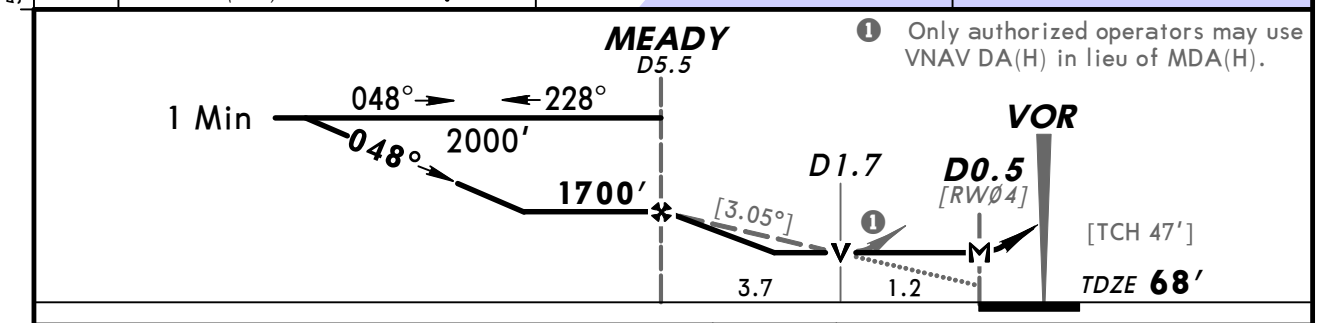
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 75′ |
|---|---|---|---|---|
| ACY 108.6 | 048° | MEADY 1700′ (1632′) | 480′ (412′) | TDZE 68′ |

**MISSED APCH:** Climbing RIGHT turn to 2000′ outbound via ACY VOR R-090 to SMITS INT/D11.0 and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA ACY VOR: 2100′ (090°–270°), 1700′




❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent angle | [3.05°] | 378 | 486 | 540 | 648 | 755 | 863 |
| MAP at D0.5 or MEADY to MAP | 4.9 | 4:12 | 3:16 | 2:56 | 2:27 | 2:06 | 1:50 |

PAPI-L | 2000′ RT | ACY via 108.6 R-090 | SMITS

| STRAIGHT-IN LANDING RWY 4 | | CIRCLE-TO-LAND | |
|---|---|---|---|
| MDA(H) 480′ (412′) | | Max Kts | MDA(H) |
| A | 1 | 90 | 540′ (465′) -1 |
| B | | 120 | |
| C | 1¼ | 140 | 540′ (465′) - 1½ |
| D | | 165 | 640′ (565′) -2 |

TERPS AMEND 15A

*CHANGES:* Missed approach.

© JEPPESEN, 1999, 2008. ALL RIGHTS RESERVED.

# KACY/ACY
## ATLANTIC CITY INTL

JEPPESEN

19 SEP 08 (13-2) Eff 25 Sep

# ATLANTIC CITY, NJ
## VOR Rwy 13

BRIEFING STRIP ™

| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 75′ |
|---|---|---|---|---|
| ACY 108.6 | 133° | BURDK 1600′ (1525′) | 480′ (405′) | TDZE 75′ |

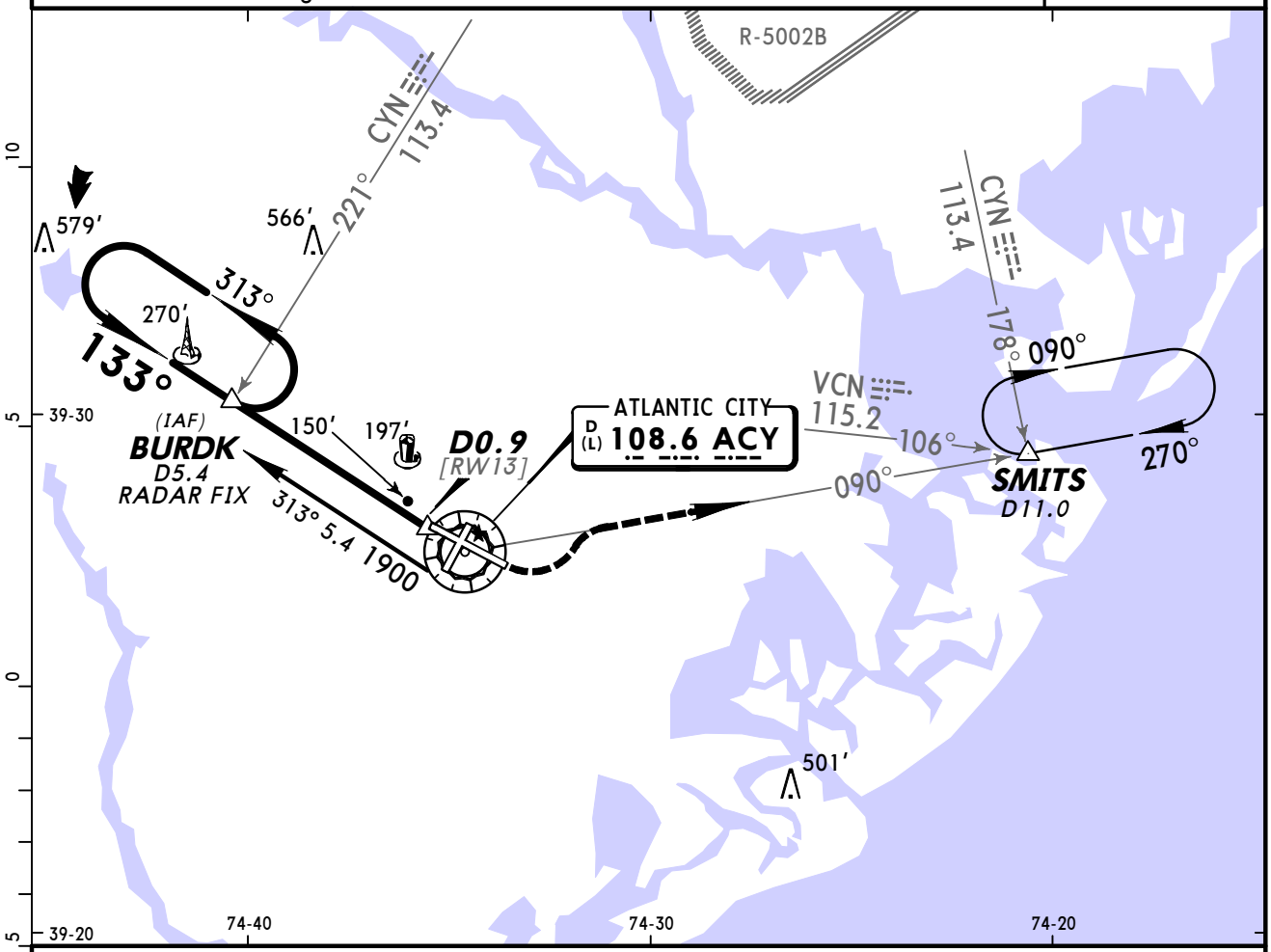
**MISSED APCH:** Climbing LEFT turn to 2000′ outbound via ACY VOR R-090 to SMITS INT/D11.0 and hold.

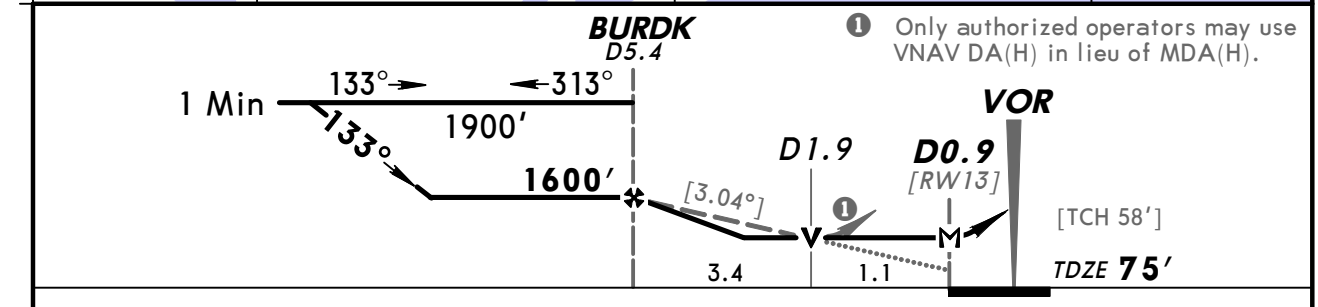
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. VGSI and descent angles not coincident.

2100′ 090° 270° 1700′

MSA ACY VOR




❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 |
| MAP at D0.9 or BURDK to MAP 4.5 | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | 1:41 |

MALSR PAPI

2000′ LT via ACY 108.6 R-090 SMITS

TERPS AMEND 4A

STRAIGHT-IN LANDING RWY 13

MDA(H) 480′(405′)

| | | RAIL out | ALS out |
|---|---|---|---|
| A | RVR 24 or ½ | RVR 40 or ¾ | RVR 50 or 1 |
| B | | | |
| C | RVR 40 or ¾ | RVR 60 or 1¼ | |
| D | RVR 50 or 1 | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 540′ (465′)-1 |
| 120 | |
| 140 | 540′ (465′)-1½ |
| 165 | 640′ (565′)-2 |

CHANGES: Missed approach, note added.

© JEPPESEN, 1999, 2008. ALL RIGHTS RESERVED.

# KACY/ACY
## ATLANTIC CITY INTL

JEPPESEN

19 SEP 08 (13-3) Eff 25 Sep

# ATLANTIC CITY, NJ
## VOR DME Rwy 22

BRIEFING STRIP TM

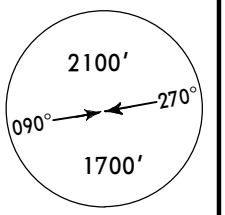
| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev / TDZE |
|---|---|---|---|---|
| ACY 108.6 | 207° | JANBI 1100′ (1032′) | 400′ (332′) | Apt Elev 75′ / TDZE 68′ |

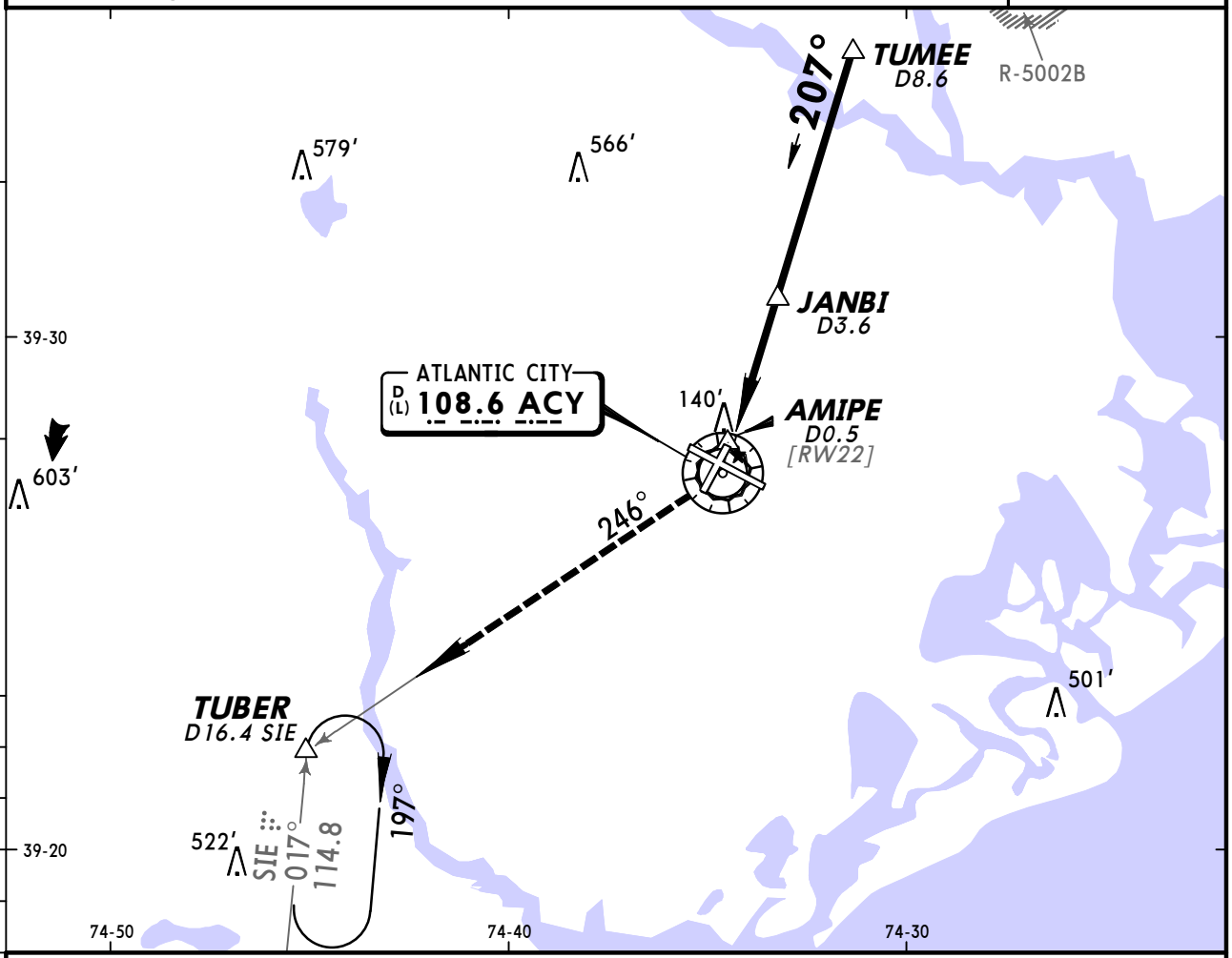
**MISSED APCH:** Climb to 500′ then climbing RIGHT turn to 2000′ outbound via ACY VOR R-246 to TUBER INT/D16.4 SIE and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

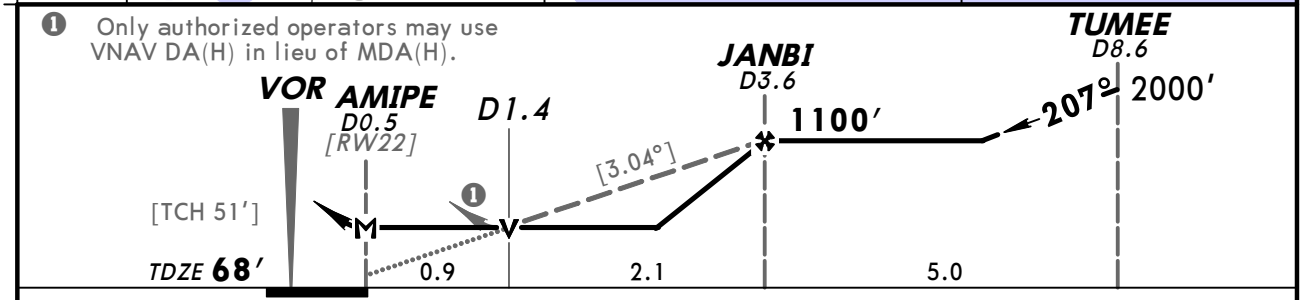
**1. RADAR required.**




MSA ACY VOR




❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 |
| MAP at AMIPE | | | | | | |

VASI-L | 500′ | 2000′ RT | ACY via 108.6 R-246 | TUBER

| STRAIGHT-IN LANDING RWY 22 | | CIRCLE-TO-LAND | |
|---|---|---|---|
| MDA(H) 400′(332′) | | Max Kts | MDA(H) |
| A | 1 | 90 | 540′(465′)-1 |
| B | | 120 | |
| C | | 140 | 540′(465′)-1½ |
| D | | 165 | 640′(565′)-2 |

TERPS AMEND 6

*CHANGES:* Charted obstructions.

© JEPPESEN, 1999, 2008. ALL RIGHTS RESERVED.

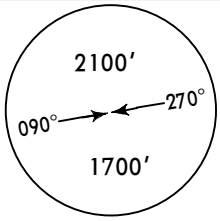
BRIEFING STRIP TM

| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

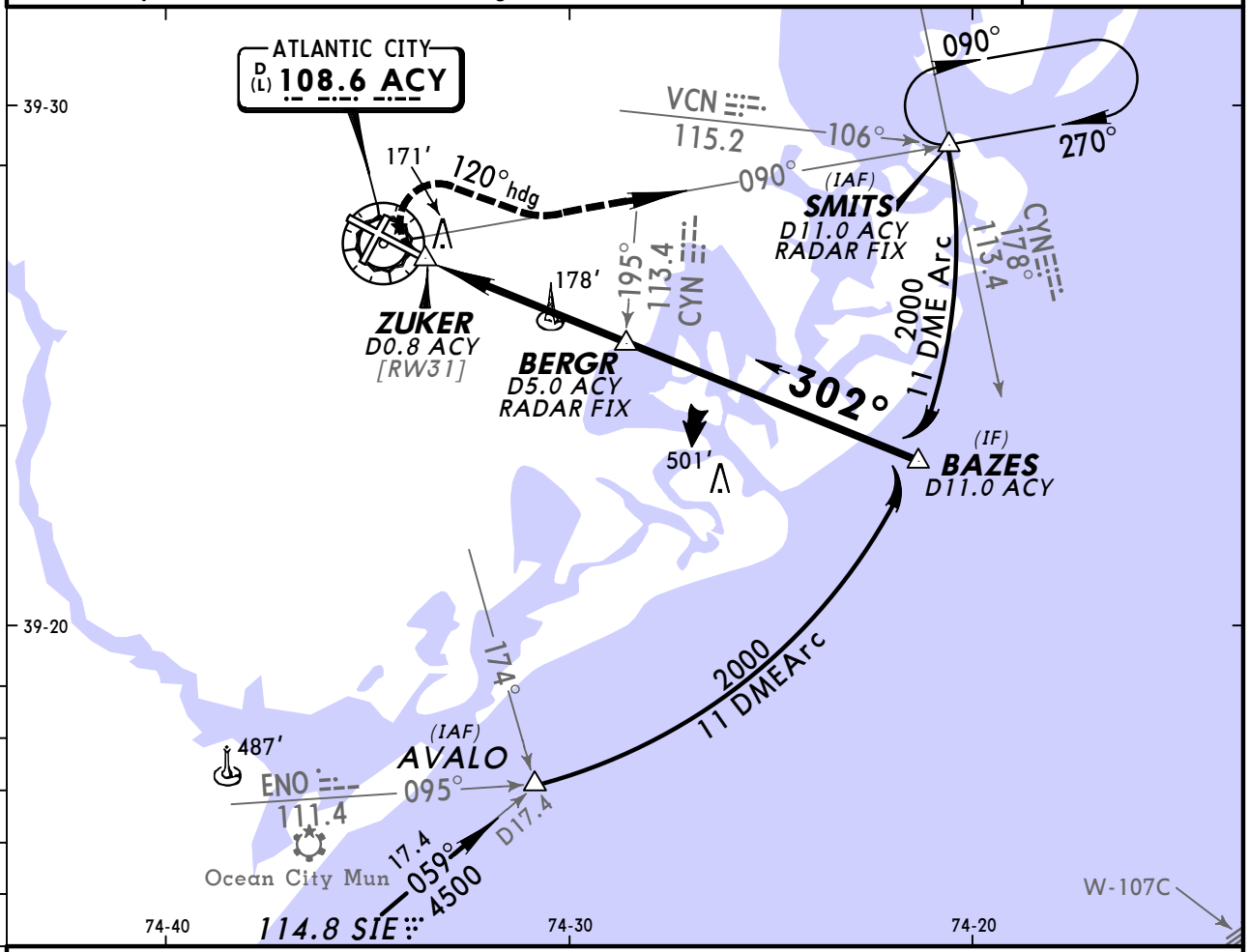
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 75′ |
|---|---|---|---|---|
| ACY 108.6 | 302° | BERGR 1500′ (1437′) | 480′ (417′) | TDZE 63′ |

**MISSED APCH:** Climbing RIGHT turn to 2000′ via 120° heading and outbound via ACY VOR-090 to SMITS INT/D11.0 and hold.

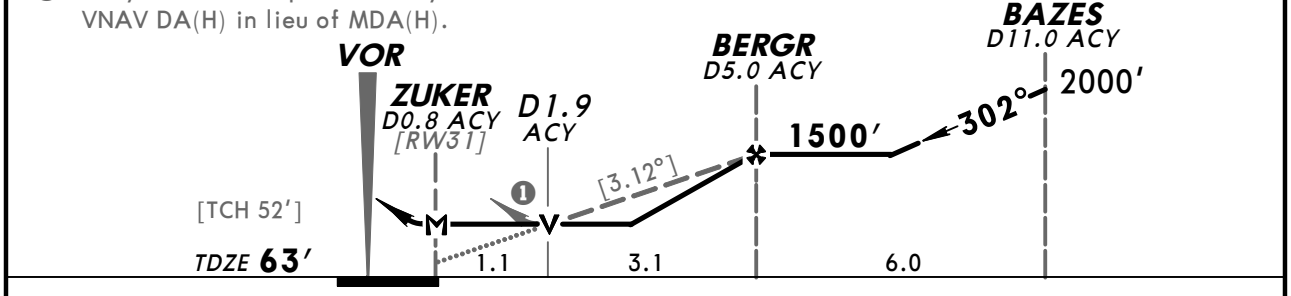
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′
**1. DME required.** 2. VGSI and descent angles not coincident.



MSA ACY VOR




❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.12°] | 386 | 497 | 552 | 662 | 773 | 883 |
| MAP at ZUKER or BERGR to MAP 4.2 | 3:36 | 2:48 | 2:31 | 2:06 | 1:48 | 1:35 |

| REIL PAPI-L | 2000′ RT | via 120° hdg | and ACY 108.6 R-090 | SMITS |
|---|---|---|---|---|

TERPS AMEND 1

| STRAIGHT-IN LANDING RWY 31 | | CIRCLE-TO-LAND | |
|---|---|---|---|
| MDA(H) 480′(417′) | | Max Kts | MDA(H) |
| A | 1 | 90 | 540′(465′)-1 |
| B | | 120 | |
| C | 1¼ | 140 | 540′(465′)-1½ |
| D | | 165 | 640′(565′)-2 |

CHANGES: Procedure.

© JEPPESEN, 1999, 2008. ALL RIGHTS RESERVED.

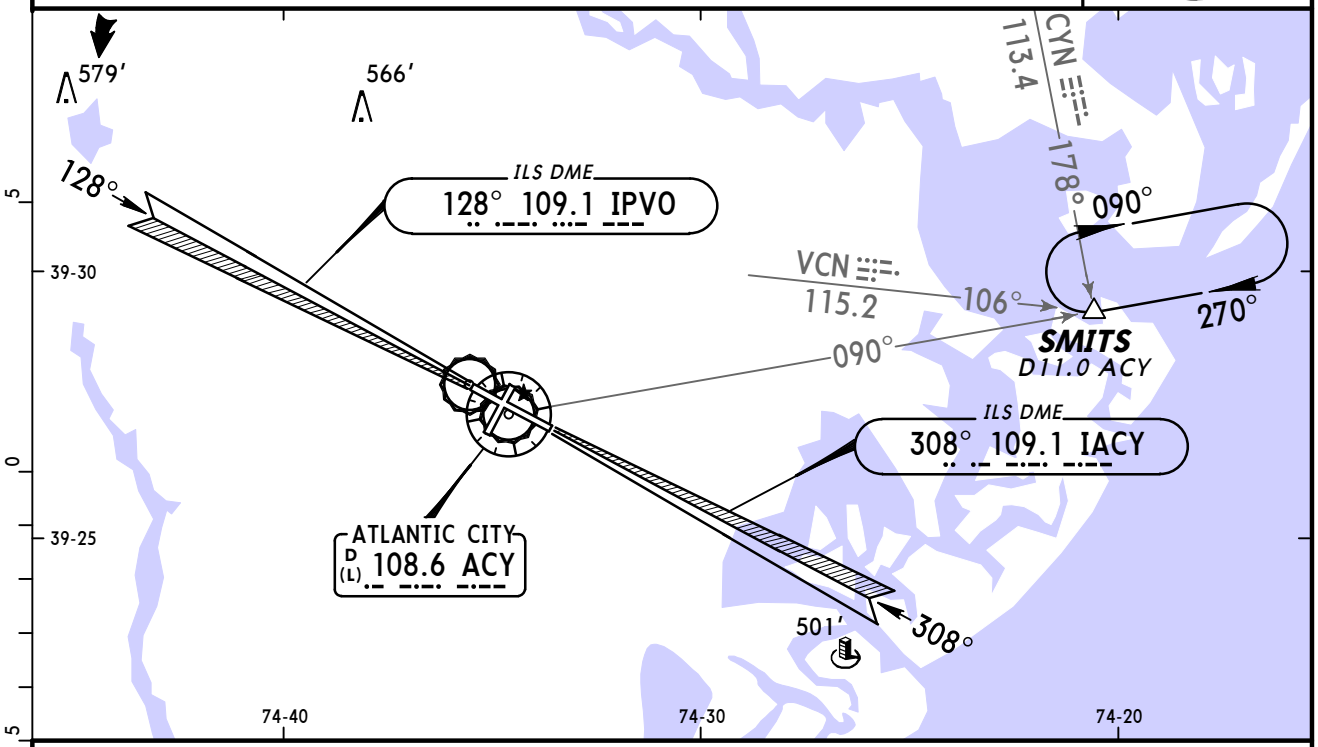
BRIEFING STRIP ™

| ATIS | ATLANTIC CITY Approach (R) | ATLANTIC CITY Tower | Ground |
|---|---|---|---|
| 108.6 | 124.6 | 120.3 | 121.9 |

| RADAR | Final Apch Crs By ATC | Minimum Alt No FAF | MDA(H) Refer to Minimums | Apt Elev 75′ TDZE-See below | No MSA published |
|---|---|---|---|---|---|

Missed Approach-See below

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′




**MISSED APPROACH:**

Runways 4, 31: Climbing RIGHT turn to 2000′ outbound via ACY VOR R-090 to SMITS INT/D11.0 ACY and hold.

Runways 13, 22: Climbing LEFT turn to 2000′ outbound via ACY VOR R-090 to SMITS INT/D11.0 ACY and hold.

| RWY 4 | RWY 13 | RWY 22 | RWY 31 |
|---|---|---|---|
| TDZE 68′ | TDZE 75′ | TDZE 68′ | TDZE 63′ |

| ASR Rwys 4, 22, 13, 31: Rwy Thr | | Lighting - Refer to Airport Chart |
|---|---|---|

STRAIGHT-IN LANDING

| | ASR 4 MDA(H) 480′(412′) | ASR 13 MDA(H) 480′(405′) | | |
|---|---|---|---|---|
| | | | RAIL out | ALS out |
| A, B | 1 | RVR 24 or ½ | RVR 40 or ¾ | RVR 50 or 1 |
| C | 1¼ | RVR 40 or ¾ | RVR 60 or 1¼ | |
| D | | RVR 50 or 1 | | |

| | STRAIGHT-IN LANDING ASR 22 MDA(H) 600′(532′) | ASR 31 MDA(H) 480′(417′) | CIRCLE-TO-LAND Max Kts | MDA(H) |
|---|---|---|---|---|
| A, B | 1 | 1 | 90, 120 | 600′(525′)-1 |
| C | 1½ | 1¼ | 140 | 600′(525′)-1½ |
| D | 1¾ | | 165 | 640′(565′)-2 |

TERPS AMEND 15A 18 NOV 2010

*CHANGES:* Circling minimums.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


## General Information

Location: Belmar-Farmingdale NJ USA
IATA Code: BLM
Lat/Long: N40° 11.2' W074° 07.5'
Elevation: 153 ft

Airport Use: Public
Magnetic Variation: 12.9°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 841 ft AGL

Sunrise: 1133 Z
Sunset: 2245 Z,

## Runway Information

Runway: 03
Length x Width: 3512 ft x 50 ft
Surface Type: asphalt
TDZ-Elev: 149 ft

Runway: 14
Length x Width: 7371 ft x 85 ft
Surface Type: asphalt
TDZ-Elev: 119 ft
Lighting: Edge, REIL

Runway: 21
Length x Width: 3512 ft x 50 ft
Surface Type: asphalt
TDZ-Elev: 147 ft

Runway: 32
Length x Width: 7371 ft x 85 ft
Surface Type: asphalt
TDZ-Elev: 153 ft
Lighting: Edge, REIL

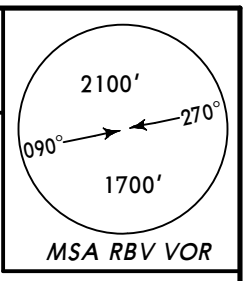
## Communication Information

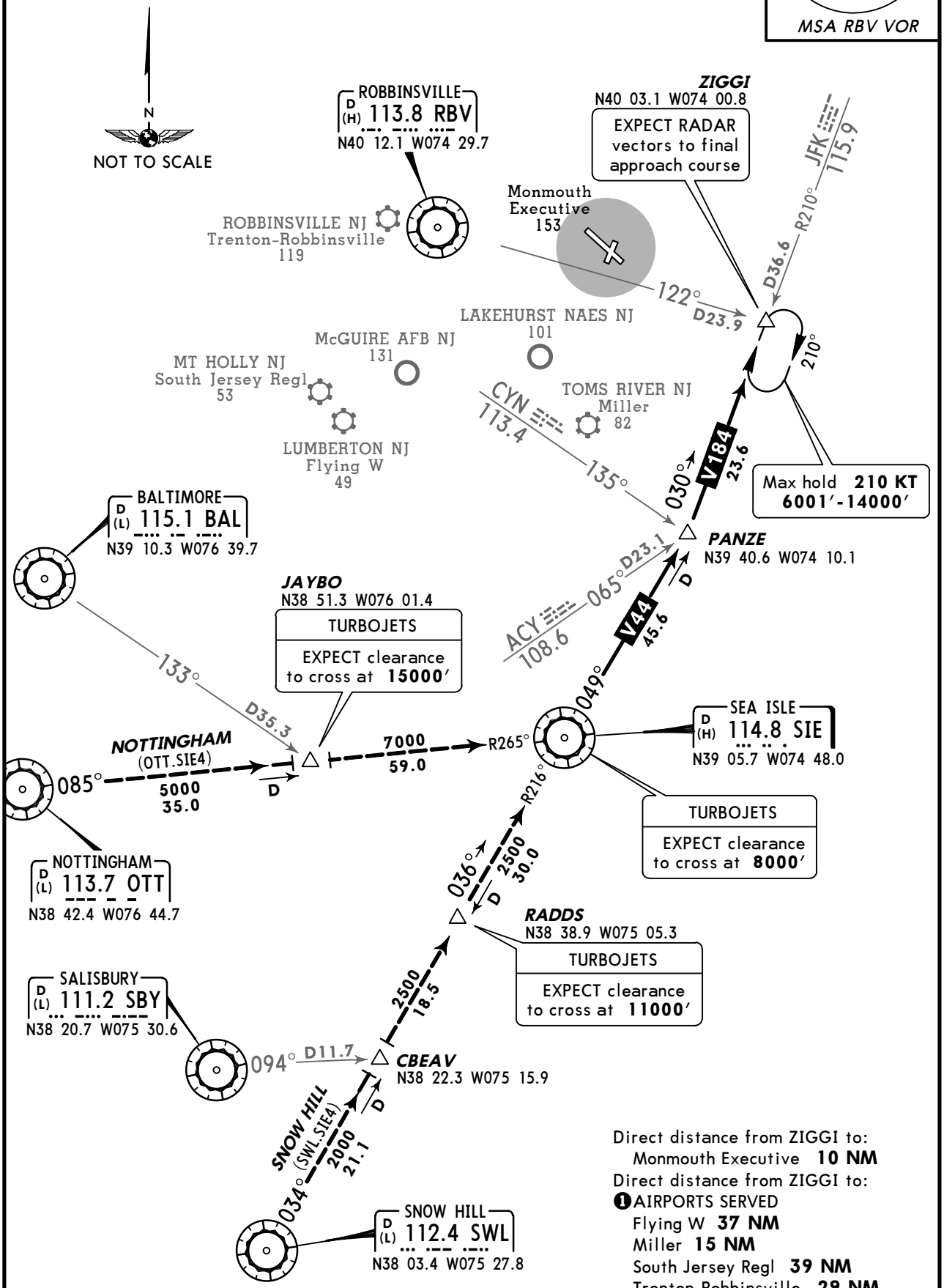
(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


AWOS 121.625
Monmouth Executive Unicom 123.0 CTAF
MC Guire Clearance Delivery 126.15
MC Guire Approach Control 124.15
MC Guire Departure Control 124.15

| Apt Elev See graphic | Alt set: INCHES Trans level: FL180 Trans alt: 18000′ Also serves ❶ |
|---|---|

# SEA ISLE FOUR ARRIVAL (SIE.SIE4)



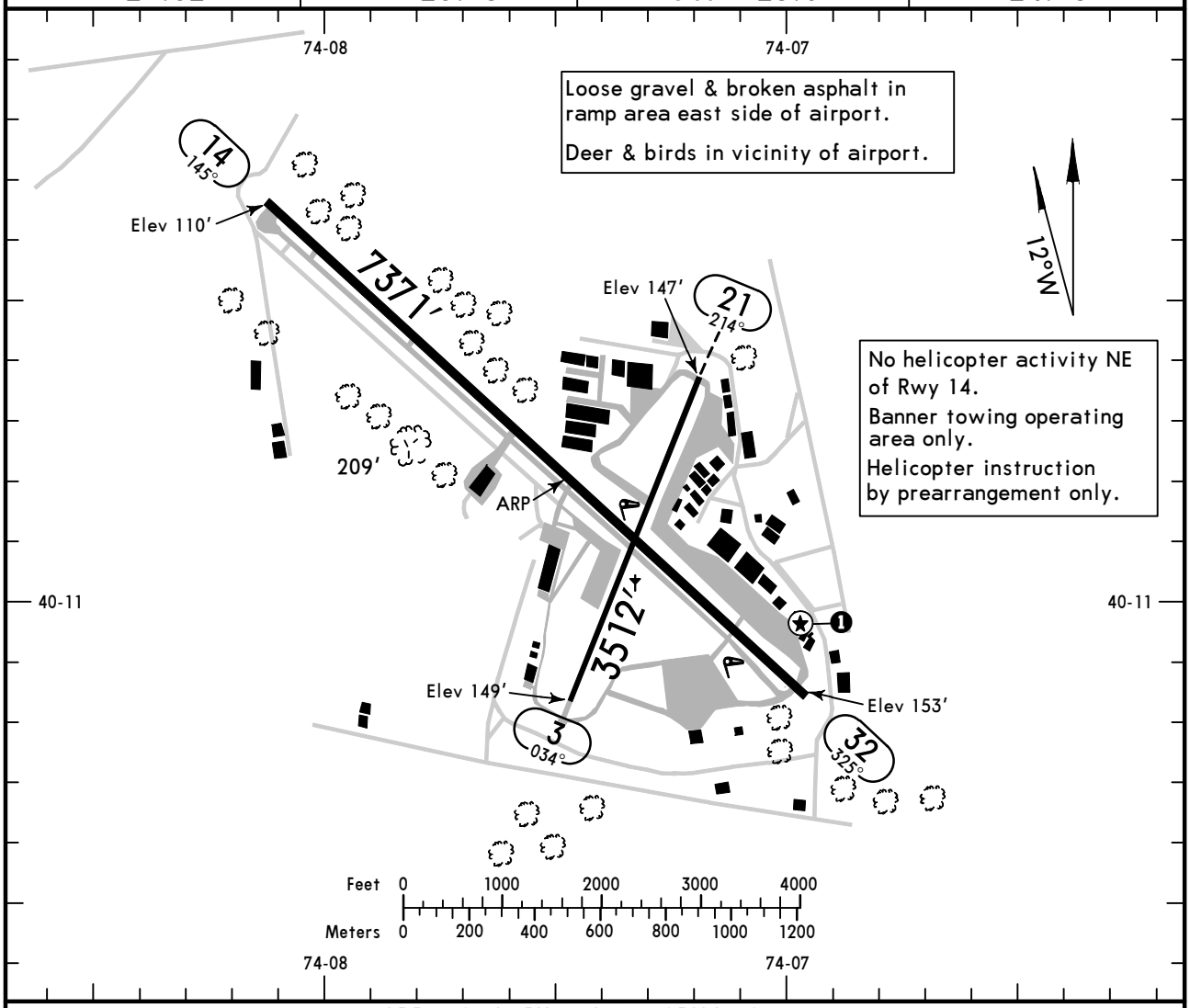

## ROUTING

From over SIE via SIE R-049 to PANZE. Then via JFK R-210 to ZIGGI. EXPECT RADAR vectors to final approach course.

*CHANGES:* New format.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

| AWOS-3 | McGUIRE Clearance | MONMOUTH EXECUTIVE UNICOM | McGUIRE Departure (R) |
|---|---|---|---|
| 121.62 | 126.15 | CTAF 123.0 | 124.15 |




## ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS — LANDING BEYOND — Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 3<br>21 | | | | | 50′ |
| 14 | ❶ MIRL (non-std) ❶ REIL | | | | ❷100′ |
| 32 | ❶ MIRL (non-std) ❶ REIL PLASI-L (angle 4.0°) | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

❶ On prior request after 2300 LT.
❷ First 575′ at approach end Rwy 32 is 85′ wide.

| TAKE-OFF | Rwys 14, 32 Adequate Vis Ref | Rwys 14, 32 STD | Rwys 3, 21 | FOR FILING AS ALTERNATE | |
|---|---|---|---|---|---|
| 1 & 2 Eng | 1/4 | 1 | 300-1 | A B C D | NA |
| 3 & 4 Eng | | 1/2 | | | |

AMEND 1

*CHANGES:* Runway lengths, rwy end elev.

© JEPPESEN, 2002, 2010. ALL RIGHTS RESERVED.

# KBLM/BLM
## MONMOUTH EXECUTIVE

30 DEC 05 (13-1)

JEPPESEN

# BELMAR/FARMINGDALE, NJ
## VOR or GPS-A

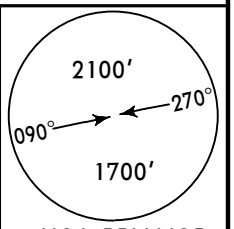
| AWOS-3 | McGUIRE Approach (R) | MONMOUTH EXECUTIVE UNICOM |
|---|---|---|
| 121.62 | 124.15 | CTAF 123.0 |

| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev |
|---|---|---|---|---|
| RBV 113.8 | 103° | GUESS 2000′ (1841′) | Refer to minimums | 159′ |

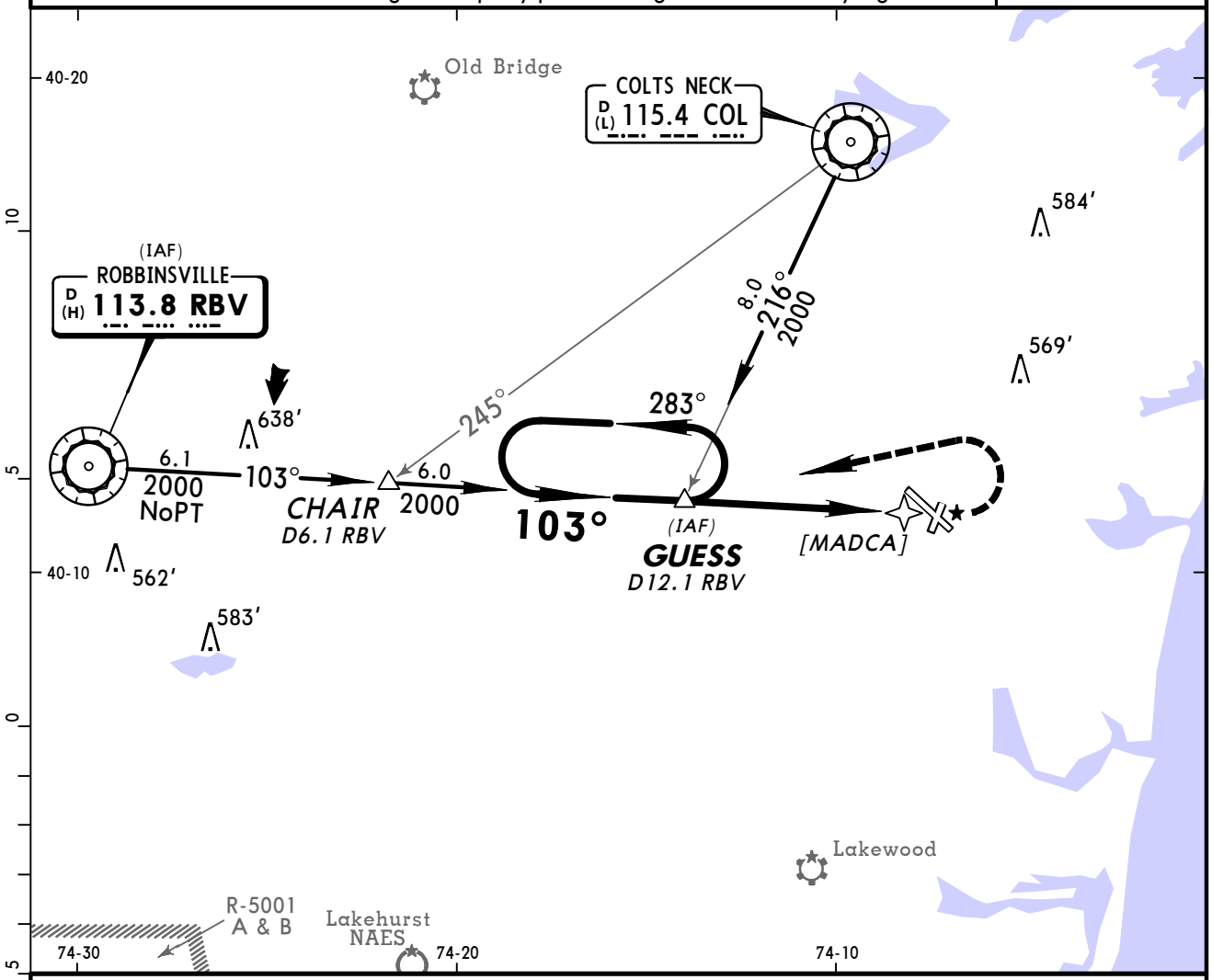
**MISSED APCH:** Climbing LEFT turn to 2000′ inbound via RBV VOR R-103 to GUESS INT and hold.

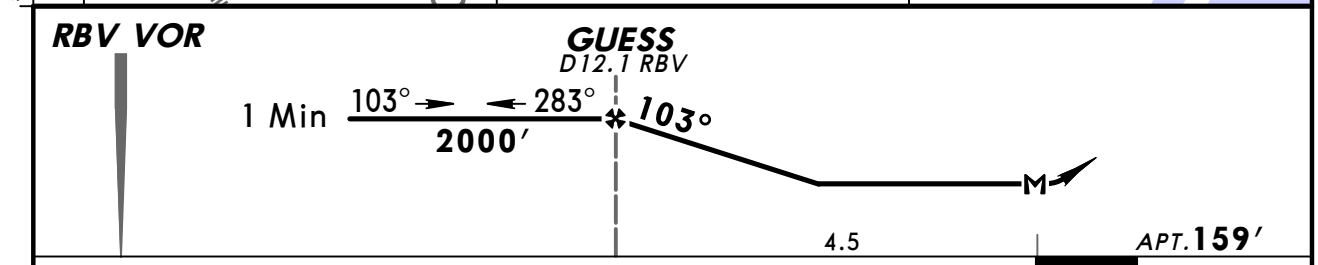
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. Procedure not authorized at night except by prior arrangement for runway lights.




MSA RBV VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| GUESS to MAP 4.5 | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | 1:41 |

Lighting-Refer to Airport Chart

2000′ LT via RBV 113.8 R-103 GUESS

CIRCLE-TO-LAND

| | Max Kts | MDA(H) |
|---|---|---|
| A | 90 | 620′ (461′)-1 |
| B | 120 | 620′ (461′)-1½ |
| C | 140 | 720′ (561′)-2 |
| D | 165 | |

TERPS AMEND 2A

*CHANGES:* Approach frequency.

© JEPPESEN SANDERSON, INC., 1998, 2005. ALL RIGHTS RESERVED.

# KBLM/BLM
## MONMOUTH EXECUTIVE

30 DEC 05 (18-1)

JEPPESEN

# BELMAR/FARMINGDALE, NJ
## GPS Rwy 14

| AWOS-3 | McGUIRE Approach (R) | MONMOUTH EXECUTIVE UNICOM |
|---|---|---|
| 121.62 | 124.15 | CTAF 123.0 |

BRIEFING STRIP™

| GPS | Final Apch Crs | Minimum Alt FEGAN | MDA(H) | Apt Elev 159′ TDZE 159′ |
|---|---|---|---|---|
| | 144° | 1600′ (1441′) | 560′ (401′) | |

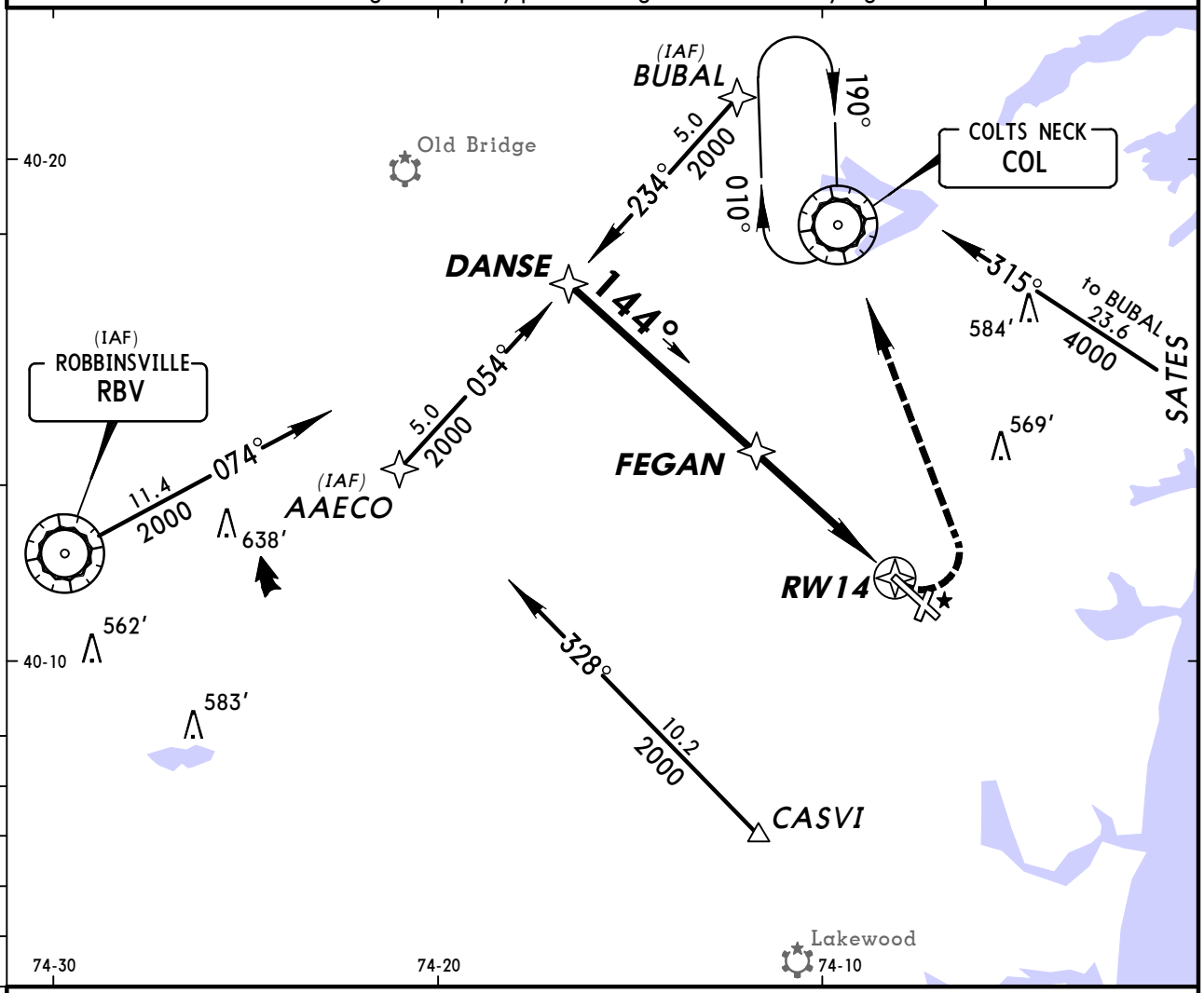
**MISSED APCH:** Climbing LEFT turn to 2000′ direct COL VOR and hold.

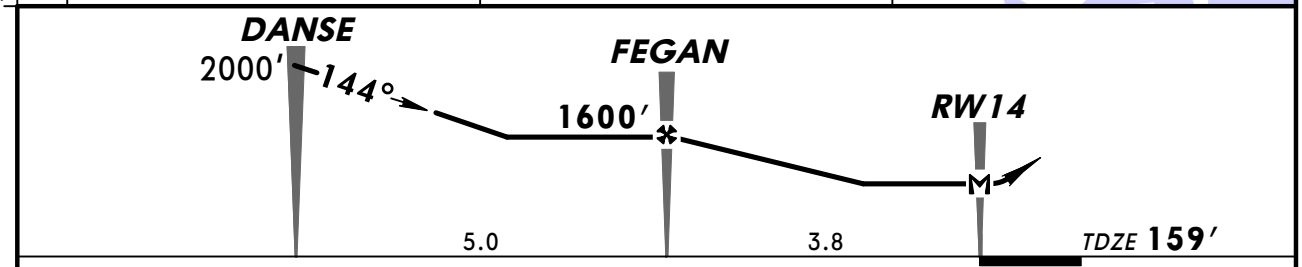
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. Procedure not authorized at night except by prior arrangement for runway lights.

2100′

MSA RW14




| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| MAP at RW14 | | | | | | | | REIL | 2000′ LT | COL VOR |

| STRAIGHT-IN LANDING RWY 14 | | CIRCLE-TO-LAND | |
|---|---|---|---|
| MDA(H) 560′ (401′) | | Max Kts | MDA(H) |
| A | 1 | 90 | 620′ (461′)-1 |
| B | | 120 | |
| C | 1¼ | 140 | 620′ (461′)-1½ |
| D | | 165 | 720′ (561′)-2 |

AMEND 0 TERPS

*CHANGES:* Approach frequency, REIL added.

© JEPPESEN SANDERSON, INC., 1998, 2005. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


## General Information

Location: Newark NJ USA
IATA Code: EWR
Lat/Long: N40° 41.5' W074° 10.1'
Elevation: 18 ft

Airport Use: Public
Magnetic Variation: 13.0°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1134 Z
Sunset: 2245 Z,

## Runway Information

Runway: 04L
Length x Width: 11000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 2540 ft

Runway: 04R
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1190 ft

Runway: 11
Length x Width: 6800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, Centerline, REIL

Runway: 22L
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, TDZ

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


Displaced Threshold: 1793 ft

Runway: 22R
Length x Width: 11000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1440 ft

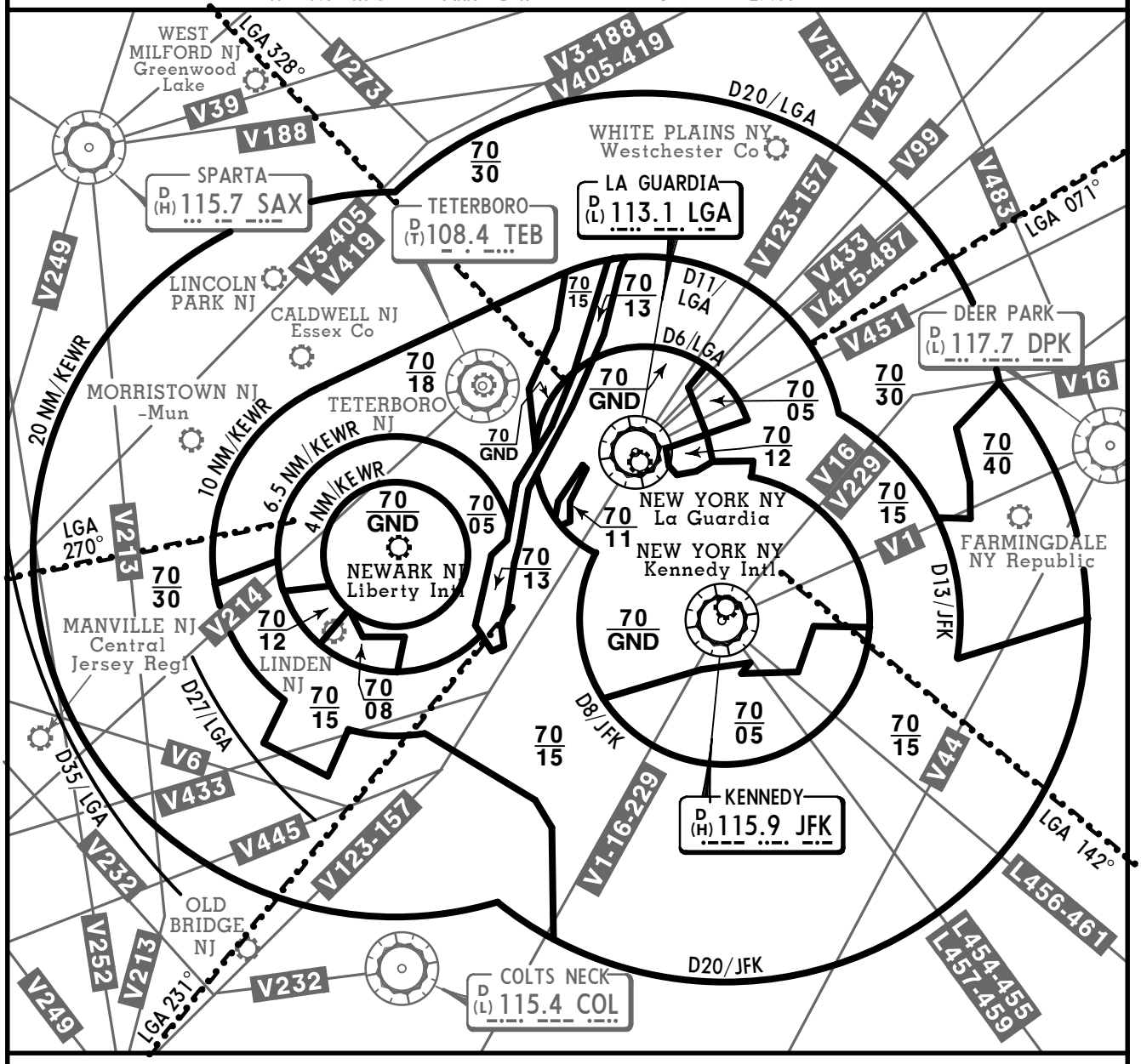
Runway: 29
Length x Width: 6800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 298 ft

## Communication Information

ATIS 134.825 (91°-270°)
ATIS 115.7
Newark Tower 134.05 Secondary
Newark Tower 118.3
Newark Ground Control 126.15 Secondary
Newark Ground Control 121.8
International Ramp/Taxi Control 122.85
Newark Clearance Delivery 118.85
Newark Pre-Taxi Clearance 118.85 Pre-Departure Clearance
New York Approach Control 132.8 (241°-269°)
New York Approach Control 132.7 (331°-89°)
New York App TCA 127.85
New York App TCA 126.05
New York App TCA 125.25
New York App TCA 119.95
New York App TCA 128.55 (231°-270°)
New York App TCA 127.6 (270°-328°)
New York App TCA 127.4 (142°-231°)
New York App TCA 126.4 (328°-71°)
New York App TCA 125.7 (71°-142°)
New York App TCA 120.55 (328°-71°)
New York Departure Control 119.2
Newark Liberty Intl Unicom 122.95
Newark Gate Control 132.45

# NEW YORK TERMINAL CONTROL
## CLASS B VFR COMMUNICATIONS

LGA 328°-071° **New York App** 126.4 120.55
LGA 071°-142° **New York App** 125.7
LGA 142°-231° **New York App** 127.4
LGA 231°-270° **New York App** 128.55
LGA 270°-328° **New York App** 127.6
2000' OR BELOW WITHIN 8 NM OF KENNEDY INTL **Kennedy Twr** 125.25
WITHIN 6 NM OF LA GUARDIA APT **La Guardia Twr** 119.95(N), 126.05(S)
WITHIN 6.5 NM OF NEWARK LIBERTY INTL **Newark Twr** 127.85




FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

## FLIGHT PROCEDURES

IFR FLIGHTS- Aircraft operating within the New York Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS-

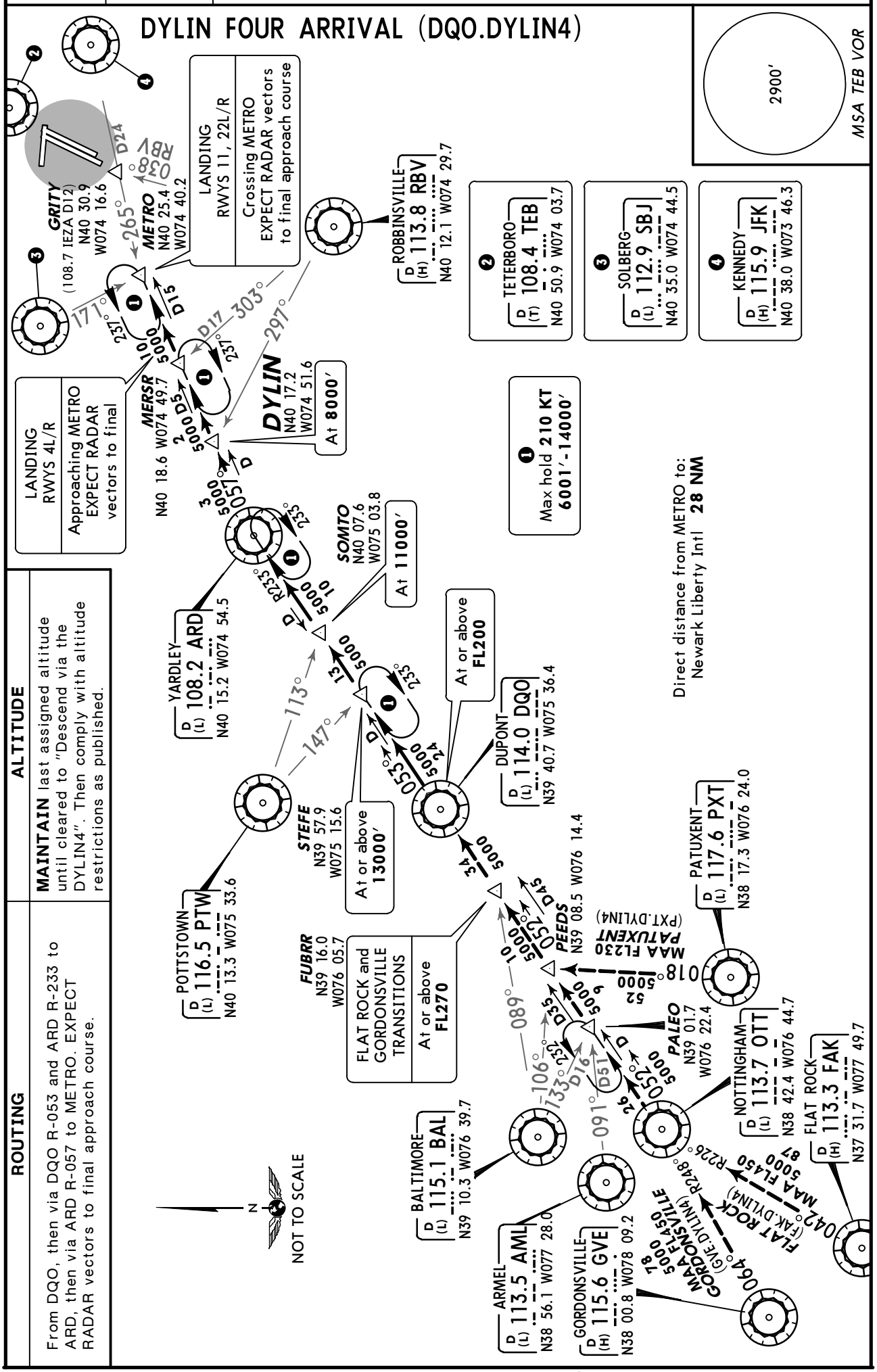
1. Arriving aircraft should contact the appropriate approach control on the frequency depicted for the sector of flight with reference to the La Guardia VORDME. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

CHANGES: ATS system.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

| D-ATIS | Apt Elev | |
|---|---|---|
| 115.7<br>134.82 | 18′ | Alt set: INCHES Trans level: FL180 Trans alt: 18000′<br>1. RADAR required above FL290.<br>2. This STAR applicable to Turbojet aircraft only. |

# DYLIN FOUR ARRIVAL (DQO.DYLIN4)




## ALTITUDE

**MAINTAIN** last assigned altitude until cleared to "Descend via the DYLIN4". Then comply with altitude restrictions as published.

## ROUTING

From DQO, then via DQO R-053 and ARD R-233 to ARD, then via ARD R-057 to METRO. EXPECT RADAR vectors to final approach course.

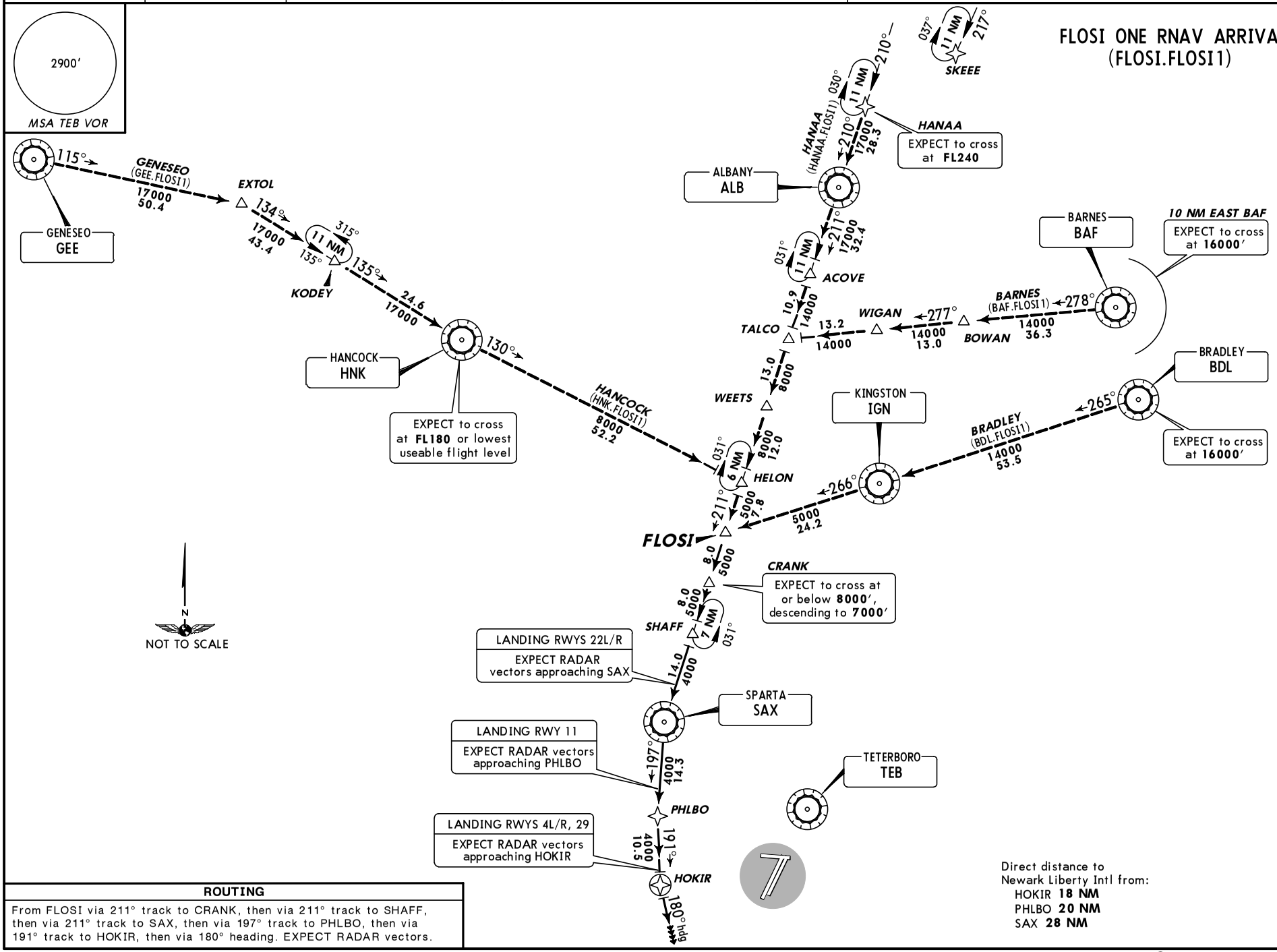
*CHANGES:* None.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

| D-ATIS | Apt Elev | |
|---|---|---|
| 115.7 134.82 | 18′ | Alt set: INCHES Trans level: FL180 Trans alt: 18000′<br>1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.<br>4. FLOSI RNAV STAR is for all runways. Aircraft can EXPECT to be assigned runway 11. Check aircraft landing performance for runway 11 prior to filing. |

5. Turbojet and turboprop aircraft 250 KT or greater are authorized.
6. Domestic departures from the EAST file BRADLEY transition.
7. NORTH Atlantic arrivals via BOS file BARNES transition.
8. CAUTION: Glider activity between HELON and CRANK.

# FLOSI ONE RNAV ARRIVAL (FLOSI.FLOSI1)




**ROUTING**

From FLOSI via 211° track to CRANK, then via 211° track to SHAFF, then via 211° track to SAX, then via 197° track to PHLBO, then via 191° track to HOKIR, then via 180° heading. EXPECT RADAR vectors.

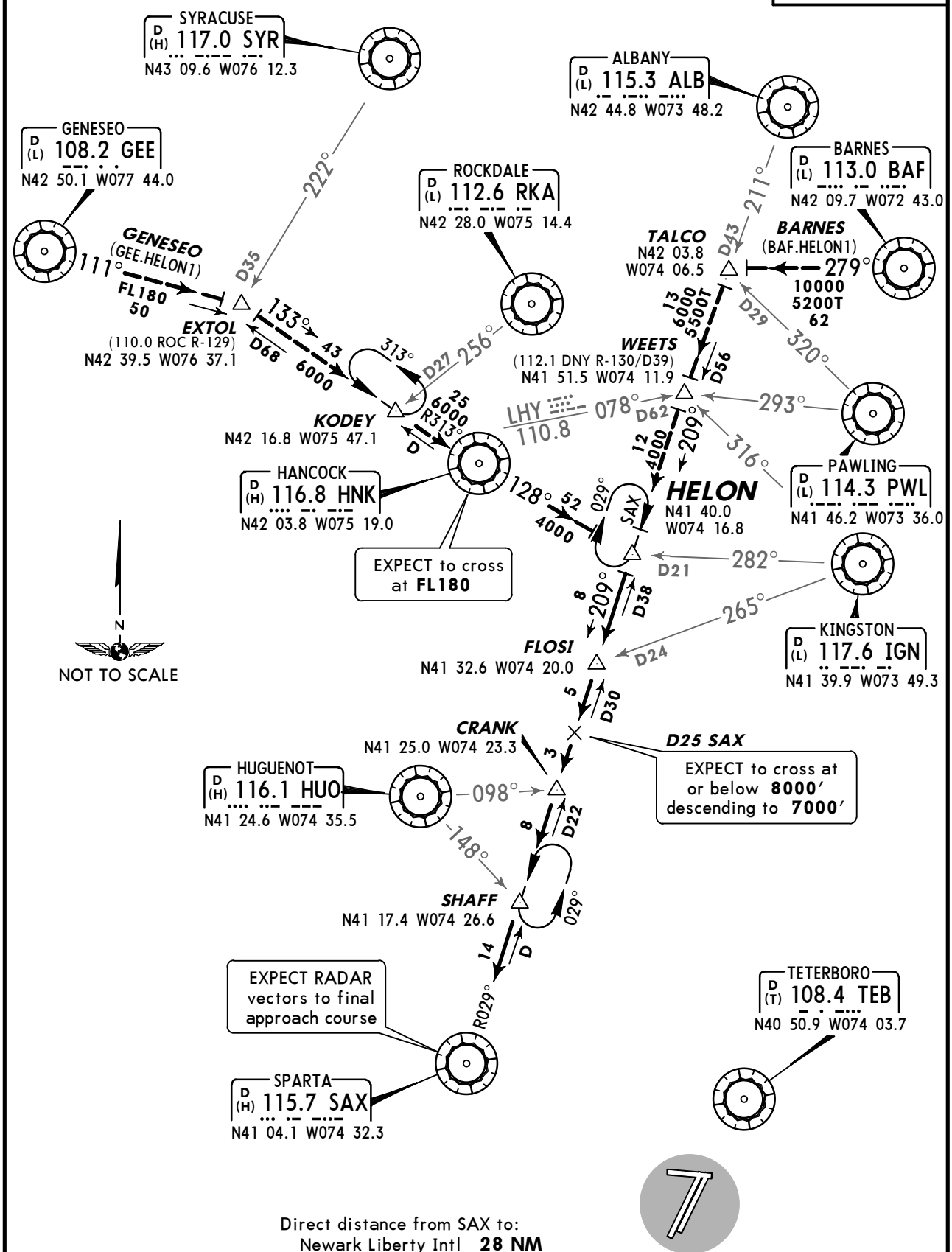
Direct distance to Newark Liberty Intl from:
HOKIR **18 NM**
PHLBO **20 NM**
SAX **28 NM**

*CHANGES:* New procedure at this airport.

© JEPPESEN, 2008. ALL RIGHTS RESERVED.

| D-ATIS | Apt Elev | |
|---|---|---|
| 115.7<br>134.82 | 18′ | Alt set: INCHES Trans level: FL180 Trans alt: 18000′<br>1. Applicable to Turboprop aircraft operating at greater than 250 KT.<br>2. CAUTION: Glider activity between HELON and CRANK. |

# HELON ONE ARRIVAL (HELON.HELON1)




Direct distance from SAX to:
Newark Liberty Intl **28 NM**

**ROUTING**

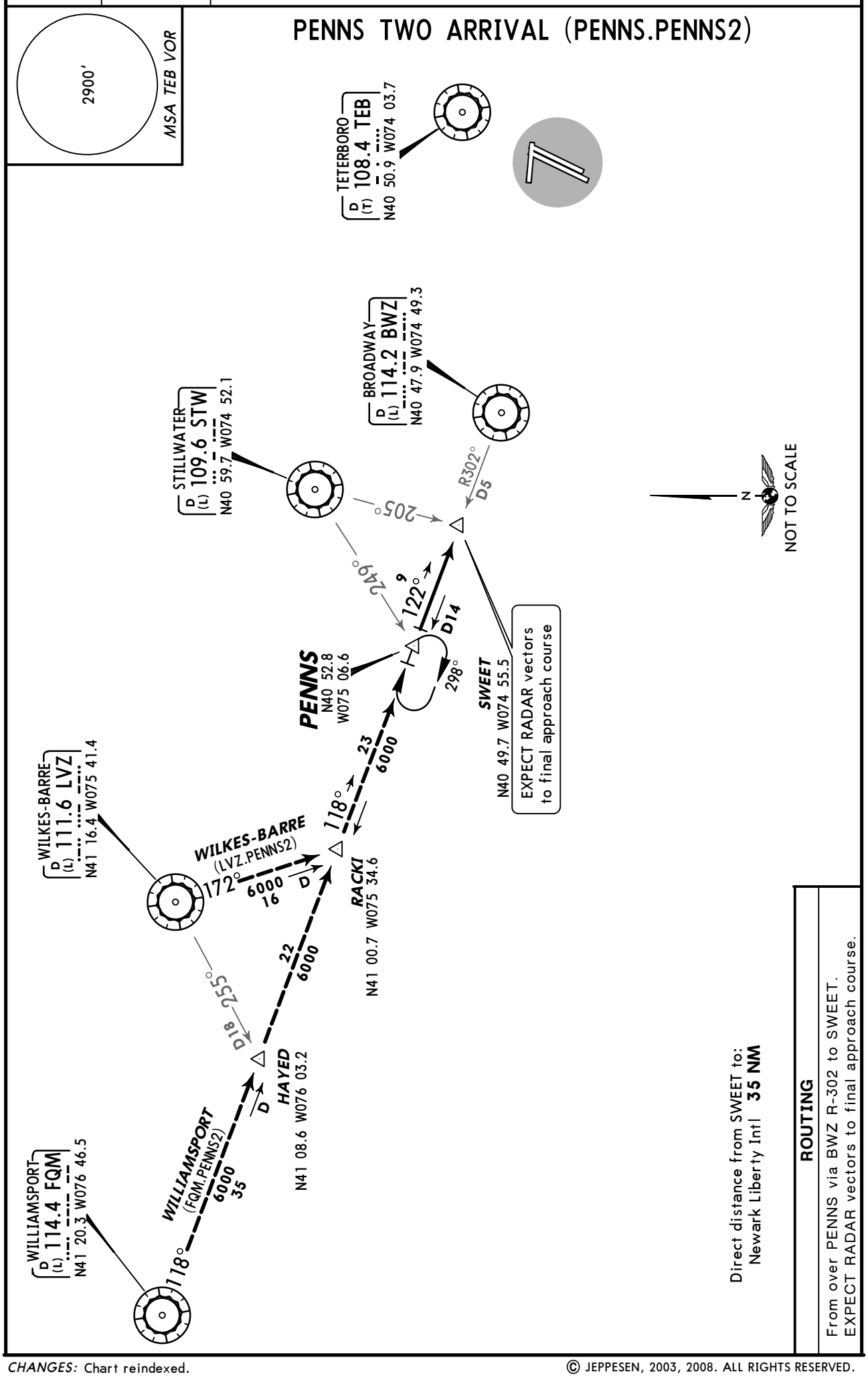
From over HELON via SAX R-029 to SAX. EXPECT RADAR vectors to final approach course.

*CHANGES:* EXTOL, SHAFF, WEETS formations, chart reindexed.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

| D-ATIS | Apt Elev | |
|---|---|---|
| 115.7<br>134.82 | 18′ | Alt set: INCHES Trans level: FL180 Trans alt: 18000′<br>Applicable to non-jet aircraft filed less than 250 KT landing Newark Liberty Intl. |

# PENNS TWO ARRIVAL (PENNS.PENNS2)




Direct distance from SWEET to:
Newark Liberty Intl **35 NM**

**ROUTING**

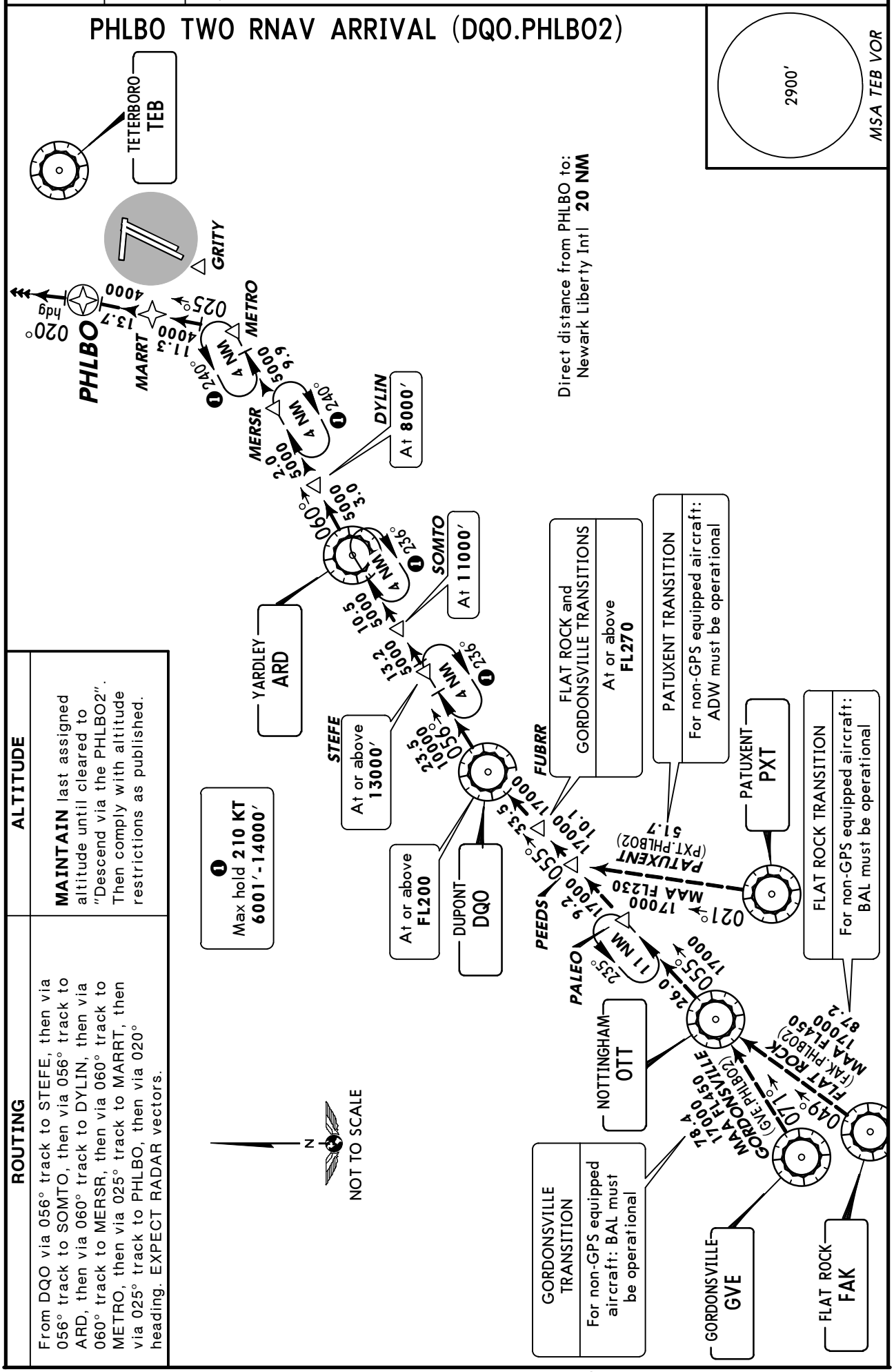
From over PENNS via BWZ R-302 to SWEET.
EXPECT RADAR vectors to final approach course.

*CHANGES:* Chart reindexed.

© JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED.

| D-ATIS | Apt Elev | |
|---|---|---|
| 115.7<br>134.82 | 18′ | Alt set: INCHES Trans level: FL180 Trans alt: 18000′<br>1. RADAR required. 2. Turbojet aircraft only. 3. The PHLBO2 RNAV STAR is for all runways. Aircraft can EXPECT to be assigned Rwy 11. Check aircraft landing performance for Rwy 11 prior to filing. 4. DME/DME/IRU or GPS required. 5. RNAV 1. |

# PHLBO TWO RNAV ARRIVAL (DQO.PHLBO2)




## ALTITUDE

**MAINTAIN** last assigned altitude until cleared to "Descend via the PHLBO2". Then comply with altitude restrictions as published.

## ROUTING

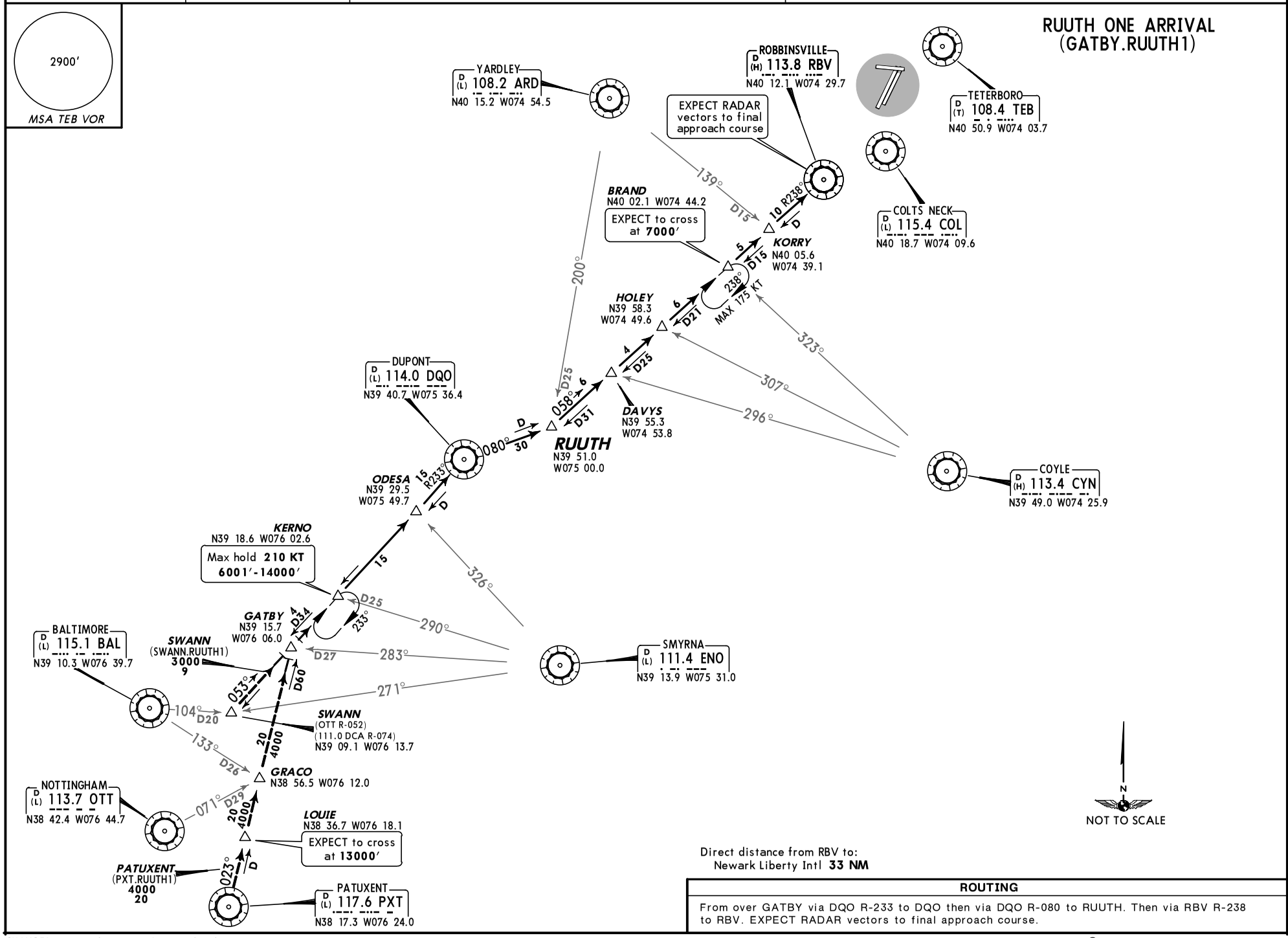
From DQO via 056° track to STEFE, then via 056° track to SOMTO, then via 056° track to ARD, then via 060° track to DYLIN, then via 060° track to MERSR, then via 060° track to METRO, then via 025° track to MARRT, then via 025° track to PHLBO, then via 020° heading. EXPECT RADAR vectors.

*CHANGES:* Chart reindexed.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

| D-ATIS | Apt Elev | | |
|---|---|---|---|
| 115.7 134.82 | 18′ | Alt set: INCHES Trans level: FL180 Trans alt: 18000′ | Applicable for turboprop aircraft only. |

# RUUTH ONE ARRIVAL (GATBY.RUUTH1)




Direct distance from RBV to:
Newark Liberty Intl **33 NM**

**ROUTING**

From over GATBY via DQO R-233 to DQO then via DQO R-080 to RUUTH. Then via RBV R-238 to RBV. EXPECT RADAR vectors to final approach course.

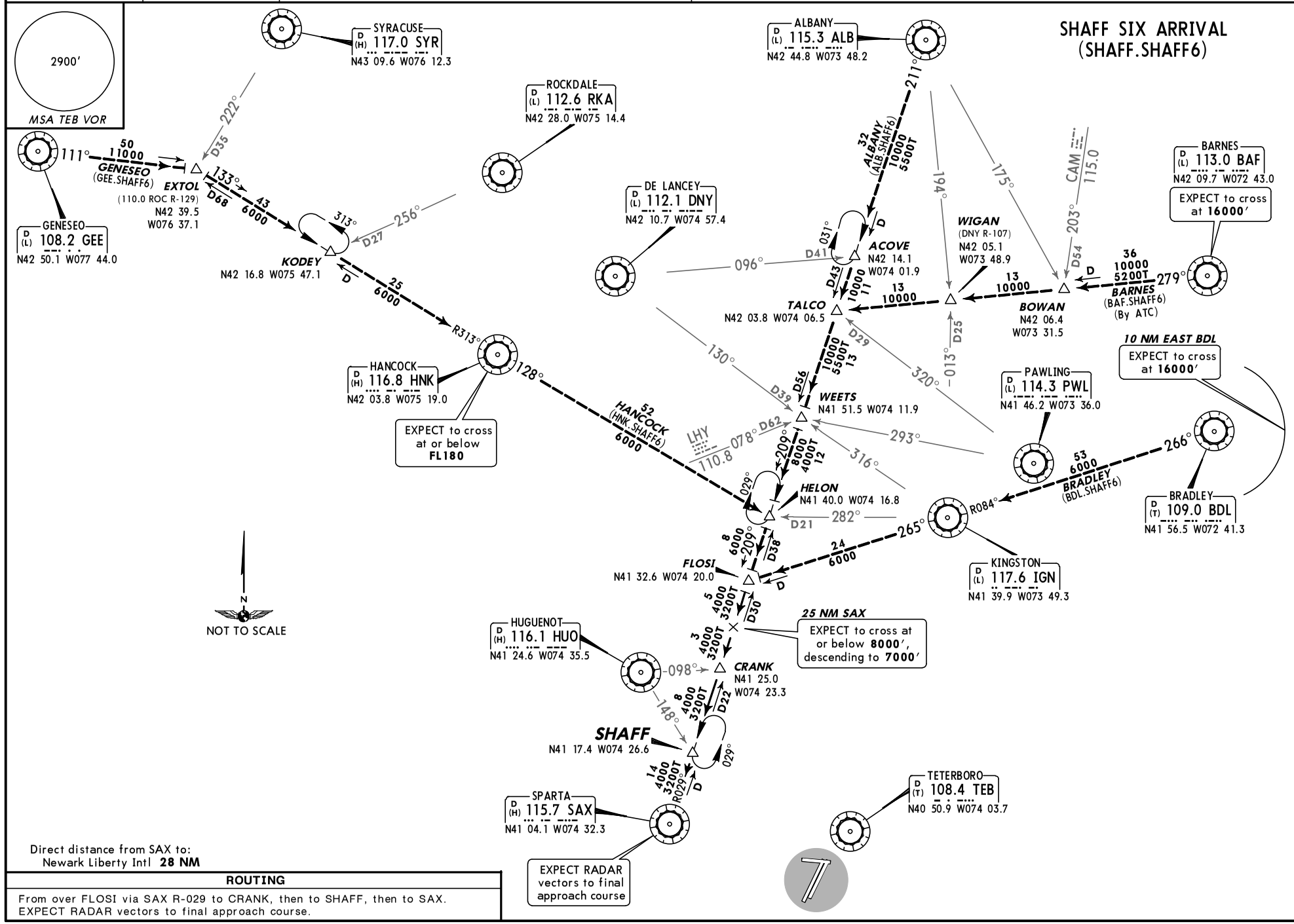
*CHANGES:* SWANN formation, chart reindexed.

© JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED.

| D-ATIS | Apt Elev | Alt set: INCHES Trans level: FL180 Trans alt: 18000′ |
|---|---|---|
| 115.7 134.82 | 18′ | |

1. This arrival applicable to turbojet aircraft only.
2. CAUTION: Glider activity between HELON and CRANK.
3. BARNES transition to be assigned by ATC.
4. Aircraft arriving from points EAST should file BRADLEY transition.

# SHAFF SIX ARRIVAL (SHAFF.SHAFF6)




Direct distance from SAX to:
Newark Liberty Intl **28 NM**

**ROUTING**

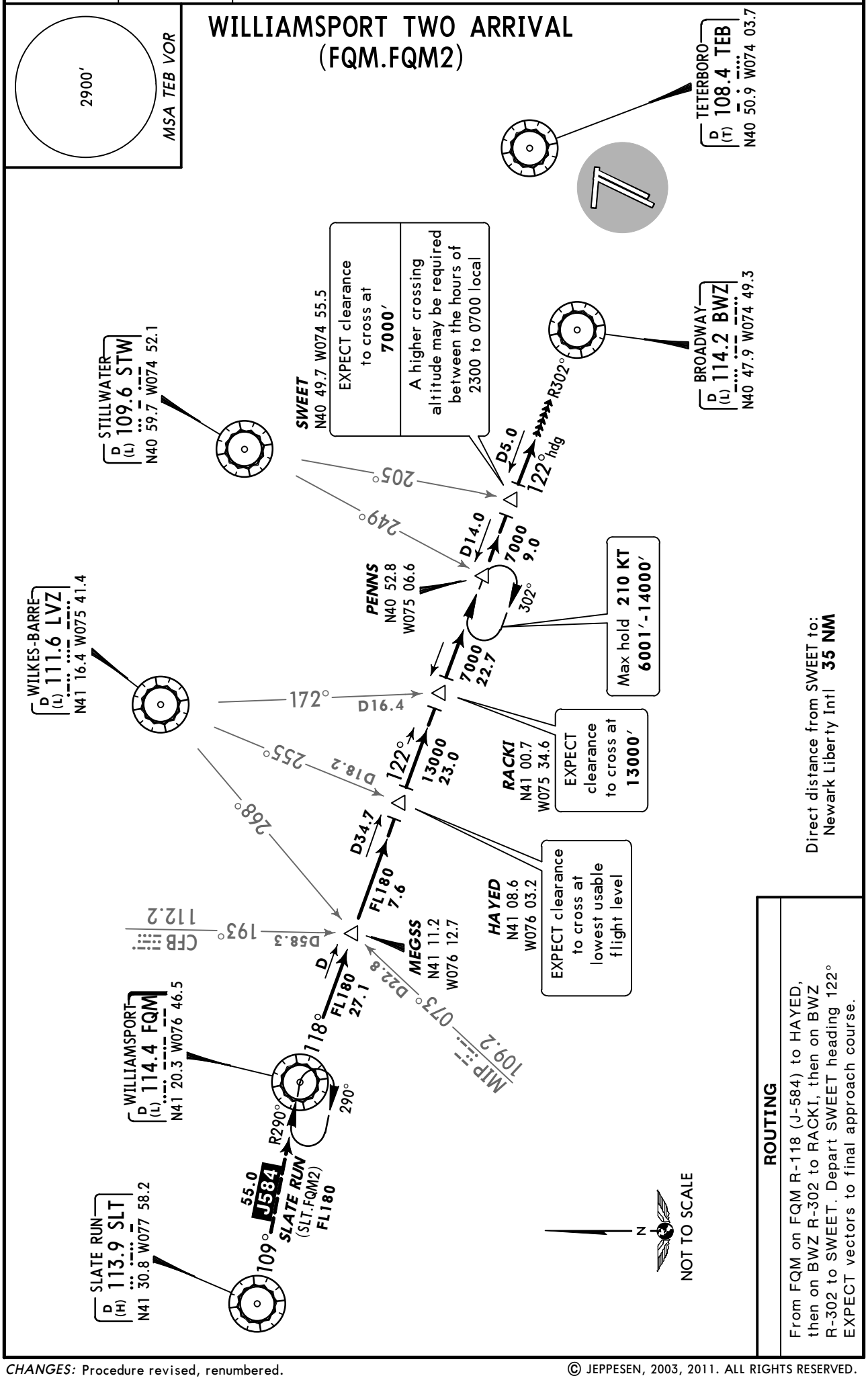
From over FLOSI via SAX R-029 to CRANK, then to SHAFF, then to SAX.
EXPECT RADAR vectors to final approach course.

*CHANGES:* Chart reindexed.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

| D-ATIS | Apt Elev | |
|---|---|---|
| 115.7<br>134.82 | 18′ | Alt set: INCHES<br>Trans level: FL180 Trans alt: 18000′<br>This STAR is for aircraft capable of 250 KT or greater. |

# WILLIAMSPORT TWO ARRIVAL (FQM.FQM2)




**ROUTING**

From FQM on FQM R-118 (J-584) to HAYED, then on BWZ R-302 to RACKI, then on BWZ R-302 to SWEET. Depart SWEET heading 122° EXPECT vectors to final approach course.

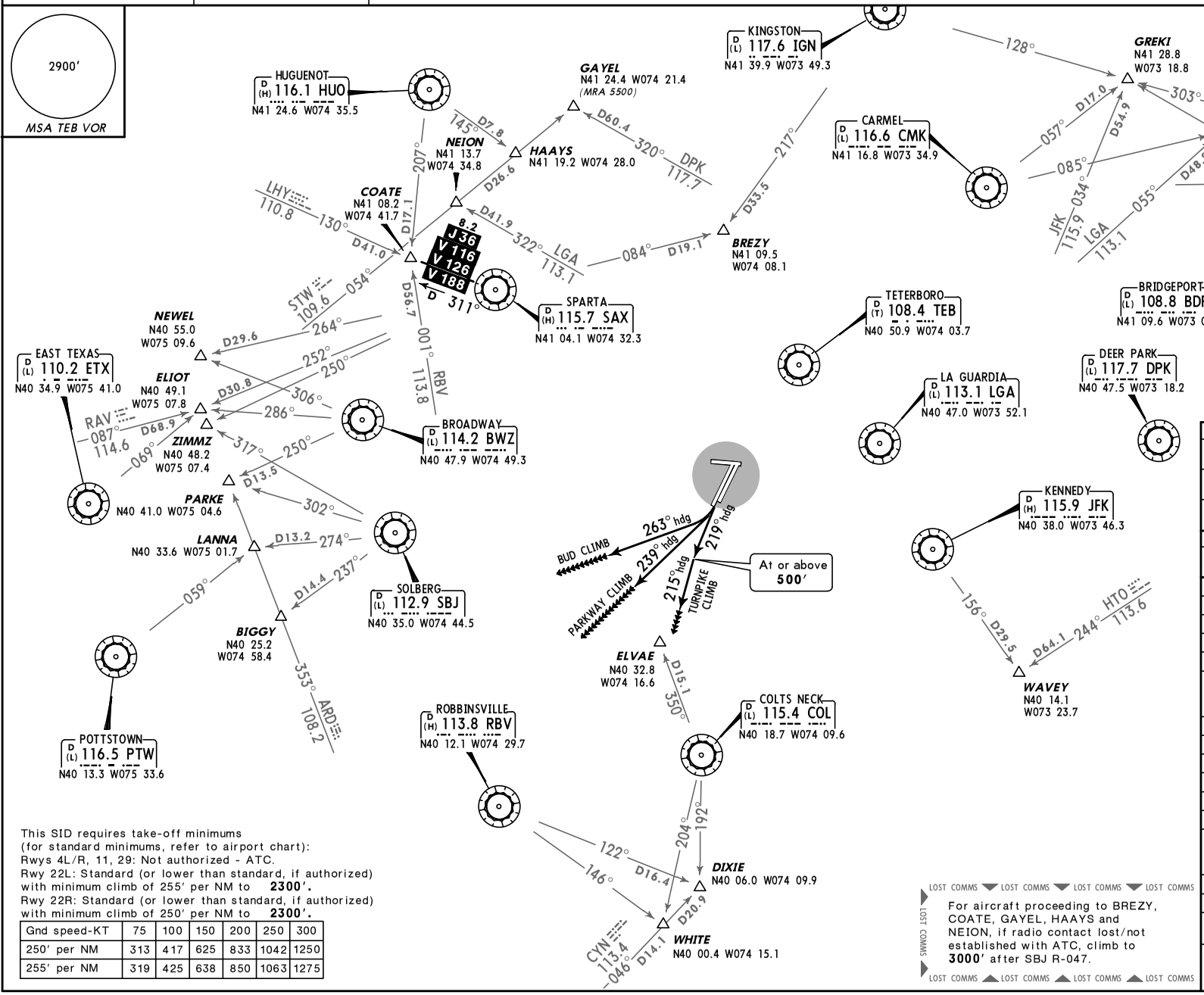
*CHANGES:* Procedure revised, renumbered.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

| NEW YORK Departure (R) | Apt Elev | |
|---|---|---|
| 119.2 | 18′ | Trans level: FL180 Trans alt: 18000′<br>**RADAR required.** |

2900′
MSA TEB VOR

# LIBERTY TWO DEPARTURE (LIB2.LIB)
(RWYS 22L/R)




**OBSTACLES**
Rwy 22L: Pole 8′ from DER, 261′ LEFT of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ RIGHT of centerline, up to 55′ AGL/69′ MSL. Building 1.4 NM from DER, 1872′ LEFT of centerline, 200′ AGL/227′ MSL.

| INITIAL CLIMB | | ALTITUDE |
|---|---|---|
| **BUD CLIMB** | Climbing RIGHT turn heading 263°, or as assigned by ATC. | **MAINTAIN 5000′** or assigned lower altitude |
| **PARKWAY CLIMB** | Climbing RIGHT turn heading 239°, or as assigned by ATC. | |
| **TURNPIKE CLIMB** | Climb heading 219° to **500′**, then climb heading 215°, or as assigned by ATC. | |

**ROUTING**
Via RADAR vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

| Departures: | EXPECT vectors to: |
|---|---|
| BAYYS | BDR/BDR R-054. |
| BIGGY | SBJ/SBJ R-237. |
| BREZY | IGN R-217 to BREZY. |
| COATE | SAX/SAX R-311. |
| ELIOT | SAX R-252 between 2300 and 0700 local. SBJ or ETX. ELIOT may be accessed by all type aircraft requesting a final altitude of **14000′** or **16000′.** |
| GAYEL | DPK R-320. |
| GREKI | CMK/CMK R-057. |
| HAAYS | HUO. |
| LANNA | SBJ/SBJ R-274. |
| MERIT | LGA R-055. |
| NEION | LGA R-322. |
| NEWEL | SAX R-264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above **FL180.** |
| PARKE | SBJ/SBJ R-302. |
| WAVEY | JFK/JFK R-156. |
| WHITE/DIXIE | COL R-350 or ELVAE/COL then to WHITE on COL R-204 or DIXIE on COL R-192. |
| ZIMMZ | SAX R-250. ZIMMZ may be accessed by all type aircraft requesting a final altitude at or above **FL180.** |

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 4L/R, 11, 29: Not authorized - ATC.
Rwy 22L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to **2300′.**
Rwy 22R: Standard (or lower than standard, if authorized) with minimum climb of 250′ per NM to **2300′.**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 250′ per NM | 313 | 417 | 625 | 833 | 1042 | 1250 |
| 255′ per NM | 319 | 425 | 638 | 850 | 1063 | 1275 |

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For aircraft proceeding to BREZY, COATE, GAYEL, HAAYS and NEION, if radio contact lost/not established with ATC, climb to **3000′** after SBJ R-047.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

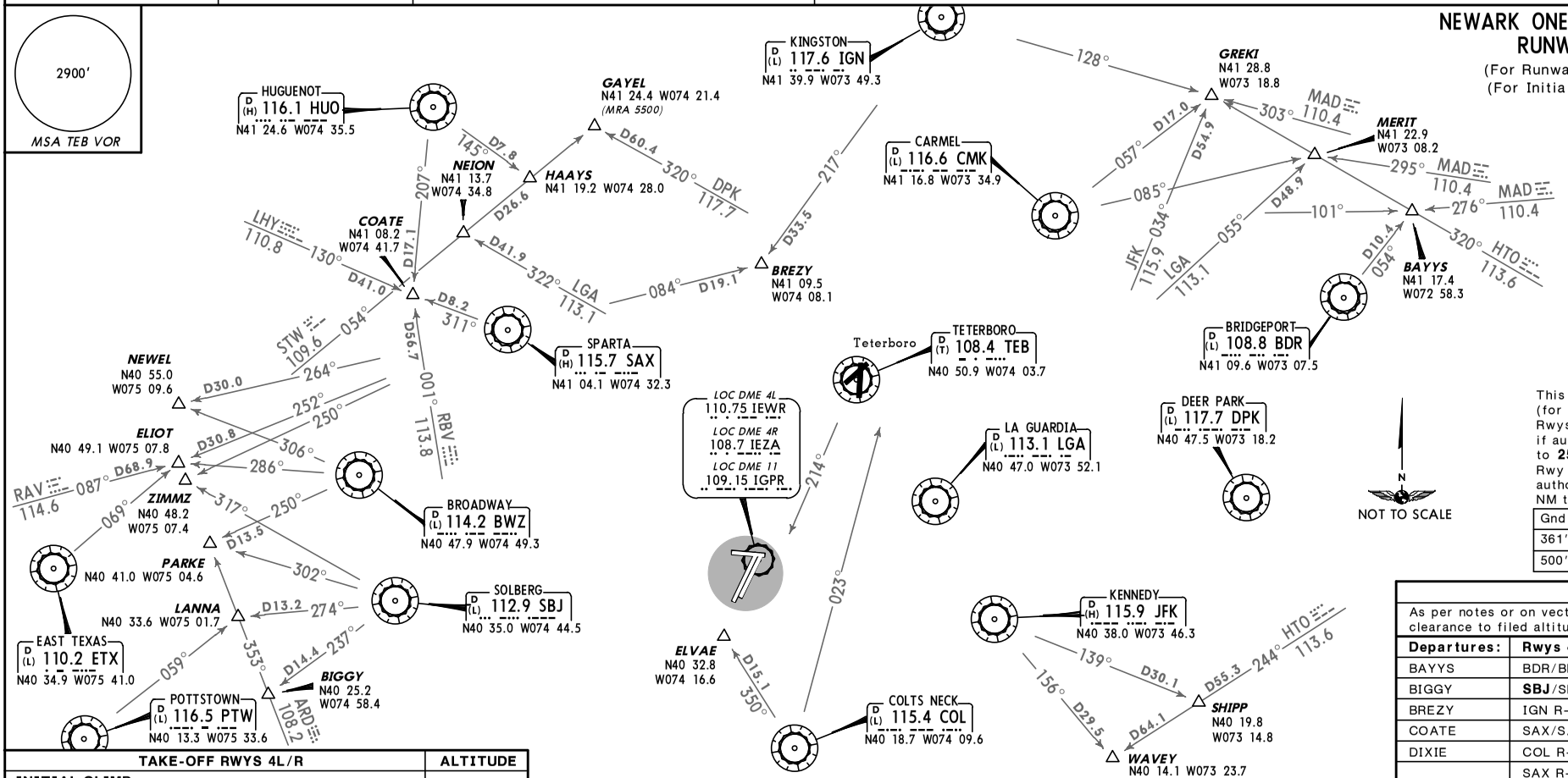
*CHANGES:* Procedure revised, renumbered.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

| NEW YORK Departure (R) | Apt Elev | Trans level: FL180 Trans alt: 18000′ | 2. Rwys 4L/R, 11: Simultaneous reception of ILS/DME and TEB VOR/DME required. |
|---|---|---|---|
| 119.2 | 18′ | 1. RADAR and DME required. | 3. Take-off Rwy 11 obstruction, 1806′ high building 6.6 miles EAST of departure end of runway. |

# NEWARK ONE DEPARTURE (EWR1.EWR)
## RUNWAYS 4L/R & 11

(For Runways 22L/R & 29 see 10-3B)
(For Initial Climb See Insets Below)

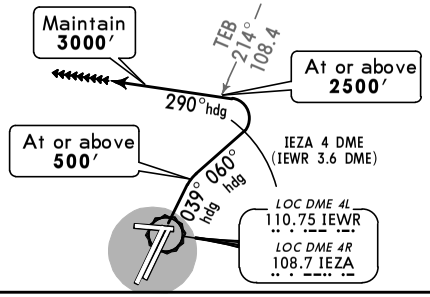



**OBSTACLES**
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R: Standard (or lower than standard, if authorized). ATC climb of 500′ per NM to **2500′.**
Rwy 11: Standard (or lower than standard, if authorized) with minimum climb of 361′ per NM to **2500′.**

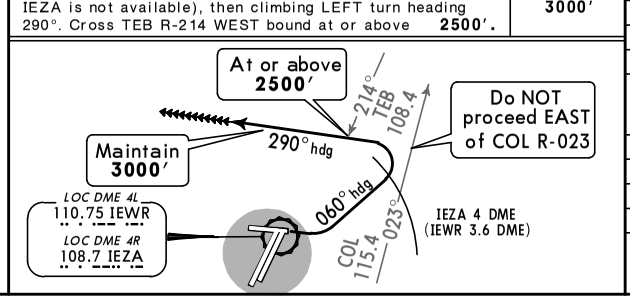
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 361′ per NM | 451 | 602 | 903 | 1203 | 1504 | 1805 |
| 500′ per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

| TAKE-OFF RWYS 4L/R | ALTITUDE |
|---|---|
| **INITIAL CLIMB:** Climb heading 039° to **500′**, then climbing RIGHT turn heading 060° to IEZA 4 DME (use IEWR 3.6 DME when IEZA is not available), then climbing LEFT turn heading 290°. Cross TEB R-214 WEST bound at or above **2500′.** | Climb and **MAINTAIN 3000′** |




LOST COMMS — For aircraft proceeding to BREZY, COATE, GAYEL, HAAYS, and NEION, if radio contact lost/not established with ATC, climb to **3000′** after SBJ R-047. — LOST COMMS

| TAKE-OFF RWY 11 | ALTITUDE |
|---|---|
| **INITIAL CLIMB:** Climbing LEFT turn heading 060° (Do NOT proceed EAST of COL R-023) to IEZA 4 DME (use IEWR 3.6 DME when IEZA is not available), then climbing LEFT turn heading 290°. Cross TEB R-214 WEST bound at or above **2500′.** | Climb and **MAINTAIN 3000′** |




**ROUTING**

As per notes or on vector to assigned route/fix. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

| Departures: | Rwys 4L/R EXPECT vectors to: |
|---|---|
| BAYYS | BDR/BDR R-054. |
| BIGGY | **SBJ**/SBJ R-237. |
| BREZY | IGN R-217 to BREZY. |
| COATE | SAX/SAX R-311. |
| DIXIE | COL R-350/COL/COL R-192 or ELVAE/COL. |
| ELIOT | SAX R-252. ELIOT may be accessed by all types of aircraft requesting a final altitude of **14000′** or **16000′.** |
| GAYEL | DPK R-320. |
| HAAYS | HUO. |
| LANNA | PTW R-059. |
| MERIT | LGA R-055. |
| NEION | LGA R-322. |
| NEWEL | SAX/SAX R-264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above **FL180.** |
| PARKE | BWZ R-250. |
| SHIPP | JFK/JFK R-139. |
| WAVEY | JFK/JFK R-156. |
| WHITE | COL R-350/COL/COL R-204 or ELVAE/COL. |
| ZIMMZ | SAX R-250. ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above **FL180.** |

*CHANGES:* Procedure renumbered, NEWEL formation.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

| NEW YORK Departure (R) | Apt Elev | Trans level: FL180 Trans alt: 18000′ | |
|---|---|---|---|
| 119.2 | 18′ | | |

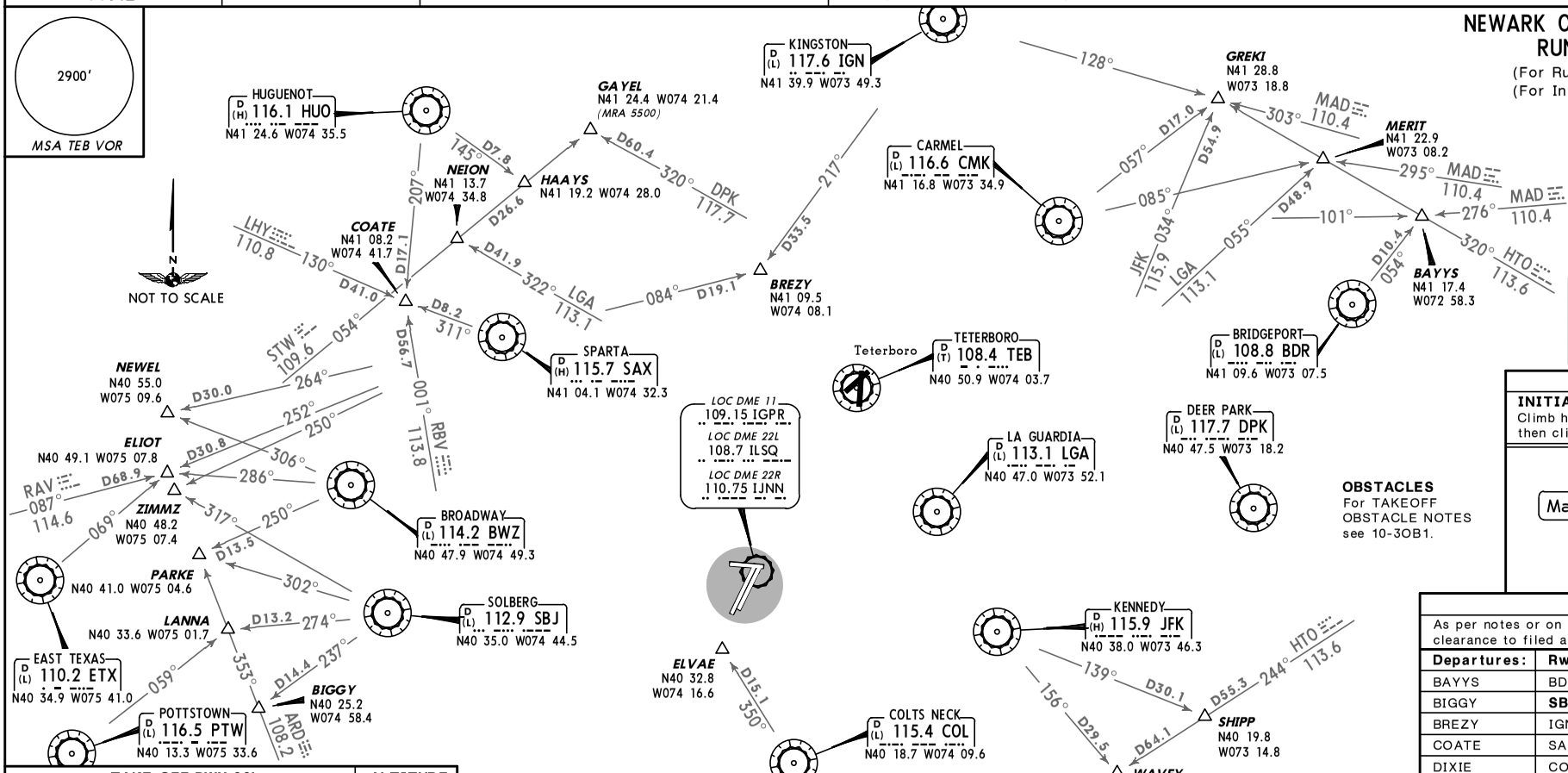
**1. RADAR and DME required.**
2. Rwys 22L/R: WEST bound departures EXPECT vectors between 5 NM and 8 NM.

# NEWARK ONE DEPARTURE (EWR1.EWR)
## RUNWAYS 22L/R & 29

(For Runways 4L/R & 11 see 10-3A)
(For Initial Climb See Insets Below)

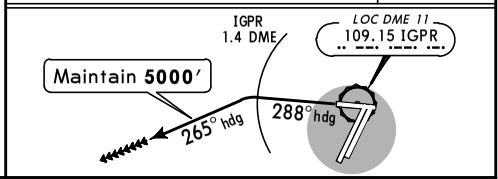
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 22L: Standard (or lower than standard, if authorized) with minimum climb of 453′ per NM to **500′.**
Rwy 22R: Standard (or lower than standard, if authorized) with minimum climb of 459′ per NM to **400′.**
Rwy 29: Standard (or lower than standard, if authorized) with minimum climb of 473′ per NM to **500′.**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 453′ per NM | 566 | 755 | 1133 | 1510 | 1888 | 2265 |
| 459′ per NM | 574 | 765 | 1148 | 1530 | 1913 | 2295 |
| 473′ per NM | 591 | 788 | 1183 | 1577 | 1971 | 2365 |

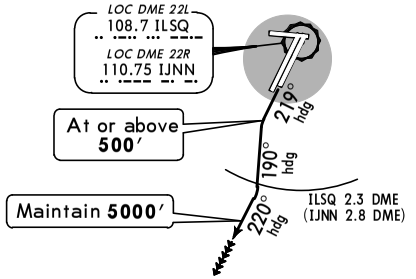



## OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

| TAKE-OFF RWY 29 | ALTITUDE |
|---|---|
| **INITIAL CLIMB:** Climb heading 288° to IGPR 1.4 DME, then climbing LEFT turn heading 265°. | **MAINTAIN 5000′** |



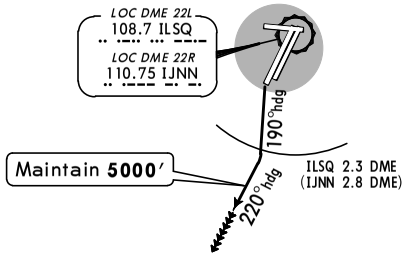

| TAKE-OFF RWY 22L | ALTITUDE |
|---|---|
| **INITIAL CLIMB:** Climb heading 219° to **500′** then climbing LEFT turn heading 190° to ILSQ 2.3 DME (use IJNN 2.8 DME when ILSQ is not available), then climbing RIGHT turn heading 220°. | **MAINTAIN 5000′** |




LOST COMMS LOST COMMS LOST COMMS LOST COMMS

For aircraft proceeding to BREZY, COATE, GAYEL, HAAYS, and NEION, if radio contact lost/not established with ATC, climb to **3000′** after SBJ R-047.

| TAKE-OFF RWY 22R | ALTITUDE |
|---|---|
| **INITIAL CLIMB:** Climbing LEFT turn heading 190° to ILSQ 2.3 DME (use IJNN 2.8 DME when ILSQ is not available), then climbing RIGHT turn heading 220°. | **MAINTAIN 5000′** |




## ROUTING

As per notes or on vector to assigned route/fix. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

| Departures: | Rwys 22L/R EXPECT vectors to: |
|---|---|
| BAYYS | BDR/BDR R-054. |
| BIGGY | **SBJ**/SBJ R-237. |
| BREZY | IGN R-217 to BREZY. |
| COATE | SAX/SAX R-311. |
| DIXIE | COL R-350/COL/COL R-192 or ELVAE/COL. |
| ELIOT | ETX (2300 - 0700 local SBJ/ETX). ELIOT may be accessed by all types of aircraft requesting a final altitude of **14000′** or **16000′.** |
| GAYEL | DPK R-320. |
| HAAYS | HUO. |
| LANNA | **SBJ**/SBJ R-274. |
| MERIT | LGA R-055. |
| NEION | LGA R-322. |
| NEWEL | SAX/SAX R-264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above **FL180.** |
| PARKE | **SBJ**/SBJ R-302. |
| SHIPP | JFK/JFK R-139. |
| WAVEY | JFK/JFK R-156. |
| WHITE | COL R-350/COL/COL R-204 or ELVAE/COL. |
| ZIMMZ | **SBJ**/SBJ R-317. ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above **FL180.** |

*CHANGES:* Procedure renumbered, runways 22L/R take-off altitude, NEWEL formation.

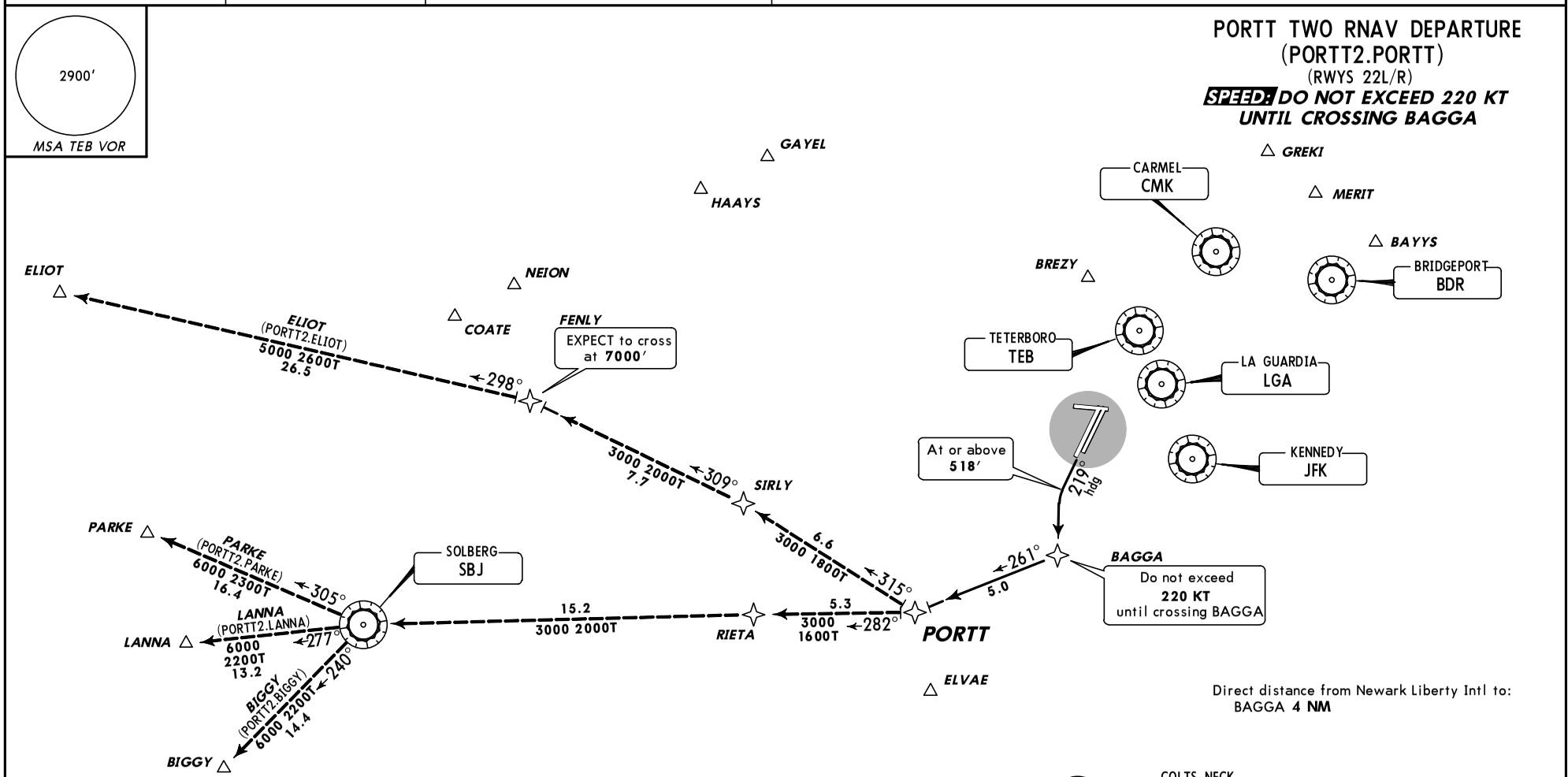
© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

| NEW YORK Departure (R) | Apt Elev | Trans level: FL180 Trans alt: 18000′ | |
|---|---|---|---|
| 119.2 | 18′ | | 1. DME/DME/IRU or GPS required.<br>2. RNAV 1.<br>3. RADAR required. |

# PORTT TWO RNAV DEPARTURE (PORTT2.PORTT)

(RWYS 22L/R)

**SPEED: DO NOT EXCEED 220 KT UNTIL CROSSING BAGGA**




Direct distance from Newark Liberty Intl to: BAGGA **4 NM**

| INITIAL CLIMB | ALTITUDE |
|---|---|
| Climb heading 219° to **518′**, then turn LEFT direct BAGGA. | **MAINTAIN 5000′** |

**ROUTING**

Via depicted route to PORTT. Then via assigned transition, or EXPECT vectors to assigned departure fix. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

| Departures: | EXPECT Vectors to: |
|---|---|
| BAYYS | BDR direct BAYYS. |
| COATE | BDR direct COATE. |
| DIXIE | ELVAE direct COL direct DIXIE. |
| GREKI | CMK direct GREKI. |
| HAAYS | HAAYS. |
| MERIT | LGA direct MERIT. |
| WAVEY | JFK direct WAVEY. |
| WHITE | ELVAE direct COL direct WHITE. |

This SID requires ATC climb of 500′ per NM to **518′** and the following take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 11, 29: Not authorized - ATC.
Rwy 22R: 300-1 3/4 or standard (or lower than standard, if authorized) with minimum climb of 203′ per NM to **300′**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200′ per NM climb gradient, take-off must occur no later than 1200′ prior to DER.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 203′ per NM | 254 | 338 | 508 | 677 | 846 | 1015 |
| 500′ per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

**OBSTACLES**

Rwy 22L: Pole 8′ from DER, 261′ LEFT of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ RIGHT of centerline, up to 55′ AGL/69′ MSL. Building 1.4 NM from DER, 1872′ LEFT of centerline, 200′ AGL/227′ MSL.

*CHANGES:* Procedure reindexed.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

# TAKEOFF OBSTACLE NOTES

- RWY 4L:
  TOWER, LIGHT AND MULTIPLE TREES BEGINNING 211′ FROM DER, 198′ LEFT OF CENTERLINE, UP TO 70′ AGL/89′ MSL. DME ANTENNA AND POLE BEGINNING 881′ FROM DER, 418′ RIGHT OF CENTERLINE, UP TO 121′ AGL/131′ MSL.

- RWY 4R:
  DME ANTENNA, TREE AND MULTIPLE TOWERS BEGINNING 530′ FROM DER, 477′ LEFT OF CENTERLINE, UP TO 61′ AGL/82′ MSL. TOWER, SIGN, TREE, MULTIPLE BUILDINGS AND POLES BEGINNING 1134′ FROM DER, 153′ RIGHT OF CENTERLINE, UP TO 121′ AGL/131′ MSL.

- RWY 11:
  POLE, TREE AND MULTIPLE SIGNS BEGINNING 6′ FROM DER, 158′ RIGHT OF CENTERLINE, UP TO 31′ AGL/50′ MSL. SIGN, TREE, ROAD, FENCE, BUILDING AND MULTIPLE POLES BEGINNING 82′ FROM DER, 2′ LEFT OF CENTERLINE, UP TO 49′ AGL/68′ MSL.

- RWY 22L:
  POLE 8′ FROM DER, 261′ LEFT OF CENTERLINE, 7′ AGL/16′ MSL.

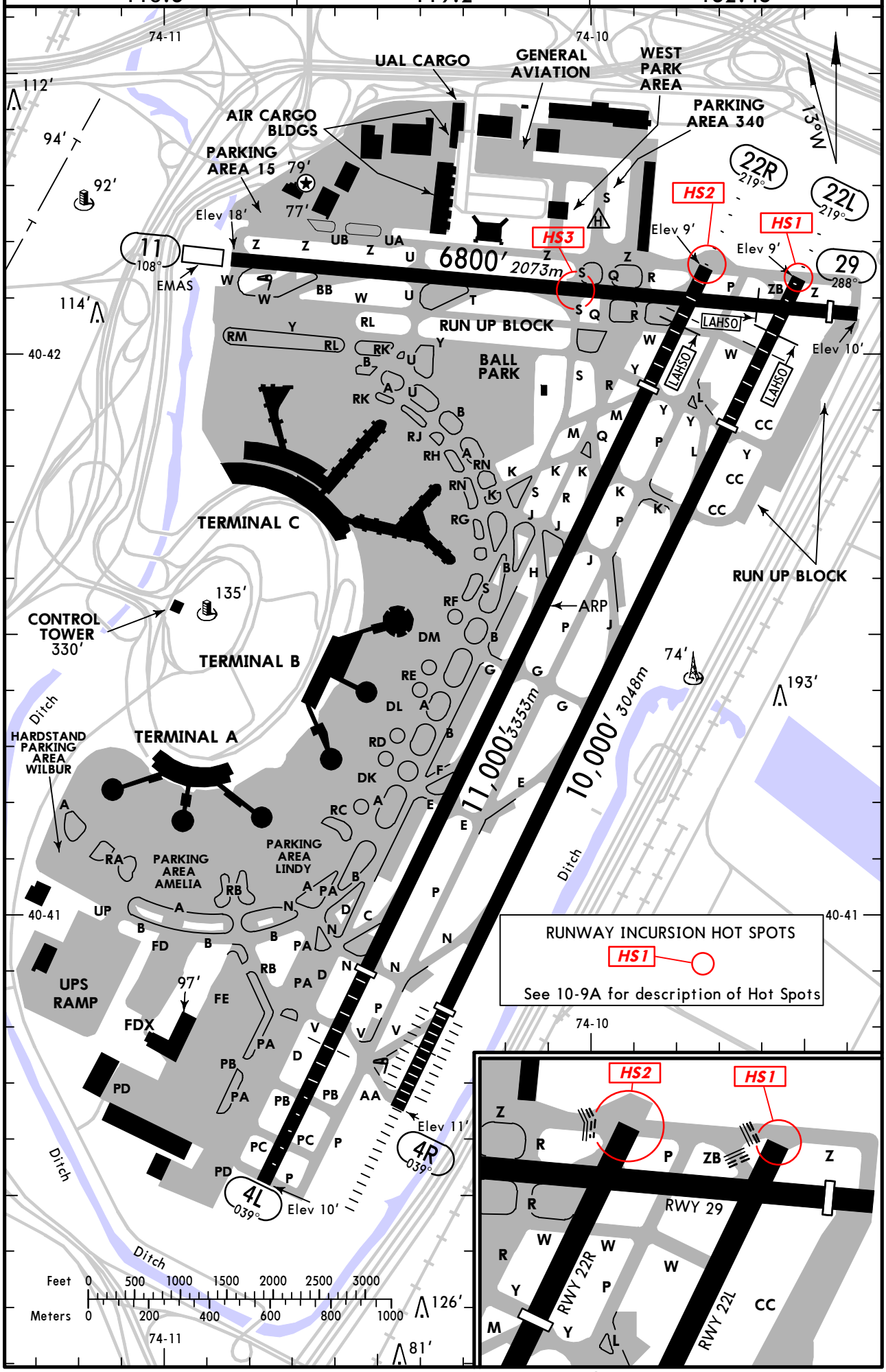
- RWY 22R:
  LIGHT AND MULTIPLE TREES BEGINNING 1829′ FROM DER, 307′ RIGHT OF CENTERLINE, UP TO 55′ AGL/69′ MSL. BUILDING 1.4 NM FROM DER, 1872′ LEFT OF CENTERLINE, 200′ AGL/227′ MSL.

- RWY 29:
  MULTIPLE POLES, TREES, SIGNS AND BUILDINGS BEGINNING 209′ FROM DER, 242′ LEFT OF CENTERLINE, UP TO 110′ AGL/120′ MSL. TREE, MULTIPLE SIGNS AND POLES BEGINNING 689′ FROM DER, 66′ RIGHT OF CENTERLINE, UP TO 273′ AGL/358′ MSL. BUILDING 6029′ FROM DER, 1624 RIGHT OF CENTERLINE, 273′ AGL/357′ MSL. BUILDING 1.5 NM FROM DER, 2071′ RIGHT OF CENTERLINE, 202′ AGL/328′ MSL.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

| D-ATIS | ACARS: D-ATIS PDC TWIP | NEWARK Clearance (Cpt) | Ground |
|---|---|---|---|
| 134.82 | | 118.85 | 121.8 |

| Tower | NEW YORK Departure (R) | Gate Hold |
|---|---|---|
| 118.3 | 119.2 | 132.45 |




CHANGES: Run up block locations.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

GENERAL
Low Level Wind Shear Alert System.
Terminal Doppler Weather Radar.
Birds in vicinity of airport.
ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all Twys and Rwys.

ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | LAHSO Distance | WIDTH |
|---|---|---|---|---|---|
| 4L | HIRL CL MALSR TDZ ❶ PAPI-L grooved RVR | 8460′ *2579m* | 7400′ *2256m* | 11/29 7750′ *2362m* | 150′ *46m* |
| 22R | HIRL CL MALSR REIL TDZ ❶ PAPI-L grooved RVR | 9560′ *2914m* | 8646′ *2635m* | | |
| ❶ Angle 3.0° | | | | | |
| 4R | HIRL CL ALSF-II TDZ ❷ PAPI-L grooved RVR | 8810′ *2685m* | 7750′ *2362m* | 11/29 8100′ *2469m* | 150′ *46m* |
| 22L | HIRL CL MALSR TDZ ❷ PAPI-L grooved RVR | 8207′ *2501m* | 7392′ *2253m* | | |
| ❷ Angle 3.0° | | | | | |
| 11 | HIRL CL REIL TDZ ❸ VASI-L grooved RVR | | 5616′ *1712m* | 4R/22L 5700′ *1737m* | 150′ *46m* |
| 29 | HIRL CL REIL TDZ PAPI-R (angle 3.0°) grooved | 6502′ *1982m* | | | |
| ❸ Angle 3.08° | | | | | |

RUNWAY INCURSION HOT SPOT

HS1

For information only, not to be construed as ATC instructions.

HS1 Eastbound traffic on Twy Z approaching Rwy 4R/22L must remain aware so as to not mistake Twy ZB for Twy Z.

HS2 Northbound traffic on Twy P turning left onto Twy Z must remain aware of the close proximity of Rwy 4L/22R.

HS3 Southbound traffic on Twy S from General Aviation parking must remain aware so as not to mistake Rwy 11/29 for Twy Z.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

**Rwys 1 4L, 2 4R, 3 22L, 4 22R**

| 2 operating RVRs are required<br>All operating RVRs are controlling | | Adequate Vis Ref | STD | |
|---|---|---|---|---|
| CL & HIRL | CL, or RCLM & HIRL | | 3 & 4 Eng | 1 & 2 Eng |
| TDZ RVR 5<br>Mid RVR 5<br>Rollout RVR 5 | TDZ RVR 10<br>Mid RVR 10<br>Rollout RVR 10 | RVR 16 or 1/4 | RVR 24 or 1/2 | RVR 50 or 1 |

1 With Mim climb of 383′/NM to 2500′.
2 With Mim climb of 375′/NM to 2500′.
3 With Mim climb of 337′/NM to 2500′.
4 With Mim climb of 331′/NM to 2500′.

| Rwy 11 | | | Rwy 29 | | | |
|---|---|---|---|---|---|---|
| With Mim climb of 361′/NM to 2500′ | | | With Mim climb of 444′/NM to 500′ | | | Other |
| Adequate Vis Ref | STD 3 & 4 Eng | STD 1 & 2 Eng | Adequate Vis Ref | STD 3 & 4 Eng | STD 1 & 2 Eng | |
| RVR 16 or 1/4 | RVR 24 or 1/2 | RVR 50 or 1 | 1/4 | 1/2 | 1 | 400-2 |

OBSTACLE DP
Rwy 4R: Climb heading 039° to 500′ before turning right.
Rwy 22L: Climb heading 219° to 500′ before turning left.
Rwy 29: Climb heading 288° to 800′ before turning eastbound.

FOR FILING AS ALTERNATE

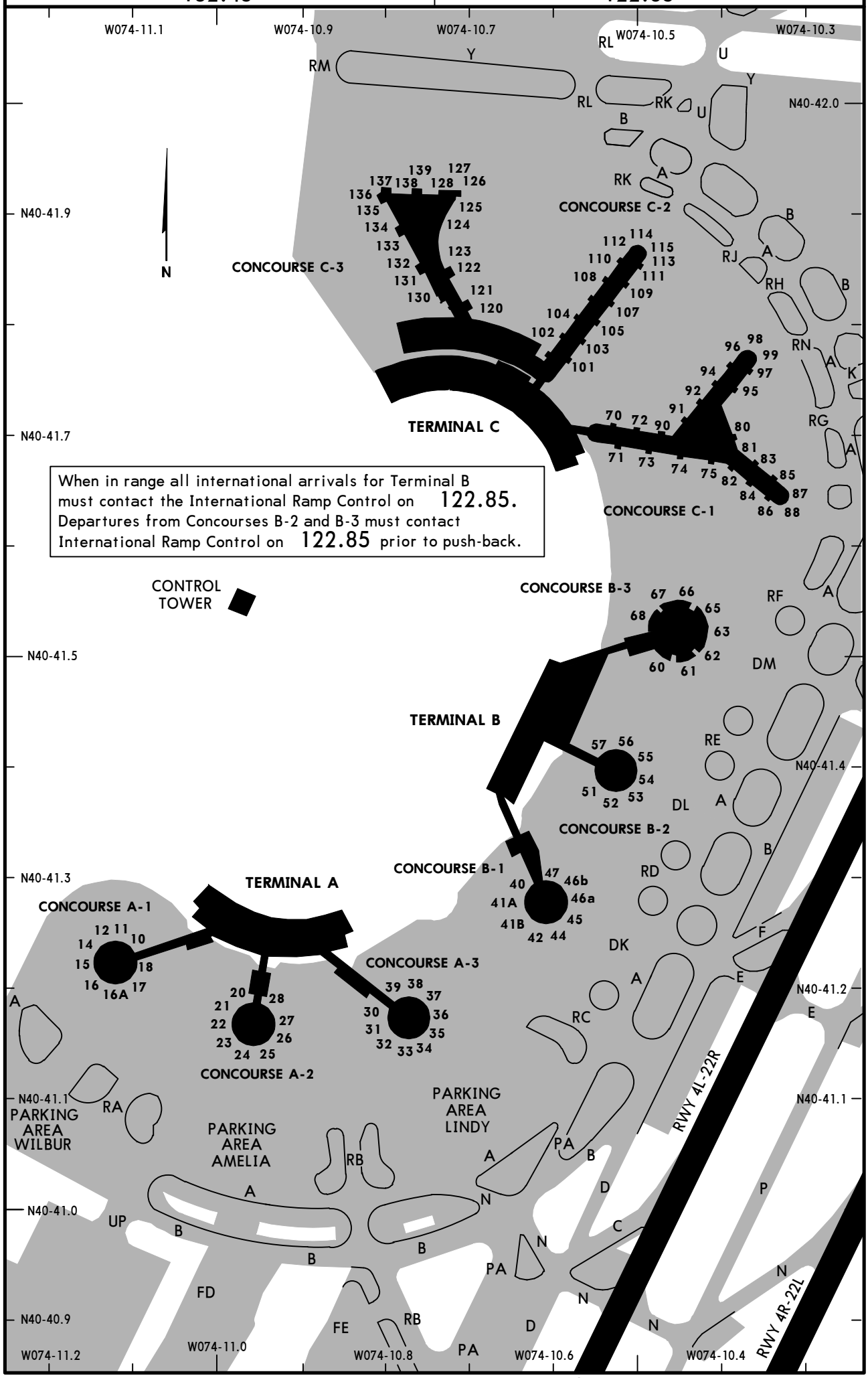
| | ILS Rwy 22L | ILS Rwy 4L<br>ILS Rwy 4R<br>ILS Rwy 11<br>ILS Rwy 22R | RNAV (RNP) Z Rwy 4R<br>RNAV (RNP) Y Rwy 22L<br>RNAV (RNP) Y Rwy 29 | LOC Rwy 4L<br>LOC Rwy 4R<br>LOC Rwy 11<br>LOC Rwy 22L<br>LOC Rwy 22R<br>RNAV (GPS) Rwy 4L<br>RNAV (GPS) Y Rwy 4R<br>RNAV (GPS) Rwy 11<br>RNAV (GPS) Z Rwy 22L<br>RNAV (GPS) Rwy 22R | RNAV (RNP) Z Rwy 29 | VOR DME Rwy 22L<br>VOR DME Rwy 22R | VOR Rwy 11 | Other |
|---|---|---|---|---|---|---|---|---|
| A | 800-2 | 800-2 | 800-2 | 800-2 | 800-2 | 900-2 | 1000-2 | NA |
| B | | | | | | | | |
| C | | | | | | 900-3 | 1000-3 | |
| D | 900-3 | 900-3 | | 900-3 | NA | 1000-3 | | |

AMEND 5

*CHANGES:* Hot spot description.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

| Gate Hold | Ramp Control |
|---|---|
| 132.45 | 122.85 |




When in range all international arrivals for Terminal B must contact the International Ramp Control on 122.85. Departures from Concourses B-2 and B-3 must contact International Ramp Control on 122.85 prior to push-back.

*CHANGES:* Terminal B parking gates.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

## PARKING GATE COORDINATES

| GATE No. | COORDINATES |
|---|---|
| **Concourse A-1** | |
| 10 thru 12 | N40 41.2 W074 11.1 |
| 14 thru 18 | N40 41.2 W074 11.1 |
| **Concourse A-2** | |
| 20 thru 23 | N40 41.2 W074 11.0 |
| 24 | N40 41.1 W074 11.0 |
| 25 | N40 41.1 W074 10.9 |
| 26 thru 28 | N40 41.2 W074 10.9 |
| **Concourse A-3** | |
| 30 thru 34 | N40 41.2 W074 10.8 |
| 35, 36 | N40 41.2 W074 10.7 |
| 37 thru 39 | N40 41.2 W074 10.8 |
| **Concourse B-1** | |
| 40 thru 42 | N40 41.3 W074 10.6 |
| 44 thru 47 | N40 41.3 W074 10.6 |
| **Concourse B-2** | |
| 51 thru 57 | N40 41.4 W074 10.5 |
| **Concourse B-3** | |
| 60, 61 | N40 41.5 W074 10.5 |
| 62, 63, 65 | N40 41.5 W074 10.4 |
| 66 | N40 41.6 W074 10.4 |
| 67 | N40 41.6 W074 10.5 |
| 68 | N40 41.5 W074 10.5 |

| GATE No. | COORDINATES |
|---|---|
| **Concourse C-1** | |
| 70 thru 74 | N40 41.7 W074 10.5 |
| 75, 80, 81, 82 | N40 41.7 W074 10.4 |
| 83 | N40 41.7 W074 10.3 |
| 84 | N40 41.6 W074 10.3 |
| 85 | N40 41.7 W074 10.3 |
| 86 thru 88 | N40 41.6 W074 10.3 |
| 90 thru 92 | N40 41.7 W074 10.4 |
| 94 thru 99 | N40 41.8 W074 10.4 |
| **Concourse C-2** | |
| 101 thru 104 | N40 41.8 W074 10.6 |
| 105 | N40 41.8 W074 10.5 |
| 107 thru 109 | N40 41.8 W074 10.5 |
| 110 thru 115 | N40 41.9 W074 10.5 |
| **Concourse C-3** | |
| 120, 121 | N40 41.8 W074 10.7 |
| 122 thru 128 | N40 41.9 W074 10.7 |
| 130, 131 | N40 41.8 W074 10.8 |
| 132 thru 139 | N40 41.9 W074 10.8 |

*CHANGES:* Concourse B1,B2,B3, gate coordinates.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

# KEWR/EWR

NEWARK LIBERTY INTL

JEPPESEN

13 MAY 11 (10-9D)

SMGCS

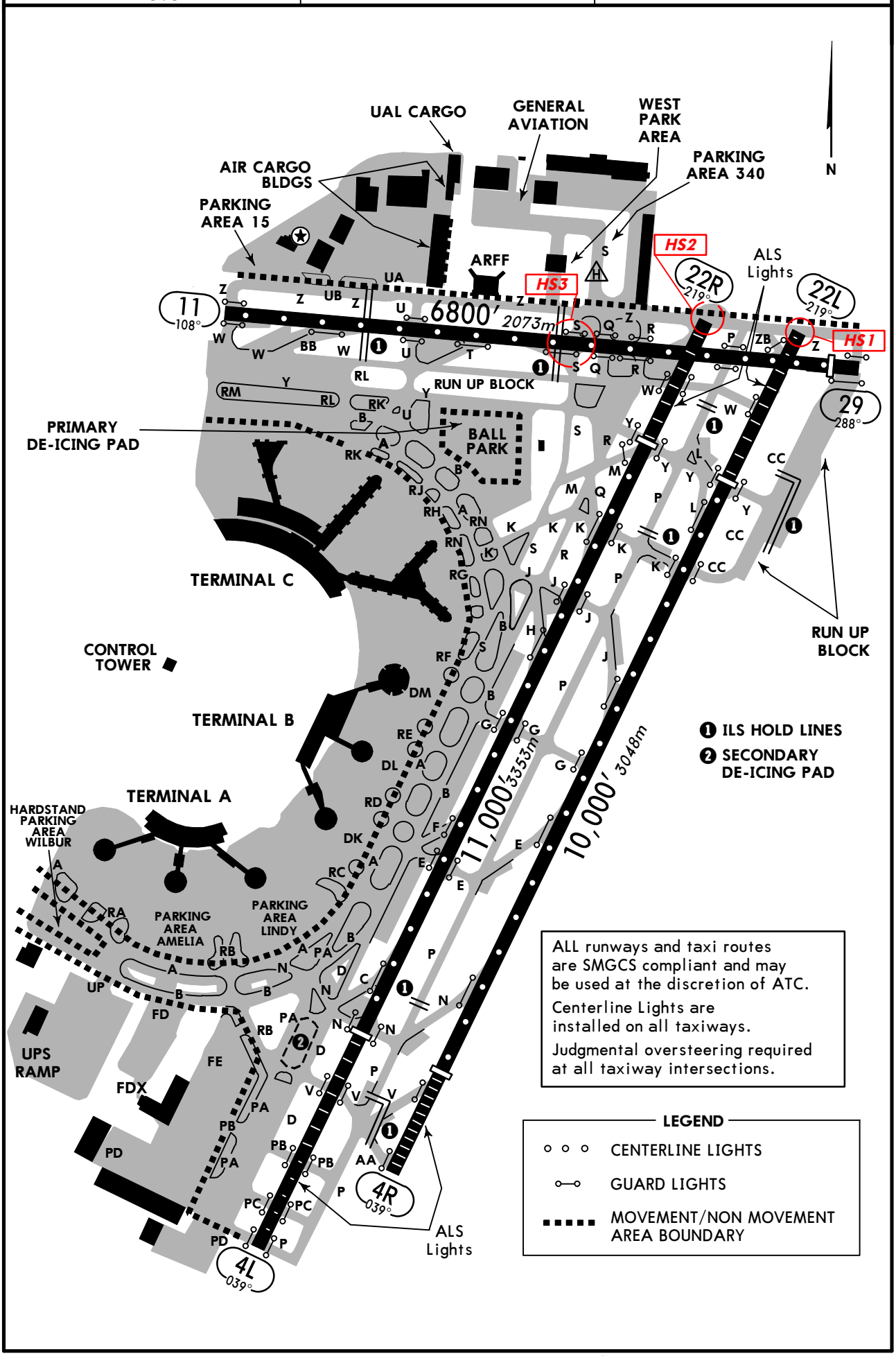
NEWARK, NJ

## LESS THAN RVR 1200 to 600

## LOW VISIBILITY PROCEDURES

| D-ATIS | ACARS: D-ATIS PDC TWIP | NEWARK Clearance (Cpt) | Ground |
|---|---|---|---|
| 134.82 | | 118.85 | 121.8 |

| Tower | NEW YORK Departure (R) | Gate Hold |
|---|---|---|
| 118.3 | 119.2 | 132.45 |




*CHANGES:* Run up block locations, hot spots added.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

# KEWR/EWR
## NEWARK LIBERTY INTL

JEPPESEN

3 FEB 12 (11-1)

# NEWARK, NJ
## ILS or LOC Rwy 4L

BRIEFING STRIP ™

| D-ATIS Arrival | D-ATIS South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

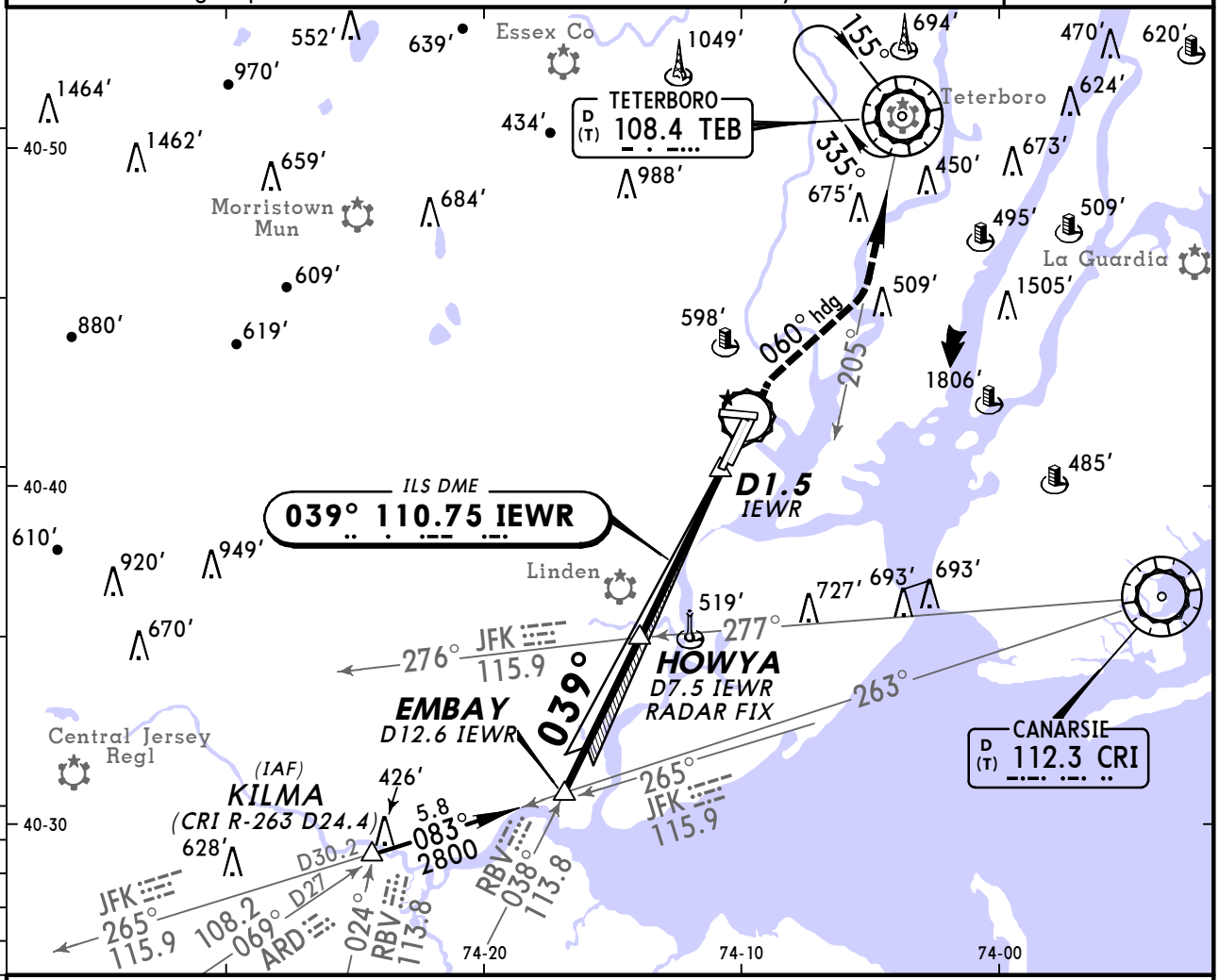
| LOC IEWR | Final Apch Crs | GS HOWYA | ILS DA(H) | Apt Elev 18′ / TDZE 4L |
|---|---|---|---|---|
| 110.75 | 039° | 2000′ (1990′) | 210′ (200′) | 10′ |

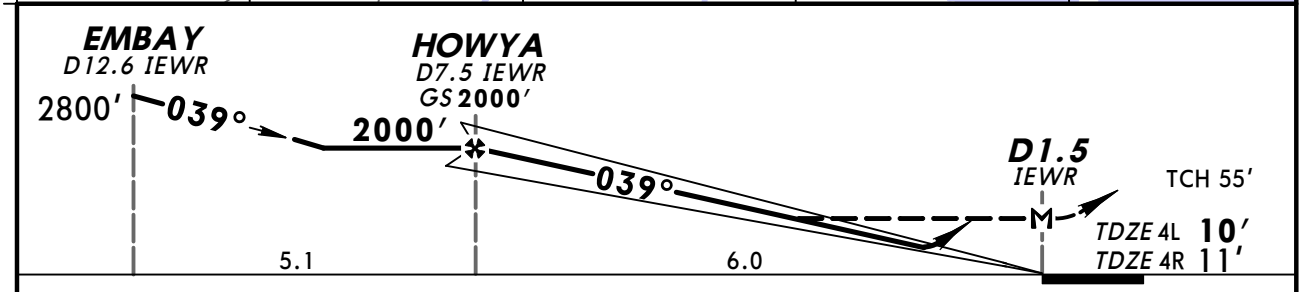
**MISSED APCH:** Climb to 600′ then climbing RIGHT turn to 2500′ via heading 060° and inbound TEB VOR R-205 to TEB VOR and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. VGSI and ILS glidepath not coincident. 2. ALSF-II and PAPI-L on Rwy 4R.

2900′ MSA TEB VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.5 IEWR or HOWYA to MAP | 6.0 | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 | 2:15 |

MALSR / PAPI | 600′ | 2500′ RT via 060° hdg and TEB 108.4 R-205 | TEB 108.4

| STRAIGHT-IN LANDING RWY4L ILS DA(H) 210′ (200′) | | | | LOC (GS out) MDA(H) 560′ (550′) | | | SIDESTEP LANDING RWY 4R MDA(H) 560′ (549′) | | 1 CIRCLE-TO-LAND | |
|---|---|---|---|---|---|---|---|---|---|---|
| | FULL | TDZ or CL out | RAIL or ALS out | | RAIL out | ALS out | | ALS out | Max Kts | MDA(H) |
| A | RVR 18 or ½ | RVR 24 or ½ | RVR 40 or ¾ | RVR 24 or ½ | RVR 40 or ¾ | RVR 50 or 1 | RVR 50 or 1 | | 90 | 720′ (702′) -1 |
| B | | | | | | | | | 120 | |
| C | | | | RVR 50 or 1 | 1½ | | RVR 50 or 1 | 1½ | 140 | 720′ (702′) -2 |
| D | | | | RVR 60 or 1¼ | 1¾ | | 1½ | 2 | 165 | 900′ (882′) -3 |

1 When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND 13B 9 FEB 2012

CHANGES: Notes.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

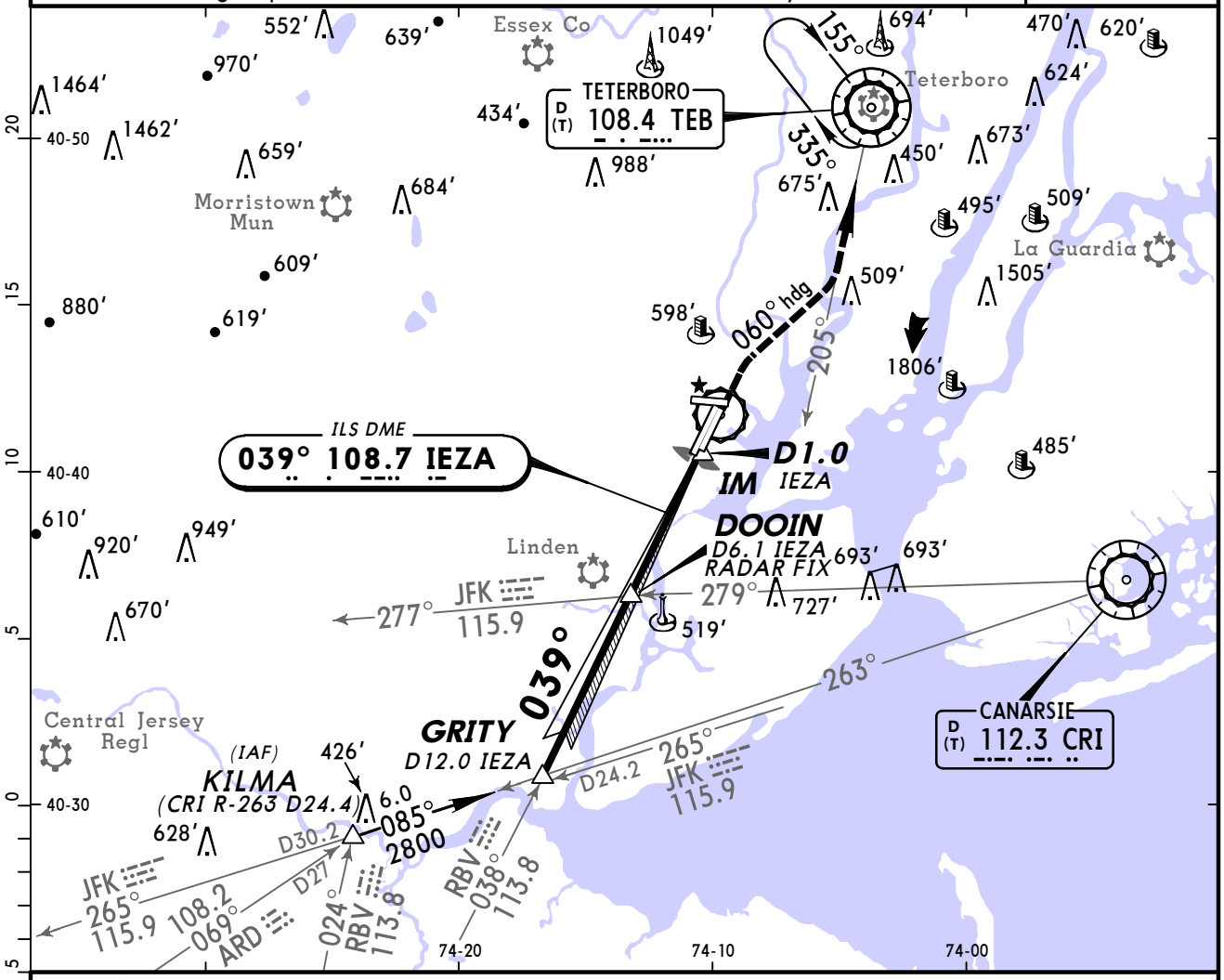
| LOC IEZA | Final Apch Crs | GS DOOIN | ILS DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| 108.7 | 039° | 1700′ (1689′) | 213′ (202′) | TDZE 4R 11′ |

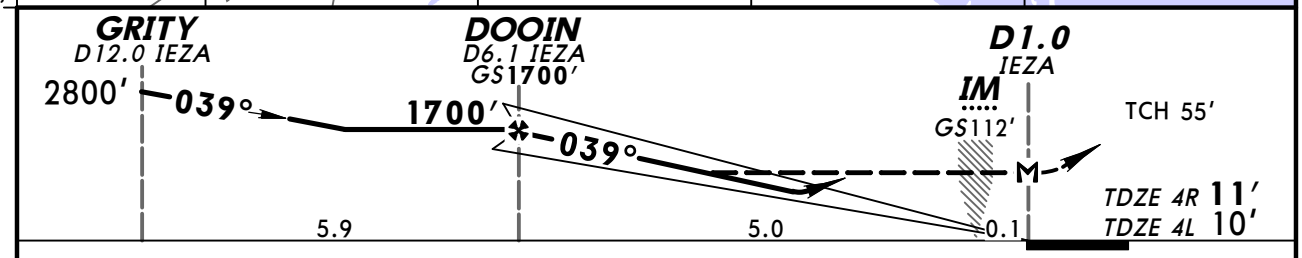
**MISSED APCH:** Climb to 600′, then climbing RIGHT turn to 2500′ via heading 060° and inbound via TEB R-205 to TEB VOR and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. VGSI and ILS glidepath not coincident. 2. MALSR and PAPI-L on Rwy 4L.

2900′
MSA TEB VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.0 IEZA or DOOIN to MAP 5.1 | 4:22 | 3:24 | 3:04 | 2:33 | 2:11 | 1:55 |

| ALSF-II PAPI | 600′ | 2500′ RT | 060° via hdg | TEB 108.4 and R-205 | TEB 108.4 |
|---|---|---|---|---|---|

| | STRAIGHT-IN LANDING RWY4R ILS DA(H) 213′(202′) FULL | TDZ or CL out | ALS out | LOC (GS out) MDA(H) 560′(549′) | ALS out | SIDESTEP LANDING RWY 4L MDA(H) 560′(550′) | RAIL or ALS out | CIRCLE-TO-LAND Max Kts | MDA(H) |
|---|---|---|---|---|---|---|---|---|---|
| A | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 50 or 1 | RVR 50 or 1 | | 90 | 720′ (702′)-1 |
| B | | | | | | | | 120 | |
| C | | | | RVR 50 or 1 | 1 1/2 | RVR 50 or 1 | 1 1/2 | 140 | 720′ (702′)-2 |
| D | | | | RVR 60 or 1 1/4 | 1 3/4 | 1 1/2 | 2 | 165 | 900′ (882′)-3 |

1 When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND 12C 9 FEB 2012

CHANGES: MM decommissioned, notes.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

# KEWR/EWR
## NEWARK LIBERTY INTL

JEPPESEN

3 FEB 12 (11-2A)

# NEWARK, NJ
## ILS Rwy 4R CAT II & III

| D-ATIS Arrival | D-ATIS South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

| LOC | Final Apch Crs | GS | CAT IIIC | CAT IIIB | CAT IIIA | CAT II | Apt Elev |
|---|---|---|---|---|---|---|---|
| IEZA 108.7 | 039° | DOOIN 1700′ (1689′) | NA | Refer to Minimums | | RA 100′ DA(H) 111′ (100′) | 18′ TDZE 11′ |

**MISSED APCH:** Climb to 600′, then climbing RIGHT turn to 2500′ via heading 060° and inbound via TEB R-205 to TEB VOR and hold.

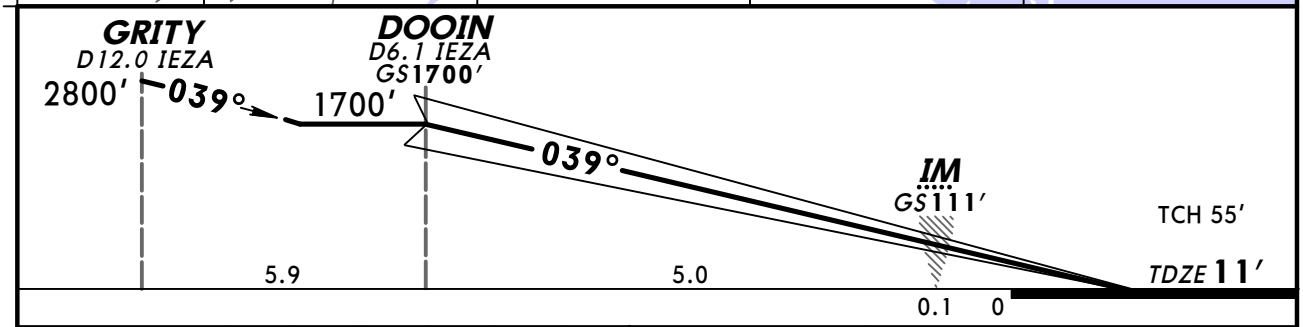
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. Special Aircrew & Aircraft Certification Required.** 2. VGSI and ILS glidepath not coincident. 3. When VGSI inop, Circling Rwy 29 not authorized at night.

2900′

MSA TEB VOR

BRIEFING STRIP ™




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

PAPI  ALSF-II  600′  2500′ RT via 060° hdg and TEB 108.4 R-205  TEB 108.4

STRAIGHT-IN LANDING RWY4R

| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS RA 100′ DA(H) 111′ (100′) |
|---|---|---|---|
| NA | RVR 6 | RVR 7 | RVR 12 |

TERPS AMEND 12C 9 FEB 2012

CHANGES: MM decommissioned, notes.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

# KEWR/EWR
## NEWARK LIBERTY INTL

JEPPESEN

3 FEB 12 (11-3)

# NEWARK, NJ
## ILS or LOC Rwy 11

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

| LOC IGPR | Final Apch Crs | GS JEENO | LOC MDA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| 109.15 | 107° | 1600′ (1582′) | 580′ (562′) | TDZE 18′ |

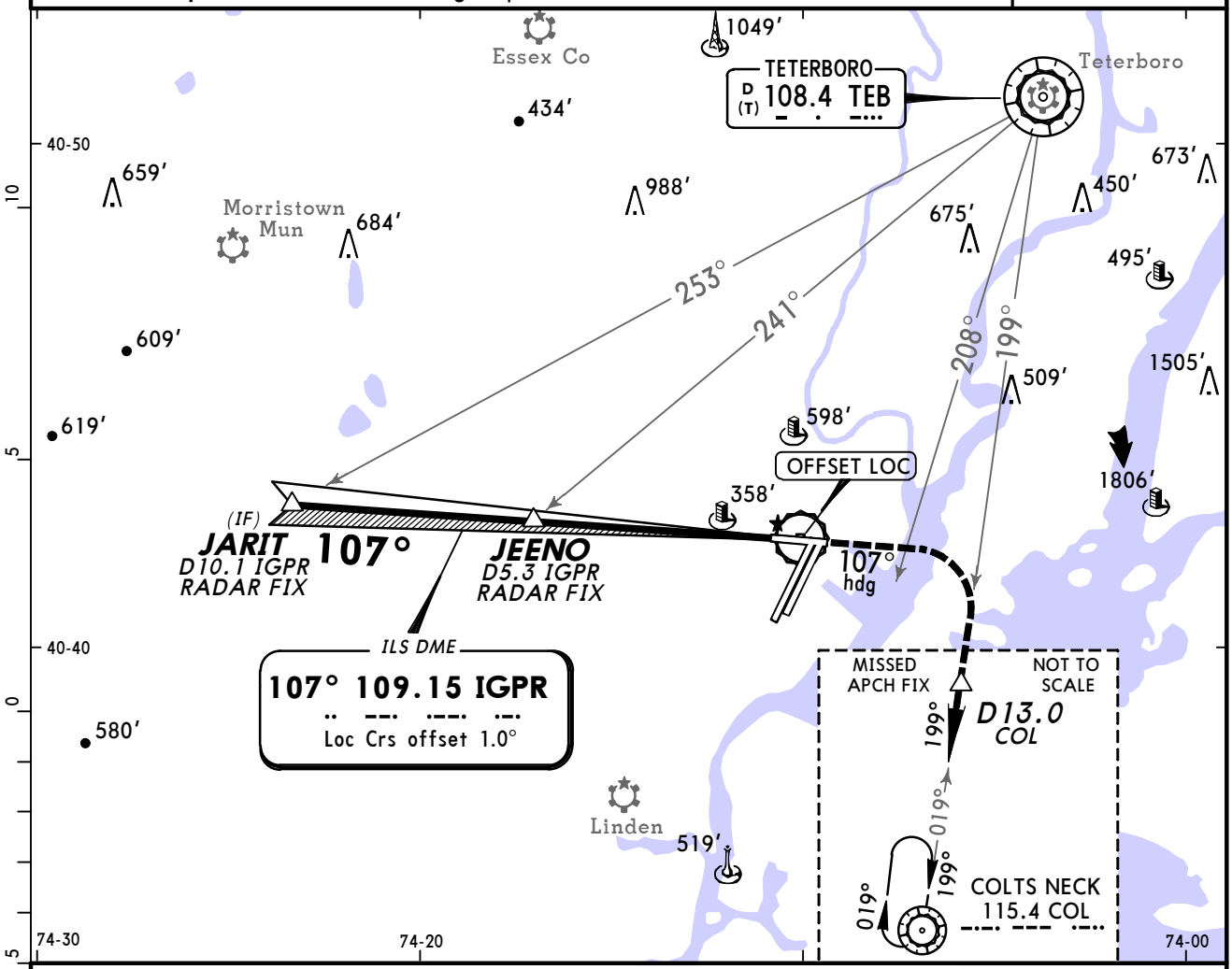
**MISSED APCH:** Climb to 1700′ heading 107°, at TEB VOR R-208 RIGHT turn to intercept TEB VOR R-199 outbound and COL VOR R-019 inbound to COL VOR and hold. At D13.0 COL climb to 3000′.

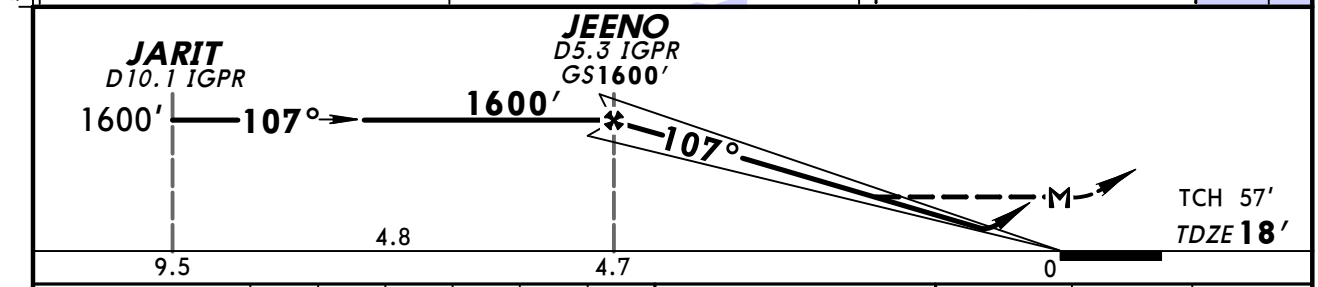
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. RADAR required.** 2. VGSI and ILS glidepath not coincident.

2900′

MSA TEB VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| JEENO to MAP | 4.7 | 4:02 | 3:08 | 2:49 | 2:21 | 2:01 | 1:46 |

REIL
VASI-L

1700′ ↑ 107° hdg

STRAIGHT-IN LANDING RWY 11

| | ILS DA(H) 604′ (586′) | LOC (GS out) MDA(H) 580′ (562′) | Max Kts | CIRCLE-TO-LAND MDA(H) |
|---|---|---|---|---|
| A | 2 | RVR 50 or 1 | 90 | 720′ (702′) -1 |
| B | | | 120 | |
| C | | 1½ | 140 | 720′ (702′) -2 |
| D | | 1¾ | 165 | 900′ (882′) -3 |

1 When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND 2B 9 FEB 2012

CHANGES: Notes.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

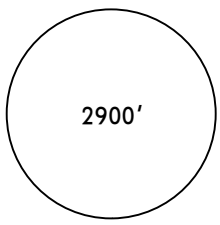
| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

| LOC ILSQ | Final Apch Crs | GS | SA CAT I ILS | ILS DA(H) | Apt Elev 18′ |
|---|---|---|---|---|---|
| 108.7 | 219° | BUZZD 1500′ (1490′) | RA149′ DA(H)160′(150′) | 210′ (200′) | Rwy 22L 10′ |

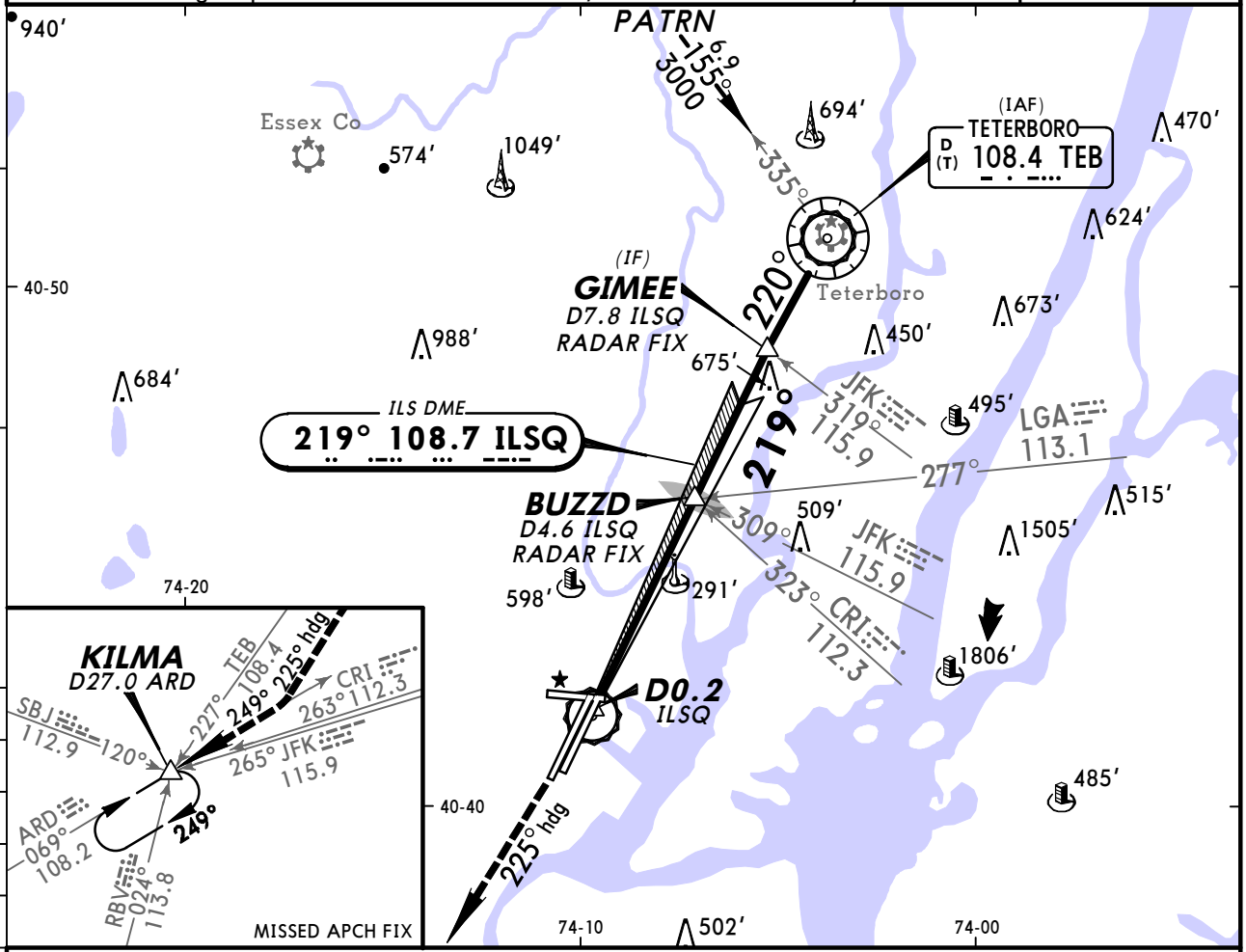
**MISSED APCH:** Climb to 500′ then climbing RIGHT turn to 3000′ via heading 225° and inbound ARD VOR R-069 to KILMA INT/D27.0 ARD and hold.

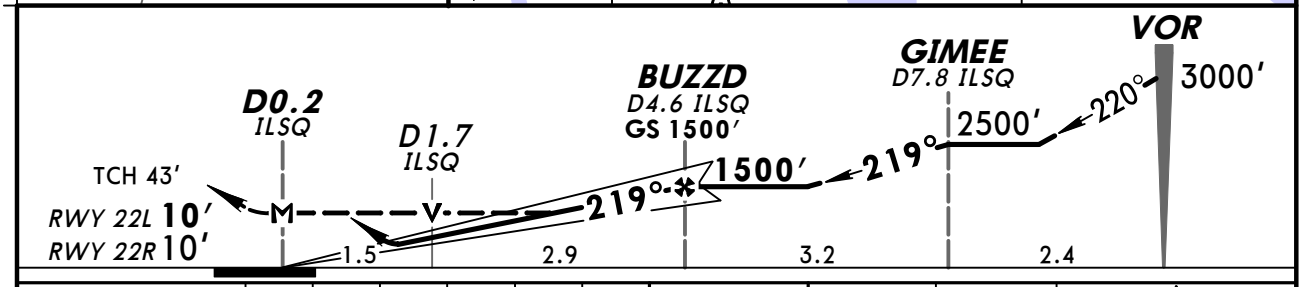
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. Special Aircrew & Acft Certification Required for Special Auth CAT I ILS.**
2. VGSI and ILS glidepath not coincident. 3. MALSR, REIL and PAPI-L on Rwy 22R.




MSA TEB VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.2 ILSQ or BUZZD to MAP | 4.5 | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | 1:41 |

MALSR
PAPI
500′
3000′ via RT
225° hdg

STRAIGHT-IN LANDING RWY 22L

| | 1 SA CAT I ILS RA149′ DA(H)160′(150′) | ILS DA(H) 210′(200′) FULL | ILS TDZ or CL out | ILS RAIL or ALS out | LOC (GS out) MDA(H) 560′(550′) | RAIL out | ALS out | SIDESTEP LANDING RWY 22R MDA(H) 560′(550′) | RAIL out | ALS out | CIRCLE-TO-LAND Not authorized to Rwy 29 at night when VGSI inop. Max Kts | MDA(H) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | RVR 14 | RVR 18 or 3/8 | RVR 26 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 | RVR 55 or 1 | | | 90 | 720′(702′)-1 |
| B | | | | | | | | | | | 120 | |
| C | | | | | RVR 60 or 1 1/8 | 1 3/8 | 1 5/8 | RVR 60 or 1 1/8 | 1 3/8 | 1 5/8 | 140 | 720′(702′)-2 |
| D | | | | | | | | | | | 165 | 900′(882′)-3 |

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H).

TERPS AMEND 12A 5 MAY 2011

*CHANGES:* BUZZD, minimums, circling note.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

| LOC | Final Apch Crs | GS | CAT II | Apt Elev 18′ |
|---|---|---|---|---|
| ILSQ 108.7 | 219° | BUZZD 1500′ (1490′) | RA 99′ DA(H) 110′ (100′) | Rwy 22L 10′ |

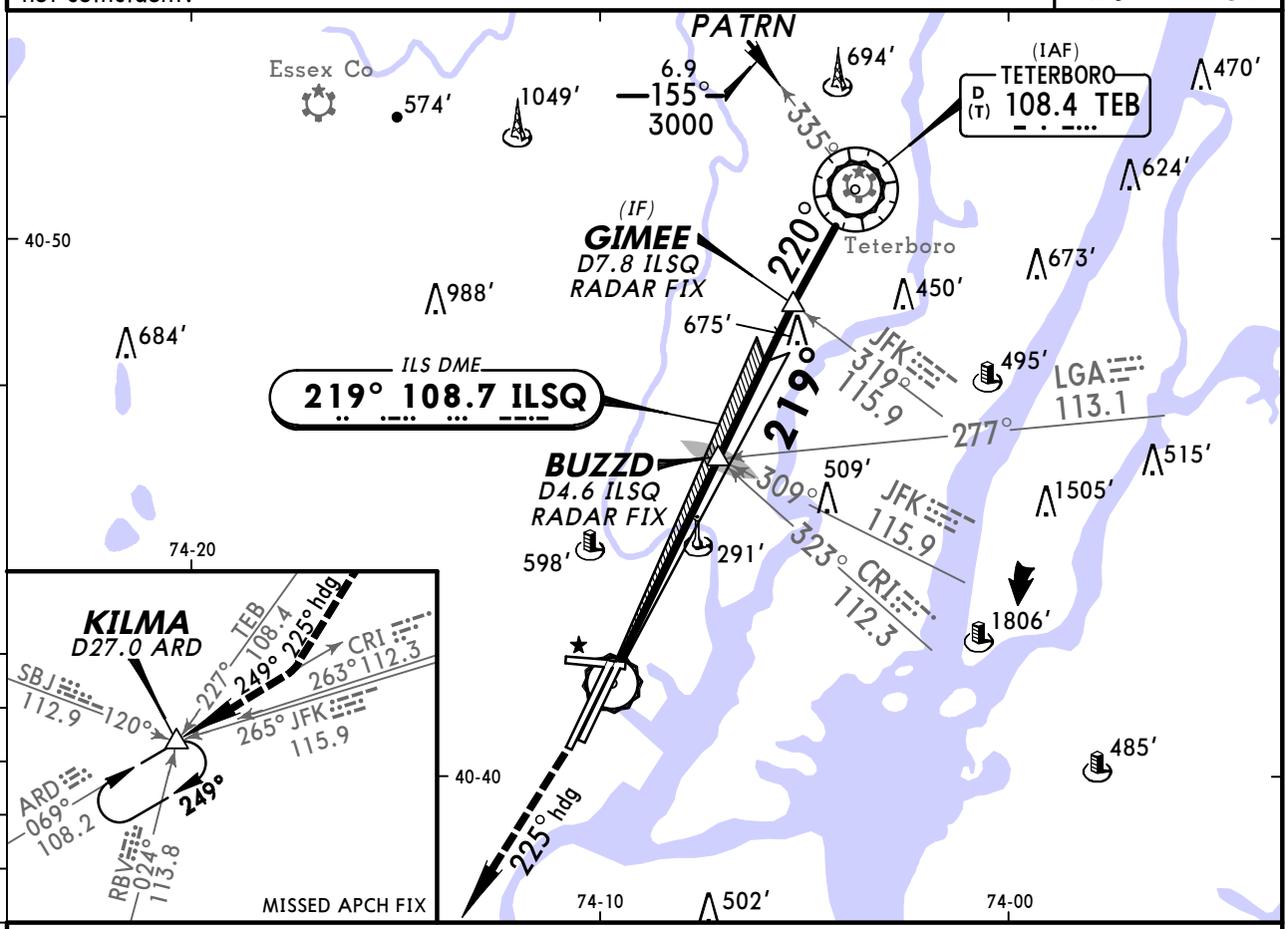
**MISSED APCH:** Climb to 500′ then climbing RIGHT turn to 3000′ via heading 225° and inbound ARD VOR R-069 to KILMA INT/D27.0 ARD and hold.

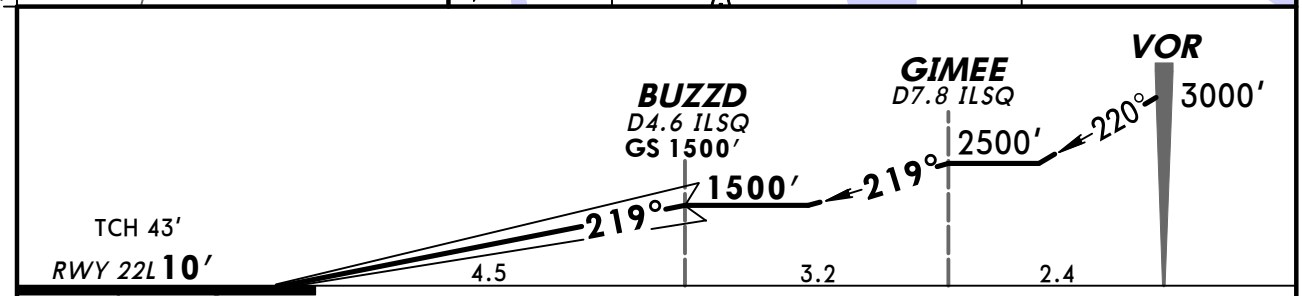
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. Special Aircrew and Aircraft Certification Required.** 2. VGSI and ILS glidepath not coincident.

2900′
MSA TEB VOR

BRIEFING STRIP ™




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

MALSR
PAPI
500′
3000′ via RT
225° hdg

STRAIGHT-IN LANDING RWY **22L**
**1** CAT II ILS
**RA 99′**
DA(H) **110′** (100′)

RVR 12

**1** Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 12A 5 MAY 2011

*CHANGES:* BUZZD, notes.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

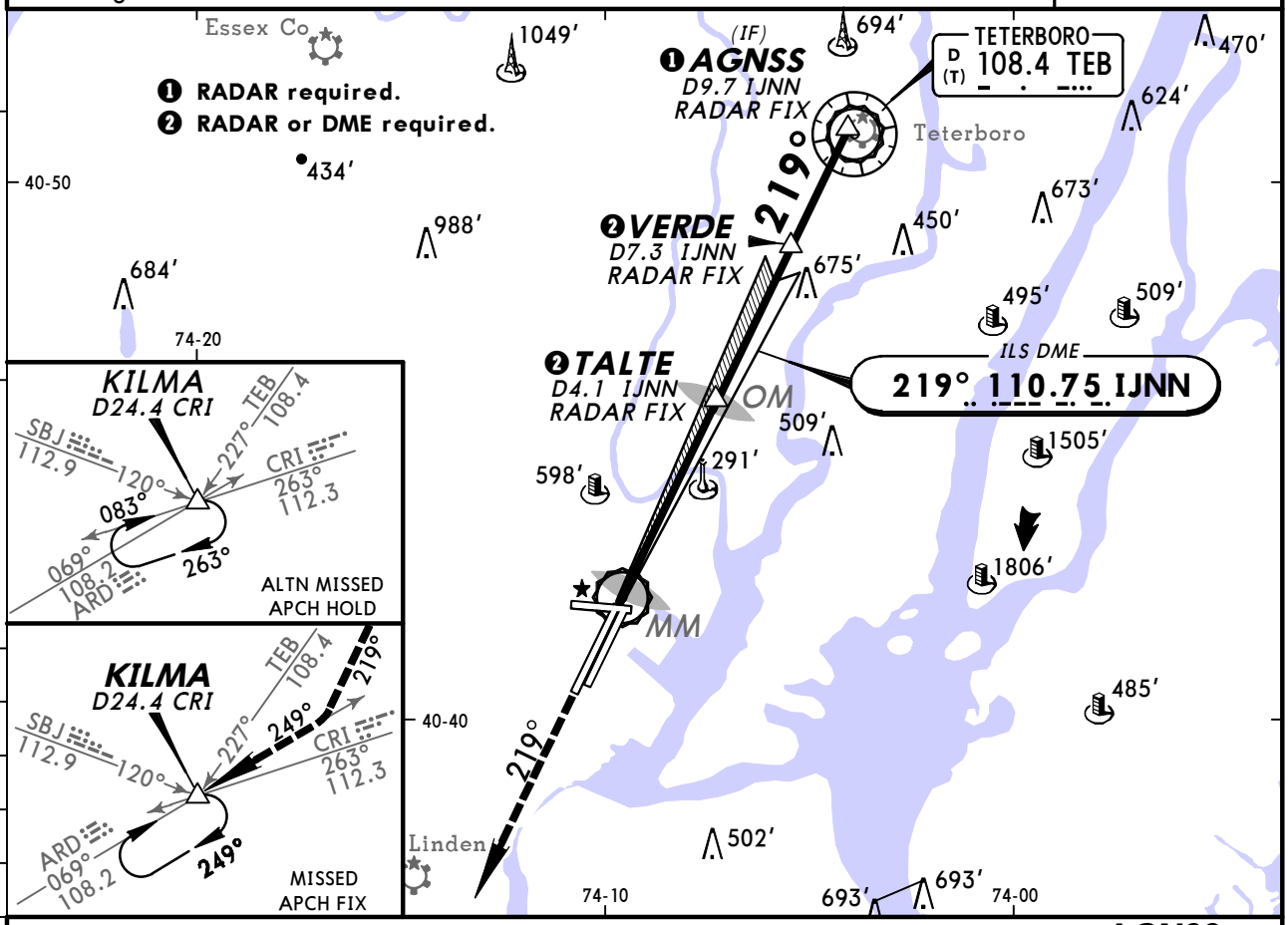
| LOC IJNN | Final Apch Crs | GS TALTE | ILS DA(H) | Apt Elev 18′ / TDZE 22R 10′ |
|---|---|---|---|---|
| 110.75 | 219° | 1500′ (1490′) | 210′ (200′) | |

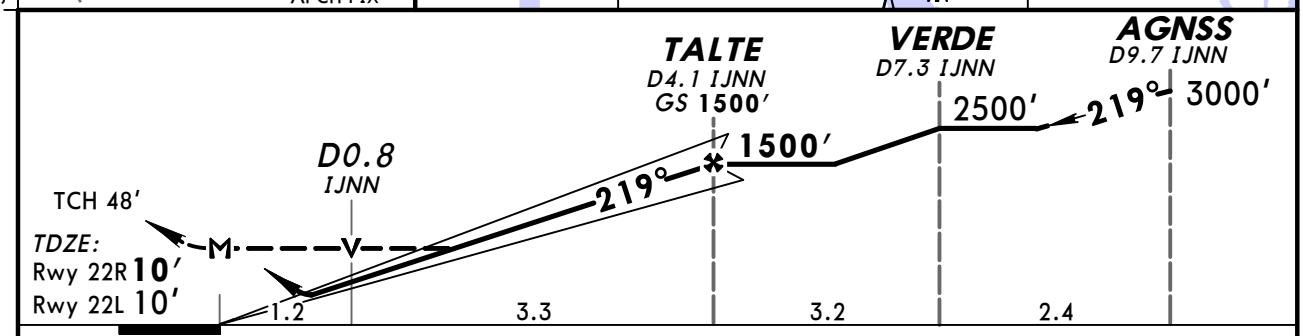
**MISSED APCH:** Climb to 3000′ on heading 219° and inbound on ARD VOR R-069 to KILMA INT/D24.4 CRI and hold, or as directed by ATC.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. VGSI and ILS glidepath not coincident. 2. MALSR and PAPI-L on Rwy 22L.
3. Disregard all marker beacon indications.

2900′
MSA TEB VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| TALTE to MAP | 4.5 | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | 1:41 |

MALSR
REIL
PAPI
3000′ on 219° hdg and ARD 108.2 R-069
KILMA

| | STRAIGHT-IN LANDING RWY 22R ILS DA(H) 210′ (200′) FULL | TDZ or CL out | RAIL or ALS out | LOC (GS out) MDA(H) 460′ (450′) | RAIL out | ALS out | SIDESTEP LANDING RWY 22L MDA(H) 560′ (550′) | RAIL out | ALS out | ❶ CIRCLE-TO-LAND Max Kts | MDA(H) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | RVR 18 or ½ | RVR 24 or ½ | RVR 40 or ¾ | RVR 24 or ½ | RVR 40 or ¾ | RVR 50 or 1 | RVR 50 or 1 | | | 90 | 720′ (702′) -1 |
| B | | | | | | | | | | 120 | |
| C | | | | RVR 40 or ¾ | RVR 60 or 1¼ | | RVR 50 or 1 | 1½ | | 140 | 720′ (702′) -2 |
| D | | | | RVR 50 or 1 | 1½ | | RVR 60 or 1¼ | 2 | | 165 | 900′ (882′) -3 |

❶ When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND 5A 9 FEB 2012

CHANGES: Notes.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

# COPTER ILS or LOC DME Rwy 4L

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

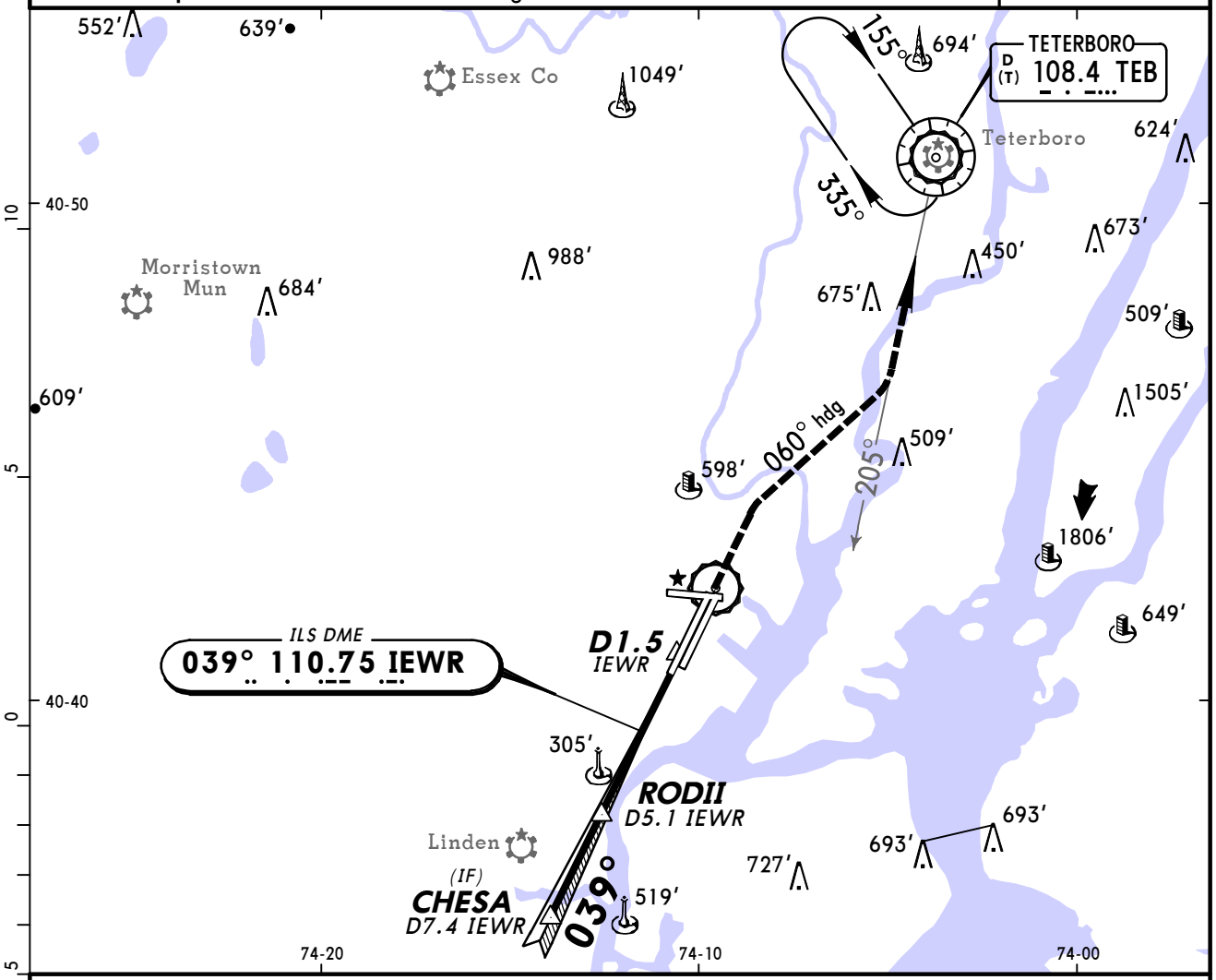
| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| IEWR 110.75 | 039° | RODII 1288′ (1278′) | 210′ (200′) | TDZE 10′ |

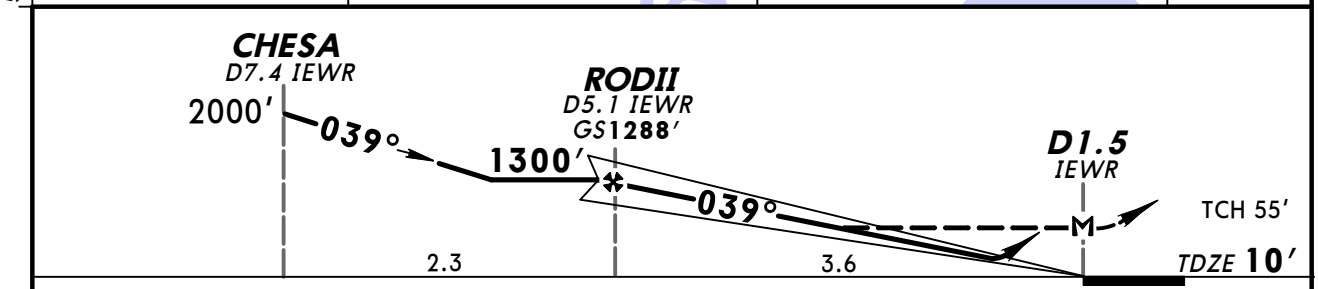
**MISSED APCH:** Climb to 600′ then climbing RIGHT turn to 2500′ via 060° heading and inbound via TEB R-205 to TEB VOR and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. Radar required.** 2. VGSI and descent angles not coincident.

2900′
MSA TEB VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.5 IEWR | | | | | | |

MALSR / PAPI | 600′ | 2500′ RT via 060° hdg and TEB 108.4 R-205 | TEB 108.4

| STRAIGHT-IN LANDING RWY4L | | | | | CIRCLE-TO-LAND | |
|---|---|---|---|---|---|---|
| ILS DA(H) 210′ (200′) | | | LOC (GS out) MDA(H) 560′ (550′) | | | |
| | FULL | TDZ or CL out | RAIL or ALS out | RAIL or ALS out | | |
| COPTER | RVR 12 or 1/4 | | RVR 24 or 1/2 | RVR 12 or 1/4 | RVR 24 or 1/2 | COPTER | NA |

TERPS AMEND 1D 15 DEC 2011

*CHANGES:* Missed approach hold bearing, communications.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

# KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN

9 DEC 11 (11-7)

# NEWARK, NJ
# COPTER ILS DME Rwy 22L

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

BRIEFING STRIP TM

| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| ILSQ 108.7 | 219° | OPAAH 1091′ (1081′) | 210′ (200′) | TDZE 10′ |

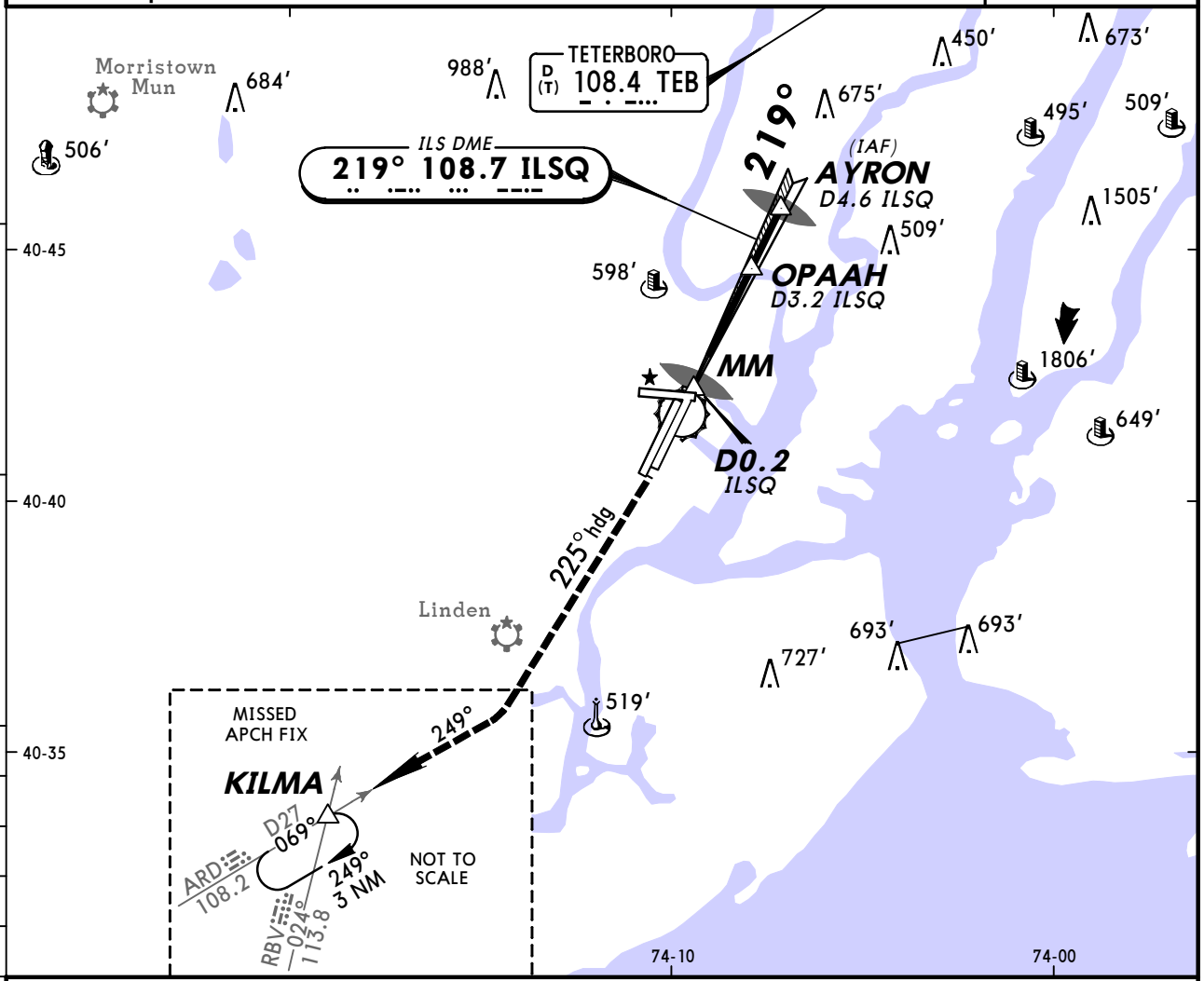
**MISSED APCH:** Climbing RIGHT turn to 2000′ heading 225° then climbing RIGHT turn to 3000′ inbound via ARD VOR R-069 to KILMA INT and hold.

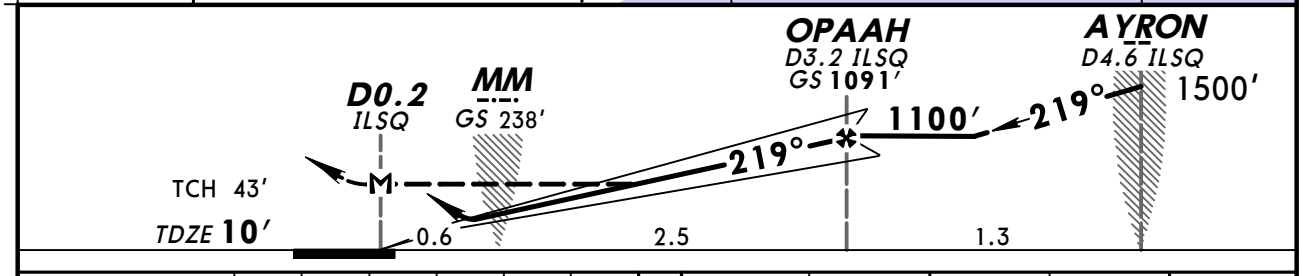
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. Radar required.**

2900′

MSA TEB VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.2 ILSQ | | | | | | | |

MALSR

PAPI

| 2000′ | via | 225° | 3000′ | via | ARD 108.2 R-069 |
|---|---|---|---|---|---|
| RT | | hdg | RT | | |

| STRAIGHT-IN LANDING RWY22L | | | | | CIRCLE-TO-LAND | |
|---|---|---|---|---|---|---|
| ILS DA(H) 210′ (200′) | | | LOC (GS out) MDA(H) 560′ (550′) | | | |
| | FULL | TDZ or CL out | RAIL or ALS out | RAIL or ALS out | | |
| COPTER | RVR 12 or 1/4 | | RVR 24 or 1/2 | RVR 12 or 1/4 | RVR 24 or 1/2 | COPTER | NA |

TERPS AMEND 0A

*CHANGES:* Communications.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

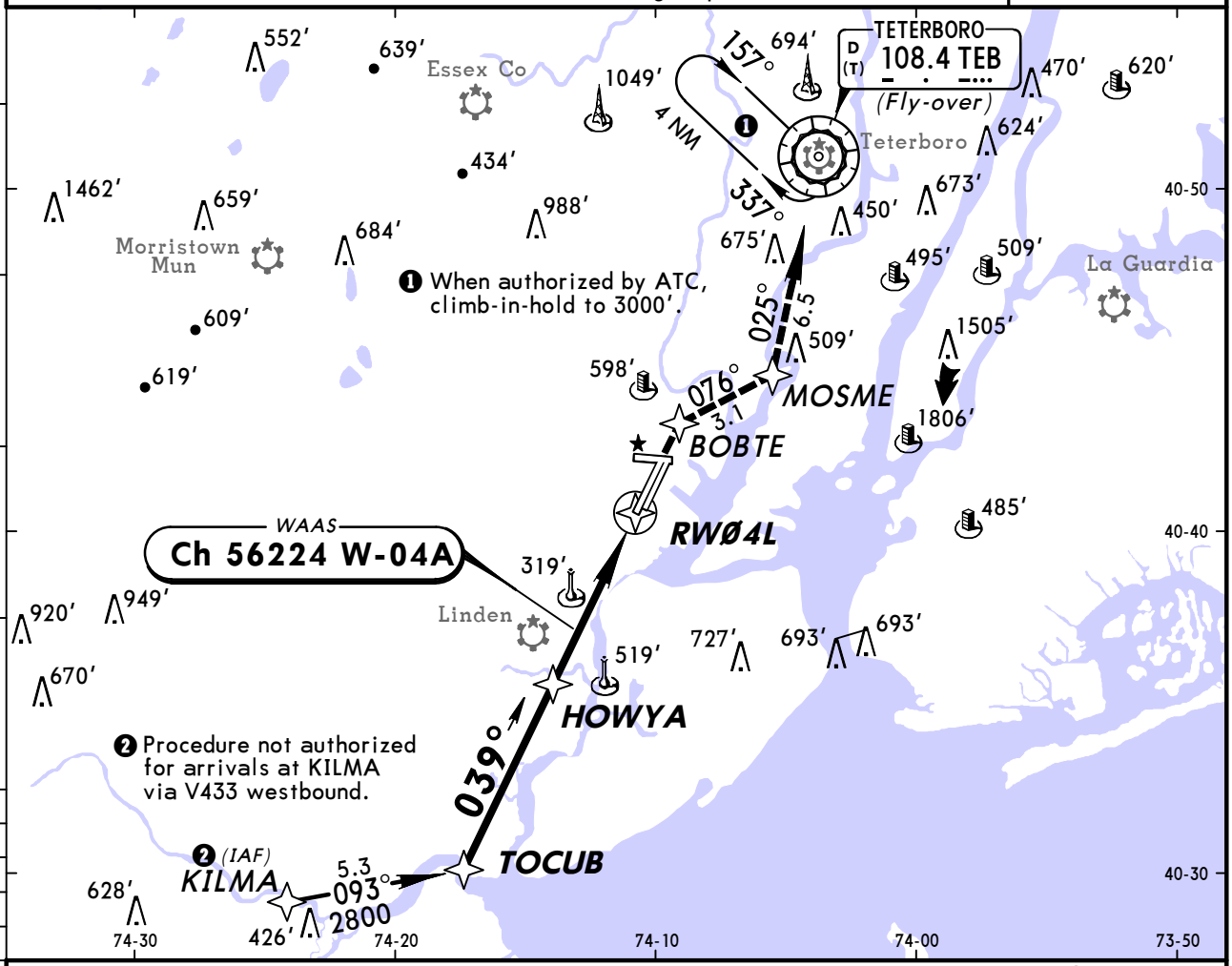
| WAAS | Final Apch Crs | Minimum Alt HOWYA | LPV DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| Ch 56224 W-04A | 039° | 2000′ (1990′) | 334′ (324′) | TDZE 10′ |

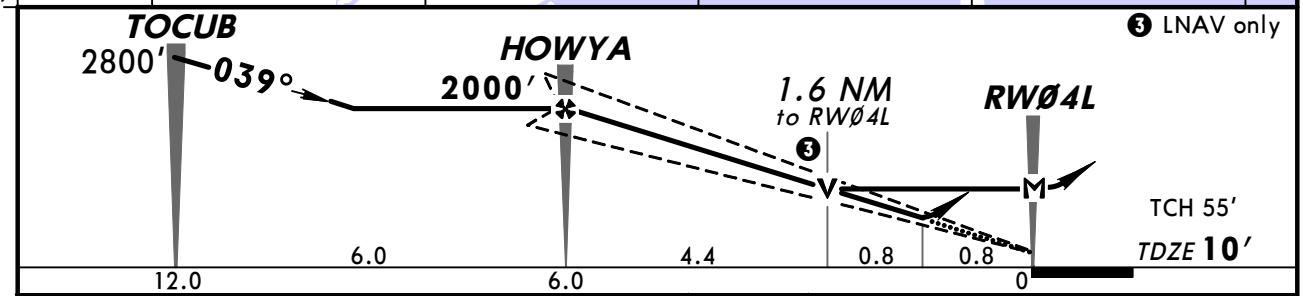
**MISSED APCH:** Climb to 2500′ direct BOBTE and on track 076° to MOSME and on track 025° to TEB VOR and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident.

2700′
MSA RWØ4L




| Gnd Speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at RWØ4L | | | | | | |

MALSR
PAPI
2500′
BOBTE

STRAIGHT-IN LANDING RWY 4L

| | LPV DA(H) 334′ (324′) | | LNAV/VNAV | LNAV MDA(H) 580′ (570′) | | |
|---|---|---|---|---|---|---|
| | | RAIL or ALS out | | | RAIL out | ALS out |
| A | RVR 24 or ½ | RVR 50 or 1 | NA | RVR 24 or ½ | RVR 40 or ¾ | RVR 50 or 1 |
| B | | | | | | |
| C | | | | RVR 50 or 1 | 1½ | |
| D | | | | RVR 60 or 1¼ | 1¾ | |

❶ CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 720′ (702′) -1 |
| 120 | |
| 140 | 720′ (702′) -2 |
| 165 | 900′ (882′) -3 |

❶ When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND 1B 9 FEB 2012

*CHANGES:* Missed approach, notes.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

| RNAV | Final Apch Crs | Minimum Alt DOOIN | LNAV MDA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| | 039° | 1700′ (1689′) | 580′ (569′) | TDZE 11′ |

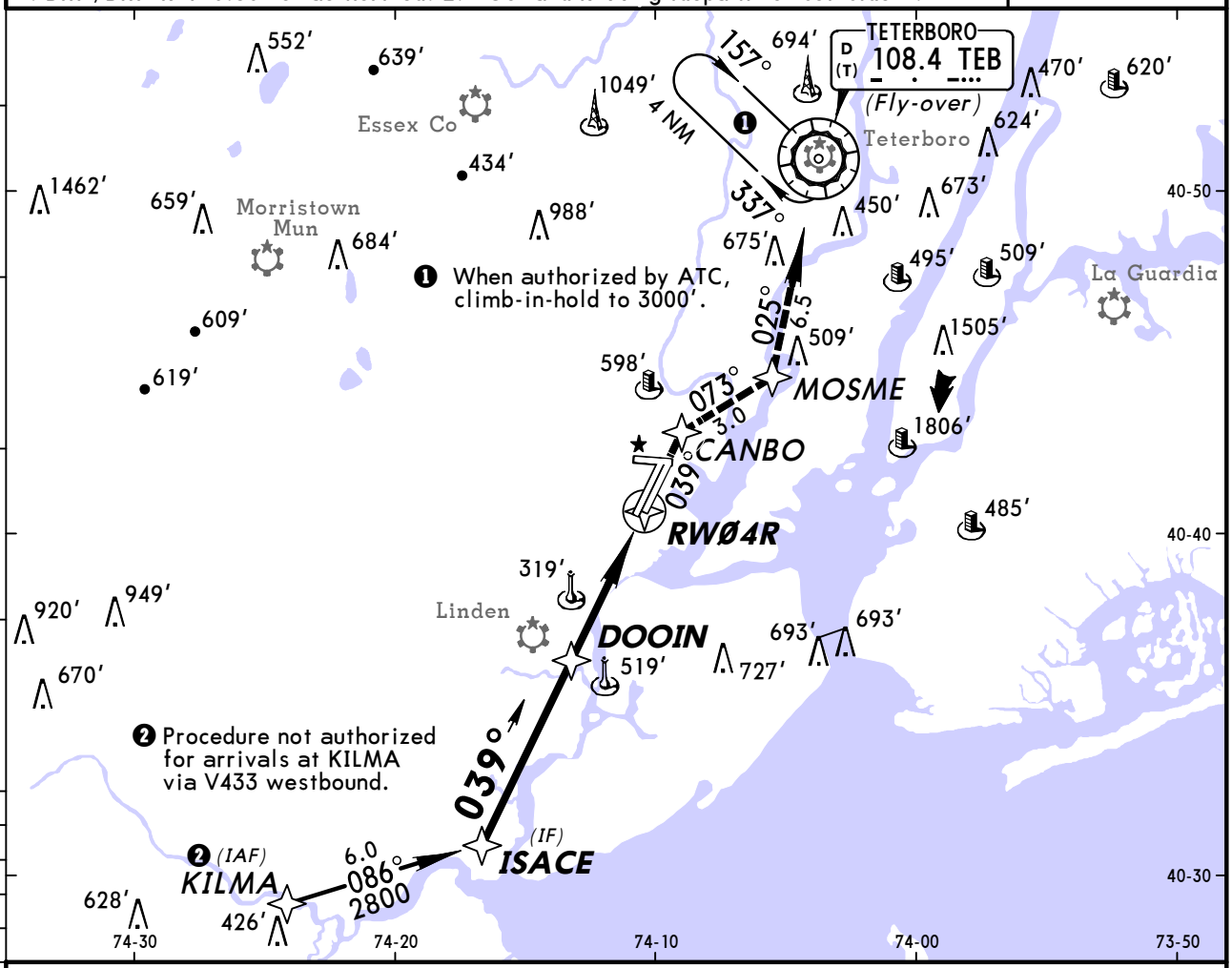
**MISSED APCH:** Climb to 2500′ direct CANBO and on track 073° to MOSME and on track 025° to TEB VOR and hold.

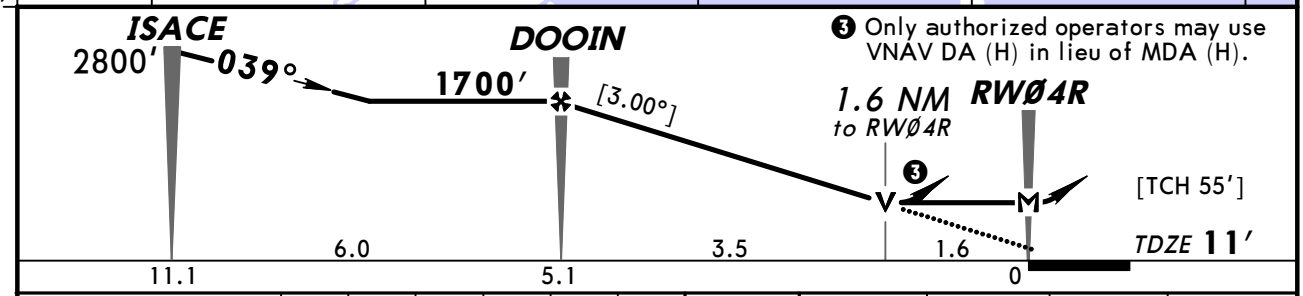
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident.

2700′
MSA RWØ4R

BRIEFING STRIP ™




| Gnd Speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | |
| MAP at RWØ4R | | | | | | |

ALSF-II
PAPI
2500′
CANBO

STRAIGHT-IN LANDING RWY 4R
LNAV
MDA(H) 580′(569′)

| | | ALS out |
|---|---|---|
| A | RVR 24 or ½ | RVR 50 or 1 |
| B | | |
| C | RVR 50 or 1 | 1½ |
| D | RVR 60 or 1¼ | 1¾ |

❶ CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 720′ (702′)-1¼ |
| 120 | |
| 140 | 720′ (702′)-2 |
| 165 | 900′ (882′)-3 |

❶ When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND 1C 9 FEB 2012

CHANGES: Missed approach, notes.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

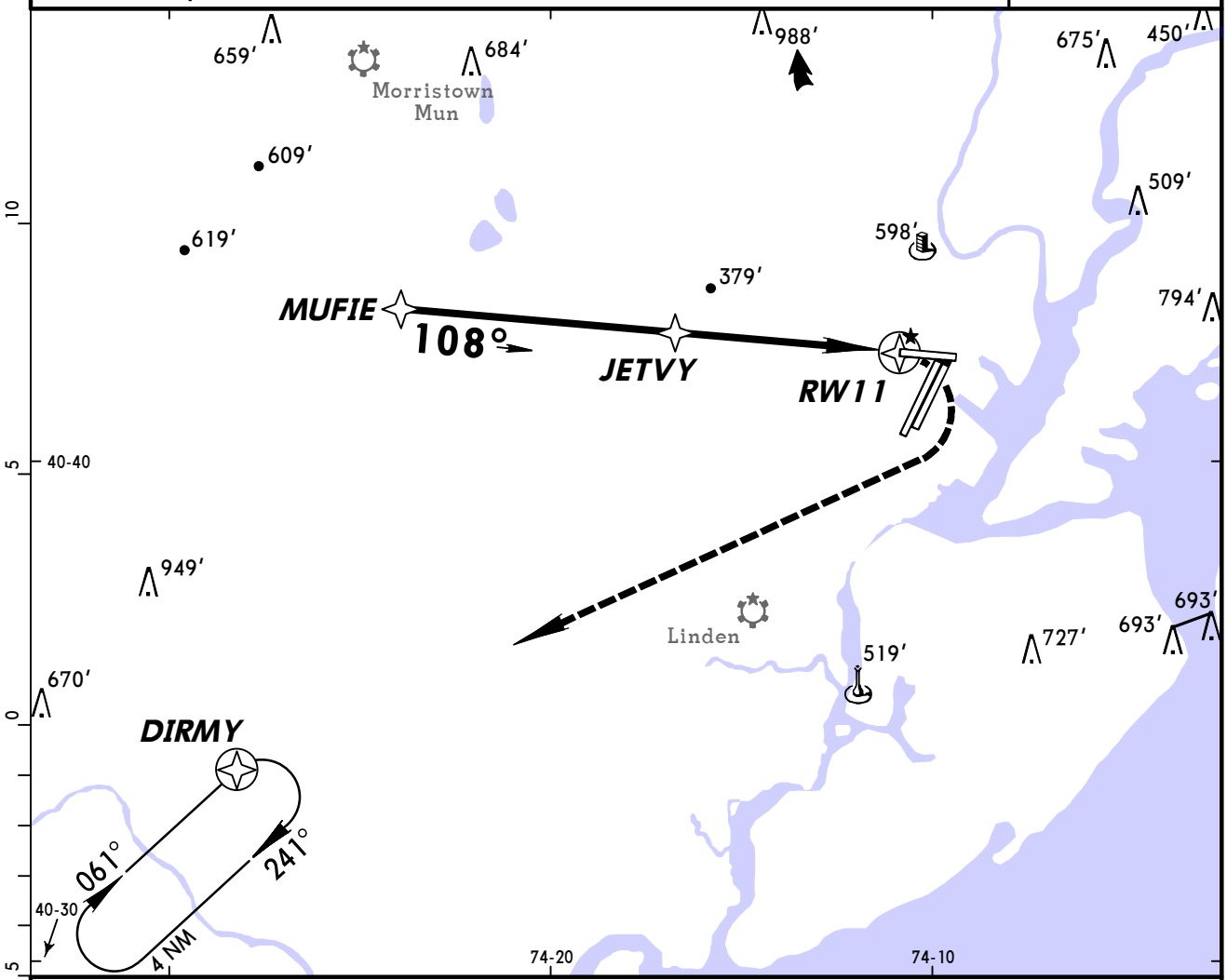
| RNAV | Final Apch Crs | Minimum Alt | LNAV MDA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| | 108° | JETVY 1500′ (1482′) | 620′ (602′) | TDZE 18′ |

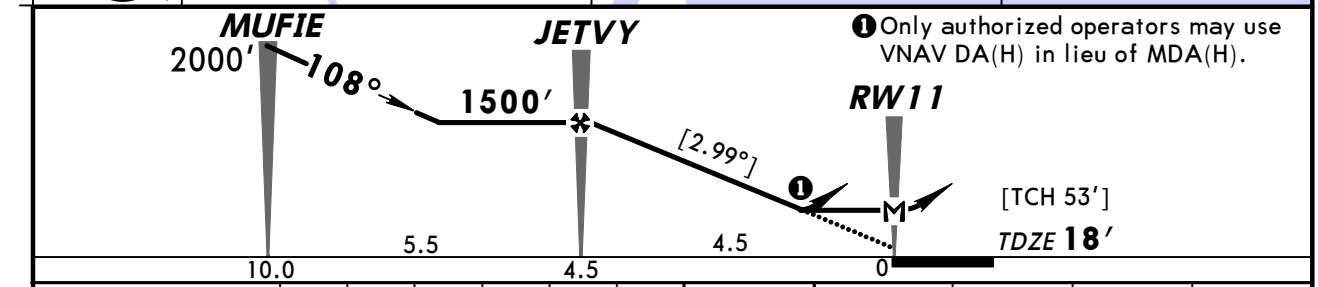
**MISSED APCH:** Climbing RIGHT turn to 3000′ direct DIRMY and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. **RADAR required.** 2. DME/DME RNP-0.30 not authorized.

2800′
MSA RW11




❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

| Gnd Speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [2.99°] | 370 | 476 | 529 | 635 | 741 | 846 |
| | | | | | | |
| MAP at RW11 | | | | | | |

REIL
VASI-L

3000′ RT

DIRMY

| STRAIGHT-IN LANDING RWY 11 LNAV MDA(H) 620′(602′) | | CIRCLE-TO-LAND | |
|---|---|---|---|
| | | Max Kts | MDA(H) |
| A | 1 | 90 | 720′(702′)-1 |
| B | | 120 | |
| C | 1¾ | 140 | 720′(702′)-2 |
| D | 2 | 165 | 900′(882′)- 3 |

❶ When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND 0C 9 FEB 2012

CHANGES: Note.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

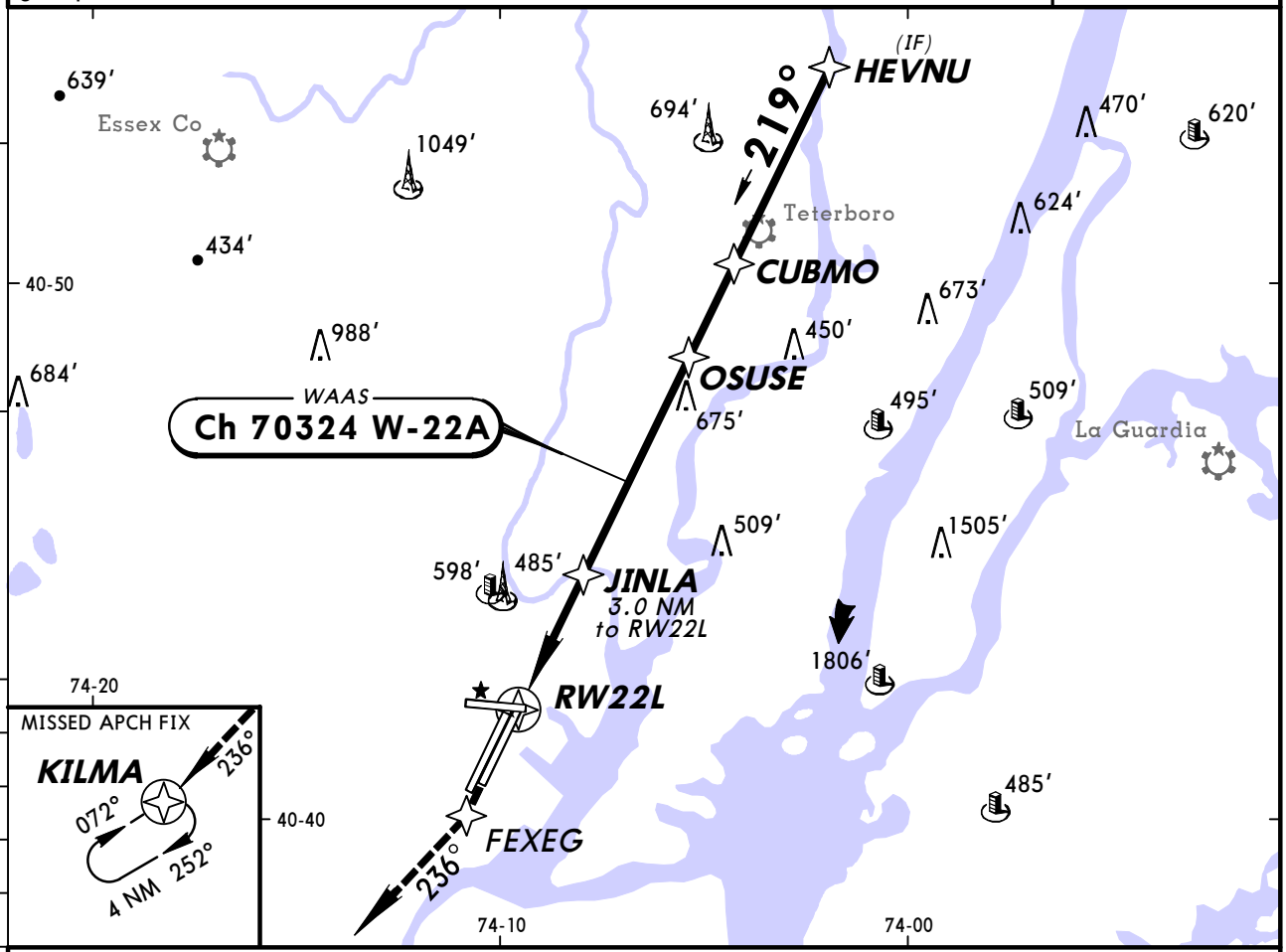
| WAAS | Final Apch Crs | Minimum Alt | LPV DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| Ch 70324 W-22A | 219° | OSUSE 2500′(2490′) | 368′ (358′) | TDZE 10′ |

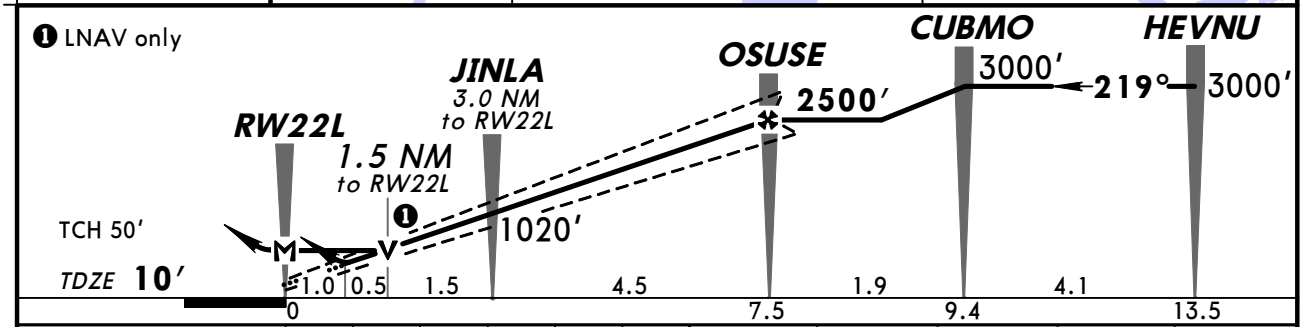
**MISSED APCH:** Climb to 3000′ direct FEXEG and on track 236° to KILMA and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. RADAR required.** 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

2700′
MSA RW22L




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at RW22L | | | | | | |

MALSR
PAPI
3000′
FEXEG

STRAIGHT-IN LANDING RWY 22L

| | LPV DA(H) 368′(358′) | | LNAV MDA(H) 560′(550′) | | |
|---|---|---|---|---|---|
| | | RAIL or ALS out | | RAIL out | ALS out |
| A | RVR 40 or ¾ | RVR 60 or 1¼ | RVR 24 or ½ | RVR 40 or ¾ | RVR 50 or 1 |
| B | | | | | |
| C | | | RVR 50 or 1 | 1½ | |
| D | | | RVR 60 or 1¼ | 1¾ | |

❶ CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 720′(702′)-1 |
| 120 | |
| 140 | 720′(702′)-2 |
| 165 | 900′(882′)-3 |

❶ When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND 1D 9 FEB 2012

*CHANGES:* Missed approach, notes.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

# KEWR/EWR
## NEWARK LIBERTY INTL

JEPPESEN

3 FEB 12 (12-5)

# NEWARK, NJ
## RNAV (GPS) Rwy 22R

BRIEFING STRIP™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

| WAAS | Final Apch Crs | Minimum Alt IDACE | LPV DA(H) | Apt Elev 18′ TDZE 10′ |
|---|---|---|---|---|
| Ch 77524 W-22B | 219° | 2500′ (2490′) | 361′ (351′) | |

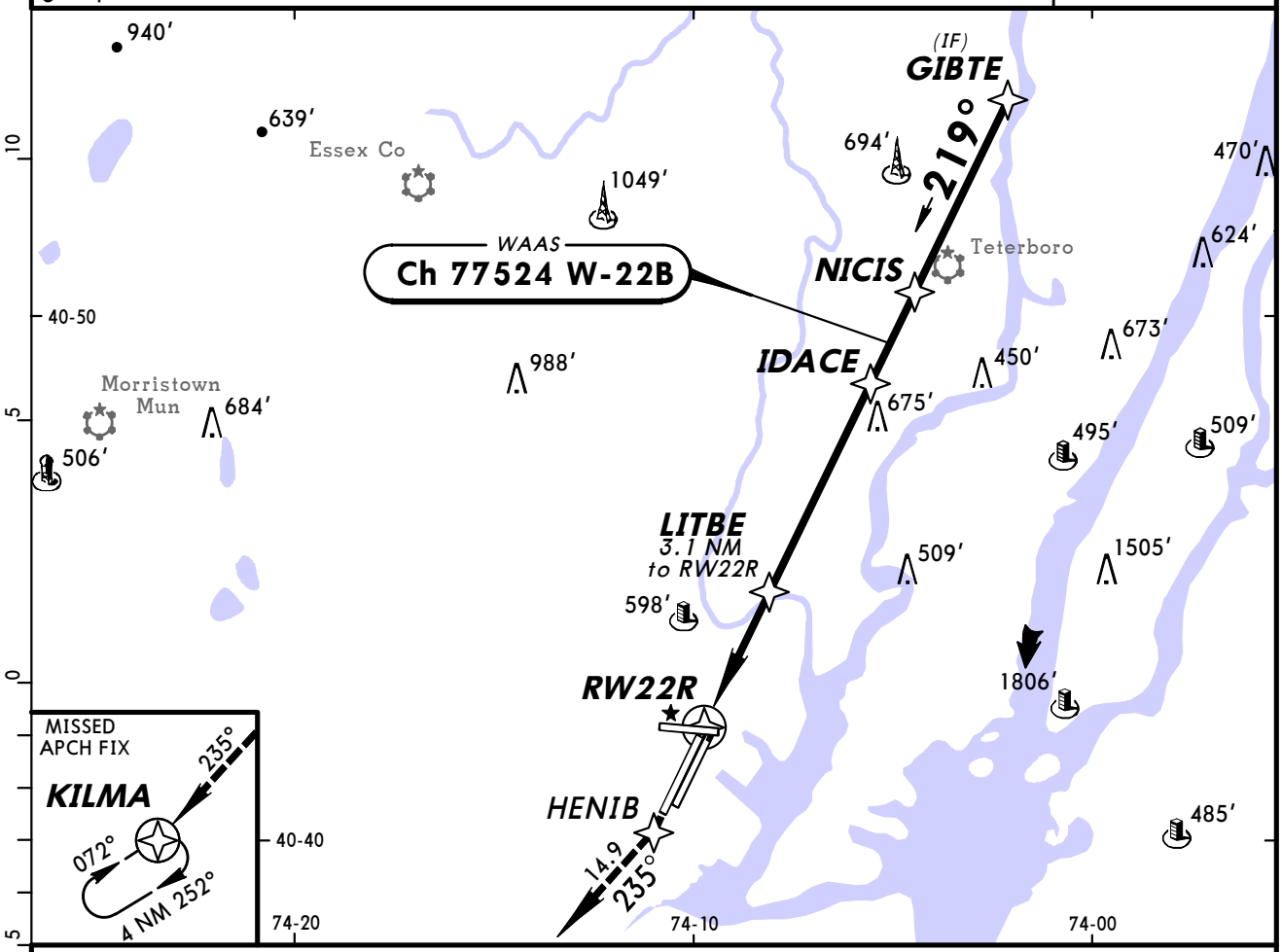
**MISSED APCH:** Climb to 3000′ direct HENIB and on track 235° to KILMA and hold.

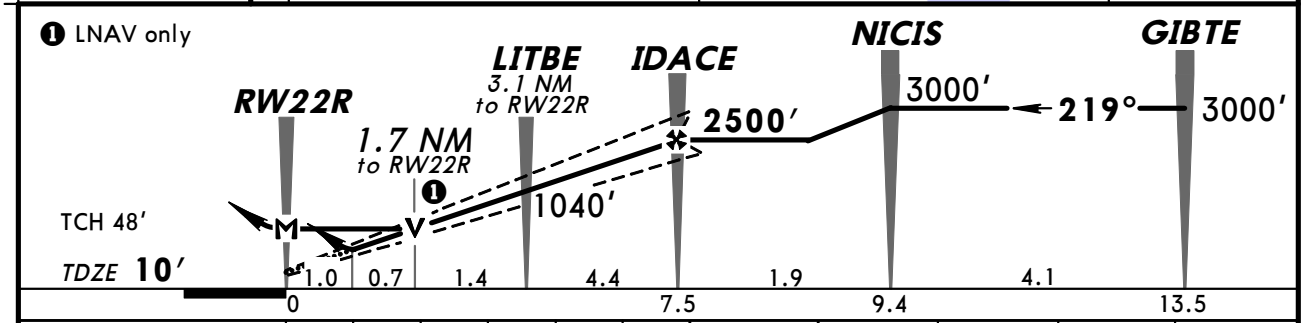
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. RADAR required.** 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

2700′

MSA RW22R




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide path angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at RW22R | | | | | | |

MALSR REIL PAPI — 3000′ — HENIB

STRAIGHT-IN LANDING RWY 22R

| | LPV DA(H) 361′ (351′) | | LNAV/VNAV | LNAV MDA(H) 620′ (610′) | | |
|---|---|---|---|---|---|---|
| | | RAIL or ALS out | | | RAIL out | ALS out |
| A | RVR 40 or ¾ | RVR 60 or 1¼ | NA | RVR 24 or ½ | RVR 40 or ¾ | RVR 50 or 1 |
| B | | | | | | |
| C | | | | RVR 60 or 1¼ | 1¾ | |
| D | | | | 1½ | 2 | |

❶ CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 720′ (702′) - 1¼ |
| 120 | |
| 140 | 720′ (702′) - 2 |
| 165 | 900′ (882′) - 3 |

❶ When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND 1B 9 FEB 2012

*CHANGES:* Missed approach, notes.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

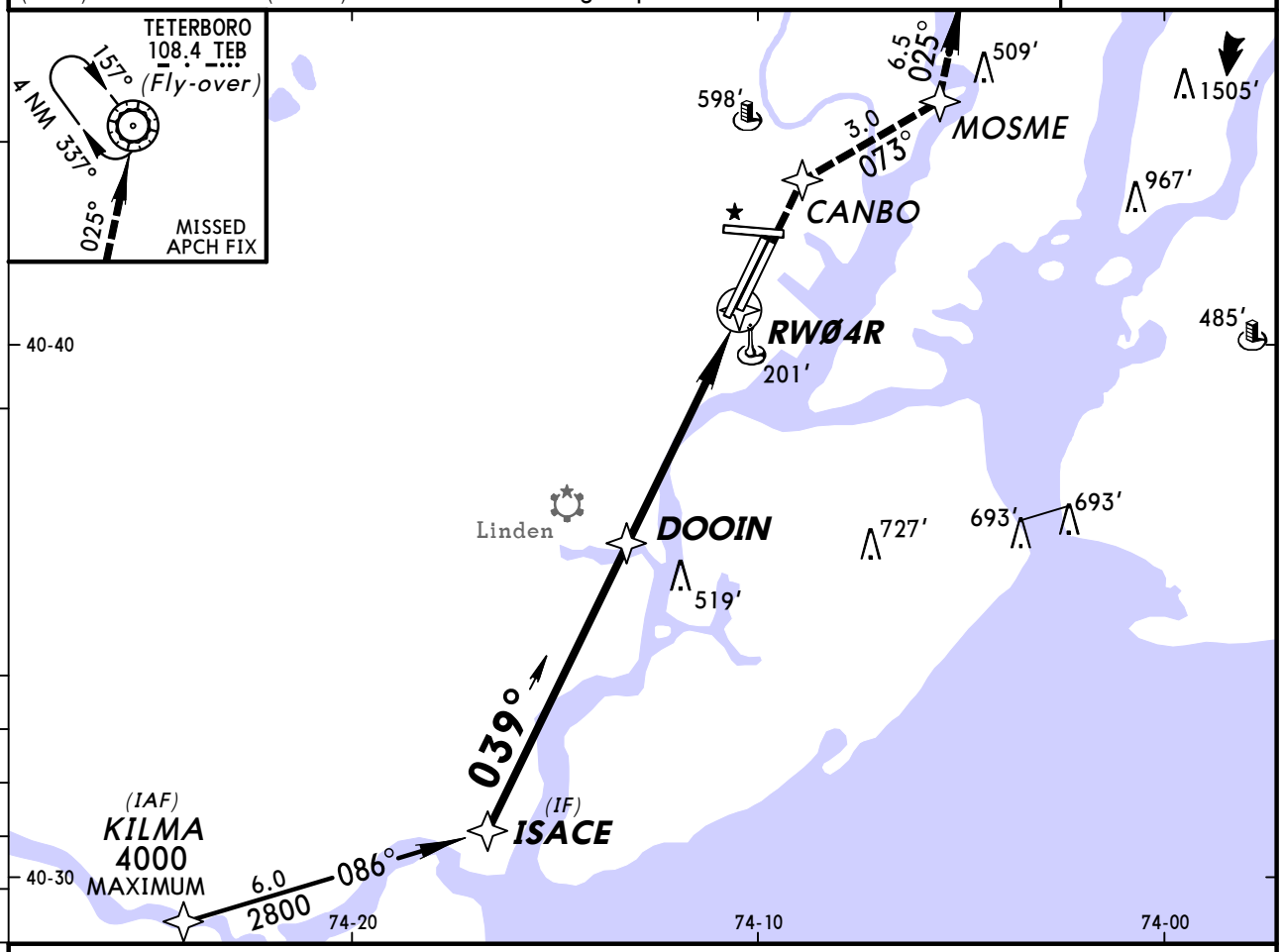
| RNAV | Final Apch Crs | Minimum Alt | RNP 0.15 DA(H) (CONDITIONAL) | Apt Elev 18′ |
|---|---|---|---|---|
| | 039° | DOOIN 1700′ (1689′) | 298′ (287′) | TDZE 11′ |

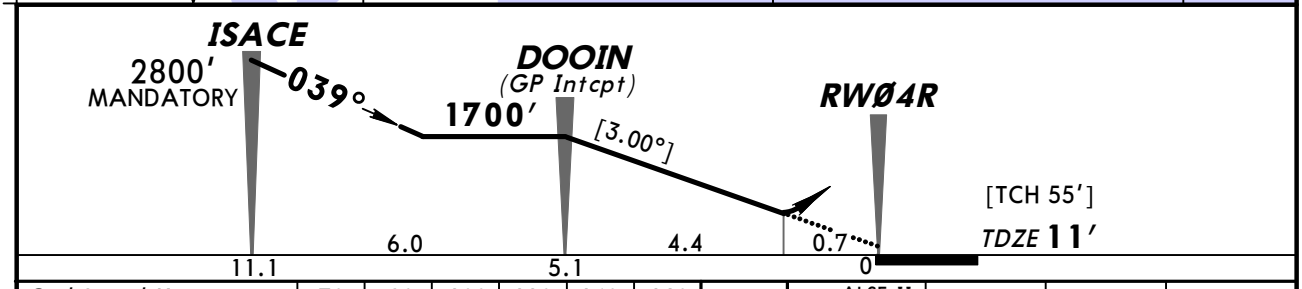
**MISSED APCH:** Climb to 2500′ direct CANBO, then via 073° track to MOSME, then via 025° track to TEB VOR and hold. When authorized by ATC, climb in hold to 3000′.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. AUTHORIZATION REQUIRED. 2. GPS required.**
3. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

2700′
MSA RWØ4R




| Gnd Speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at DA | | | | | | |

ALSF-II
PAPI
2500′
CANBO

STRAIGHT-IN LANDING RWY 4R

| | 1 RNP 0.15 DA(H) 298′(287′) | | RNP 0.30 DA(H) 470′(459′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | RVR 24 or ½ | RVR 50 or 1 | RVR 50 or 1 | 1½ |
| B | | | | |
| C | | | | |
| D | | | | |

1 Missed approach requires minimum climb of 317′/NM to 700′.

BRIEFING STRIP™
TERPS AMEND 0B 30 JUN 2011

*CHANGES:* Procedure authorization note.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

# KEWR/EWR
## NEWARK LIBERTY INTL

JEPPESEN

24 JUN 11 (12-21)

# NEWARK, NJ
## RNAV (RNP) Y Rwy 22L

BRIEFING STRIP™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

| RNAV | Final Apch Crs | Minimum Alt | RNP 0.30 DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| | 219° | OSUSE 2500′ (2490′) | 429′ (419′) | TDZE 10′ |

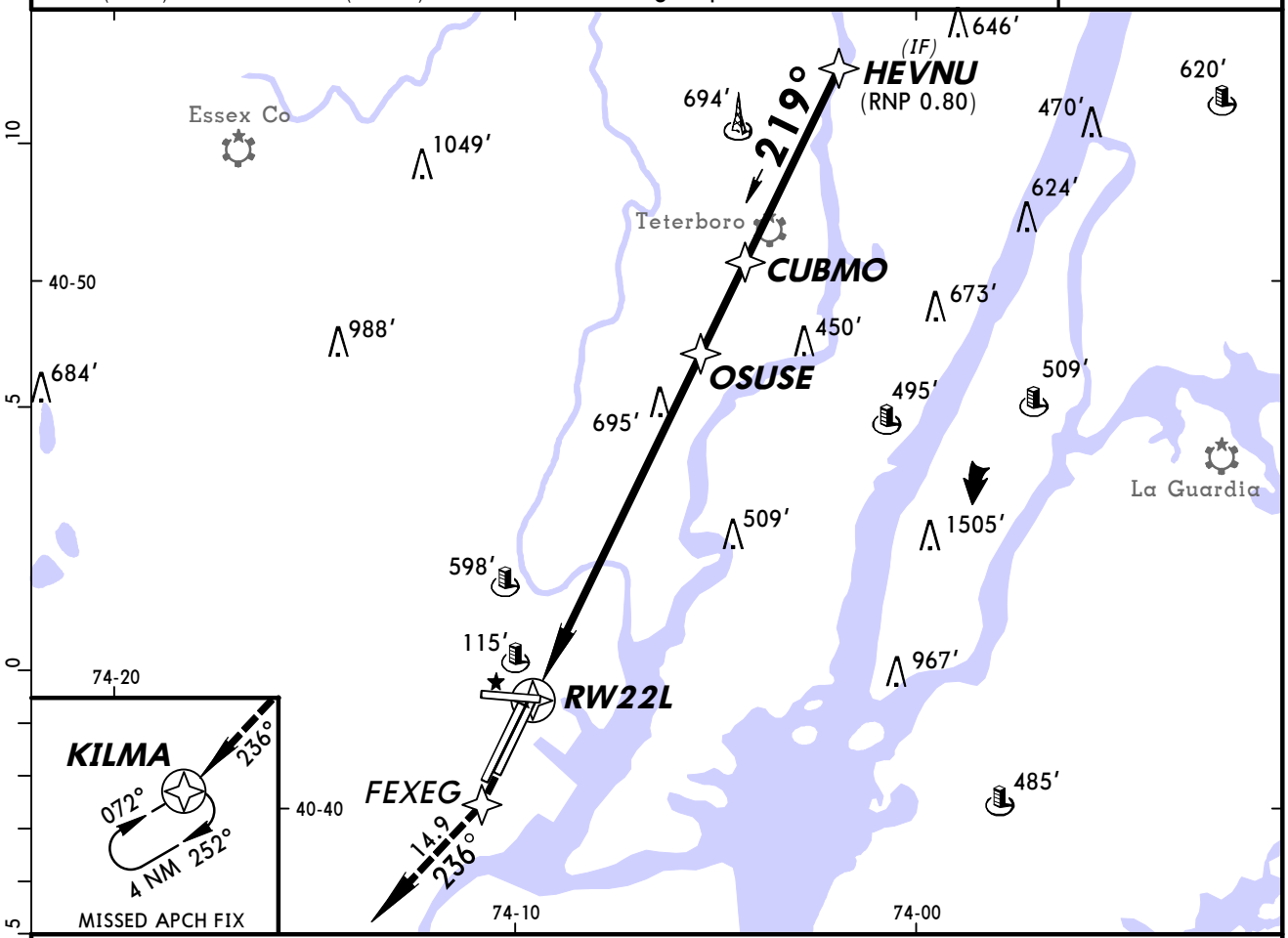
**MISSED APCH:** Climb to 3000′ direct FEXEG, and via 236° track to KILMA and hold. When authorized by ATC, climb in hold to 4000′.

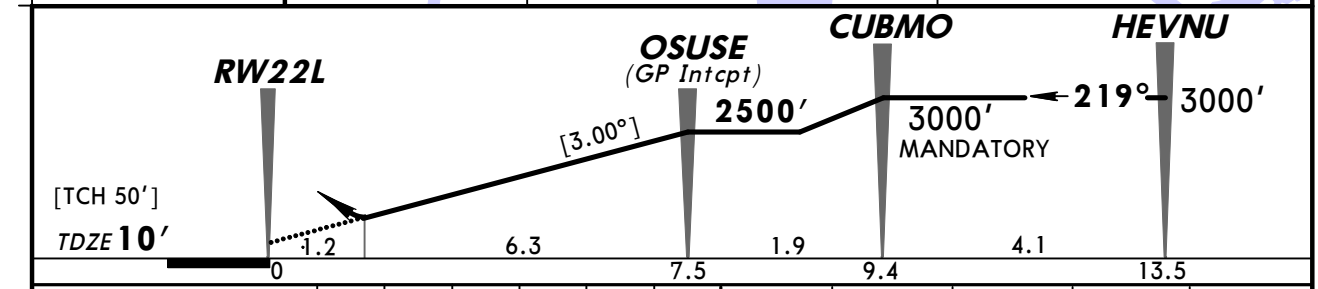
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.**
4. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (26°F) or above 49°C (120°F). 5. VGSI and RNAV glidepath not coincident.

2700′

MSA RW22L




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at DA | | | | | | |

MALSR
PAPI
3000′
D
FEXEG

STRAIGHT-IN LANDING RWY **22L**

**RNP 0.30**

DA(H) **429′** (419′)

| | | RAIL or ALS out |
|---|---|---|
| A | | |
| B | | |
| C | RVR 50 or 1 | 1½ |
| D | | |

TERPS AMEND 0E 30 JUN 2011

*CHANGES:* Procedure authorization note.

© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

# KEWR/EWR
## NEWARK LIBERTY INTL

JEPPESEN

24 JUN 11 (12-22)

# NEWARK, NJ
## RNAV (RNP) Y Rwy 29

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

| RNAV | Final Apch Crs | Minimum Alt JIMLO | RNP 0.16 DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| | 288° | 3000′ (2990′) | 466′ (456′) | TDZE 10′ |

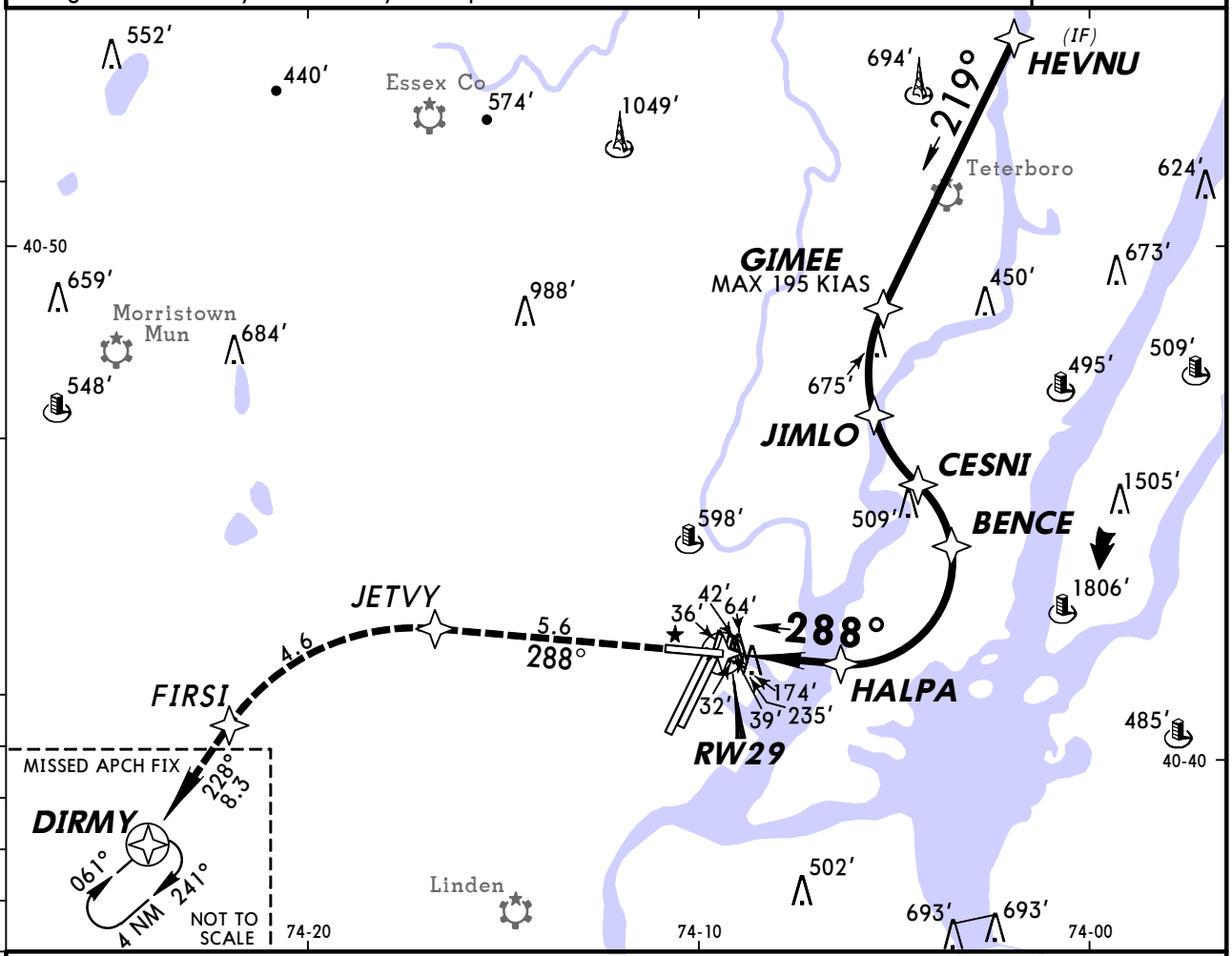
**MISSED APCH:** Climb to 3000′ via 288° track to JETVY, and via LEFT turn to FIRSI, and via 228° track to DIRMY and hold.

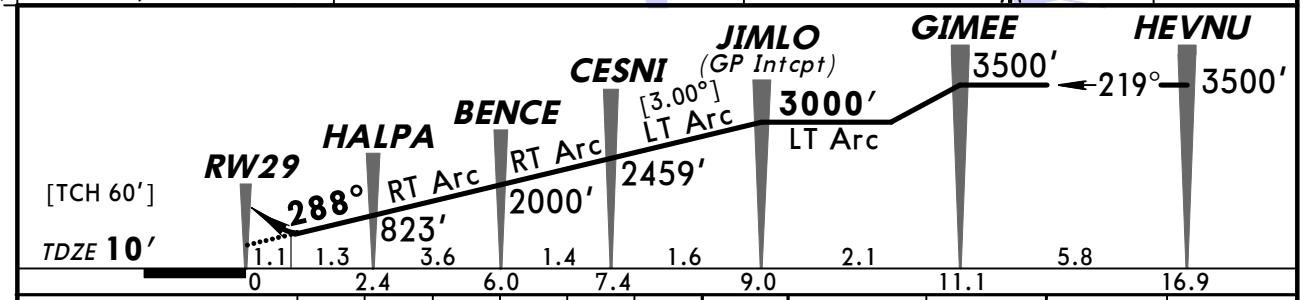
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. RADAR required.**
4. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 49°C (120°F). 5. When VGSI inop, procedure not authorized at night. 6. Visibility reduction by helicopters not authorized.

2800′

MSA RW29




| Gnd Speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | REIL PAPI-R | 3000′ via 288° | JETVY |
|---|---|---|---|---|---|---|---|---|---|---|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | | | | |
| MAP at DA | | | | | | | | | | |

STRAIGHT-IN LANDING RWY 29

| | RNP 0.16 DA(H) 466′ (456′) | 1 RNP 0.30 DA(H) 485′ (475′) | RNP 0.30 DA(H) 573′ (563′) |
|---|---|---|---|
| A | 1½ | 1½ | 2 |
| B | | | |
| C | | | |
| D | | | NA |

1 Missed approach requires minimum climb of 340′/NM to 800′.

TERPS AMEND OC 30 JUN 2011

*CHANGES:* Procedure authorization note.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

# KEWR/EWR
## NEWARK LIBERTY INTL

JEPPESEN

24 JUN 11 (12-23)

CAT A, B & C

# NEWARK, NJ
## RNAV (RNP) Z Rwy 29

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

| RNAV | Final Apch Crs | Minimum Alt | RNP 0.16 DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| | 288° | NNICK 3000′ (2990′) | 466′ (456′) | TDZE 10′ |

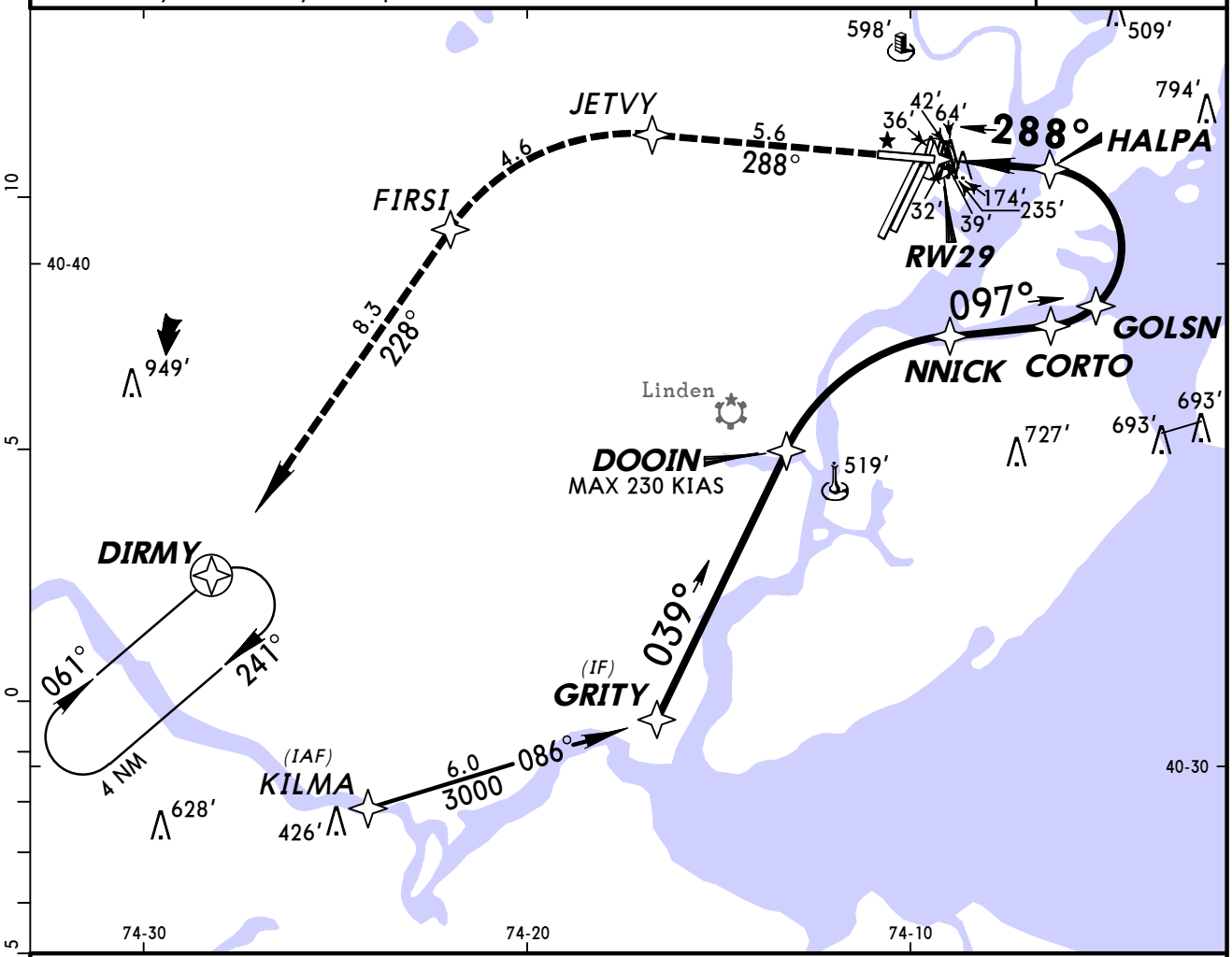
**MISSED APCH:** Climb to 3000′ via track 288° to JETVY, and via LEFT turn to FIRSI, and via track 228° to DIRMY and hold.

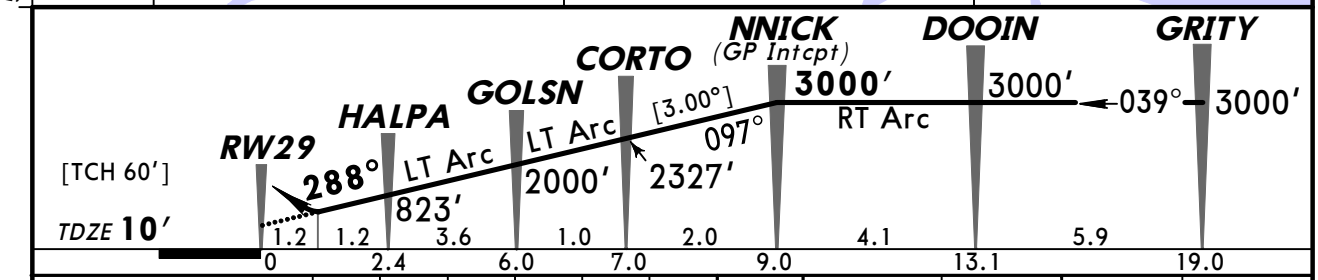
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. AUTHORIZATION REQUIRED. 2. RF and GPS required.**
3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 54°C (130°F). 4. When VGSI inop, procedure not authorized at night.
5. Visibility reduction by helicopters not authorized.

2800′

MSA RW29




| Gnd Speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | REIL PAPI-R | 3000′ via 288° | JETVY |
|---|---|---|---|---|---|---|---|---|---|---|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | | | | |
| | | | | | | | | | | |
| MAP at DA | | | | | | | | | | |

STRAIGHT-IN LANDING RWY 29

| | RNP 0.16 DA(H) 466′ (456′) | 1 RNP 0.30 DA(H) 485′ (475′) | RNP 0.30 DA(H) 573′ (563′) |
|---|---|---|---|
| A | 1½ | 1½ | 2 |
| B | | | |
| C | | | |
| D | NA | NA | NA |

1 Missed approach requires minimum climb of 340′/NM to 800′.

TERPS AMEND OC 30 JUN 2011

*CHANGES:* Procedure authorization note.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

# KEWR/EWR
## NEWARK LIBERTY INTL

JEPPESEN

23 JUL 10 (12-40)

# NEWARK, NJ
## GLS Rwy 4L

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

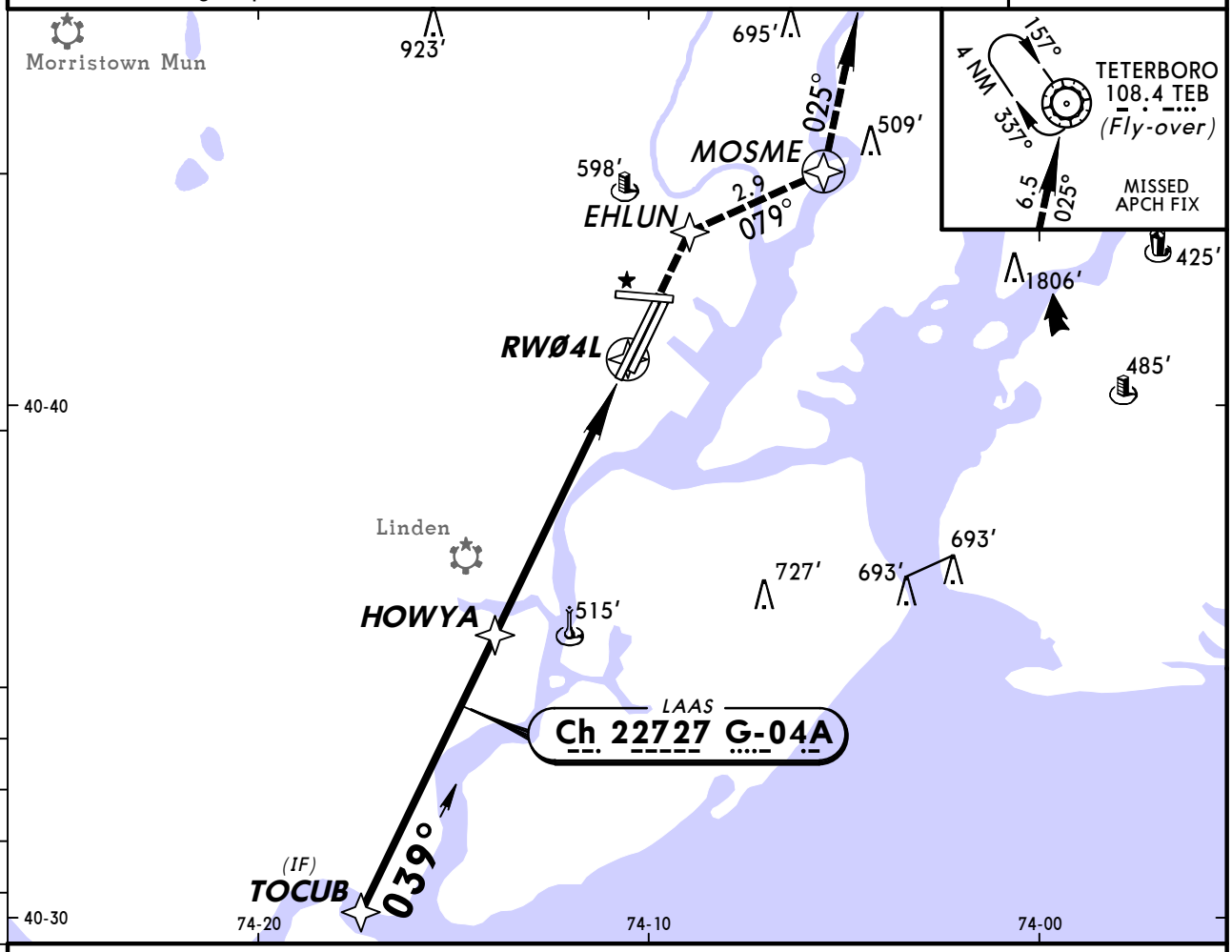
| LAAS | Final Apch Crs | Minimum Alt | GLS DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| Ch 22727 G-04A | 039° | HOWYA 2000′ (1990′) | 210′ (200′) | TDZE 10′ |

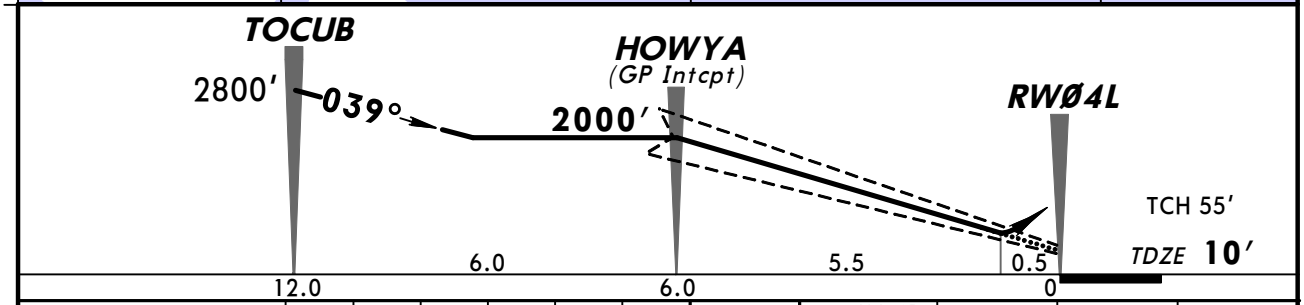
**MISSED APCH:** Climb to 3000′ direct EHLUN and via track 079° to MOSME and via track 025° to TEB VOR and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. Radar required. 2. GPS required.** 3. DME/DME RNP-0.30 not authorized.
4. VGSI and GLS glidepath not coincident.

2700′
MSA RWØ4L




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at DA | | | | | | |

MALSR
PAPI
3000′
EHLUN

| STRAIGHT-IN LANDING RWY 4L GLS [1] DA(H) 210′(200′) | | CIRCLE-TO-LAND |
|---|---|---|
| | RAIL or ALS out | |
| A, B, C, D: RVR 24 or ½ | RVR 40 or ¾ | A, B, C, D: NA |

[1] Autopilot coupled approach not authorized below 210′.

TERPS AMEND 0A 29 JUL 2010

*CHANGES:* Minimums.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

# KEWR/EWR
## NEWARK LIBERTY INTL

JEPPESEN

23 JUL 10 (12-41)

# NEWARK, NJ
## GLS Rwy 4R

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

| LAAS | Final Apch Crs | Minimum Alt | GLS DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| **Ch 21083** G-04B | **039°** | **DOOIN** **1700′** (1689′) | **261′** (250′) | TDZE **11′** |

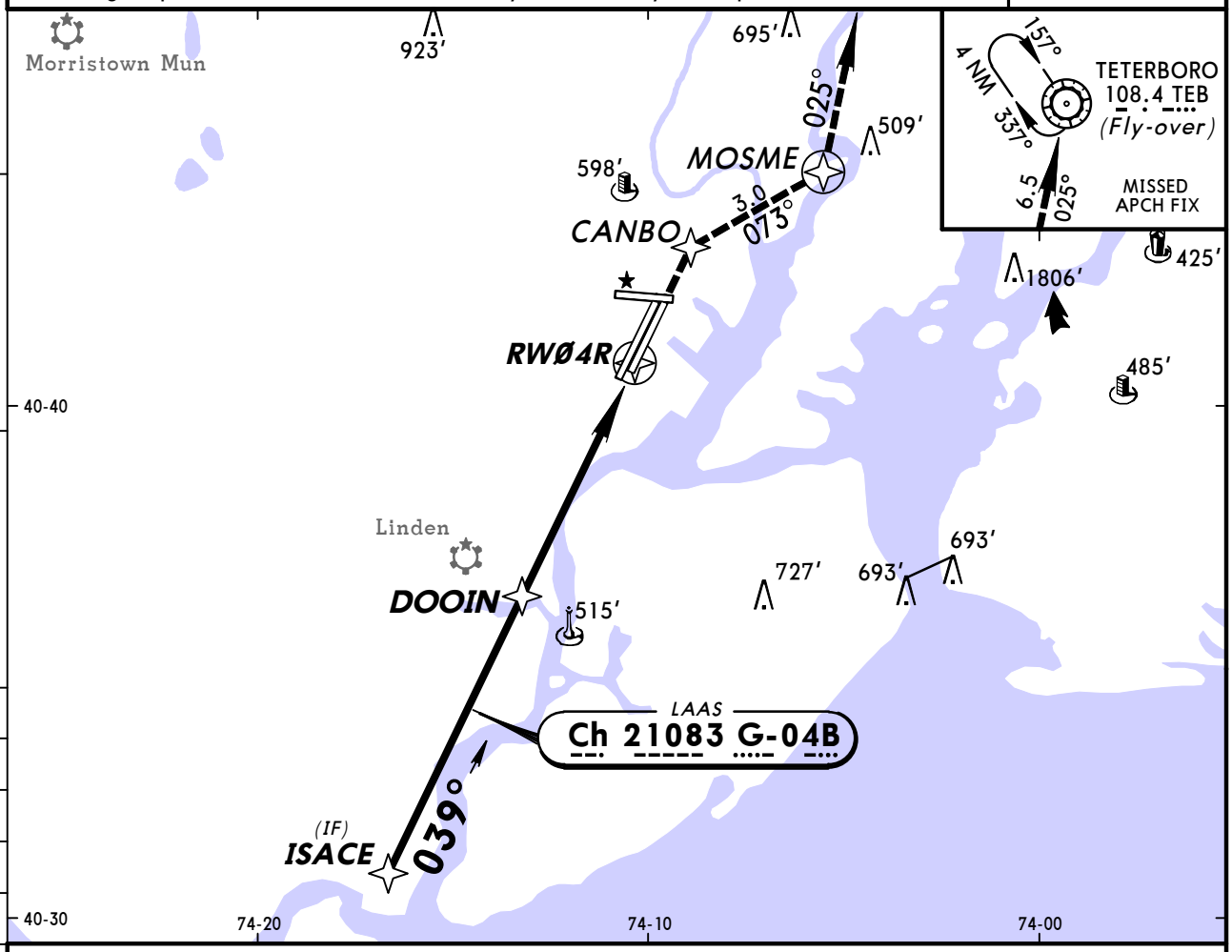
**MISSED APCH:** Climb to 3000′ direct CANBO and via track 073° to MOSME and via track 025° to TEB VOR and hold.

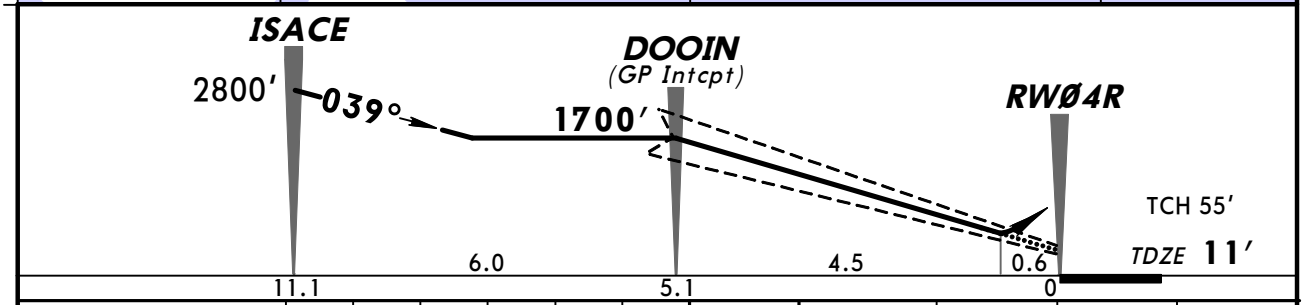
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. Radar required. 2. GPS required.** 3. DME/DME RNP-0.30 not authorized. 4. VGSI and GLS glidepath not coincident. 5. Visibility reduction by helicopters not authorized.

2700′

MSA RWØ4R




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at DA | | | | | | |

PAPI  ALSF-II  3000′  CANBO

| STRAIGHT-IN LANDING RWY 4R GLS | CIRCLE-TO-LAND |
|---|---|
| 1 DA(H) 261′ (250′) ALS out | |
| A B C D: RVR 40 or ¾ | A B C D: NA |

1 Autopilot coupled approach not authorized below 261′.

TERPS AMEND 0A 29 JUL 2010

*CHANGES:* Minimums.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

| LAAS | Final Apch Crs | Minimum Alt | GLS DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| Ch 21905 G-11A | 108° | NANVE 1600′ (1582′) | 308′ (290′) | TDZE 18′ |

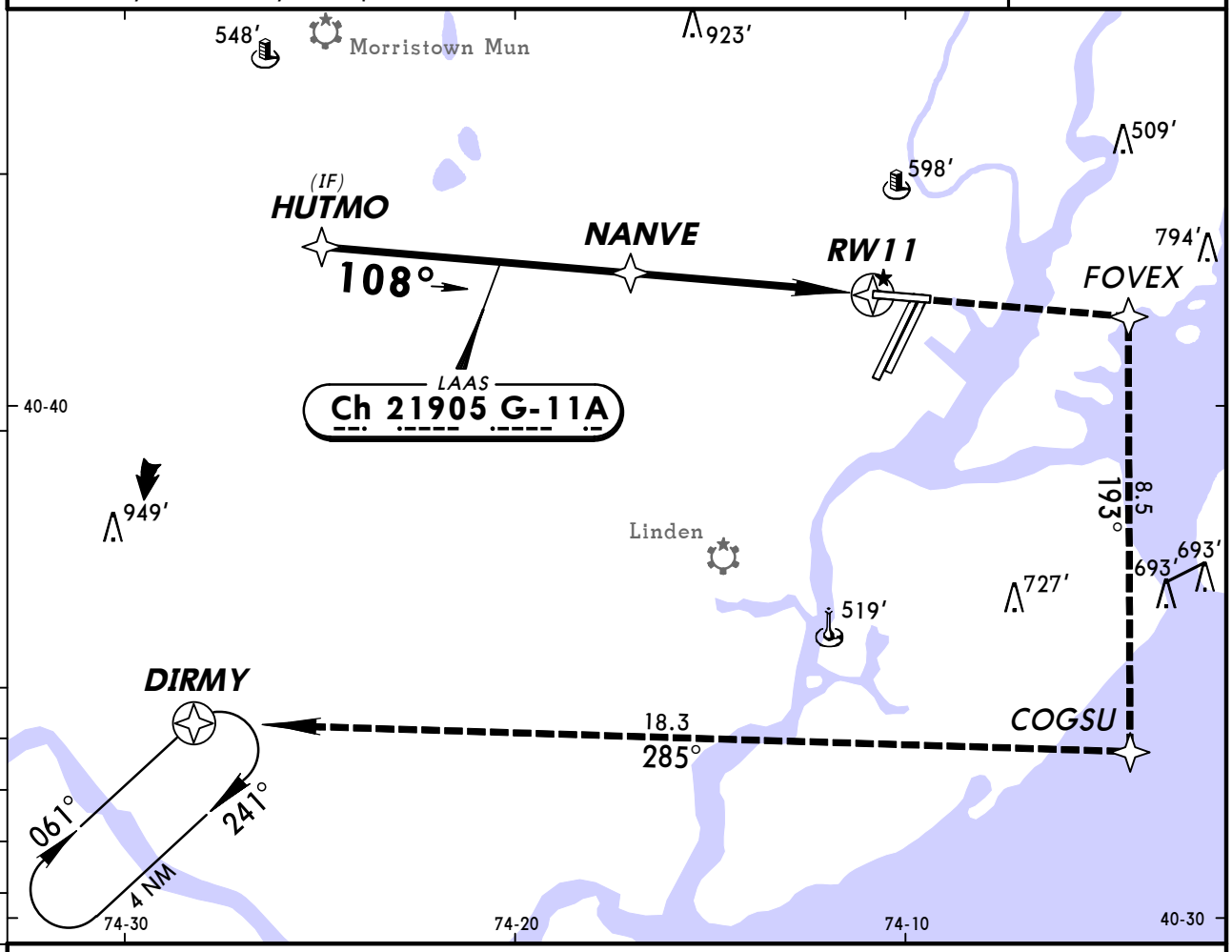
**MISSED APCH:** Climb to 3000′ direct FOVEX and on track 193° to COGSU and RIGHT turn on track 285° to DIRMY and hold.

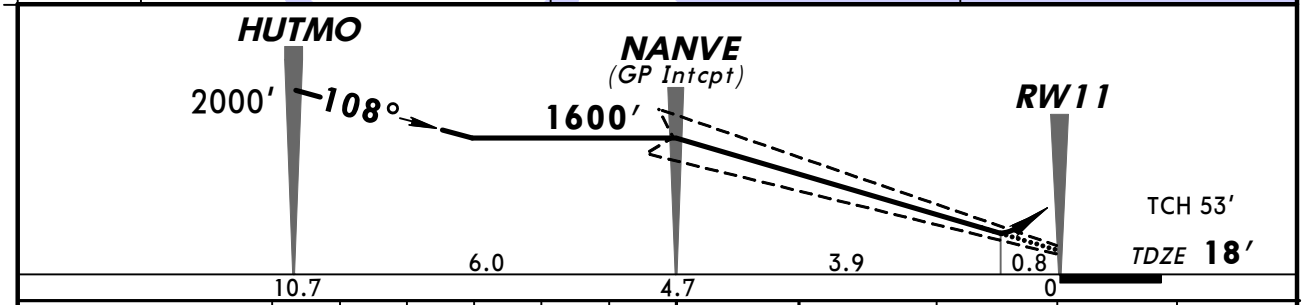
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. Radar required. 2. GPS required.** 3. DME/DME RNP-0.30 not authorized.
4. Visibility reduction by helicopters not authorized.

2700′
MSA RW11

BRIEFING STRIP ™




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | |
| MAP at DA | | | | | | |

REIL
VASI-L

3000′

D

FOVEX

STRAIGHT-IN LANDING RWY 11
GLS
1 DA(H) 308′ (290′)

| | |
|---|---|
| A | |
| B | |
| C | RVR 50 or 1 |
| D | |

1 Autopilot coupled approach not authorized below 308′.

TERPS AMEND 0A 29 JUL 2010

CHANGES: None.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

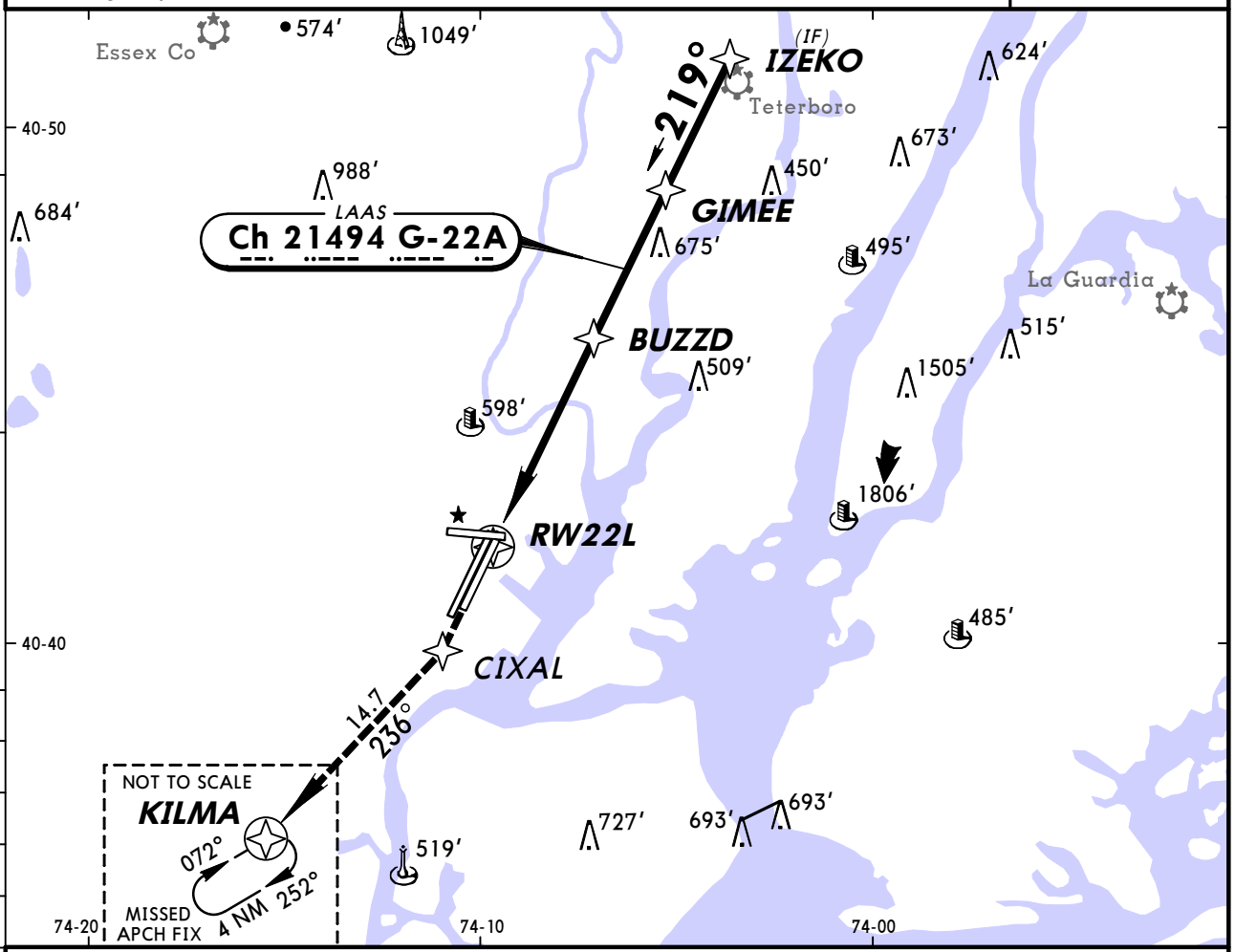
| LAAS | Final Apch Crs | Minimum Alt | GLS DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| Ch 21494 G-22A | 219° | BUZZD 1500′ (1490′) | 210′ (200′) | TDZE 10′ |

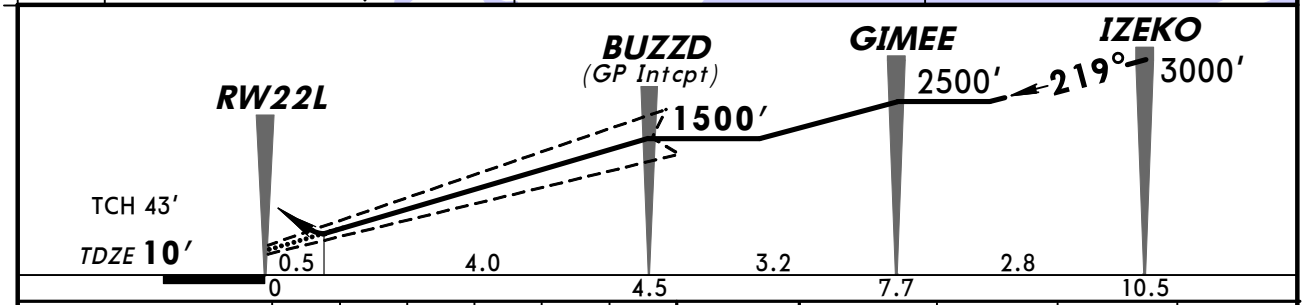
**MISSED APCH:** Climb to 3000′ direct CIXAL and on track 236° to KILMA and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. Radar required. 2. GPS required.** 3. DME/DME RNP-0.30 not authorized. 4. VGSI and GLS glidepath not coincident.

2700′
MSA RW22L




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at DA | | | | | | |

MALSR
PAPI
3000′
CIXAL

STRAIGHT-IN LANDING RWY 22L
GLS
1 DA(H) 210′ (200′)

| | | RAIL or ALS out |
|---|---|---|
| A | RVR 24 or 1/2 | RVR 40 or 3/4 |
| B | | |
| C | | |
| D | | |

1 Autopilot coupled approach not authorized below 210′.

BRIEFING STRIP ™
TERPS AMEND 0B 5 MAY 2011

*CHANGES:* BUZZD.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

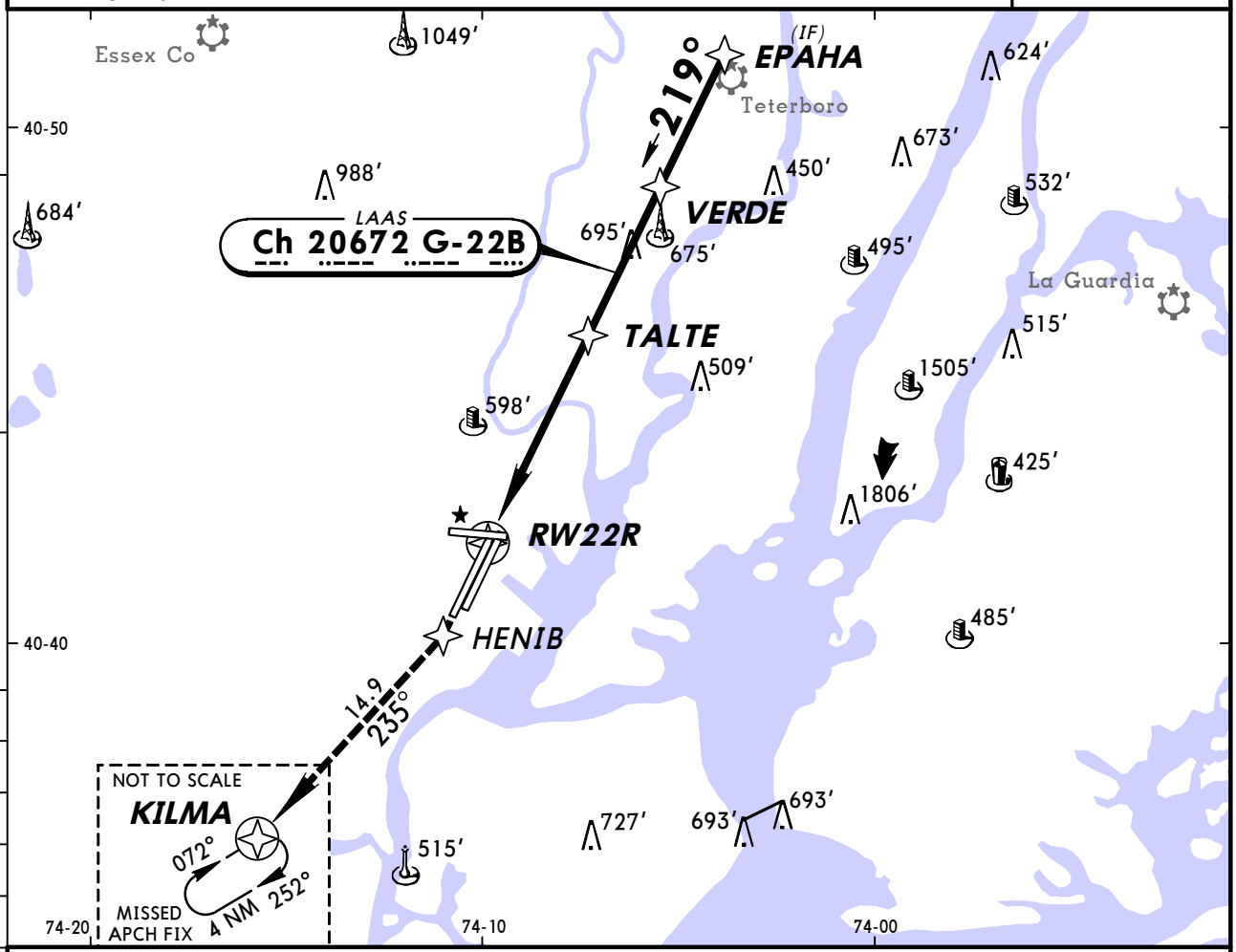
| LAAS | Final Apch Crs | Minimum Alt | GLS DA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| Ch 20672 G-22B | 219° | TALTE 1500′ (1490′) | 246′ (236′) | TDZE 10′ |

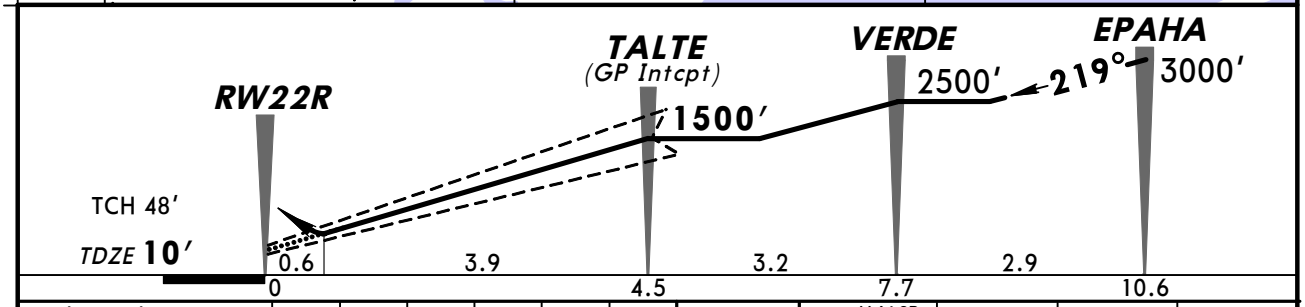
**MISSED APCH:** Climb to 3000′ direct HENIB and via track 235° to KILMA and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. Radar required. 2. GPS required.** 3. DME/DME RNP-0.30 not authorized. 4. VGSI and GLS glidepath not coincident.

2700′
MSA RW22R




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at DA | | | | | | |

MALSR
REIL
PAPI
3000′
HENIB

| STRAIGHT-IN LANDING RWY 22R GLS | | CIRCLE-TO-LAND |
|---|---|---|
| 1 DA(H) 246′ (236′) | RAIL or ALS out | |
| A, B, C, D: RVR 24 or ½ | RVR 40 or ¾ | A, B, C, D: NA |

1 Autopilot coupled approach not authorized below 246′.

BRIEFING STRIP ™
TERPS AMEND 0A 29 JUL 2010

*CHANGES:* Minimums.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

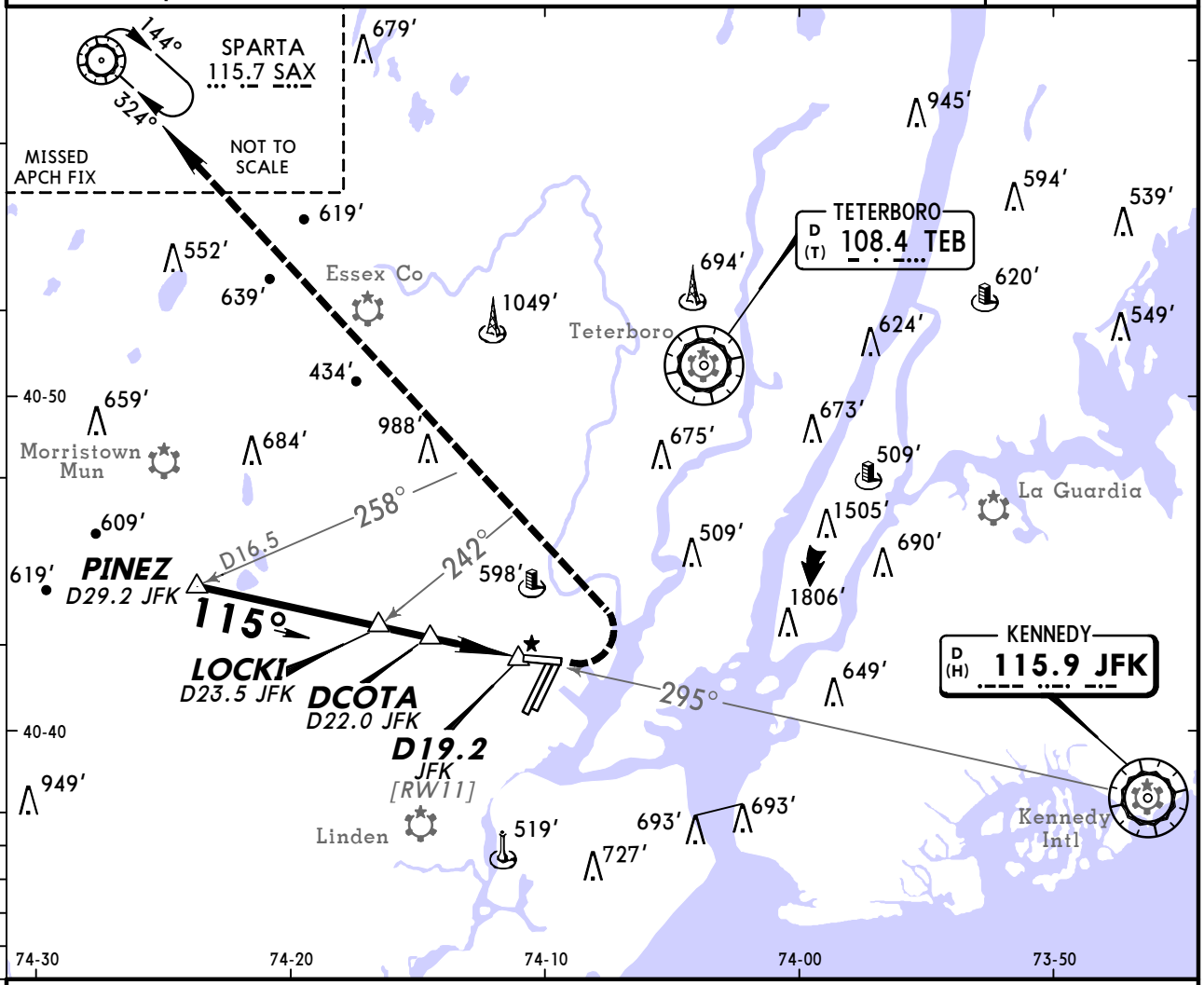
| VOR | Final Apch Crs | Mandatory Alt | MDA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| JFK 115.9 | 115° | LOCKI 1500′ (1482′) | (CONDITIONAL) 860′ (842′) | TDZE 18′ |

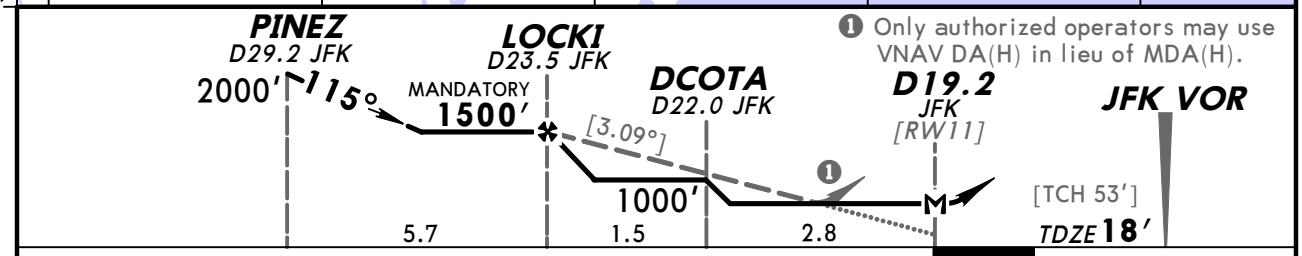
**MISSED APCH:** Climbing LEFT turn to 3000′ direct SAX VOR and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

**1. RADAR required.**

2900′
MSA TEB VOR




❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.09°] | 383 | 492 | 547 | 656 | 765 | 875 |
| MAP at D19.2 JFK or LOCKI to MAP 4.4 | 3:46 | 2:56 | 2:38 | 2:12 | 1:53 | 1:39 |

REIL
VASI-L
3000′
LT
SAX 115.7

STRAIGHT-IN LANDING RWY 11

| | MDA(H) 860′ (842′) With DCOTA | MDA(H) 1000′ (982′) Without DCOTA |
|---|---|---|
| A | 1 | 1¼ |
| B | 1¼ | 1½ |
| C | 2½ | 3 |
| D | 2¾ | |

❶ CIRCLE-TO-LAND

| Max Kts | With DCOTA MDA(H) | Without DCOTA MDA(H) |
|---|---|---|
| 90 | 860′ (842′)-1 | 1000′ (982′)-1¼ |
| 120 | 860′ (842′)-1¼ | 1000′ (982′)-1½ |
| 140 | 860′ (842′)-2½ | 1000′ (982′)-3 |
| 165 | 900′ (882′)-3 | |

❶ When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND 2C 9 FEB 2012

CHANGES: Note.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

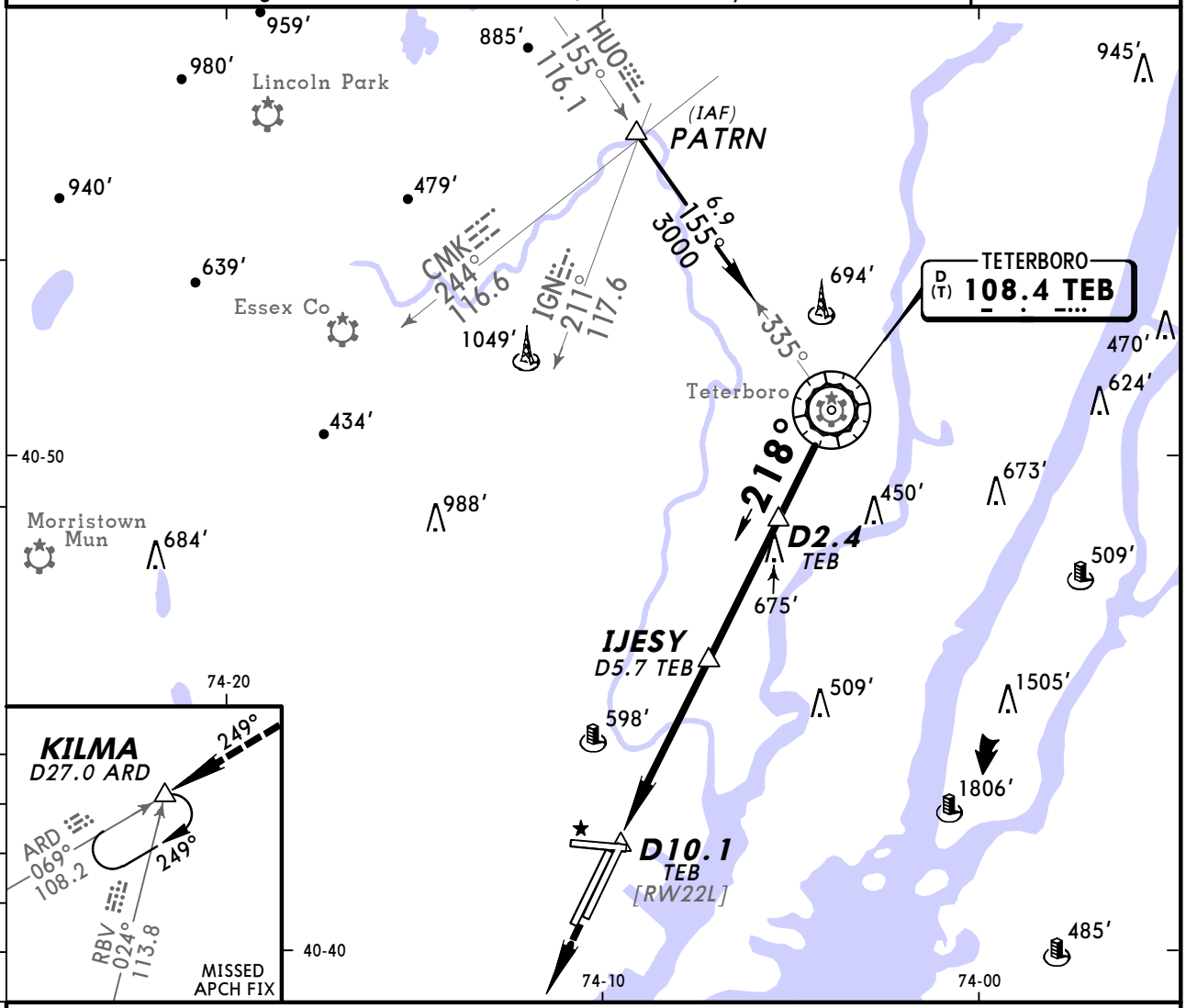
| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

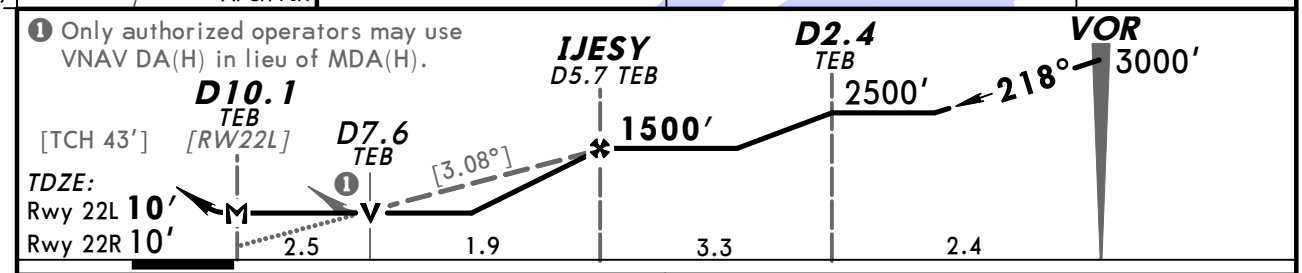
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| TEB 108.4 | 218° | IJESY 1500′ (1490′) | 840′ (830′) | TDZE 22L 10′ |

**MISSED APCH:** Climb to 2000′ then climbing RIGHT turn to 3000′ inbound via ARD VOR R-069 to KILMA INT/D27.0 ARD and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angles not coincident. 2. MALSR, PAPI-L on Rwy 22R.

2900′
MSA TEB VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.08°] | 381 | 490 | 545 | 654 | 763 | 872 |
| | | | | | | |
| MAP at D10.1 TEB | | | | | | |

MALSR
PAPI

2000′

3000′ RT

ARD via 108.2 R-069

KILMA

| STRAIGHT-IN LANDING RWY 22L MDA(H) 840′ (830′) | | | SIDESTEP LANDING RWY 22R MDA(H) 860′ (850′) | | ❶ CIRCLE-TO-LAND | |
|---|---|---|---|---|---|---|
| | RAIL out | ALS out | RAIL out | ALS out | Max Kts | MDA(H) |
| A | RVR 40 or ¾ | RVR 50 or 1 | RVR 50 or 1 | | 90 | 840′ (822′)-1 |
| B | RVR 40 or ¾ | RVR 60 or 1¼ | RVR 50 or 1 | RVR 60 or 1¼ | 120 | 840′ (822′)-1 ¼ |
| C | 2 | 2½ | 2 | 2½ | 140 | 840′ (822′)-2 ½ |
| D | 2¼ | 2¾ | 2¼ | 2¾ | 165 | 900′ (882′)-3 |

❶ When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND OC 9 FEB 2012

CHANGES: Note.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

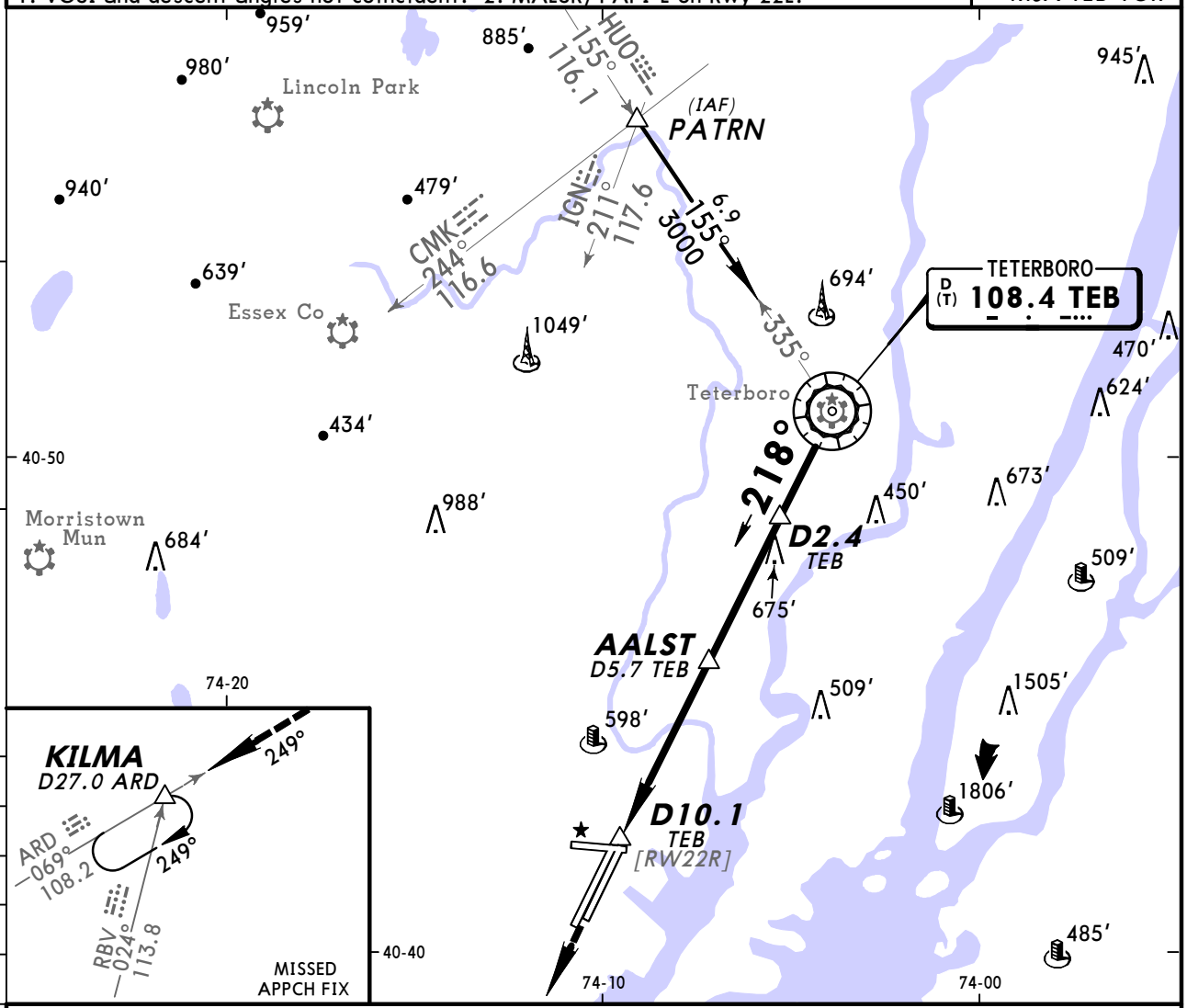
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 18′ |
|---|---|---|---|---|
| TEB 108.4 | 218° | AALST 1500′ (1490′) | 860′ (850′) | TDZE 22R 10′ |

**MISSED APCH:** Climb to 2000′ then climbing RIGHT turn to 3000′ inbound via ARD VOR R-069 to KILMA INT/D27.0 ARD and hold.

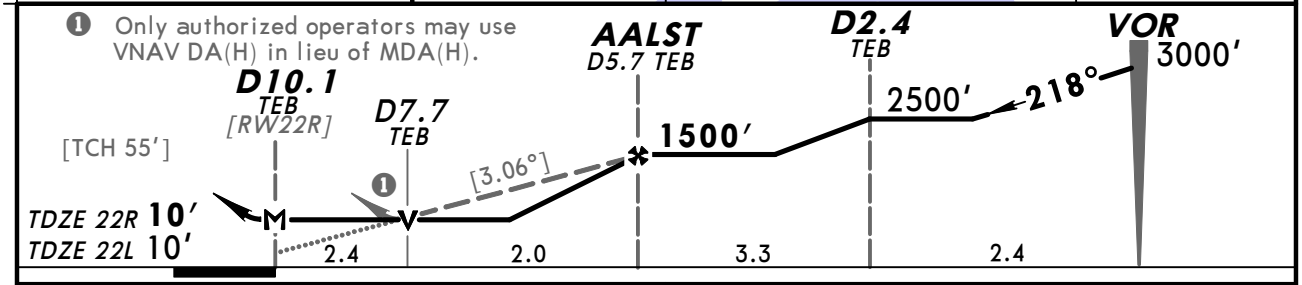
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. MALSR, PAPI-L on Rwy 22L.

2900′
MSA TEB VOR




❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.06°] | 379 | 487 | 541 | 650 | 758 | 866 |
| | | | | | | |
| MAP at D10.1 TEB | | | | | | |

MALSR
REIL
PAPI

2000′

3000′ RT via ARD 108.2 R-069

KILMA

| | STRAIGHT-IN LANDING RWY 22R MDA(H) 860′ (850′) | | | SIDESTEP LANDING RWY 22L MDA(H) 860′ (850′) | | ❶ CIRCLE-TO-LAND | |
|---|---|---|---|---|---|---|---|
| | | RAIL out | ALS out | | RAIL out | ALS out | Max Kts | MDA(H) |
| A | RVR 24 or ½ | RVR 40 or ¾ | RVR 50 or 1 | RVR 50 or 1 | | | 90 | 860′ (842′) -1 |
| B | RVR 40 or ¾ | RVR 60 or 1¼ | | RVR 50 or 1 | RVR 60 or 1¼ | | 120 | 860′ (842′) -1 ¼ |
| C | 2 | 2½ | | 2 | 2½ | | 140 | 860′ (842′) -2 ½ |
| D | 2¼ | 2¾ | | 2¼ | 2¾ | | 165 | 900′ (882′) -3 |

❶ When VGSI inop, Circling Rwy 29 not authorized at night.

TERPS AMEND 4C 9 FEB 2012

*CHANGES:* Communications, TDZE 22R/22L, note.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 128.55 | 118.3 | 121.8 |

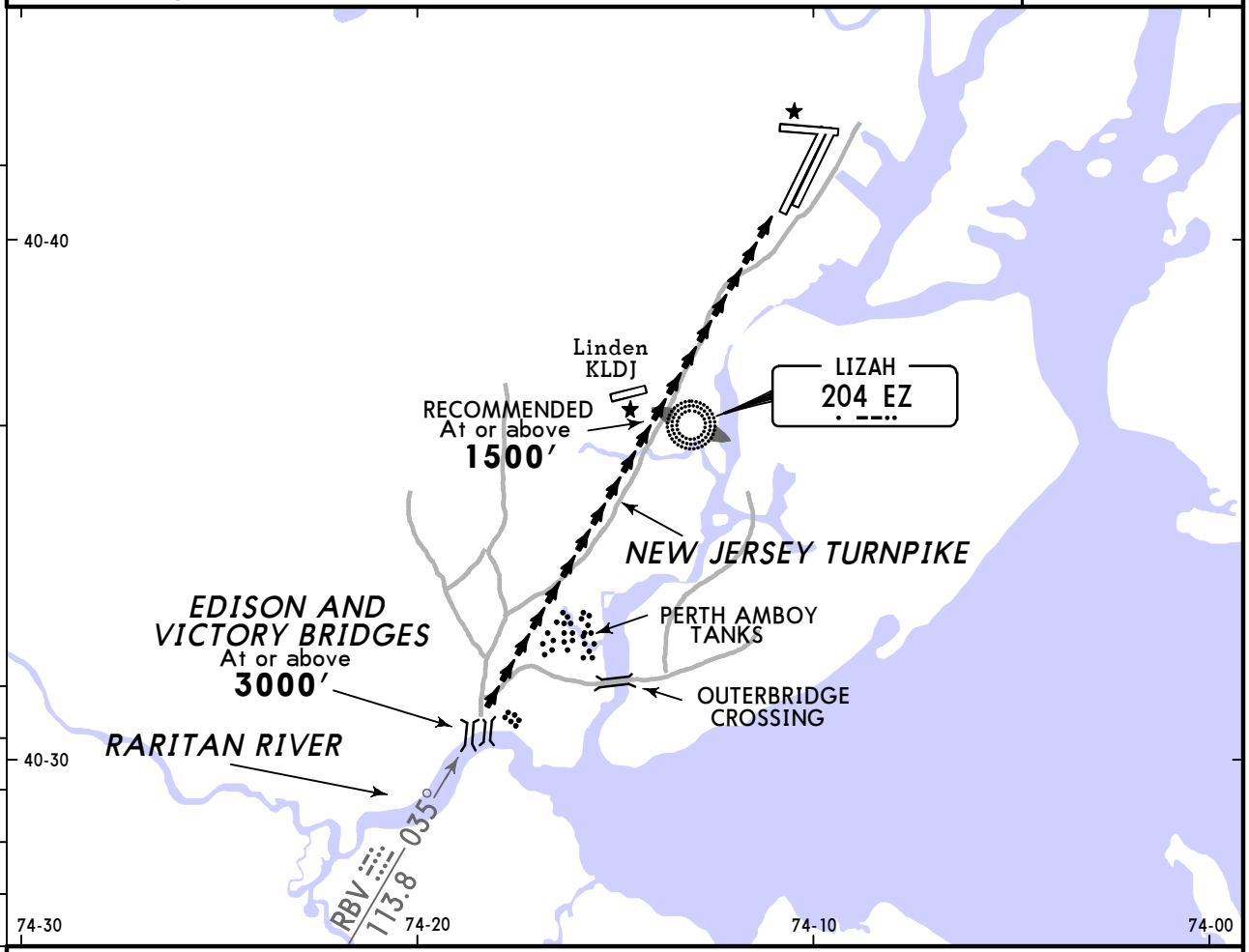
| NAVAIDS- Refer to Planview | Final Apch Crs Refer to Planview | No FAF | CEIL-VIS 3500′-5 | Apt Elev 18′ |
|---|---|---|---|---|

**MISSED APCH:** No Missed Approach Procedure

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. RADAR required.**

2800′ 270° 090° 2100′
MSA EZ LOM




## TURNPIKE VISUAL APPROACH RWYS 4L/4R

Expect radar vectors to intercept the RBV R-035. While established on RBV R-035, cross intersection of Raritan River and Edison and Victory bridges at 3000′ or above, remain on RBV R-035 west of Perth Amboy tanks until crossing New Jersey Turnpike. Continue on west side of New Jersey Turnpike past Linden Airport (Recommended altitude 1500′ or above).

AMEND 0 TERPS

## WEATHER MINIMUMS

Ceiling **3500′** Vis **-5**

*CHANGES:* Communications.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

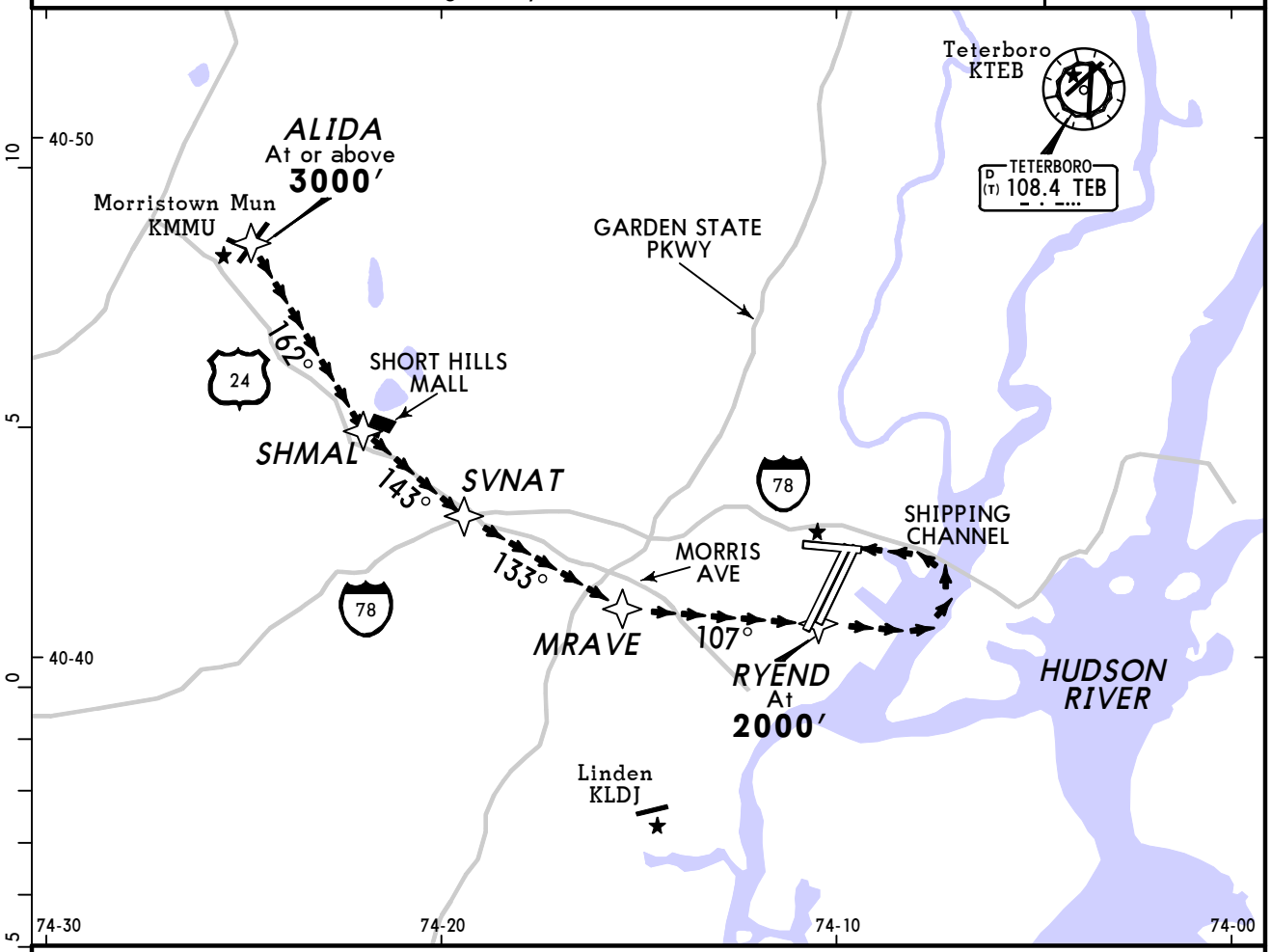
| D-ATIS Arrival | South Arrival | NEW YORK Approach (R) | NEWARK Tower | Ground |
|---|---|---|---|---|
| 115.7 | 134.82 | 127.6 | 118.3 | 121.8 |

| NAVAIDS- Refer to Planview | Final Apch Crs Refer to Planview | No FAF | CEIL-VIS 4000′-8 | Apt Elev 18′ |
|---|---|---|---|---|

**MISSED APCH:** No Missed Approach Procedure

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Vertical Guidance Navaid and Angle: Rwy 29 PAPI, 3.00°.

2900′
MSA TEB VOR




## MORRIS AVE VISUAL APPROACH RWY 29

Cross RYEND at 2000′. Turn final within 3 NM of EWR. In the event of a rejected landing, climb to 2000′ direct MRAVE and expect vectors for resequencing.

REIL
PAPI-R

## WEATHER MINIMUMS

Ceiling **4000′-** Vis **8**

TERPS AMEND 0 5 MAY 2011

*CHANGES:* RYEND altitude, note, waypoints, topography.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


## General Information

Location: Teterboro NJ USA
IATA Code: TEB
Lat/Long: N40° 51.0' W074° 03.7'
Elevation: 9 ft

Airport Use: Public
Magnetic Variation: 13.1°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1134 Z
Sunset: 2244 Z,

## Runway Information

Runway: 01
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 771 ft

Runway: 06
Length x Width: 6013 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6 ft
Lighting: Edge, ALS, Centerline, TDZ

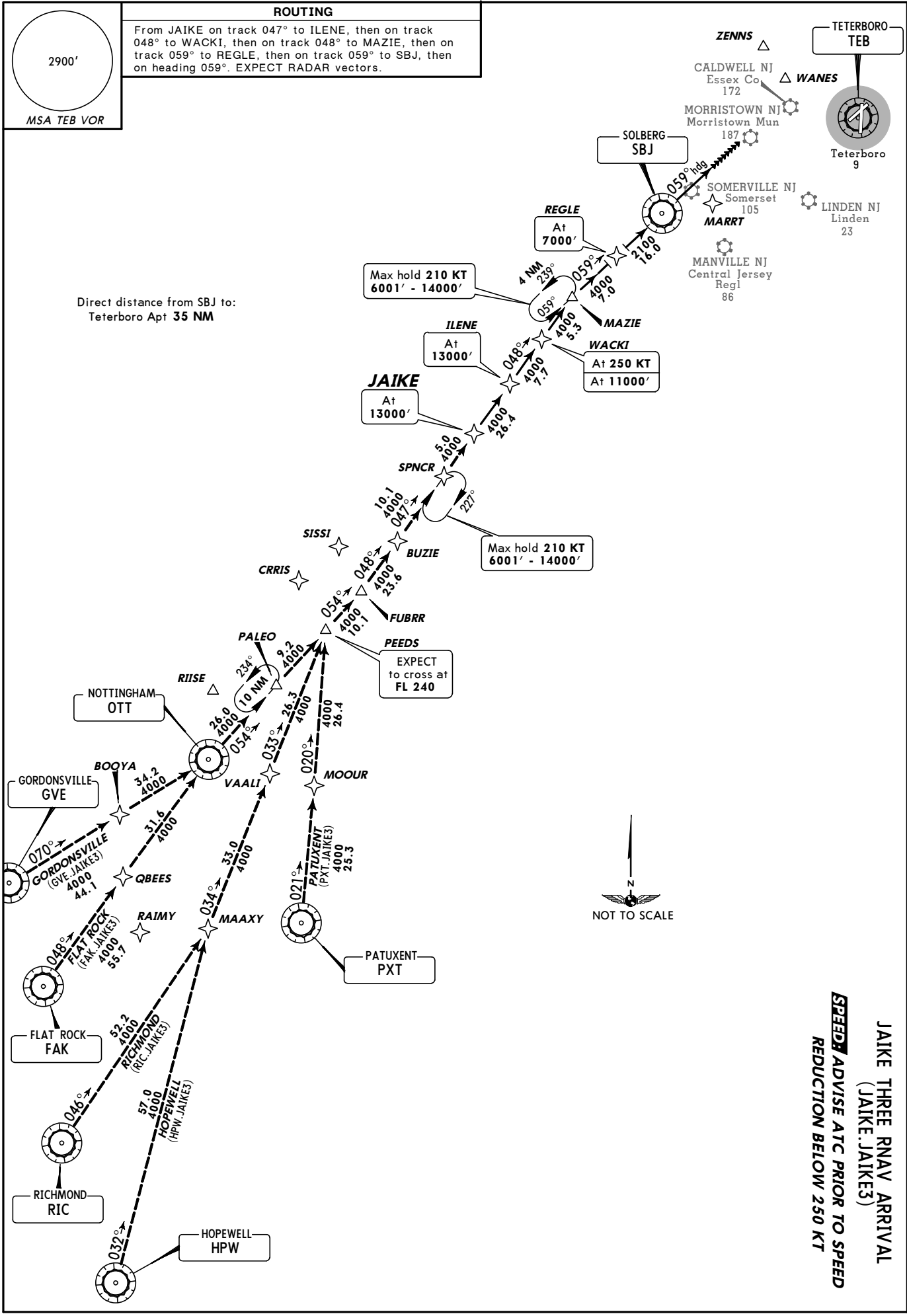
Runway: 19
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, Centerline, REIL, TDZ
Displaced Threshold: 770 ft

Runway: 24
Length x Width: 6013 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, Centerline, REIL

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


## Communication Information

ATIS 132.85
ATIS 114.2
Teterboro Tower 125.1 Secondary
Teterboro Tower 119.5
Teterboro Ground Control 121.9
Teterboro Clearance Delivery 128.05
New York Departure Control 126.7
New York Departure Control 119.2 Secondary
Teterboro Operations 130.575
Millville Flight Service Station 122.65 RCO
Millville Flight Service Station 122.2 RCO




Direct distance from SBJ to:
Teterboro Apt **35 NM**

D-ATIS
114.2 132.85

*Apt Elev*
*See Graphic*

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. This STAR applicable to turbojet aircraft only.
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **RADAR required.**
5. HOPEWELL, RICHMOND and PATUXENT transitions as assigned by ATC only.
6. All crossing and speed restrictions are ATC requirements.

# JAIKE THREE RNAV ARRIVAL
## (JAIKE.JAIKE3)

***SPEED: ADVISE ATC PRIOR TO SPEED REDUCTION BELOW 250 KT***

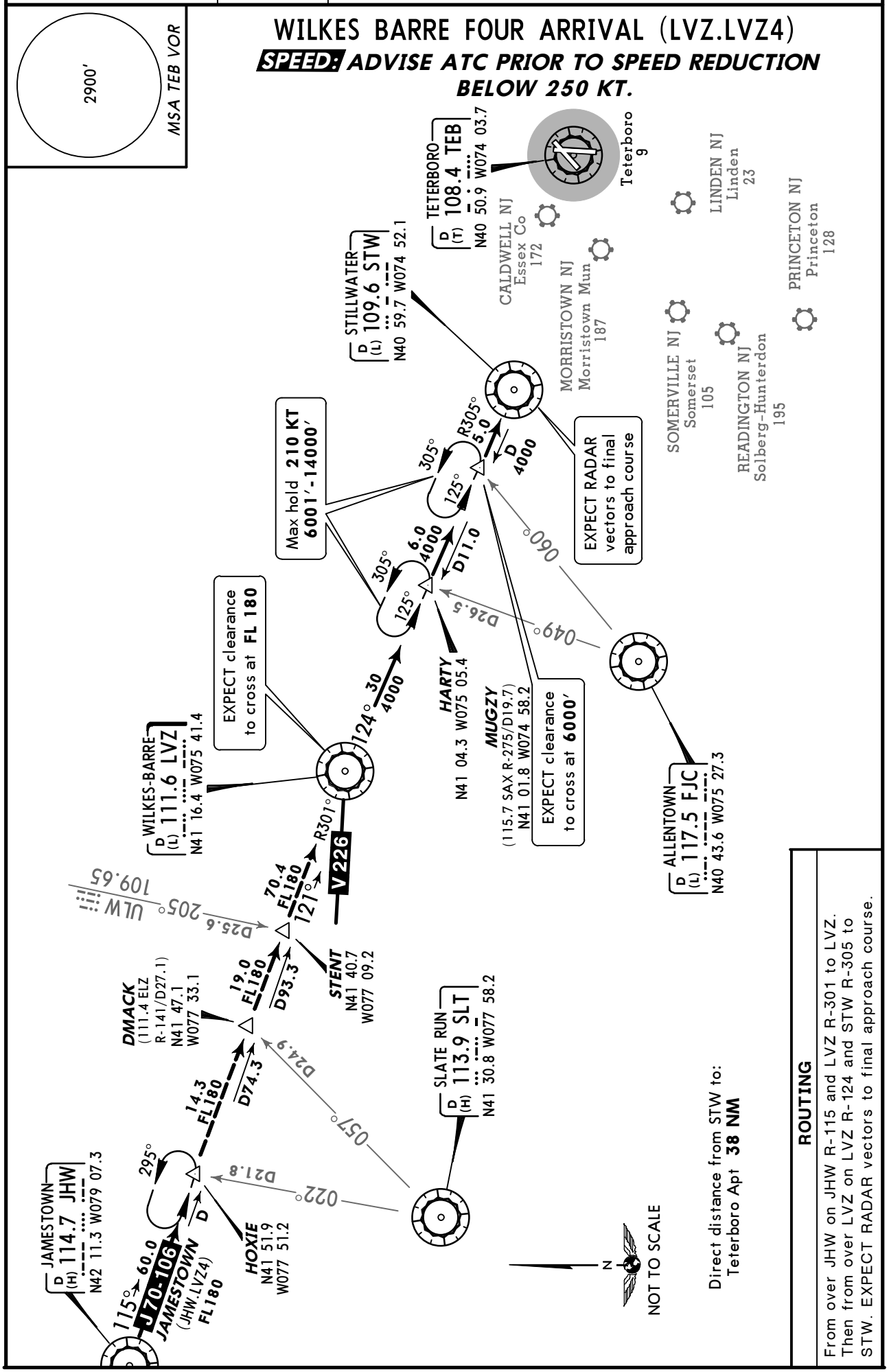


CHANGES: None.
© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

| D-ATIS | Apt Elev | |
|---|---|---|
| 114.2 132.85 | See Graphic | Alt Set: INCHES<br>Trans Level: FL 180 Trans alt: 18000′<br>Applicable to all aircraft capable of 250 KT or greater. |

# WILKES BARRE FOUR ARRIVAL (LVZ.LVZ4)

**SPEED: ADVISE ATC PRIOR TO SPEED REDUCTION BELOW 250 KT.**




**ROUTING**

From over JHW on JHW R-115 and LVZ R-301 to LVZ. Then from over LVZ on LVZ R-124 and STW R-305 to STW. EXPECT RADAR vectors to final approach course.

*CHANGES:* Procedure renumbered, revised.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

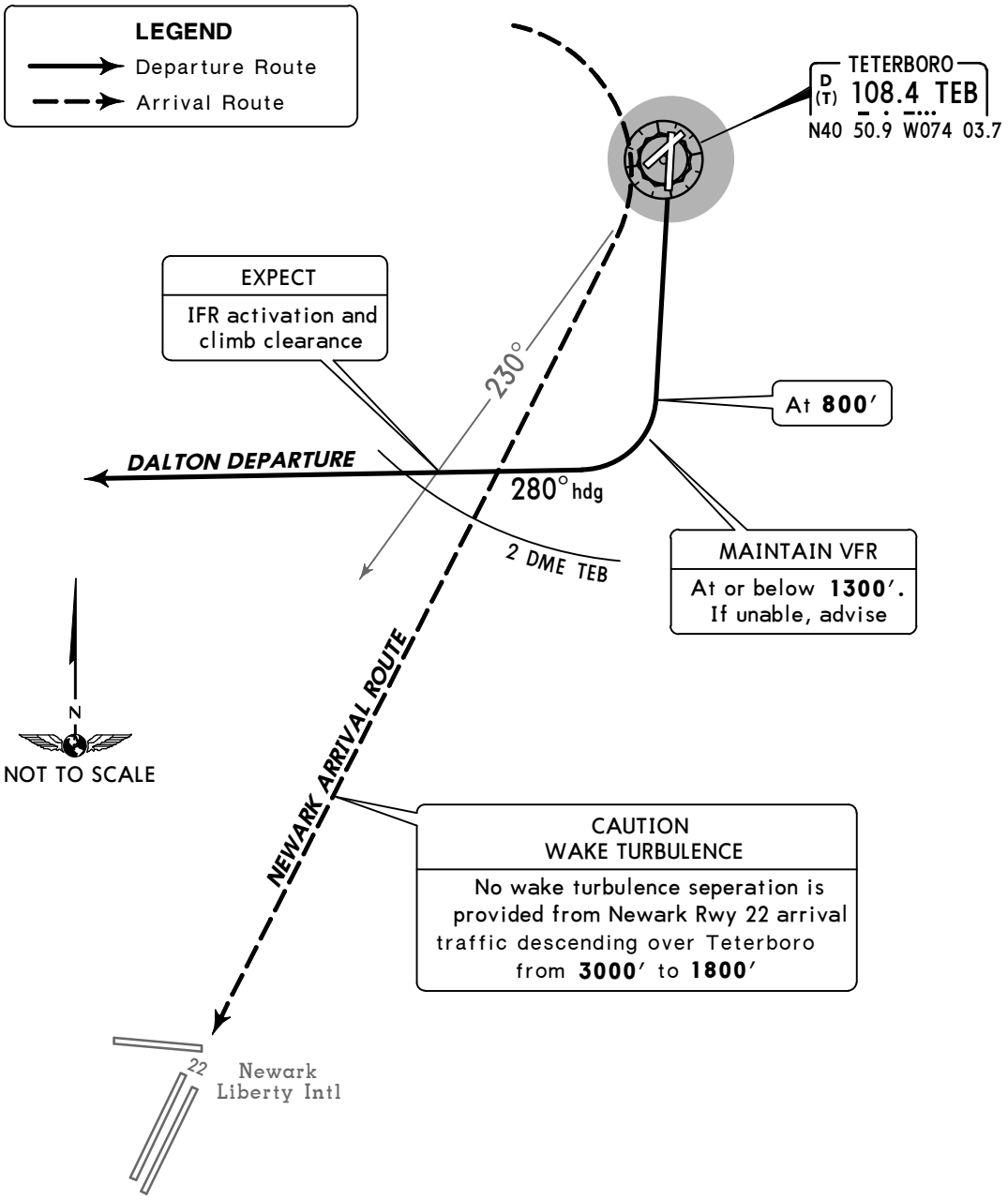
| NEW YORK Departure (R) | Apt Elev | |
|---|---|---|
| 126.7<br>119.2 | 9′ | Trans level: FL180 Trans alt: 18000′<br>1. Teterboro Airport Rwy 19 VFR departure procedure with transition to an IFR clearance when Newark Liberty Intl is landing Rwy 22 and Teterboro is departing Rwy 19.<br>2. WEATHER MINIMUMS: Ceiling 3000′ and visibility 3 miles.<br>3. Pilots should specifically request this procedure using the departure name. |

2900′
MSA TEB VOR

# DALTON DEPARTURE

(RWY 19)

**SPEED: DO NOT EXCEED 190 KT, IF UNABLE, ADVISE**




LOST COMMS LOST COMMS LOST COMMS

In the event of lost communication prior to IFR activation, squawk 7600. **MAINTAIN** VFR.

## INITIAL CLIMB

Fly runway heading until **800′,** then turn RIGHT heading 280°. Complete the RIGHT turn within TEB 2 DME. **MAINTAIN** VFR at or below **1300′.**

## ROUTING

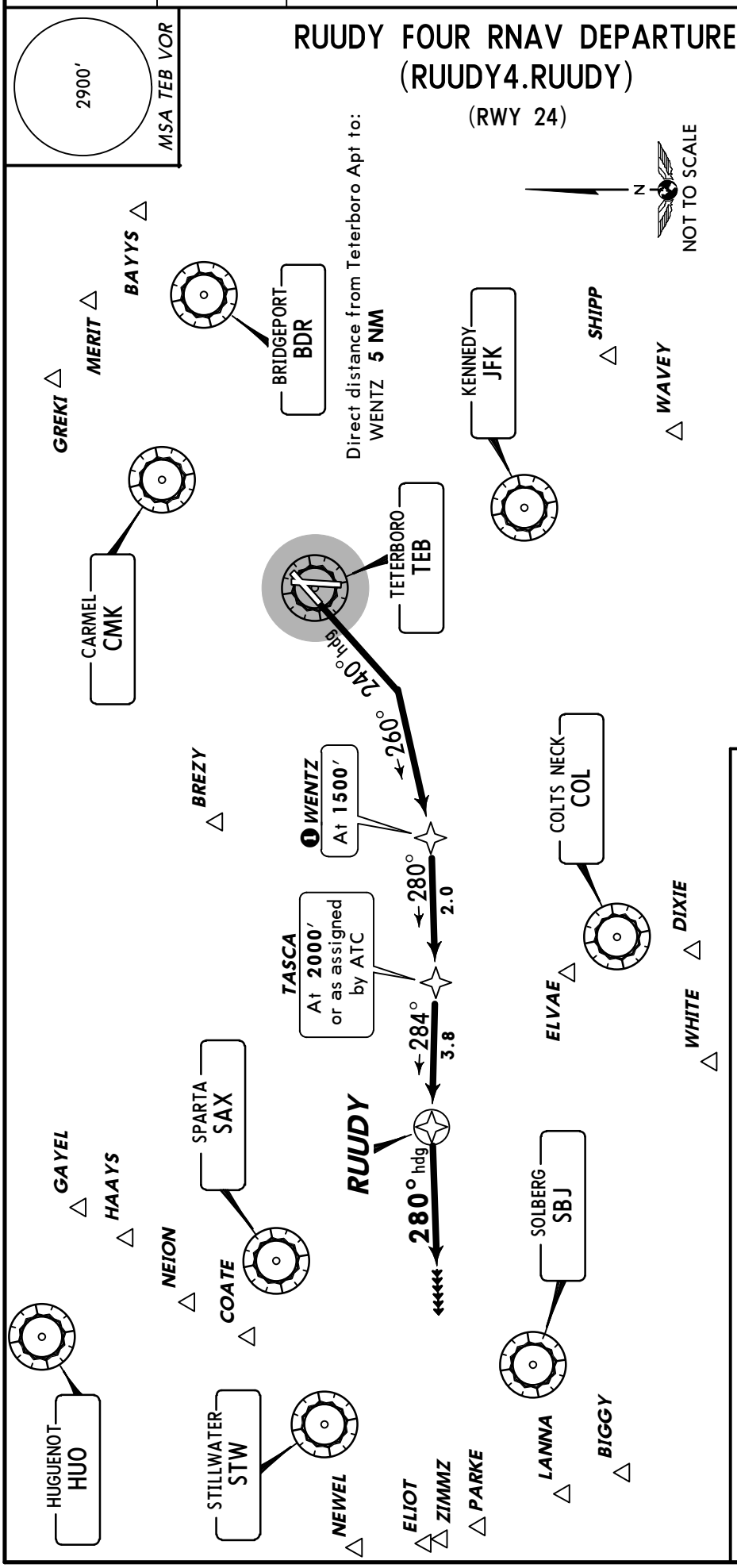
EXPECT a climb clearance after crossing TEB R-230. The climb clearance constitutes IFR activation and pilots are expected to resume normal airspeed. EXPECT control instruction to a departure fix as described in the published Teterboro standard instrument departure (SID).

*CHANGES:* None.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

| NEW YORK Departure (R) | Apt Elev | |
|---|---|---|
| 126.7<br>119.2 | 9′ | Trans level: FL180 Trans alt: 18000′<br>**1. DME/DME/IRU or GPS required.**<br>**2. RADAR required.**<br>**3. RNAV 1.** |

# RUUDY FOUR RNAV DEPARTURE
## (RUUDY4.RUUDY)
(RWY 24)




**OBSTACLES**
Rwy 24: Sign and trees beginning 3347′ from DER, 535′ RIGHT of centerline, up to 125′ AGL/134′ MSL.
Trees 5303′ from DER, 1915′ RIGHT of centerline, up to 100′ AGL/309′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1, 6, 19: Not authorized - ATC.
Rwy 24: Standard (or lower than standard, if authorized) with minimum climb of 442′ per NM to **1300′**. ❶ Minimum climb of 250′ per NM from WENTZ to TASCA.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 250′ per NM | 313 | 417 | 625 | 833 | 1042 | 1250 |
| 442′ per NM | 553 | 737 | 1105 | 1473 | 1842 | 2210 |

**INITIAL CLIMB**

Climb heading 240° to intercept 260° course to WENTZ, cross WENTZ at **1500′**, then on 280° track to TASCA, cross TASCA at **2000′** or as assigned by ATC, then on 284° track to RUUDY, then on heading 280°.

**ROUTING**

EXPECT vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level within ten minutes after departure.

| Departures: | EXPECT Vectors to: | Departures: | EXPECT Vectors to: |
|---|---|---|---|
| BAYYS | BDR/BAYYS. | DIXIE | ELVAE/COL/DIXIE. |
| BIGGY | SBJ/BIGGY. | HAAYS | HUO/HAAYS. |
| COATE | SAX/COATE. | WHITE | ELVAE/COL/WHITE. |

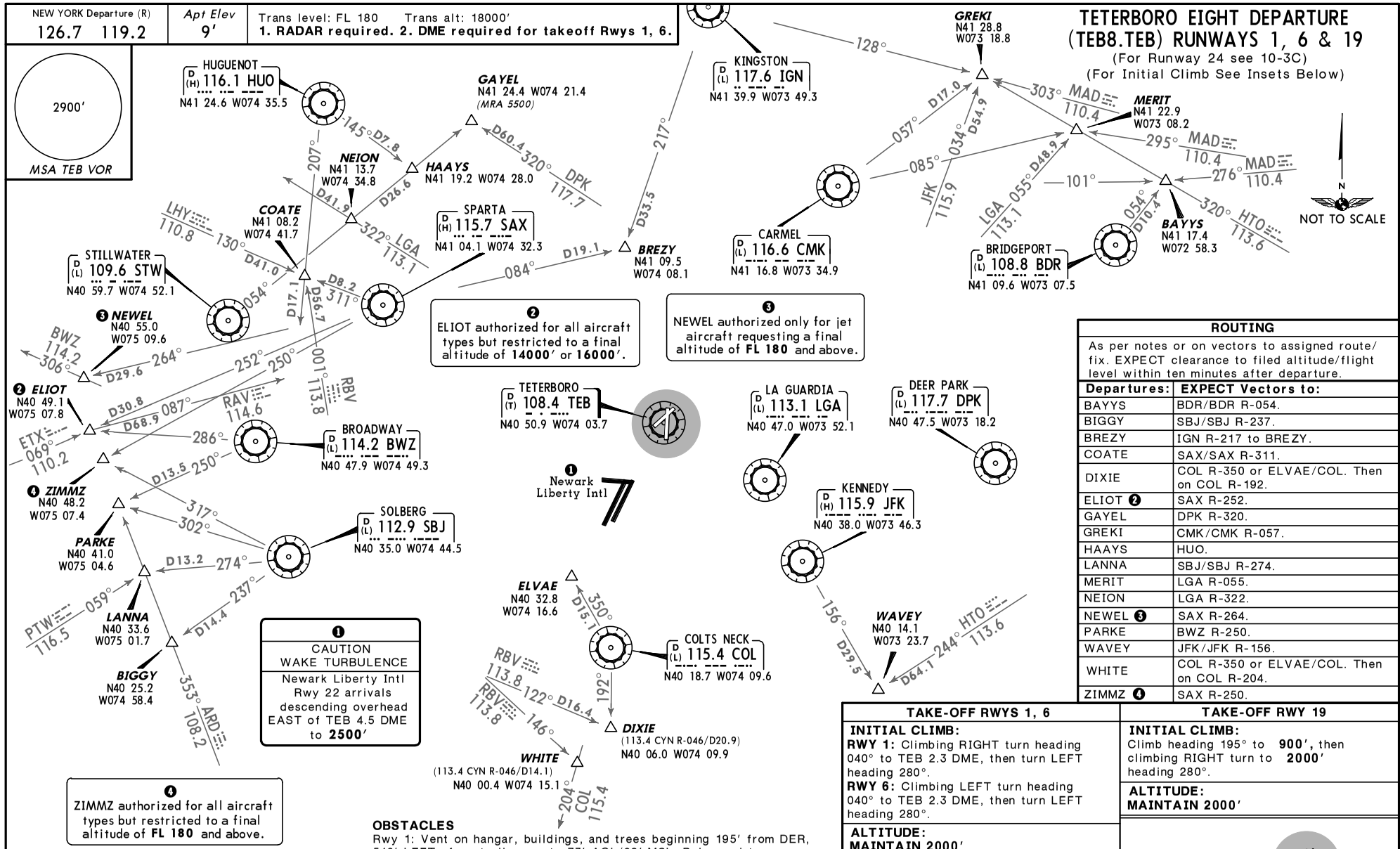
*CHANGES:* Procedure renumbered.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

# TETERBORO EIGHT DEPARTURE (TEB8.TEB) RUNWAYS 1, 6 & 19

(For Runway 24 see 10-3C)
(For Initial Climb See Insets Below)

| NEW YORK Departure (R) | Apt Elev | Trans level: FL 180 Trans alt: 18000′ |
|---|---|---|
| 126.7 119.2 | 9′ | **1. RADAR required. 2. DME required for takeoff Rwys 1, 6.** |




❷ ELIOT authorized for all aircraft types but restricted to a final altitude of **14000′** or **16000′**.

❸ NEWEL authorized only for jet aircraft requesting a final altitude of **FL 180** and above.

❶ CAUTION
WAKE TURBULENCE
Newark Liberty Intl Rwy 22 arrivals descending overhead EAST of TEB 4.5 DME to **2500′**

❹ ZIMMZ authorized for all aircraft types but restricted to a final altitude of **FL 180** and above.

## ROUTING

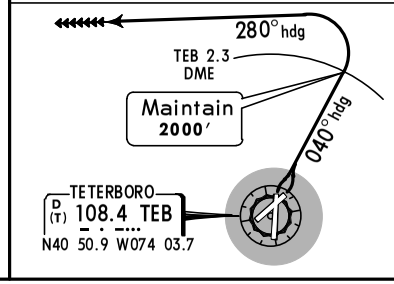
As per notes or on vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level within ten minutes after departure.

| Departures: | EXPECT Vectors to: |
|---|---|
| BAYYS | BDR/BDR R-054. |
| BIGGY | SBJ/SBJ R-237. |
| BREZY | IGN R-217 to BREZY. |
| COATE | SAX/SAX R-311. |
| DIXIE | COL R-350 or ELVAE/COL. Then on COL R-192. |
| ELIOT ❷ | SAX R-252. |
| GAYEL | DPK R-320. |
| GREKI | CMK/CMK R-057. |
| HAAYS | HUO. |
| LANNA | SBJ/SBJ R-274. |
| MERIT | LGA R-055. |
| NEION | LGA R-322. |
| NEWEL ❸ | SAX R-264. |
| PARKE | BWZ R-250. |
| WAVEY | JFK/JFK R-156. |
| WHITE | COL R-350 or ELVAE/COL. Then on COL R-204. |
| ZIMMZ ❹ | SAX R-250. |

## TAKE-OFF RWYS 1, 6

**INITIAL CLIMB:**
**RWY 1:** Climbing RIGHT turn heading 040° to TEB 2.3 DME, then turn LEFT heading 280°.
**RWY 6:** Climbing LEFT turn heading 040° to TEB 2.3 DME, then turn LEFT heading 280°.

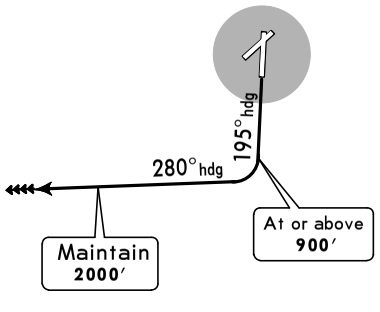
**ALTITUDE:**
**MAINTAIN 2000′**




## TAKE-OFF RWY 19

**INITIAL CLIMB:**
Climb heading 195° to **900′**, then climbing RIGHT turn to **2000′** heading 280°.

**ALTITUDE:**
**MAINTAIN 2000′**




This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1, 6: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to **1500′.**
Rwy 19: 600-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 352′ per NM to **700′.**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 352′ per NM | 440 | 587 | 880 | 1173 | 1467 | 1760 |
| 500′ per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

**OBSTACLES**
Rwy 1: Vent on hangar, buildings, and trees beginning 195′ from DER, 548′ LEFT of centerline, up to 73′ AGL/82′ MSL. Poles and trees beginning 903′ from DER, 136′ RIGHT of centerline, up to 44′ AGL/53′ MSL. Building 5900′ from DER, 1519′ LEFT of centerline, 160′ AGL/224′ MSL. Building 2.1 NM from DER, 787′ RIGHT of centerline, 249′ AGL/314′ MSL.
Rwy 6: Sign, poles, buildings, and trees beginning 235′ from DER, 10′ LEFT of centerline, up to 106′ AGL/115′ MSL. Building, poles, and trees beginning 335′ from DER, 101′ RIGHT of centerline, up to 92′ AGL/101′ MSL. Stack 1.2 NM from DER, 654′ RIGHT of centerline, 230′ AGL/240′ MSL.
Rwy 19: Vent on building and trees beginning 215′ from DER, 1′ LEFT of centerline, up to 77′ AGL/86′ MSL. Blast fence, poles, and trees beginning 185′ from DER, 117′ RIGHT of centerline, up to 83′ AGL/92′ MSL. Tower 1.9 NM from DER, 1646′ RIGHT of centerline, 500′ AGL/510′ MSL.

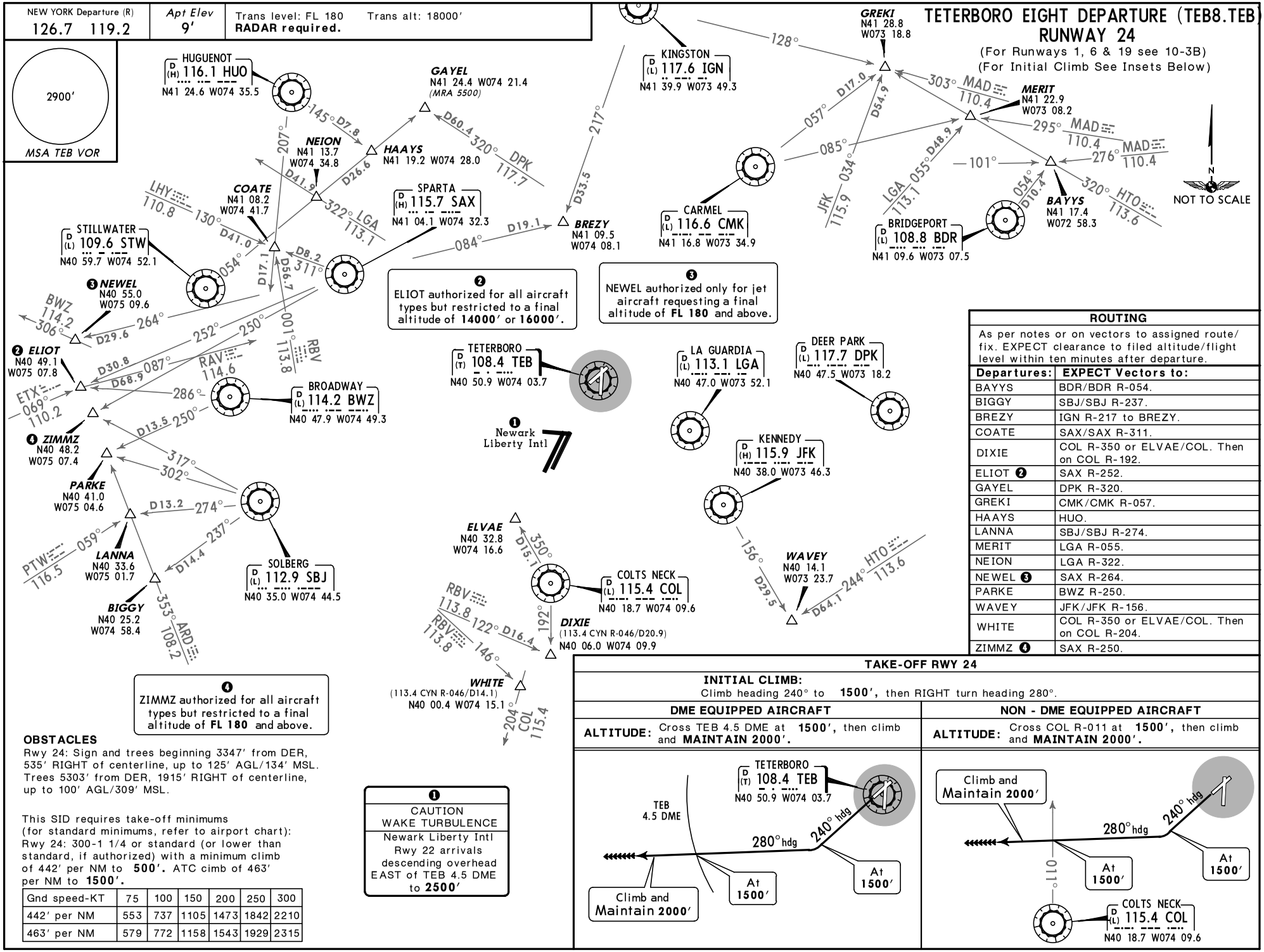
*CHANGES:* Procedure renumbered.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

# TETERBORO EIGHT DEPARTURE (TEB8.TEB)
## RUNWAY 24

(For Runways 1, 6 & 19 see 10-3B)
(For Initial Climb See Insets Below)

| NEW YORK Departure (R) | Apt Elev | Trans level: FL 180 Trans alt: 18000′ |
|---|---|---|
| 126.7 119.2 | 9′ | **RADAR required.** |




### ROUTING

As per notes or on vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level within ten minutes after departure.

| Departures: | EXPECT Vectors to: |
|---|---|
| BAYYS | BDR/BDR R-054. |
| BIGGY | SBJ/SBJ R-237. |
| BREZY | IGN R-217 to BREZY. |
| COATE | SAX/SAX R-311. |
| DIXIE | COL R-350 or ELVAE/COL. Then on COL R-192. |
| ELIOT ❷ | SAX R-252. |
| GAYEL | DPK R-320. |
| GREKI | CMK/CMK R-057. |
| HAAYS | HUO. |
| LANNA | SBJ/SBJ R-274. |
| MERIT | LGA R-055. |
| NEION | LGA R-322. |
| NEWEL ❸ | SAX R-264. |
| PARKE | BWZ R-250. |
| WAVEY | JFK/JFK R-156. |
| WHITE | COL R-350 or ELVAE/COL. Then on COL R-204. |
| ZIMMZ ❹ | SAX R-250. |

### TAKE-OFF RWY 24

**INITIAL CLIMB:**
Climb heading 240° to **1500′**, then RIGHT turn heading 280°.

| DME EQUIPPED AIRCRAFT | NON - DME EQUIPPED AIRCRAFT |
|---|---|
| **ALTITUDE:** Cross TEB 4.5 DME at **1500′**, then climb and **MAINTAIN 2000′.** | **ALTITUDE:** Cross COL R-011 at **1500′**, then climb and **MAINTAIN 2000′.** |




### OBSTACLES

Rwy 24: Sign and trees beginning 3347′ from DER, 535′ RIGHT of centerline, up to 125′ AGL/134′ MSL. Trees 5303′ from DER, 1915′ RIGHT of centerline, up to 100′ AGL/309′ MSL.

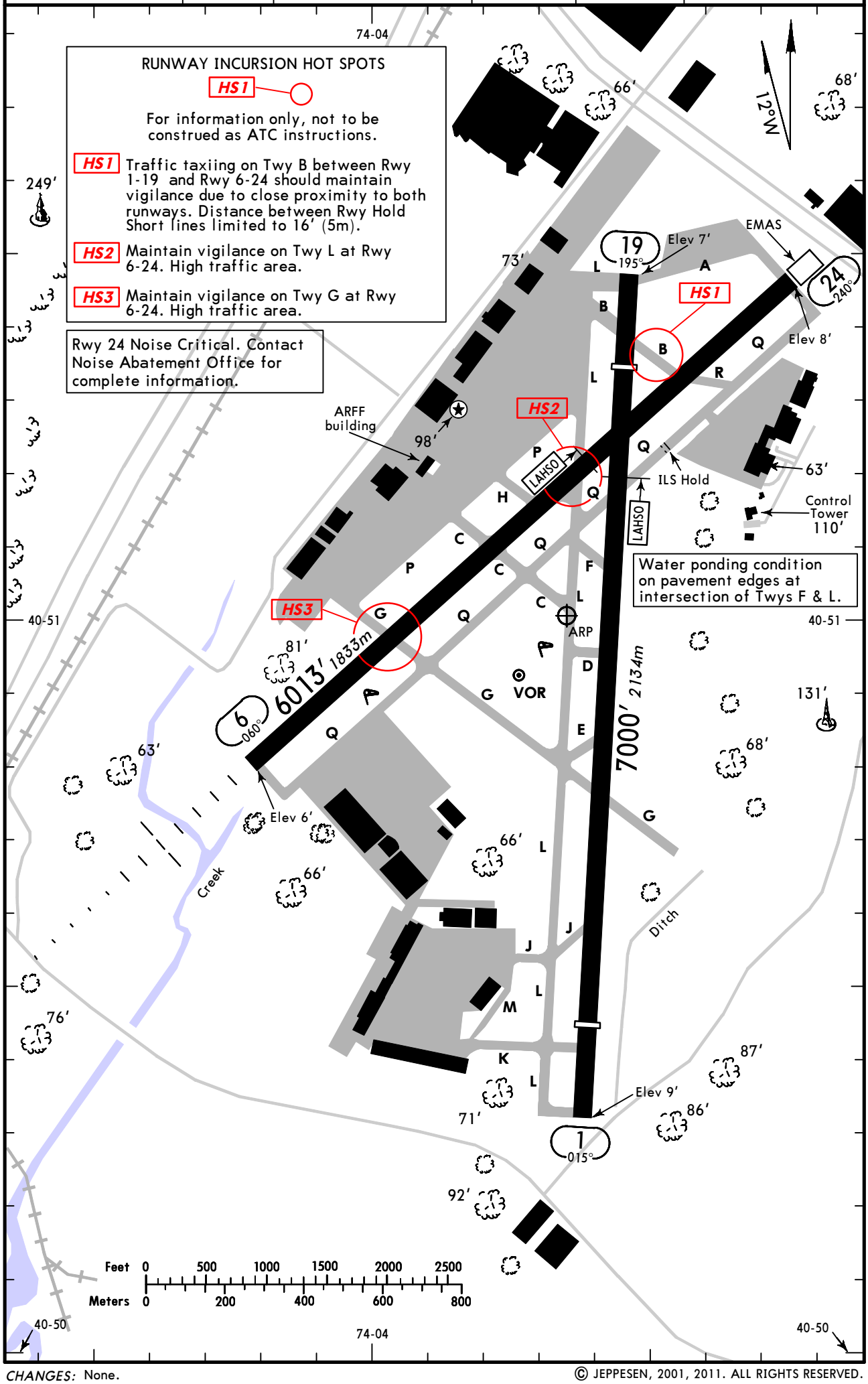
This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwy 24: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 442′ per NM to **500′.** ATC climb of 463′ per NM to **1500′.**

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 442′ per NM | 553 | 737 | 1105 | 1473 | 1842 | 2210 |
| 463′ per NM | 579 | 772 | 1158 | 1543 | 1929 | 2315 |

*CHANGES:* Procedure renumbered.

© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.

| D-ATIS | ACARS: D-ATIS PDC | TETERBORO Clearance | Ground | Tower | NEW YORK Departure (R) |
|---|---|---|---|---|---|
| 114.2 132.85 | | 128.05 | 121.9 | 119.5 | 126.7 |




*CHANGES:* None.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

GENERAL

Deer & birds in vicinity of airport.

Airport closed to motorless aircraft, uncontrolled aircraft & ultralight activity except by Prior Permission Only.

Prior Permission Required for any aircraft operating above 100,000 lbs.

ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS — LANDING BEYOND — Threshold | Glide Slope | LAHSO Distance | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|---|
| 1 | HIRL CL REIL VASI-R (angle 3.46°) grooved | ❶ 5319′ *1621m* | | 6/24 4550′ *1387m* | | 150′ *46m* |
| 19 | HIRL CL TDZ REIL PAPI-L (angle 3.00°) grooved | ❷ 5410′ *1649m* | 4355′ *1327m* | | | |

❶ Last 910′ (277m) unavailable for landing distance computations.
❷ Last 820′ (250m) unavailable for landing distance computations.

| | | | | | | |
|---|---|---|---|---|---|---|
| 6 | HIRL CL MALSR TDZ grooved RVR | | 4990′ *1521m* | 1/19 3750′ *1143m* | | 150′ *46m* |
| 24 | HIRL CL REIL PAPI-L (angle 3.20°) grooved | | | | | |

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

| | Rwy 24 | | | Rwy 6 | | |
|---|---|---|---|---|---|---|
| | With Mim climb of 442′/NM to 500′ | | Other | With Mim climb of 263′/NM to 400′ | | Other |
| | Adequate Vis Ref | STD | | Adequate Vis Ref | STD | |
| 1 & 2 Eng | 1/4 | 1 | 300-1¼ | RVR 16 or 1/4 | RVR 50 or 1 | 300-1½ |
| 3 & 4 Eng | | 1/2 | | | RVR 24 or 1/2 | |

| | Rwy 1 | | | Rwy 19 | | |
|---|---|---|---|---|---|---|
| | With Mim climb of 294′/NM to 500′ | | Other | With Mim climb of 352′/NM to 700′ | | Other |
| | Adequate Vis Ref | STD | | Adequate Vis Ref | STD | |
| 1 & 2 Eng | 1/4 | 1 | 400-2¼ | 1/4 | 1 | 600-2¼ |
| 3 & 4 Eng | | 1/2 | | | 1/2 | |

## OBSTACLE DP

Rwy 1: Climbing right turn heading 040° to 900′ before proceeding on course.

Rwy 6: Climbing left turn heading 040° to 900′ before proceeding on course.

Rwy 19: Climb heading 195° to 900′, then climbing right turn on BWZ VOR R-104 to 2000′ before proceeding on course.

Rwy 24: Climb heading 240° to 1500′ before proceeding on course.

FOR FILING AS ALTERNATE

| | RNAV (RNP) Rwy 19 | ILS Rwy 6<br>LOC Rwy 6<br>ILS Rwy 19<br>LOC Rwy 19<br>RNAV (GPS) Y Rwy 6<br>VOR DME Rwy 6 | VOR Rwy 24 | RNAV (RNP) Z Rwy 6 | VOR DME-A<br>VOR DME-B | Other |
|---|---|---|---|---|---|---|
| A | 800-2 | 800-2 | 800-2 | 800-2¼ | 1000-2 | NA |
| B | | | 1000-3 | | | |
| C | | 800-2¼ | | | 1000-3 | |
| D | | 900-2¾ | | | | |

AMEND 7

*CHANGES:* Alternate minimums.

© JEPPESEN, 2005, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

| ATIS | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|
| 114.2 132.85 | 127.6 | 119.5 | 121.9 |

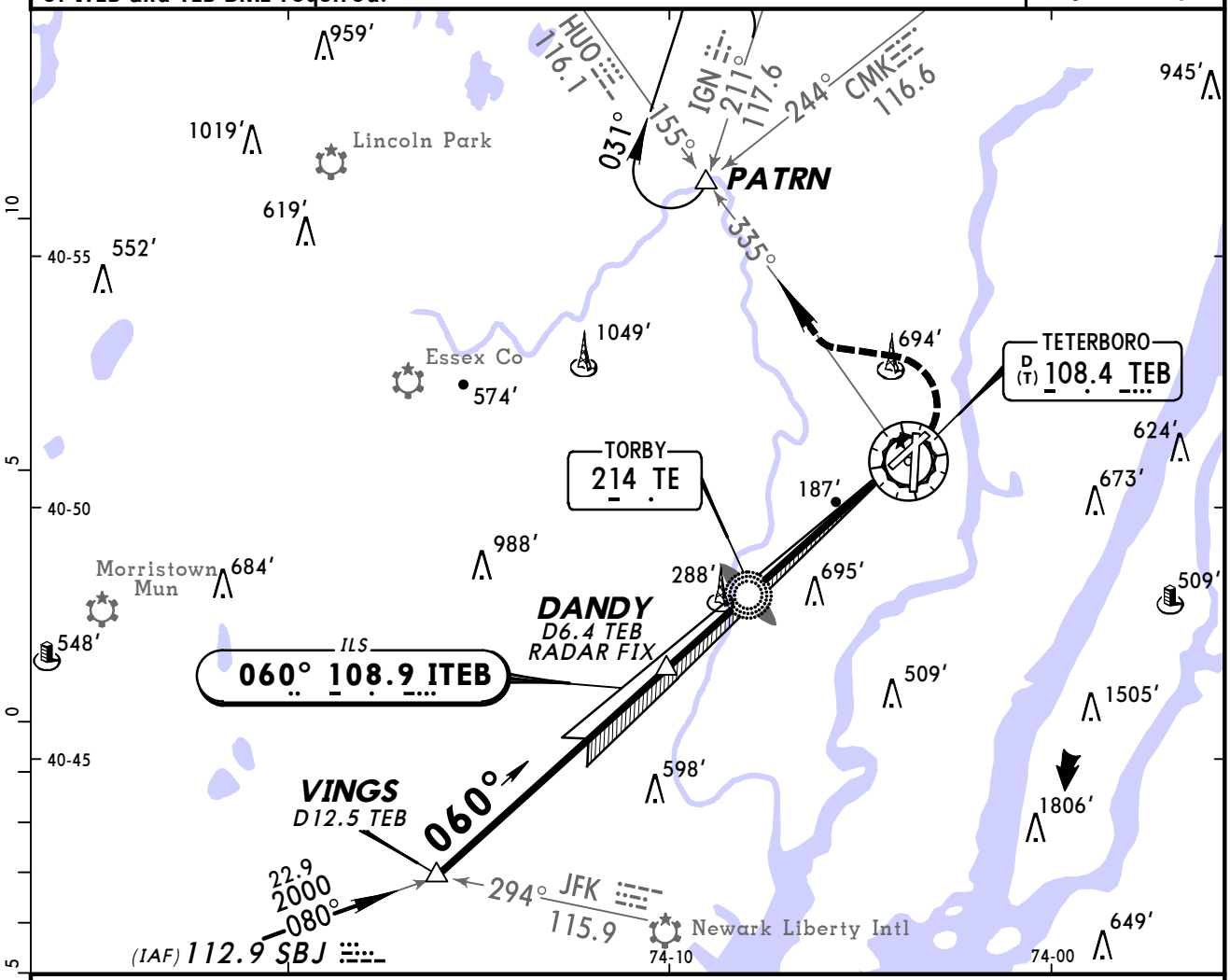
| LOC ITEB | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 9′ TDZE 6′ |
|---|---|---|---|---|
| 108.9 | 060° | 1284′ (1278′) | 206′ (200′) | |

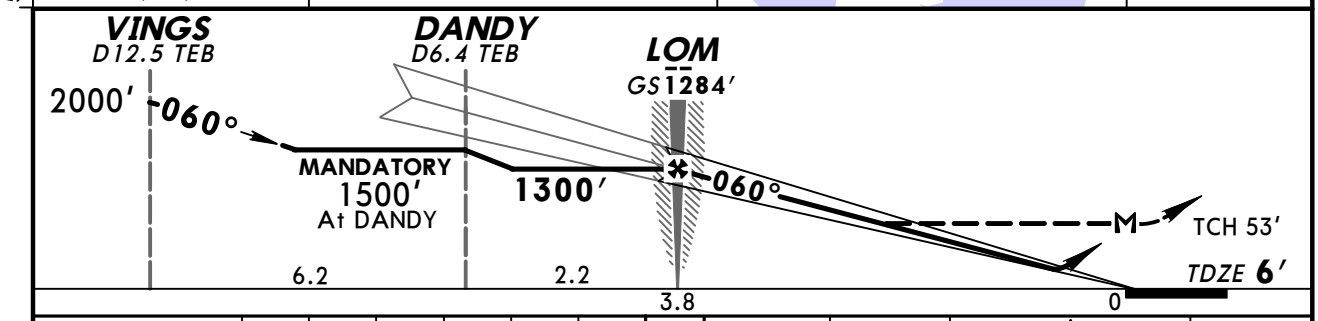
**MISSED APCH:** Climb to 1000′, then climbing LEFT turn to 2500′ outbound on TEB VOR R-335 to PATRN INT and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. DME or RADAR required. 2. DME from TEB VOR. Simultaneous reception of ITEB and TEB DME required.**

2900′
MSA TEB VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| LOM to MAP | 3.8 | 3:15 | 2:32 | 2:17 | 1:54 | 1:38 | 1:26 |

MALSR | 1000′ | 2500′ LT | on TEB 108.4 R-335 | PATRN

STRAIGHT-IN LANDING RWY6

| | ILS DA(H) 206′ (200′) FULL | ILS DA(H) 206′ (200′) RAIL or ALS out | LOC (GS out) MDA(H) 440′ (434′) | LOC (GS out) RAIL out | LOC (GS out) ALS out |
|---|---|---|---|---|---|
| A | RVR 18 or ½ | RVR 40 or ¾ | RVR 24 or ½ | RVR 40 or ¾ | RVR 50 or 1 |
| B | | | | | |
| C | | | RVR 40 or ¾ | RVR 60 or 1¼ | |
| D | | | RVR 50 or 1 | 1½ | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 760′ (751′)-1 |
| 120 | [1] 760′ (751′)-1¼ |
| 140 | [1] 760′ (751′)-2¼ |
| 165 | [1] 820′ (811′)-2¾ |

[1] Not authorized Northwest of Runways 6 and 19.

TERPS AMEND 29D 01 JUL 2010

*CHANGES:* Notes, minimums.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

| ATIS | | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|---|
| 114.2 | 132.85 | 127.6 | 119.5 | 121.9 |

BRIEFING STRIP™

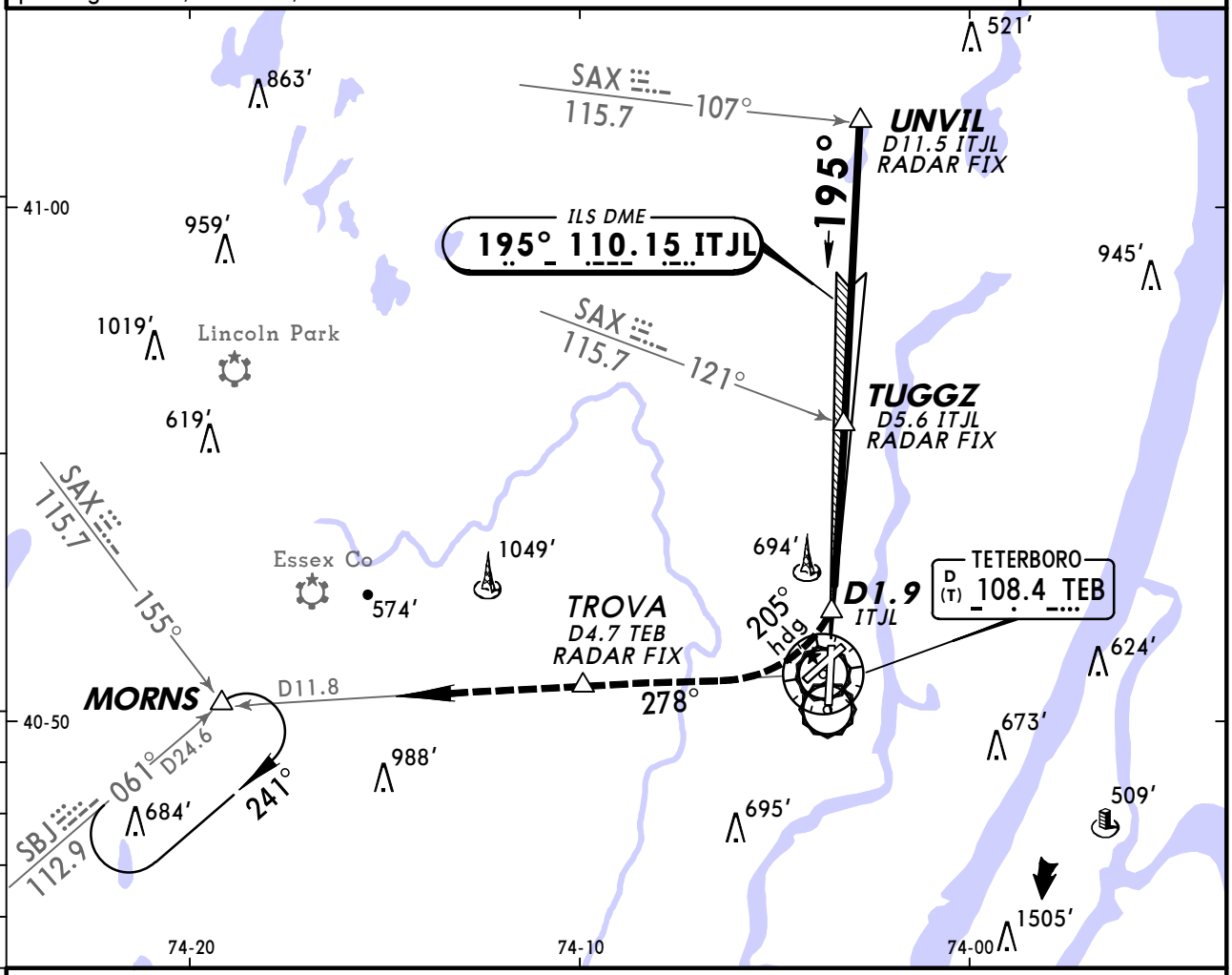
| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev 9′ |
|---|---|---|---|---|
| ITJL 110.15 | 195° | TUGGZ 1500′ (1493′) | 307′ (300′) | TDZE 7′ |

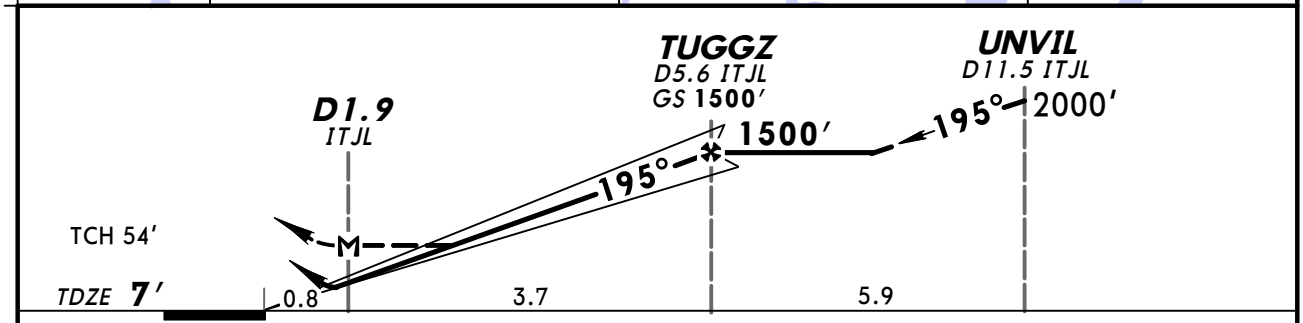
**MISSED APCH:** Immediate climbing RIGHT turn to 1500′ via 205° heading and outbound on TEB VOR R-278 to TROVA D4.7 TEB/RADAR FIX, then climb to 3000′ outbound via TEB VOR R-278 to MORNS INT and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. RADAR required.** 2. CAUTION: On Missed Approach, do not exceed 1500′ until passing TROVA/D4.7 TEB/RADAR FIX.

2900′
MSA TEB VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at D1.9 ITJL or TUGGZ to MAP 3.7 | 3:10 | 2:28 | 2:13 | 1:51 | 1:35 | 1:23 |

REIL
PAPI-L

1500′ RT via 205° hdg on TEB 108.4 R-278 TROVA

STRAIGHT-IN LANDING RWY 19

| | ILS DA(H) 307′ (300′) | LOC (GS out) MDA(H) 580′ (573′) |
|---|---|---|
| A | 1 | 1 |
| B | | |
| C | | 1½ |
| D | | 1¾ |

CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 760′ (751′)-1 |
| 120 | 1 760′ (751′)-1¼ |
| 140 | 1 760′ (751′)-2¼ |
| 165 | 1 820′ (811′)-2¾ |

1 Not authorized Northwest of Runways 6 and 19.

AMENDO TERPS

*CHANGES:* None.

© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

# COPTER ILS or LOC Rwy 6

| ATIS | | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|---|
| 114.2 | 132.85 | 127.6 | 119.5 | 121.9 |

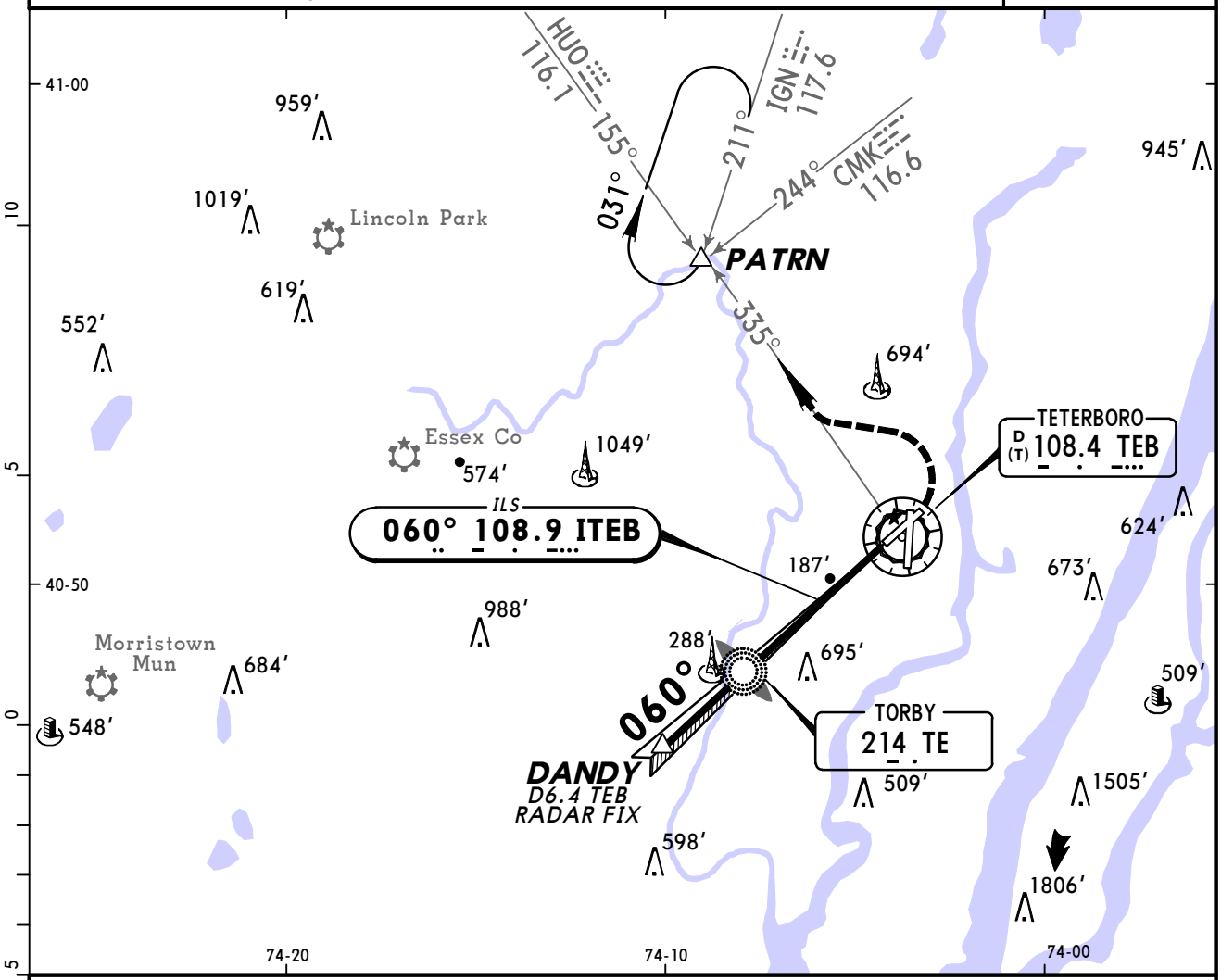
| LOC ITEB | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 9′ |
|---|---|---|---|---|
| 108.9 | 060° | 1284′ (1278′) | 206′ (200′) | TDZE 6′ |

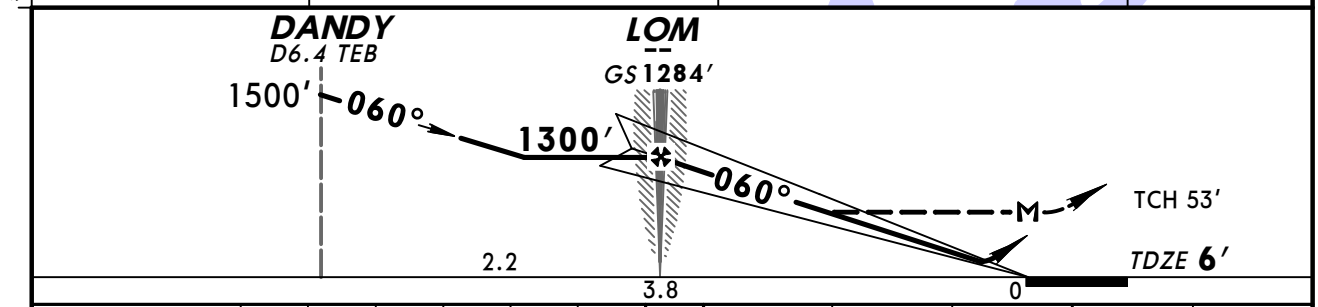
**MISSED APCH:** Climb to 1000′, then climbing LEFT turn to 2500′ outbound on TEB VOR R-335 to PATRN INT and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. DME or RADAR required. 2. DME from TEB VOR. Simultaneous reception of ITEB and TEB DME required.**

2900′
MSA TEB VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| LOM to MAP | 3.8 | 3:15 | 2:32 | 2:17 | 1:54 | 1:38 | 1:26 |

| MALSR | 1000′ | 2500′ LT | TEB on 108.4 R-335 | PATRN |
|---|---|---|---|---|

STRAIGHT-IN LANDING RWY6

| | ILS DA(H) 206′ (200′) FULL | ILS DA(H) 206′ (200′) RAIL or ALS out | LOC (GS out) MDA(H) 440′ (434′) RAIL out | LOC (GS out) MDA(H) 440′ (434′) ALS out | |
|---|---|---|---|---|---|
| COPTER | RVR 12 or ¼ | RVR 24 or ½ | RVR 24 or ½ | RVR 40 or ¾ | COPTER NA |

TERPS AMEND 1E 01 JUL 2010

*CHANGES:* Notes, minimums.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

| D-ATIS | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|
| 114.2 132.85 | 127.6 | 119.5 | 121.9 |

BRIEFING STRIP ™

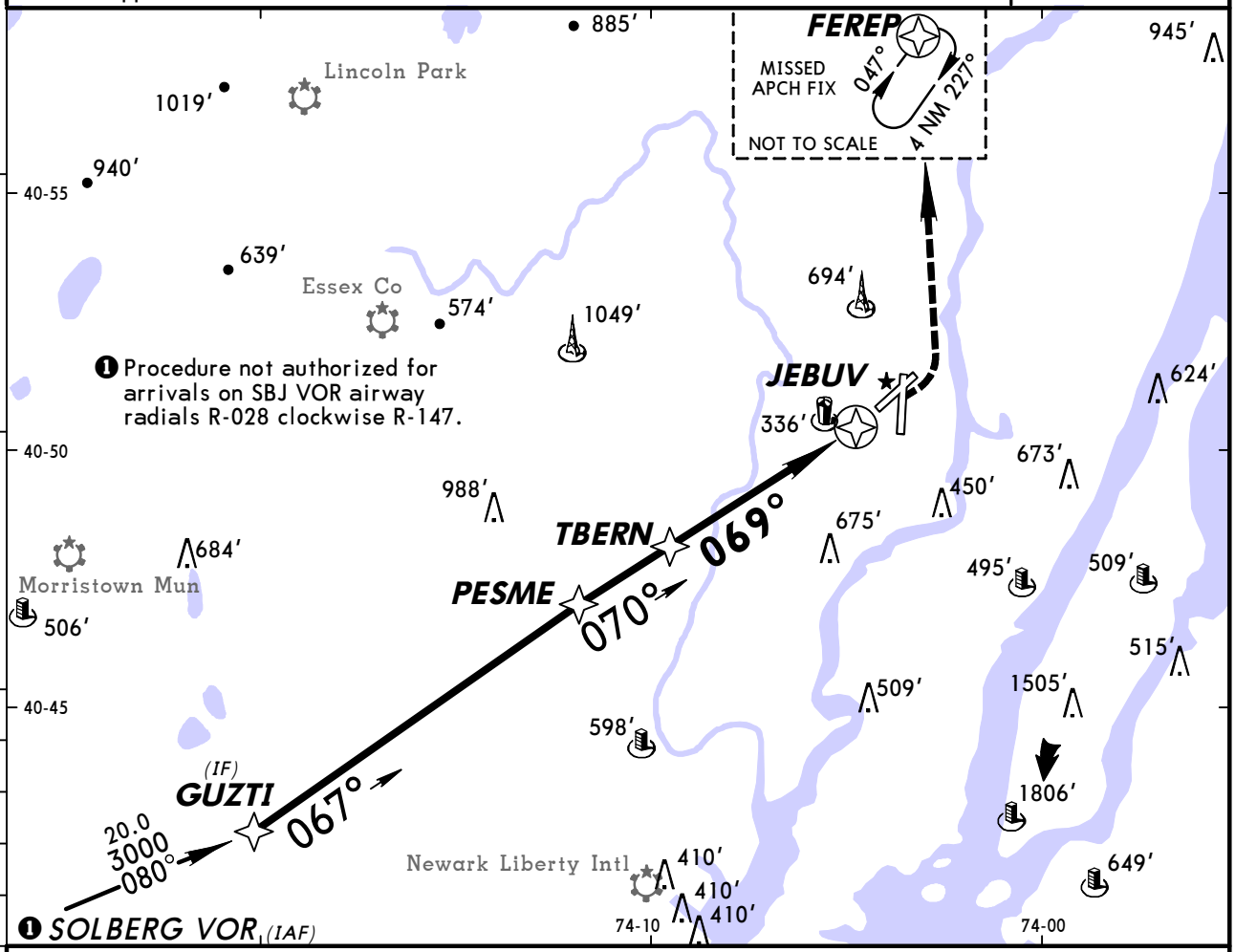
| RNAV | Final Apch Crs | Minimum Alt TBERN | LNAV MDA(H) | Apt Elev 9′ |
|---|---|---|---|---|
| | 069° | 1600′ (1594′) | 660′ (654′) | Rwy 6 6′ |

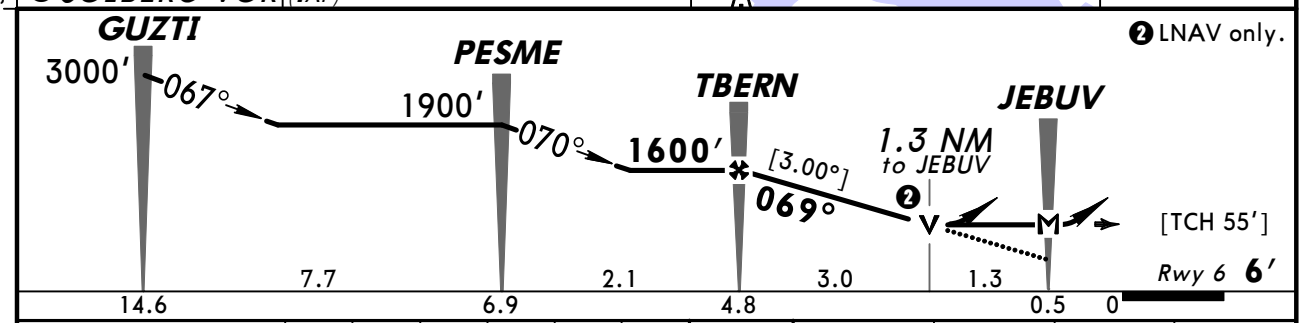
**MISSED APCH:** Climbing LEFT turn to 2000′ direct FEREP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 43°C (110°F).
3. Final approach course offset 9.36°.

2900′
MSA JEBUV




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at JEBUV | | | | | | |

MALSR

2000′ LT

FEREP

STRAIGHT-IN LANDING RWY 6

| | LNAV/VNAV DA(H) 662′ (656′) RAIL out | LNAV/VNAV DA(H) 662′ (656′) ALS out | LNAV MDA(H) 660′ (654′) RAIL out | LNAV MDA(H) 660′ (654′) ALS out |
|---|---|---|---|---|
| A | 1¾ | 2⅛ | RVR 40 or ¾ | RVR 55 or 1 |
| B | | | | |
| C | | | 1⅜ | 1⅝ / 1⅞ |
| D | | | | |

❶ CIRCLE-TO-LAND
Not Authorized at Night to Rwy 1

| Max Kts | MDA(H) |
|---|---|
| 90 | 760′ (751′)-1 |
| 120 | ❷ 760′ (751′)-1 |
| 140 | ❷ 760′ (751′)-2¼ |
| 165 | ❷ 820′ (811′)-2¾ |

❶ When VGSI inop, circling Rwy 24 not authorized at night. ❷ Not authorized northwest of Runways 6 and 19.

TERPS AMEND 0 17 NOV 2011

*CHANGES:* New procedure.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

| D-ATIS | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|
| 114.2 132.85 | 127.6 | 119.5 | 121.9 |

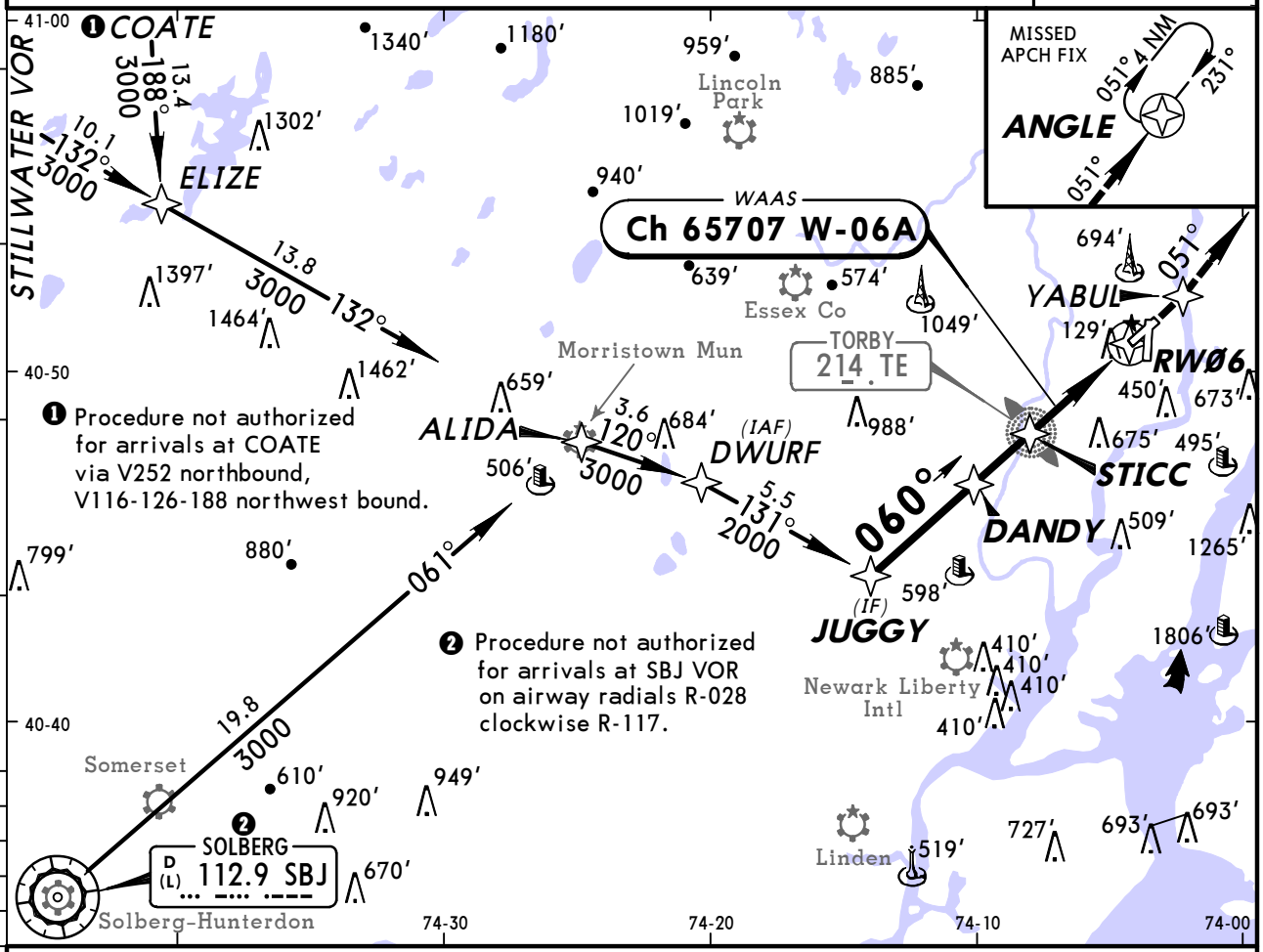
| WAAS | Final Apch Crs | Minimum Alt STICC | LPV DA(H) | Apt Elev 9′ |
|---|---|---|---|---|
| Ch 65707 W-06A | 060° | 1300′ (1294′) | 369′ (363′) | TDZE 6′ |

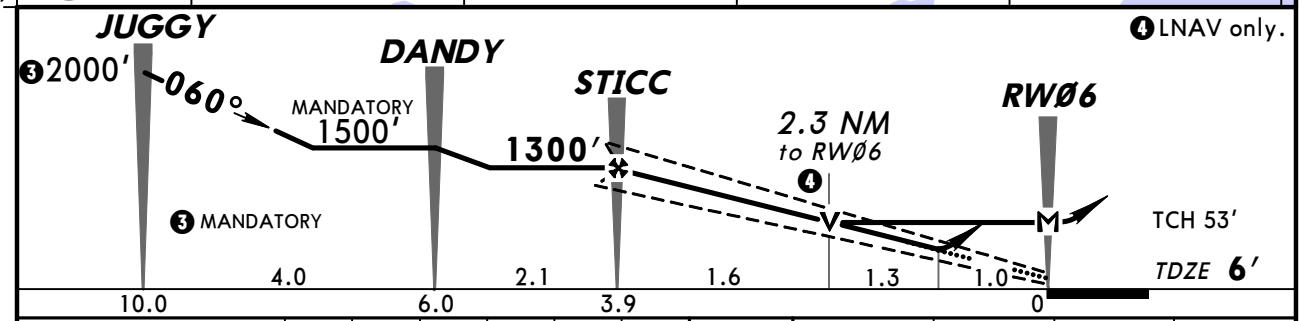
**MISSED APCH:** Climb to 2000′ direct YABUL and via track 051° to ANGLE and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.

2900′
MSA RWØ6




❹ LNAV only.

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at RWØ6 | | | | | | |

MALSR  2000′  YABUL

STRAIGHT-IN LANDING RWY 6

| | LPV DA(H) 369′ (363′) RAIL or ALS out | | LNAV MDA(H) 800′ (794′) | RAIL out | ALS out |
|---|---|---|---|---|---|
| A | RVR 40 or ¾ | RVR 60 or 1¼ | RVR 40 or ¾ | RVR 40 or ¾ | RVR 50 or 1 |
| B | | | | 1¼ | |
| C | | | 1¾ | 2¼ | |
| D | | | 2 | 2½ | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 800′ (791′)-1 |
| 120 | ❶ 800′ (791′)-1¼ |
| 140 | ❶ 800′ (791′)-2¼ |
| 165 | ❶ 820′ (811′)-2¾ |

❶ Not authorized northwest of Runways 6 and 19.

AMEND 2 TERPS

CHANGES: Chart reindexed.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

| D-ATIS | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|
| 114.2 132.85 | 127.6 | 119.5 | 121.9 |

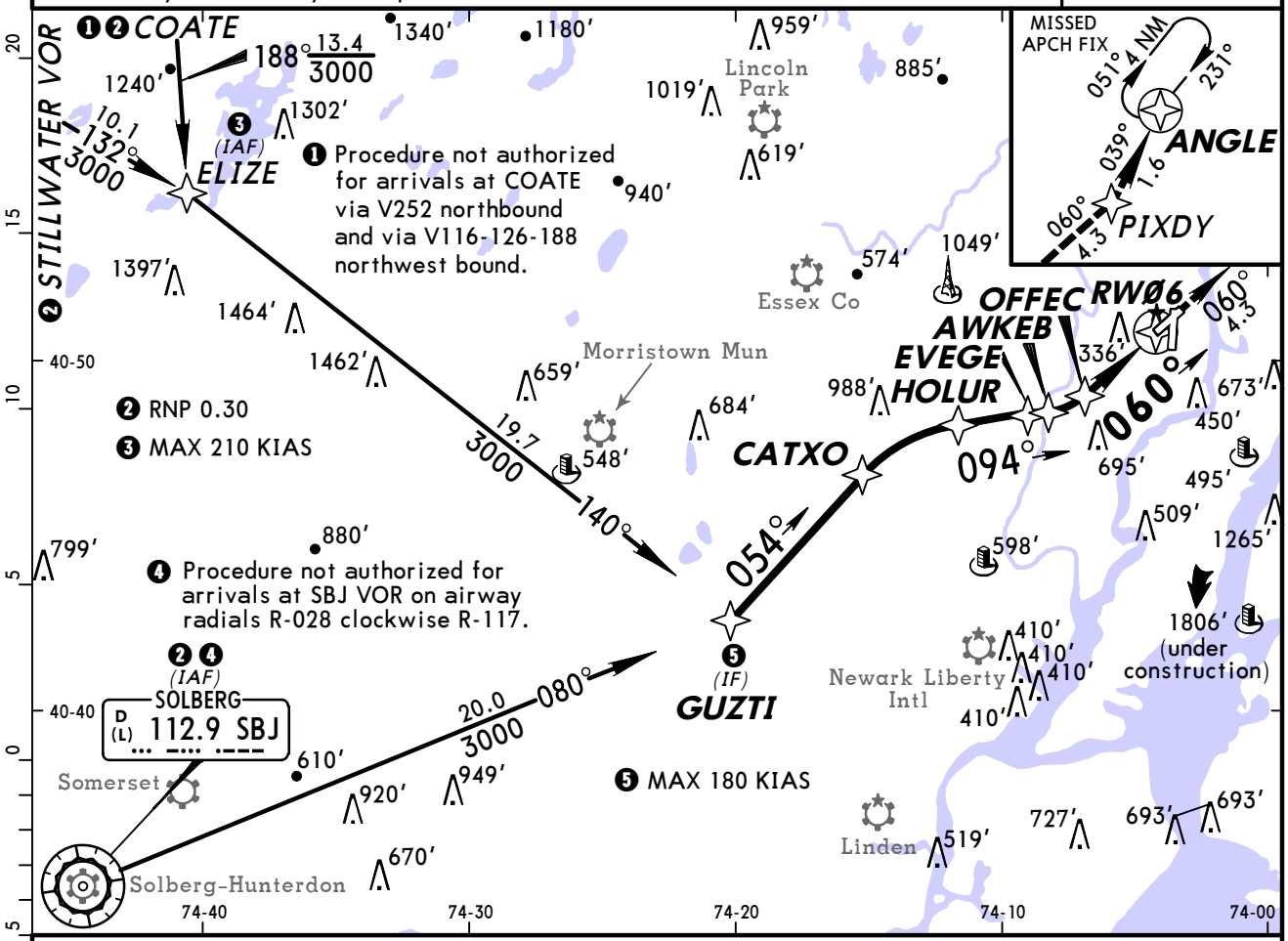
| RNAV | Final Apch Crs | Minimum Alt | RNP 0.30 DA(H) | Apt Elev 9′ |
|---|---|---|---|---|
| | 060° | EVEGE 1500′ (1494′) | 679′ (673′) | TDZE 6′ |

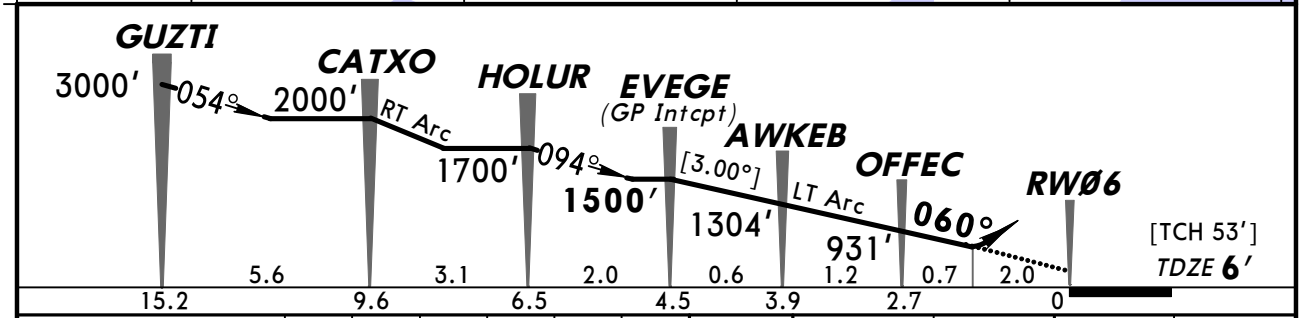
**MISSED APCH:** Climb to 2000′ via track 060° to PIXDY and via track 039° to ANGLE and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. AUTHORIZATION REQUIRED. 2. RF and GPS required.** 3. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (8°F) or above 48°C (119°F).
4. Visibility reduction by helicopters not authorized.

2900′
MSA RWØ6




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at DA | | | | | | |

MALSR

2000′ via 060°

PIXDY

STRAIGHT-IN LANDING RWY 6
**RNP 0.30**
DA(H) **679′** (673′)

| | | RAIL or ALS out |
|---|---|---|
| A | 2 | 2¼ |
| B | | |
| C | | |
| D | | |

TERPS AMEND 08 28 JUL 2011

*CHANGES:* Procedure authorization note, D-ATIS.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

| D-ATIS | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|
| 114.2 132.85 | 127.6 | 119.5 | 121.9 |

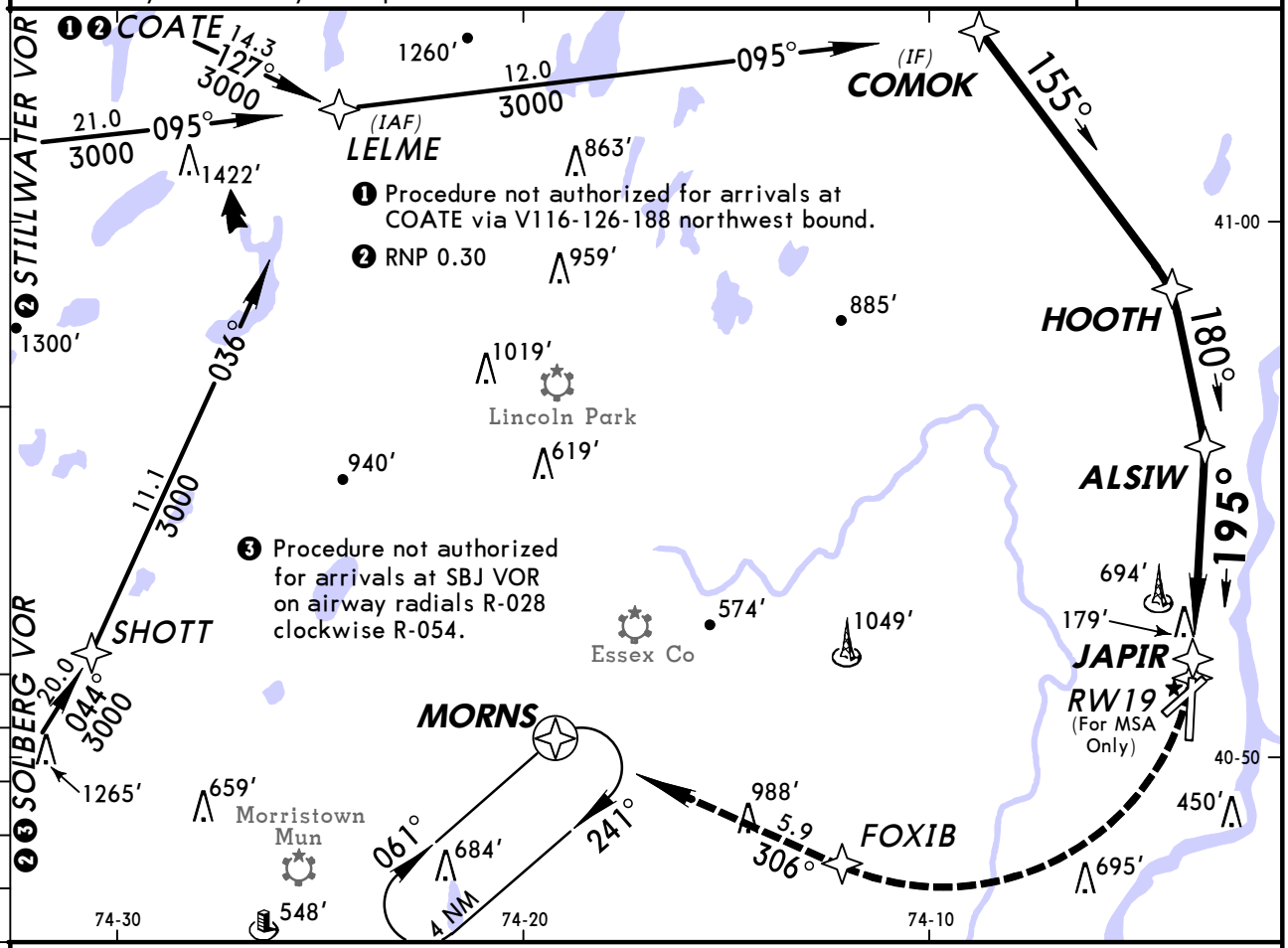
| RNAV | Final Apch Crs | Minimum Alt ALSIW | RNP 0.10 DA(H) | Apt Elev 9′ |
|---|---|---|---|---|
| | 195° | 1500′ (1493′) | 500′ (493′) | TDZE 7′ |

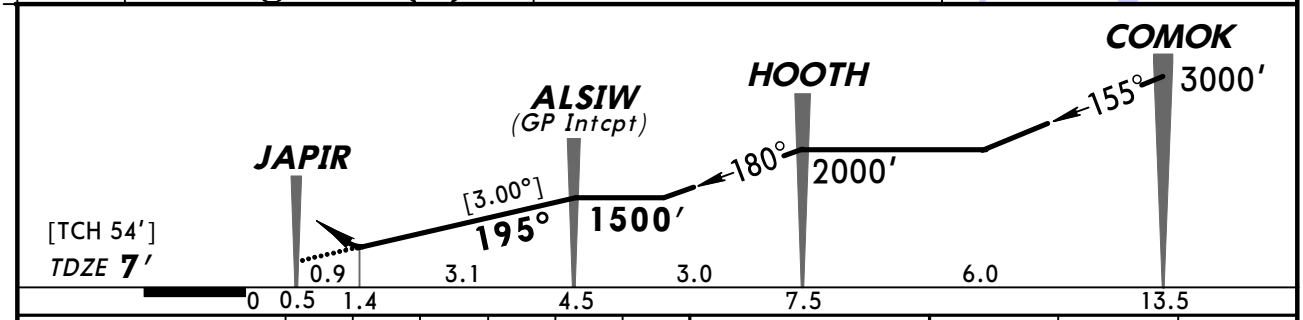
**MISSED APCH:** Climb to 1500′ via RIGHT turn to FOXIB, then climb to 3000′ via track 306° to MORNS and hold.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. AUTHORIZATION REQUIRED. 2. RF and GPS required.** 3. Missed approach requires RNP less than 1.00. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (8°F) or above 48°C (119°F). 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized.

2900′
MSA RW19




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | |
| MAP at DA | | | | | | |

REIL
PAPI-L

1500′
RT

FOXIB

STRAIGHT-IN LANDING RWY 19

**RNP 0.10**

DA(H) **500** (493′)

| | |
|---|---|
| A | |
| B | |
| C | 1¾ |
| D | |

TERPS AMEND 08 28 JUL 2011

*CHANGES:* Procedure authorization note, D-ATIS.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

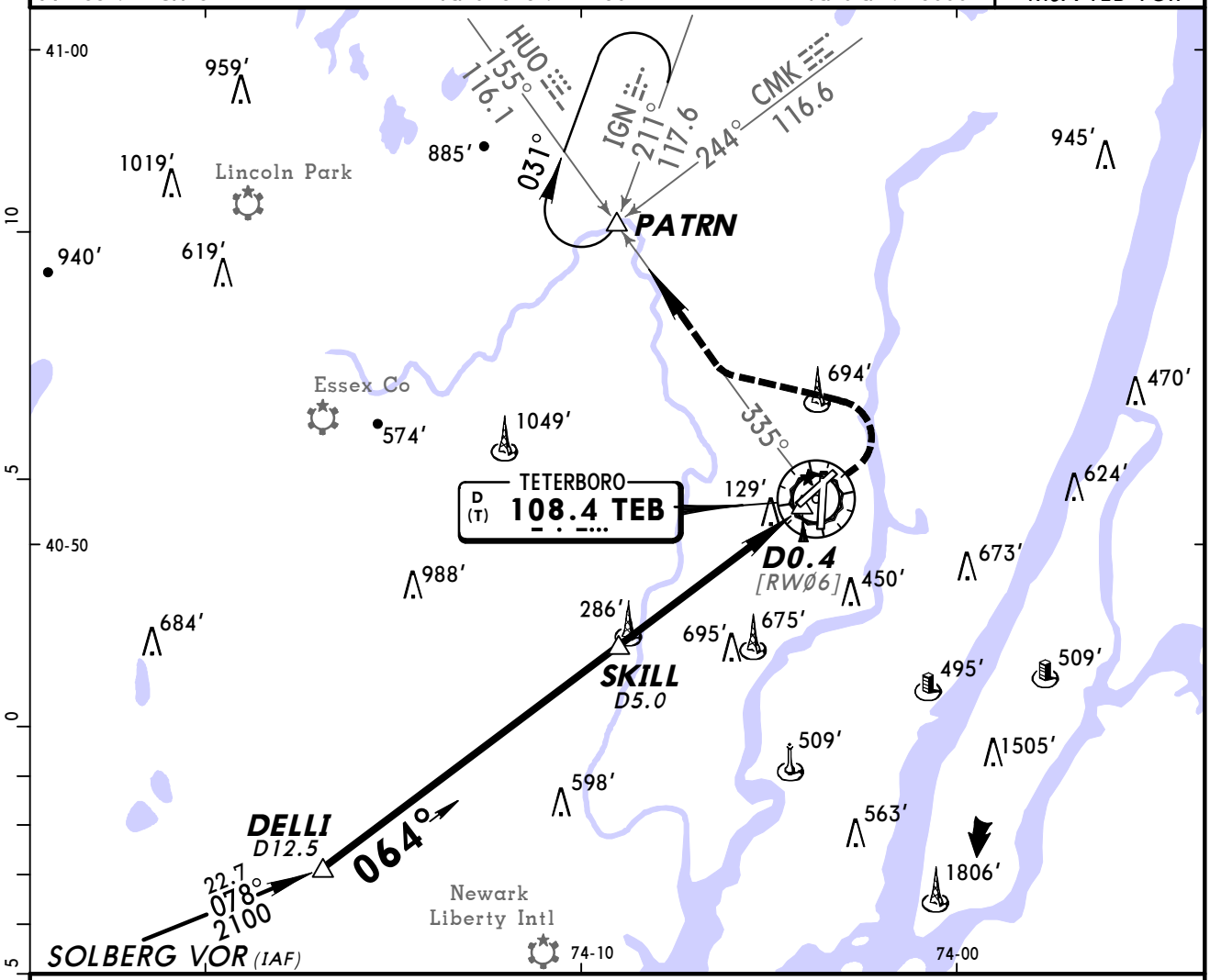
| ATIS | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|
| 114.2 132.85 | 127.6 | 119.5 | 121.9 |

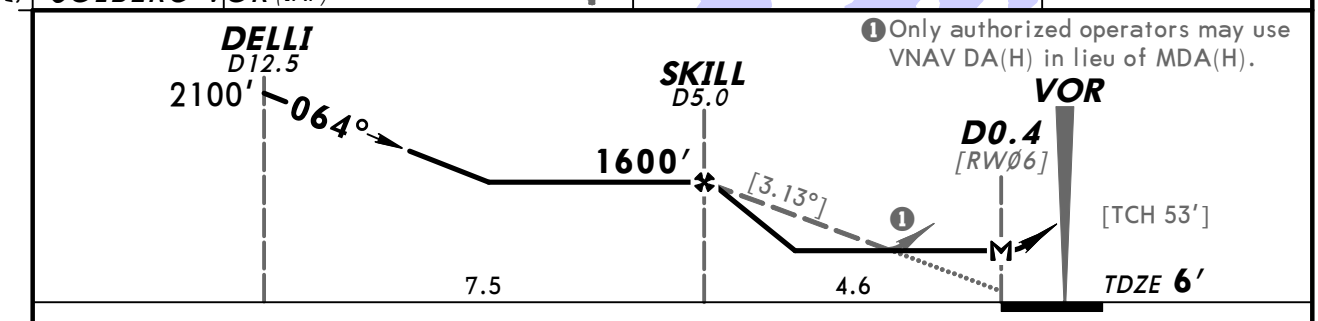
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 9′ |
|---|---|---|---|---|
| TEB 108.4 | 064° | SKILL 1600′ (1594′) | 700′ (694′) | TDZE 6′ |

**MISSED APCH:** Climb to 1000′ then climbing LEFT turn to 2500′ outbound via TEB VOR R-335 to PATRN INT and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

2900′
MSA TEB VOR




❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.13°] | 388 | 498 | 554 | 665 | 775 | 886 |
| MAP at D0.4 | | | | | | |

MALSR | 1000′ | 2500′ LT via TEB 108.4 R-335 | PATRN

STRAIGHT-IN LANDING RWY 6

MDA(H) 700′ (694′)

| AMEND | RAIL out | ALS out |
|---|---|---|
| A | RVR 50 or 1 | |
| B | | |
| C | 1½ | 2 |
| D | 1¾ | 2¼ |

CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 760′ (751′)-1 |
| 120 | ❶ 760′ (751′)-1¼ |
| 140 | ❶ 760′ (751′)-2¼ |
| 165 | ❶ 820′ (811′)-2¾ |

❶ Not authorized northwest of Runways 6 and 19.

TERPS

CHANGES: ATIS frequency.

© JEPPESEN, 2002, 2010. ALL RIGHTS RESERVED.

BRIEFING STRIP™

| ATIS | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|
| 114.2 132.85 | 127.6 | 119.5 | 121.9 |

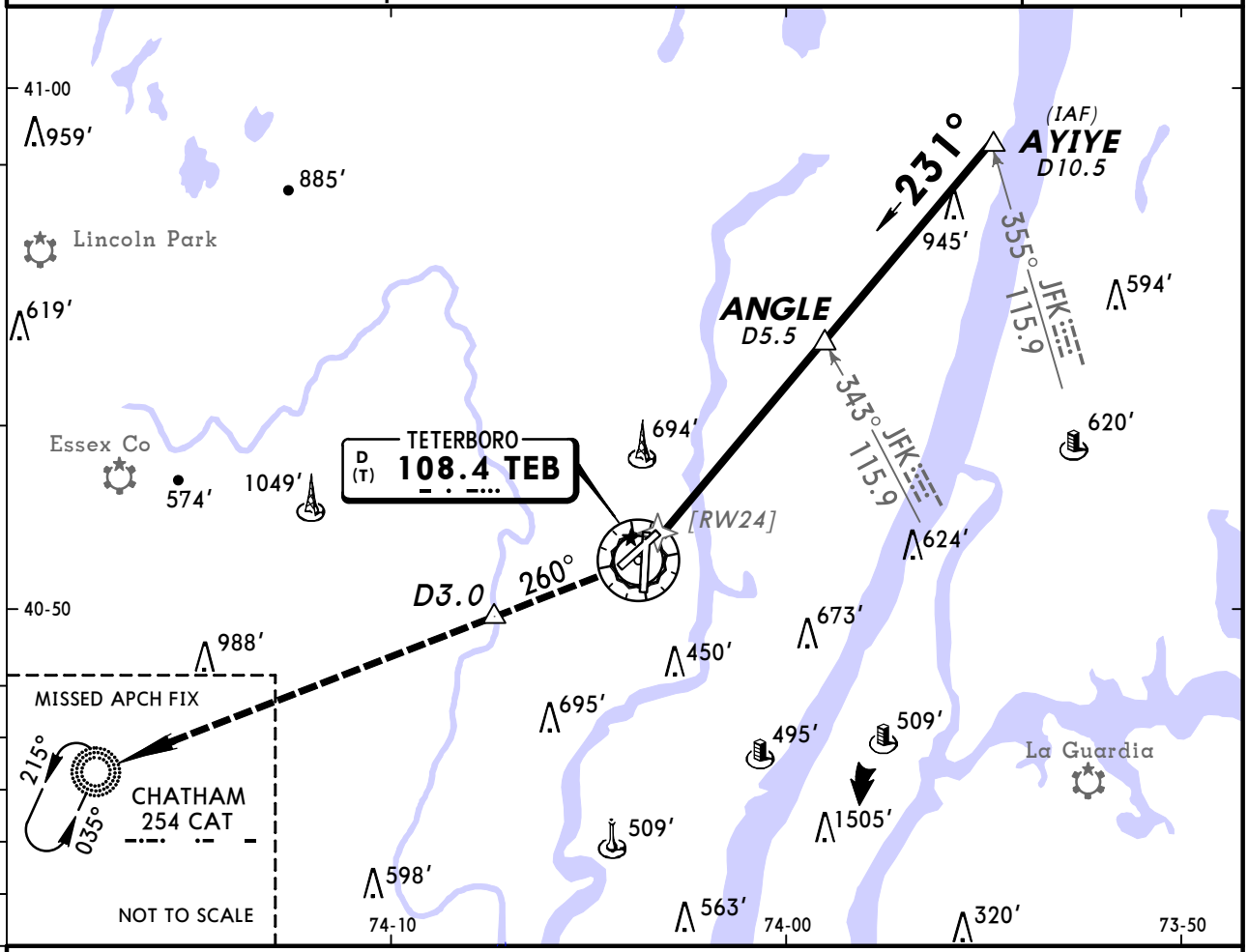
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 9′ |
|---|---|---|---|---|
| TEB 108.4 | 231° | ANGLE 1500′ (1492′) | 500′ (492′) | TDZE 8′ |

**MISSED APCH:** Climbing RIGHT turn to 1500′ outbound via TEB VOR R-260 to D3.0 then climb to 2000′ direct CAT NDB and hold.

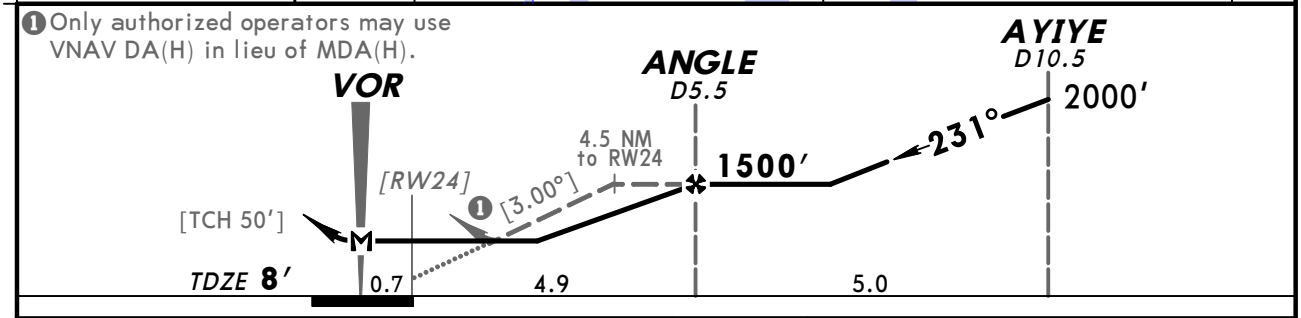
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. ADF and DME and RADAR required.**

2900′
MSA TEB VOR




❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at VOR | | | | | | |

REIL
PAPI-L

1500′ RT via TEB 108.4 R-260

D3.0

| STRAIGHT-IN LANDING RWY 24 | | CIRCLE-TO-LAND | |
|---|---|---|---|
| MDA(H) 500′ (492′) | | Max Kts | MDA(H) |
| A | 1 | 90 | 760′ (751′)-1 |
| B | | 120 | ❶ 1000′ (991′)-1½ |
| C | 1¼ | 140 | ❶ 1000′ (991′)-3 |
| D | 1½ | 165 | |

❶ Not authorized northwest of Runways 6 and 19.

AMEND 0A TERPS

*CHANGES:* ATIS frequency.

© JEPPESEN, 2002, 2010. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

| ATIS | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|
| 114.2 132.85 | 127.6 | 119.5 | 121.9 |

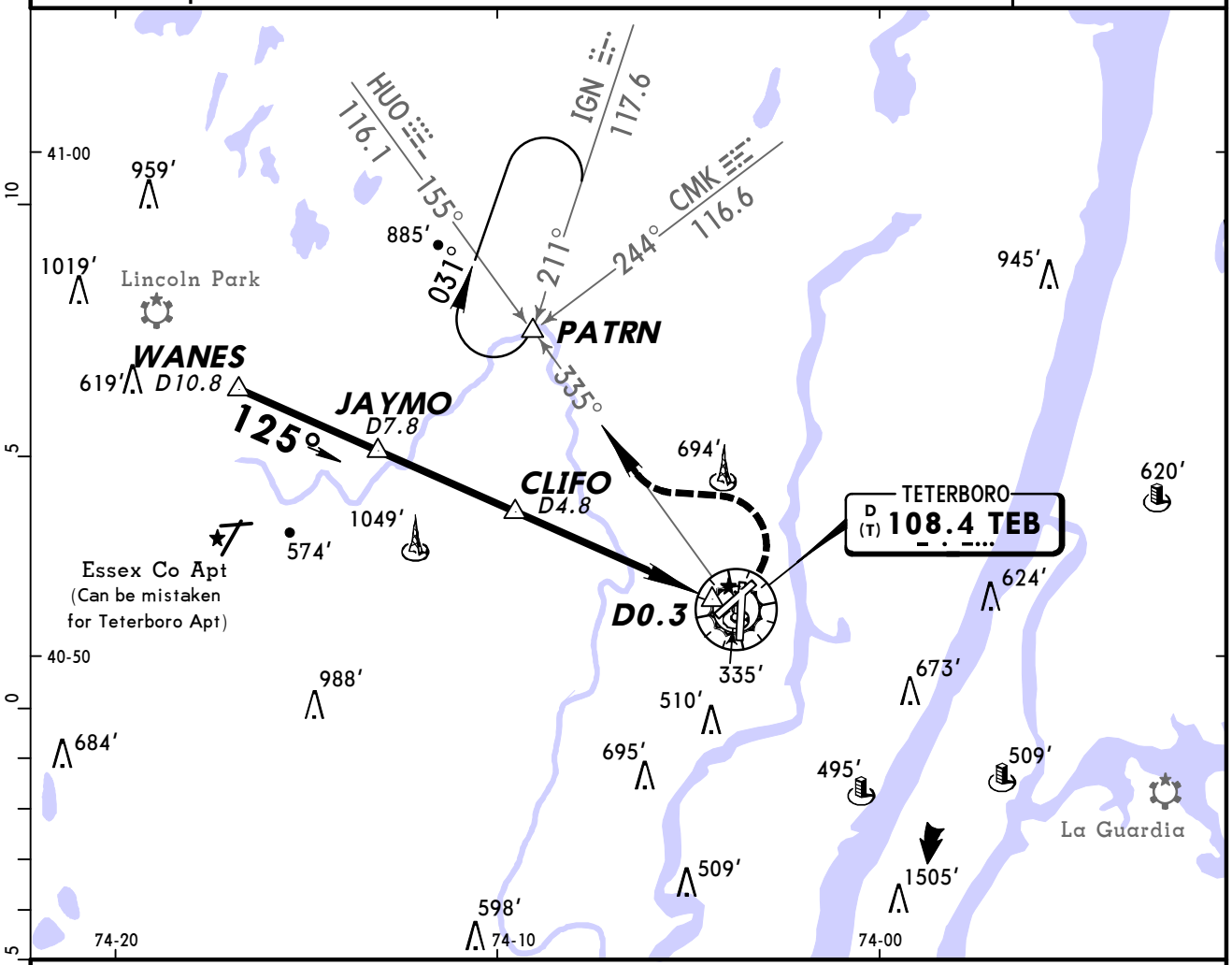
| VOR | Final Apch Crs | Mandatory Alt | MDA(H) | Apt Elev 9′ |
|---|---|---|---|---|
| TEB 108.4 | 125° | CLIFO 2000′ (1991′) | Refer to Minimums | |

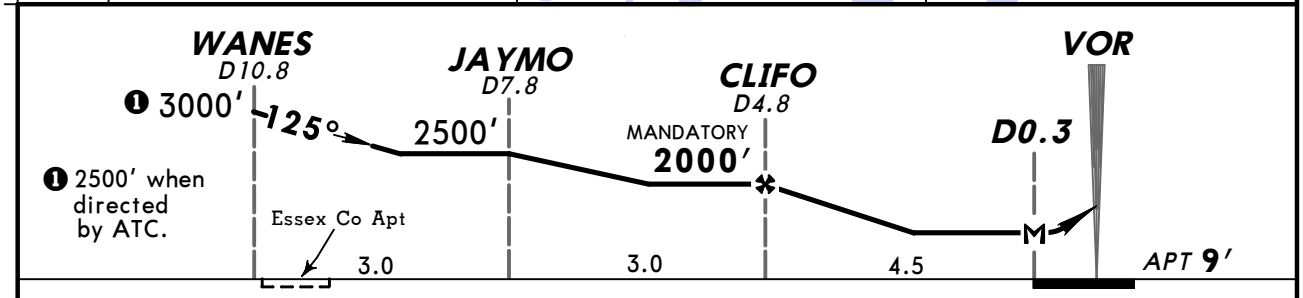
**MISSED APCH:** Climbing LEFT turn to 2500′ outbound via TEB VOR R-335 to PATRN INT and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

**1. RADAR required.**

2900′
MSA TEB VOR




| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Lighting - Refer to Airport Chart | 2500′ LT | TEB via 108.4 R-335 | PATRN |
| MAP at D0.3 | | | | | | | | | | | |

CIRCLE-TO-LAND

| | Max Kts | MDA(H) |
|---|---|---|
| A | 90 | 1000′(991′)-1¼ |
| B | 120 | ❶ 1000′(991′)-1½ |
| C | 140 | ❶ 1000′(991′)-3 |
| D | 165 | |

❶ Not authorized northwest of Runways 6 and 19.

TERPS AMEND 2B

*CHANGES:* ATIS frequency.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

BRIEFING STRIP™

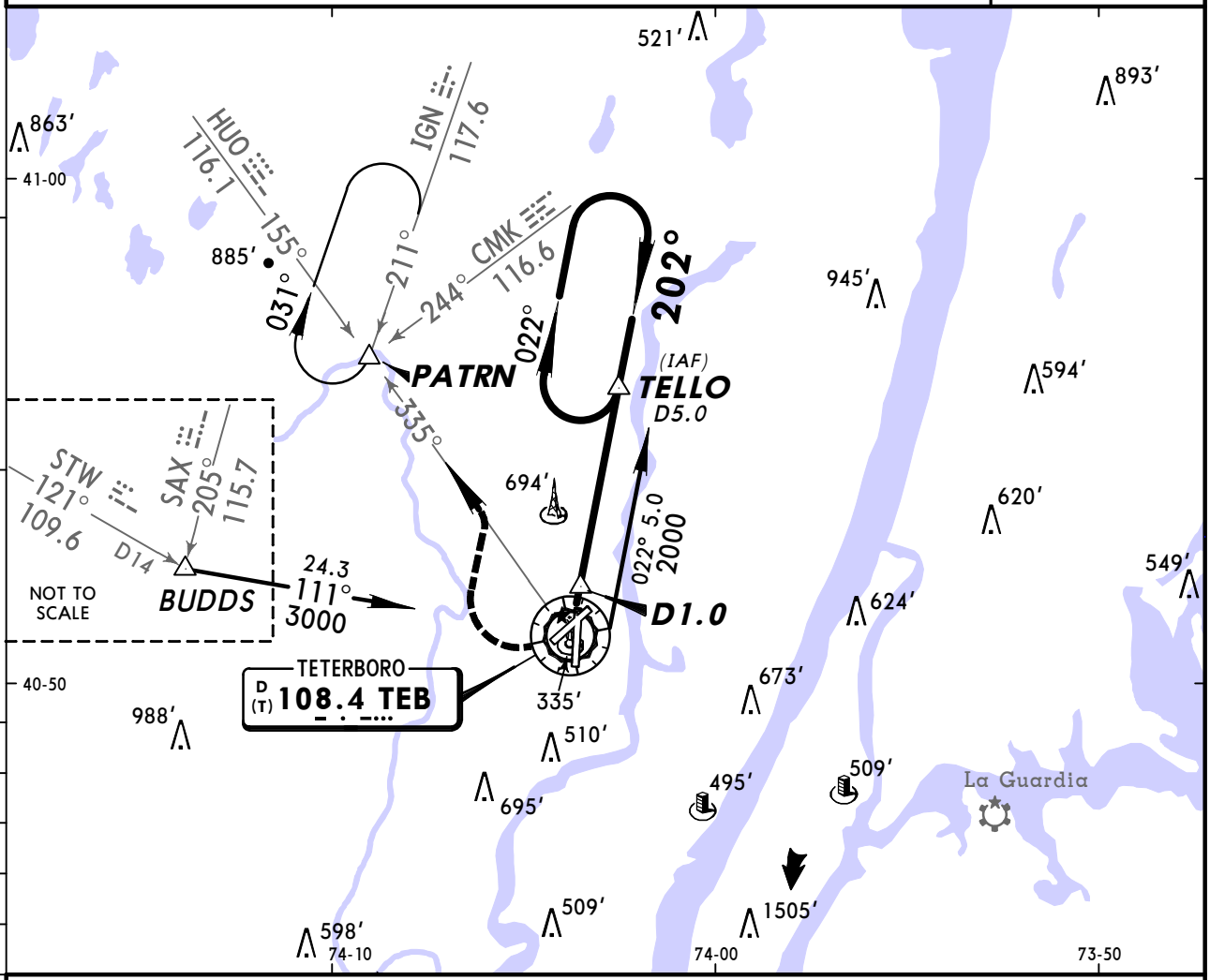
| ATIS | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|
| 114.2 132.85 | 127.6 | 119.5 | 121.9 |

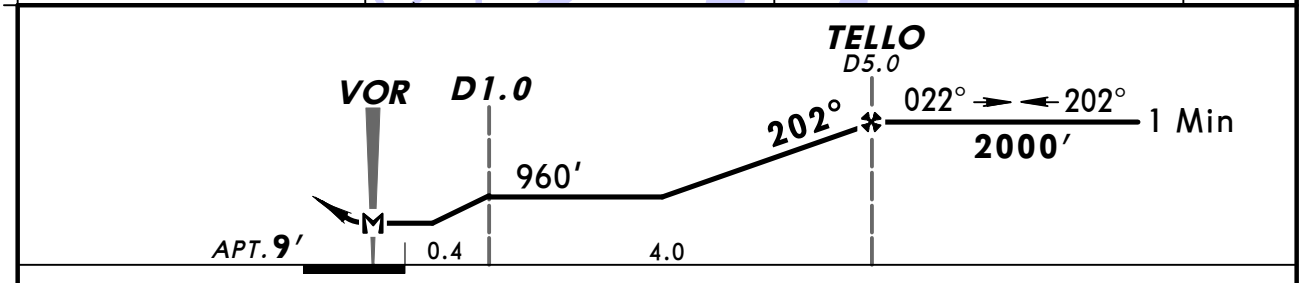
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 9′ |
|---|---|---|---|---|
| TEB 108.4 | 202° | TELLO 2000′ (1991′) | Refer to Minimums | |

**MISSED APCH:** Climbing RIGHT turn to 2500′ outbound via TEB VOR R-335 to PATRN INT and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

2900′
MSA TEB VOR




| MAP at VOR | | | | | | | Lighting - Refer to Airport Chart | 2500′ RT | via TEB 108.4 R-335 | PATRN |
|---|---|---|---|---|---|---|---|---|---|---|

CIRCLE-TO-LAND

| | Max Kts | MDA(H) |
|---|---|---|
| A | 90 | 800′ (791′) -1 |
| B | 120 | [1] 800′ (791′) -1 ¼ |
| C | 140 | [1] 800′ (791′) -2 ¼ |
| D | 165 | [1] 820′ (811′) -2 ¾ |

[1] Not authorized northwest of Runways 6 and 19.

TERPS AMEND 2C

*CHANGES:* ATIS frequency.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

# CEDAR GROVE VISUAL Rwy 1

BRIEFING STRIP ™

| ATIS | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|
| 114.2 132.85 | 127.6 | 119.5 | 121.9 |

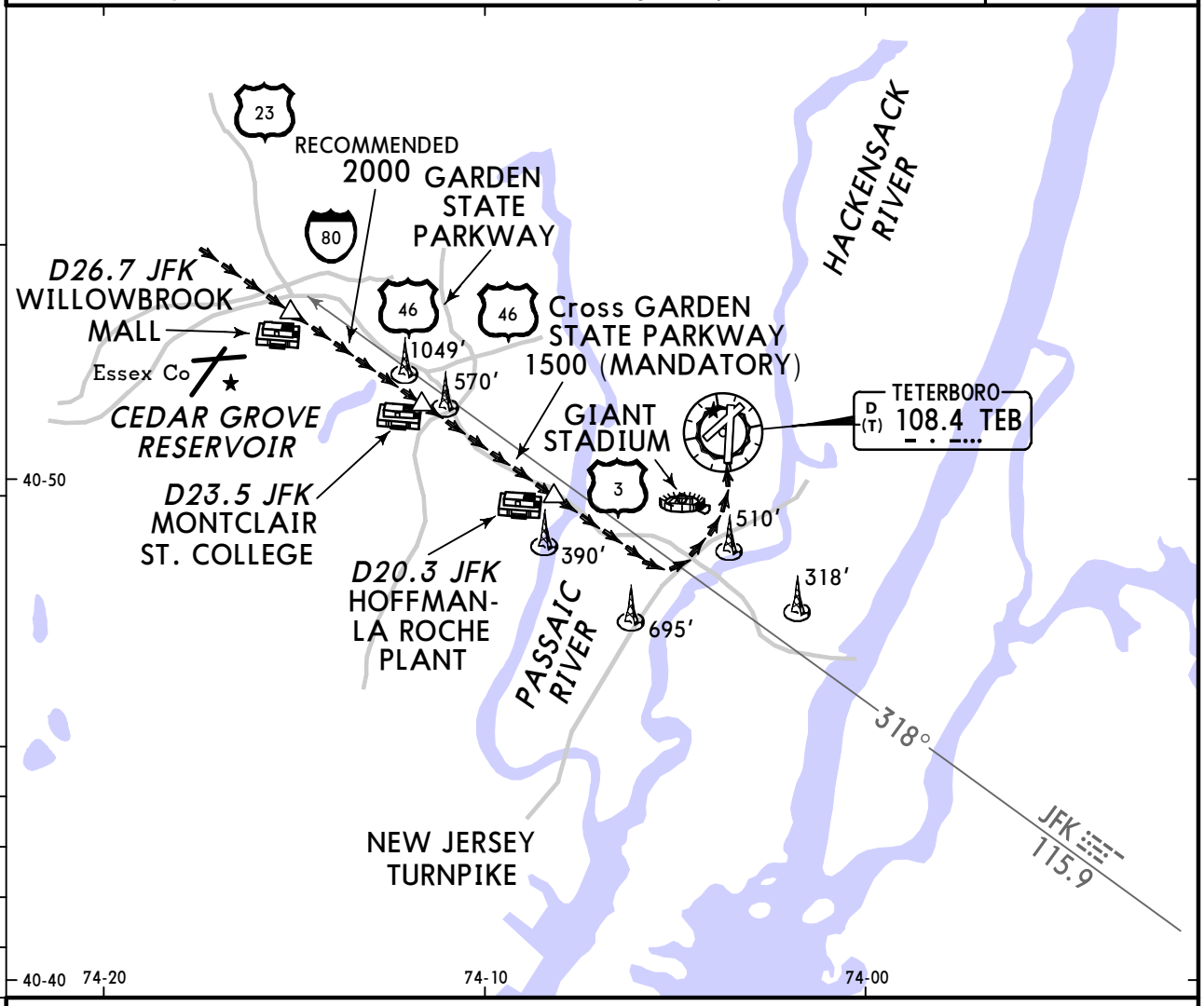
| NAVAIDS- See Planview | Final Apch Crs By ATC | No FAF | CEIL-VIS 3500′-5 | Apt Elev 9′ |
|---|---|---|---|---|

MISSED APCH: No Missed Approach procedure

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. **RADAR required.** 2. Vertical Guidance Navaid and Angle: Rwy 1 VASI 3.46°.

2900′
MSA TEB VOR




## CEDAR GROVE VISUAL Rwy 1

When cleared for a Cedar Grove Visual to Runway 1, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000′ (recommended) and the Garden State Parkway at 1500′ (mandatory).

Follow Route 3 until Giant Stadium, then commence a turn and descent for Runway 1.

Use caution for antenna farms northeast of Cedar Grove Reservoir and southeast of Giant Stadium.

AMEND 2

## WEATHER MINIMUMS

Ceiling **3500′** - VIS **5**

TERPS

*CHANGES:* ATIS frequency.

© JEPPESEN, 2006, 2010. ALL RIGHTS RESERVED.

# PASSAIC RIVER VISUAL Rwy 6

BRIEFING STRIP ™

| ATIS | NEW YORK Approach (R) | TETERBORO Tower | Ground |
|---|---|---|---|
| 114.2 132.85 | 127.6 | 119.5 | 121.9 |

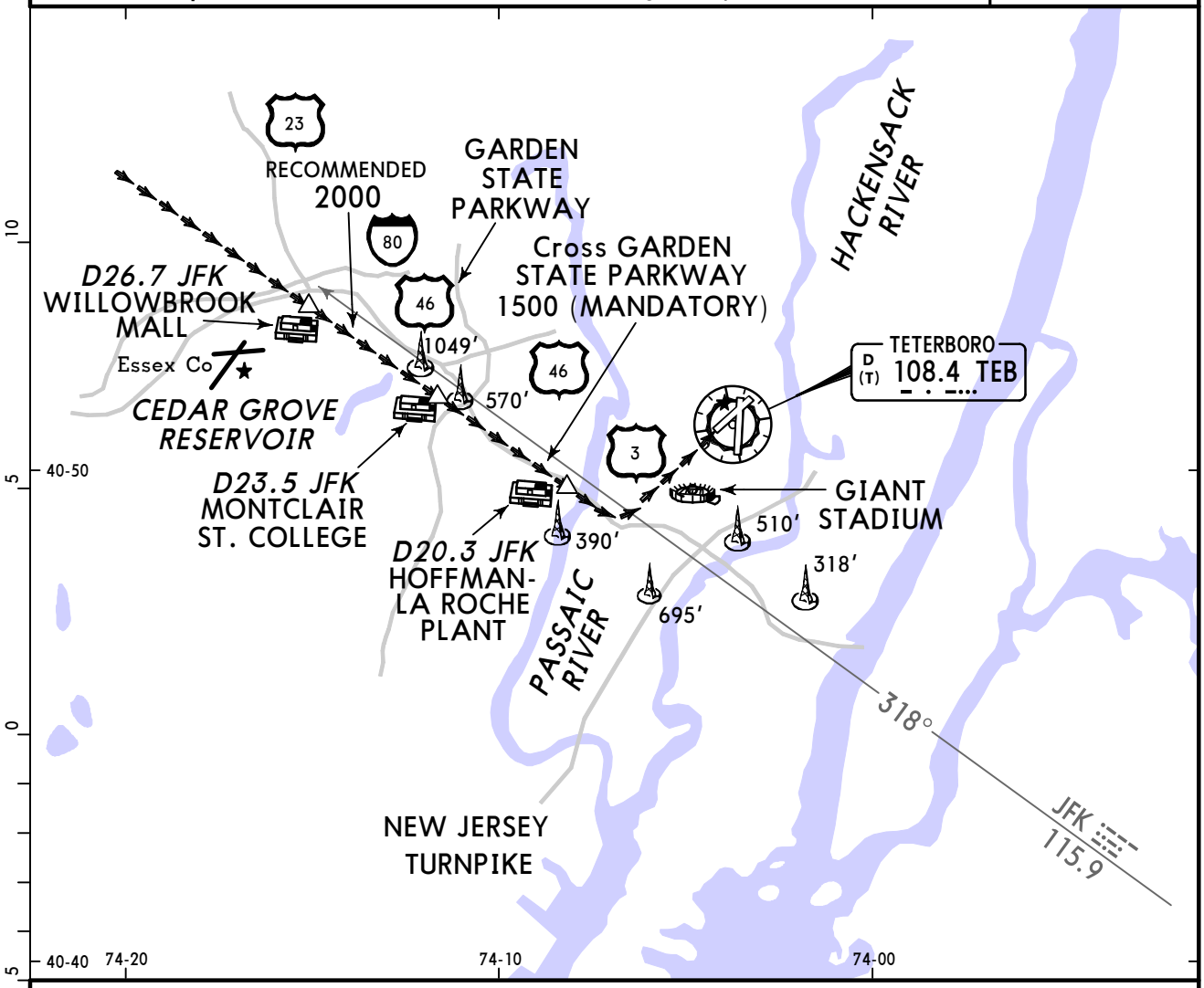
| NAVAIDS- See Planview | Final Apch Crs By ATC | No FAF | CEIL-VIS 3500′-5 | Apt Elev 9′ |
|---|---|---|---|---|

**MISSED APCH:** No Missed Approach procedure

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. RADAR required.** 2. Vertical Guidance Navaid and Angle: Rwy 1 VASI 3.46°.

2900′
MSA TEB VOR




## PASSAIC RIVER VISUAL Rwy 6

When cleared for a Passaic River Visual to Runway 6, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000′ (recommended) and the Garden State Parkway at 1500′ (mandatory).

Follow Route 3 until the Passaic River, then commence a turn and descent for Runway 6.

Use caution for antenna farms northeast of Cedar Grove Reservoir.

## WEATHER MINIMUMS

Ceiling **3500′** - VIS **5**

AMEND 2
TERPS

*CHANGES:* ATIS frequency.

© JEPPESEN, 2006, 2010. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


## General Information

Location: Wrightstown NJ USA
IATA Code: WRI
Lat/Long: N40° 00.9' W074° 35.5'
Elevation: 131 ft

Airport Use: Military
Magnetic Variation: 12.6°W
Sectional Chart: New York

Fuel Types: Jet 4
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1135 Z
Sunset: 2247 Z,

## Runway Information

Runway: 06
Length x Width: 10014 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 131 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Runway: 18
Length x Width: 7126 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 123 ft
Lighting: Edge, REIL

Runway: 24
Length x Width: 10014 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 116 ft
Lighting: Edge, ALS, Centerline
Stopway: 1000 ft

Runway: 36
Length x Width: 7126 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 129 ft
Lighting: Edge, REIL

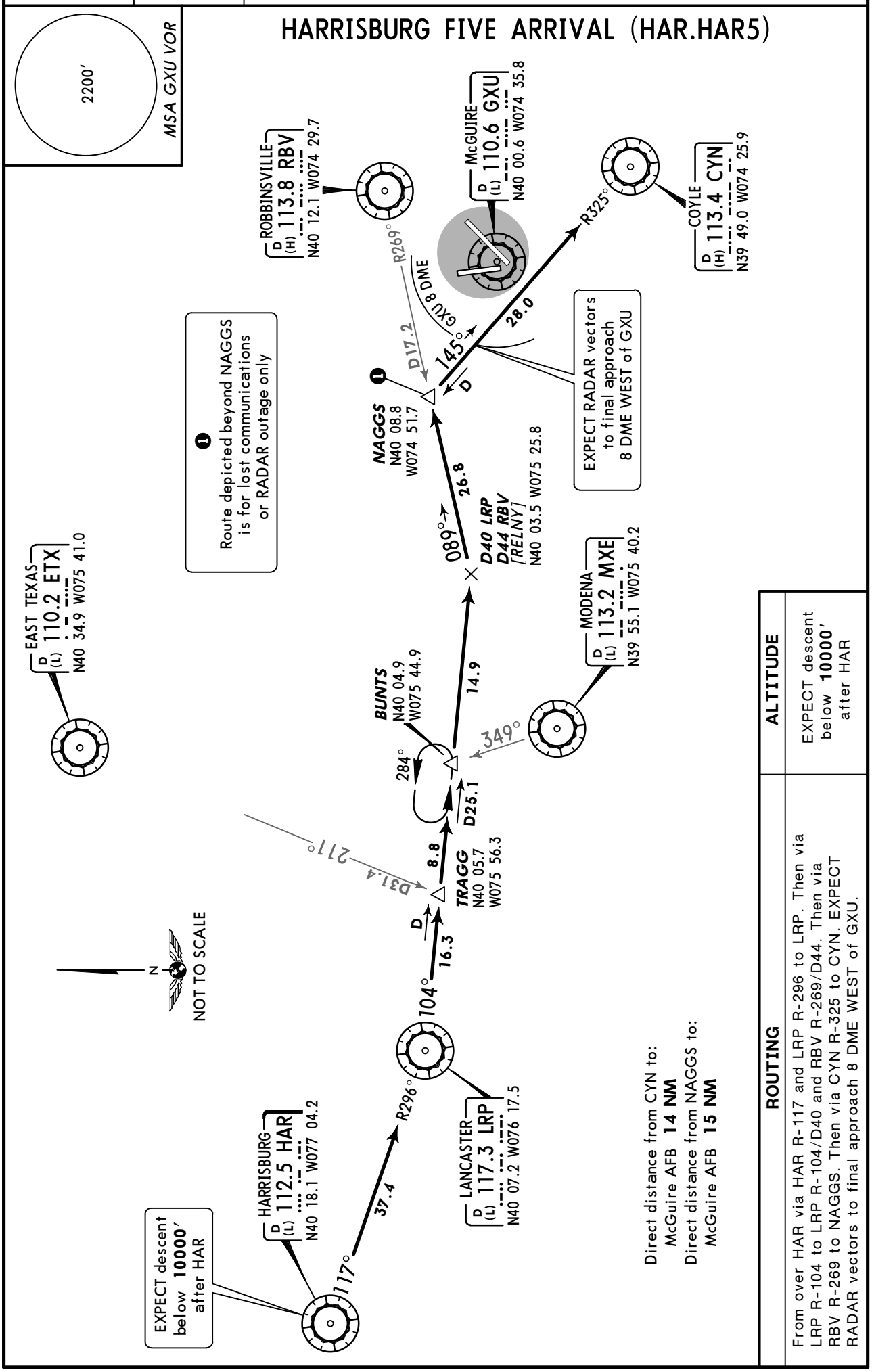
(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


## Communication Information

ATIS 110.6
MC Guire Tower 118.65
MC Guire Ground Control 121.8
MC Guire Clearance Delivery 135.2
MC Guire Approach Control 124.15
MC Guire Departure Control 124.15
MC Guire Operations 134.1 Military
Army Operations 139.3 Military

| D-ATIS | Apt Elev | |
|---|---|---|
| 110.6 | 131′ | Alt set: INCHES Trans level: FL180 Trans alt: 18000′<br>Not for use by fighter type aircraft. |

# HARRISBURG FIVE ARRIVAL (HAR.HAR5)




Direct distance from CYN to:
McGuire AFB **14 NM**
Direct distance from NAGGS to:
McGuire AFB **15 NM**

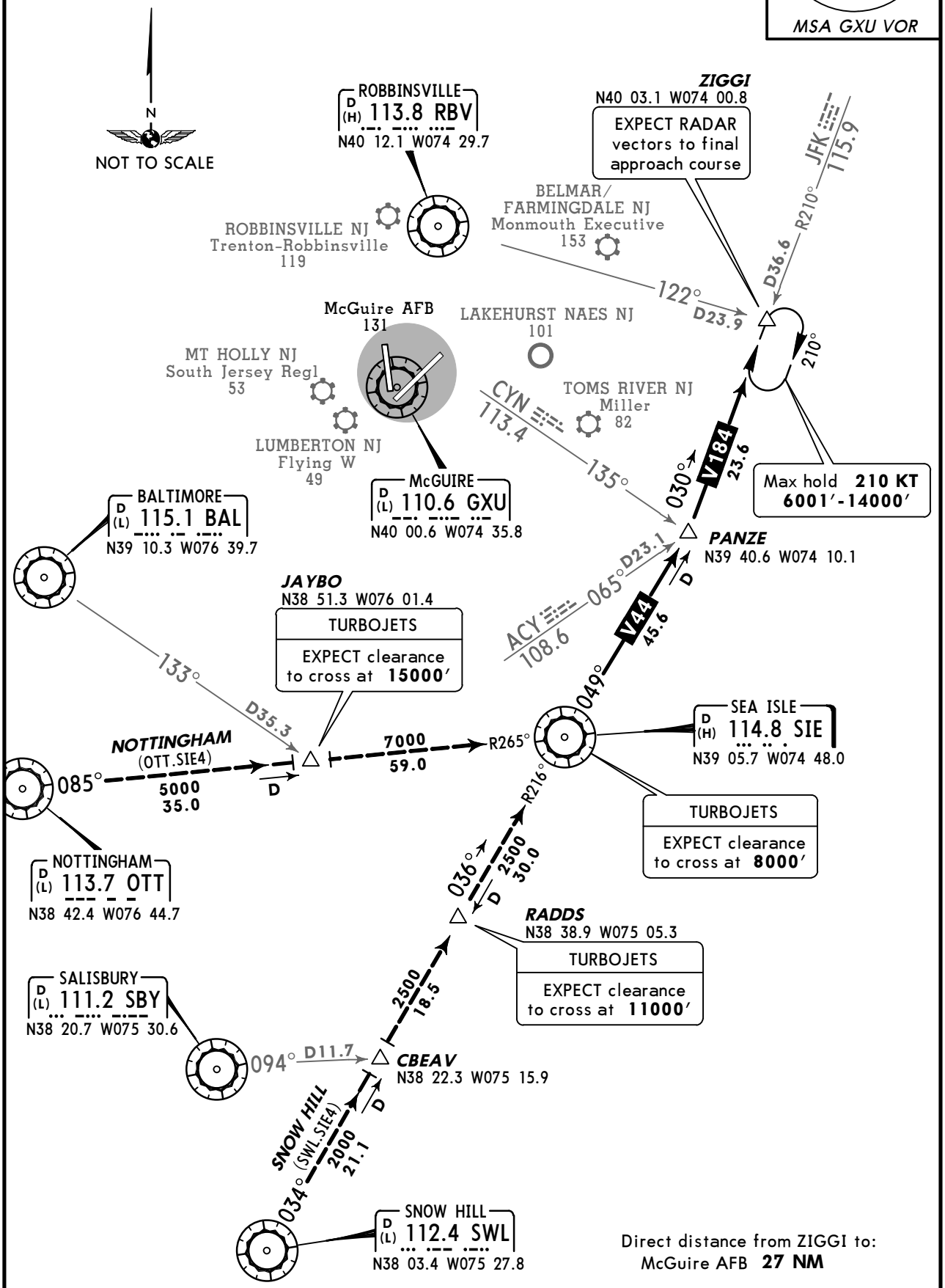
| ROUTING | ALTITUDE |
|---|---|
| From over HAR via HAR R-117 and LRP R-296 to LRP. Then via LRP R-104 to LRP R-104/D40 and RBV R-269/D44. Then via RBV R-269 to NAGGS. Then via CYN R-325 to CYN. EXPECT RADAR vectors to final approach 8 DME WEST of GXU. | EXPECT descent below **10000′** after HAR |

*CHANGES:* New format.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

| D-ATIS | Apt Elev | Alt set: INCHES |
|---|---|---|
| 110.6 | See graphic | Trans level: FL180 Trans alt: 18000′ |

# SEA ISLE FOUR ARRIVAL (SIE.SIE4)




## ROUTING

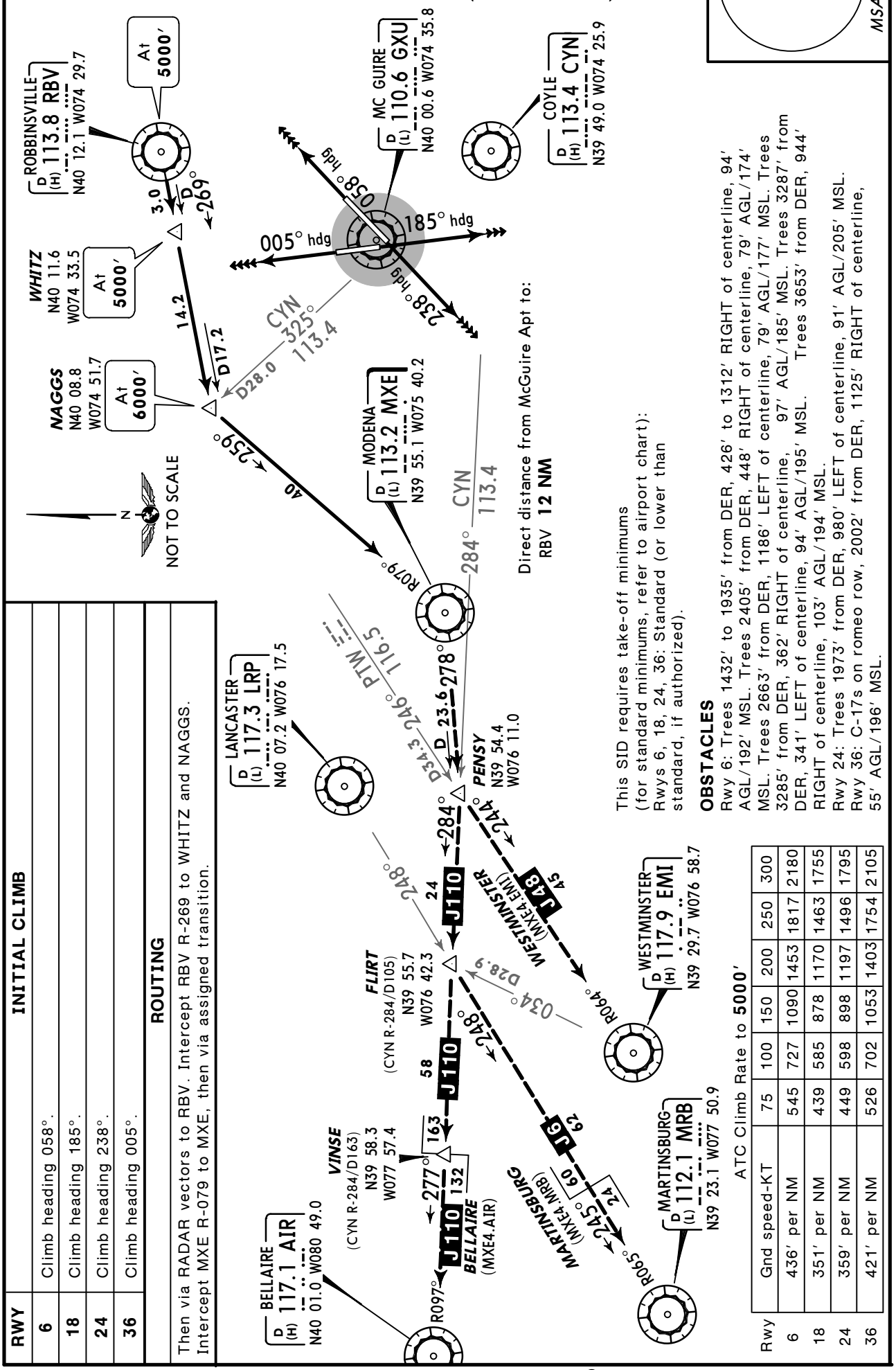
From over SIE via SIE R-049 to PANZE. Then via JFK R-210 to ZIGGI. EXPECT RADAR vectors to final approach course.

*CHANGES:* New format.

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

| McGUIRE Departure (R) 124.15 | Apt Elev 131′ | Trans level: FL180 Trans alt: 18000′<br>**RADAR required until crossing PENSY.** |
|---|---|---|

# MODENA FOUR DEPARTURE (MXE4.MXE)




Direct distance from McGuire Apt to:
RBV **12 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 6, 18, 24, 36: Standard (or lower than standard, if authorized).

**OBSTACLES**

Rwy 6: Trees 1432′ to 1935′ from DER, 426′ to 1312′ RIGHT of centerline, 94′ AGL/192′ MSL. Trees 2405′ from DER, 448′ RIGHT of centerline, 79′ AGL/174′ MSL. Trees 2663′ from DER, 1186′ LEFT of centerline, 79′ AGL/177′ MSL. Trees 3285′ from DER, 362′ RIGHT of centerline, 97′ AGL/185′ MSL. Trees 3287′ from DER, 341′ LEFT of centerline, 94′ AGL/195′ MSL. Trees 3653′ from DER, 944′ RIGHT of centerline, 103′ AGL/194′ MSL.
Rwy 24: Trees 1973′ from DER, 980′ LEFT of centerline, 91′ AGL/205′ MSL.
Rwy 36: C-17s on romeo row, 2002′ from DER, 1125′ RIGHT of centerline, 55′ AGL/196′ MSL.

**INITIAL CLIMB**

| RWY | |
|---|---|
| 6 | Climb heading 058°. |
| 18 | Climb heading 185°. |
| 24 | Climb heading 238°. |
| 36 | Climb heading 005°. |

**ROUTING**

Then via RADAR vectors to RBV. Intercept RBV R-269 to WHITZ and NAGGS. Intercept MXE R-079 to MXE, then via assigned transition.

ATC Climb Rate to **5000′**

| Rwy | Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|
| 6 | 436′ per NM | 545 | 727 | 1090 | 1453 | 1817 | 2180 |
| 18 | 351′ per NM | 439 | 585 | 878 | 1170 | 1463 | 1755 |
| 24 | 359′ per NM | 449 | 598 | 898 | 1197 | 1496 | 1795 |
| 36 | 421′ per NM | 526 | 702 | 1053 | 1403 | 1754 | 2105 |

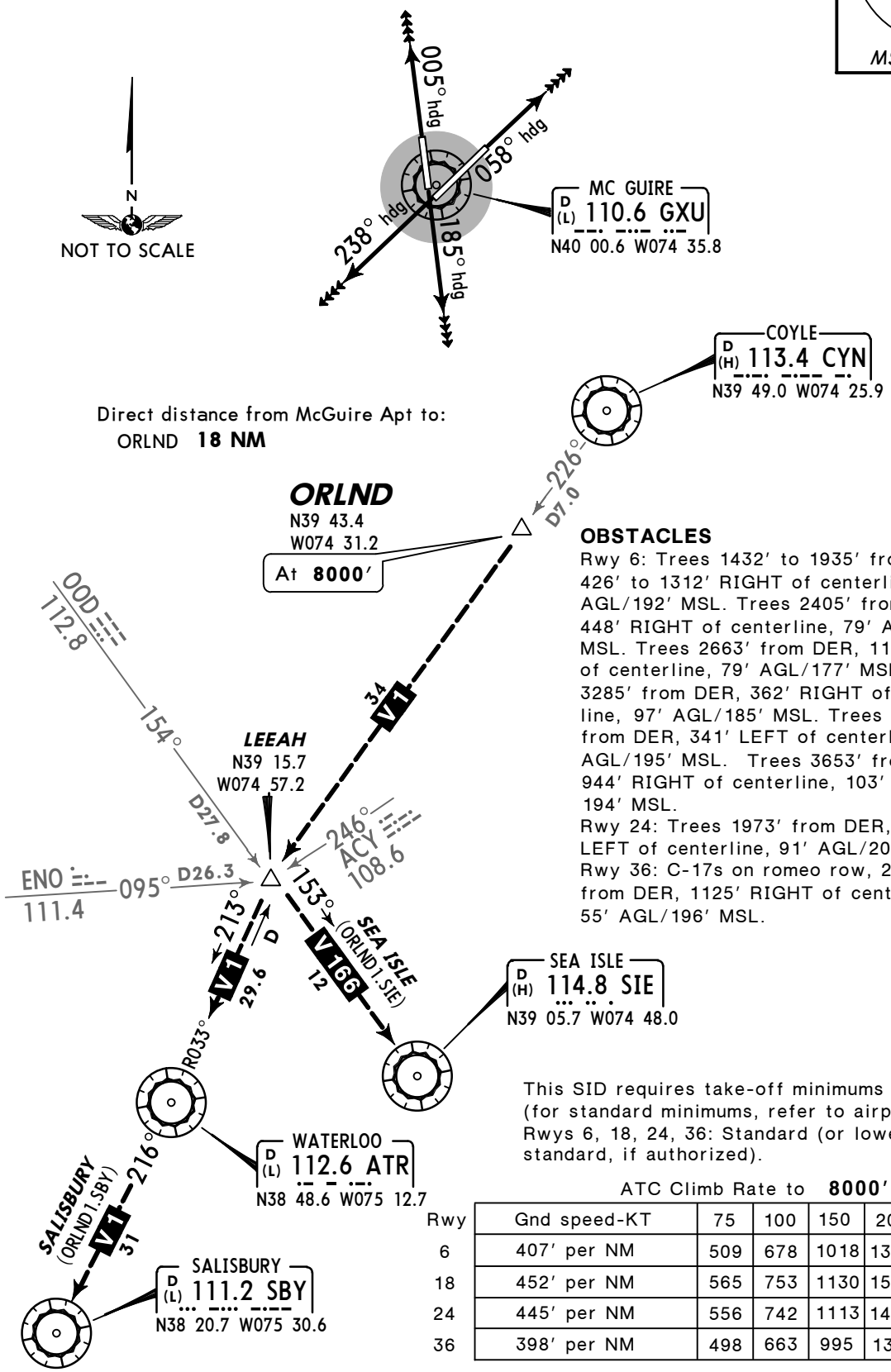
*CHANGES:* Procedure revised, renumbered, reindexed (CRESI Departure cancelled).

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

| McGUIRE Departure (R) | Apt Elev | |
|---|---|---|
| 124.15 | 131′ | Trans level: FL180 Trans alt: 18000′<br>**RADAR required until crossing ORLND.** |

# ORLND ONE DEPARTURE (ORLND1.LEEAH)

2200′
MSA GXU VOR




Direct distance from McGuire Apt to:
ORLND **18 NM**

**OBSTACLES**
Rwy 6: Trees 1432′ to 1935′ from DER, 426′ to 1312′ RIGHT of centerline, 94′ AGL/192′ MSL. Trees 2405′ from DER, 448′ RIGHT of centerline, 79′ AGL/174′ MSL. Trees 2663′ from DER, 1186′ LEFT of centerline, 79′ AGL/177′ MSL. Trees 3285′ from DER, 362′ RIGHT of centerline, 97′ AGL/185′ MSL. Trees 3287′ from DER, 341′ LEFT of centerline, 94′ AGL/195′ MSL. Trees 3653′ from DER, 944′ RIGHT of centerline, 103′ AGL/194′ MSL.
Rwy 24: Trees 1973′ from DER, 980′ LEFT of centerline, 91′ AGL/205′ MSL.
Rwy 36: C-17s on romeo row, 2002′ from DER, 1125′ RIGHT of centerline, 55′ AGL/196′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6, 18, 24, 36: Standard (or lower than standard, if authorized).

ATC Climb Rate to **8000′**

| Rwy | Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|
| 6 | 407′ per NM | 509 | 678 | 1018 | 1357 | 1696 | 2035 |
| 18 | 452′ per NM | 565 | 753 | 1130 | 1507 | 1883 | 2260 |
| 24 | 445′ per NM | 556 | 742 | 1113 | 1483 | 1854 | 2225 |
| 36 | 398′ per NM | 498 | 663 | 995 | 1327 | 1658 | 1990 |

| RWY | INITIAL CLIMB |
|---|---|
| 6 | Climb heading 058°. |
| 18 | Climb heading 185°. |
| 24 | Climb heading 238°. |
| 36 | Climb heading 005°. |

**ROUTING**

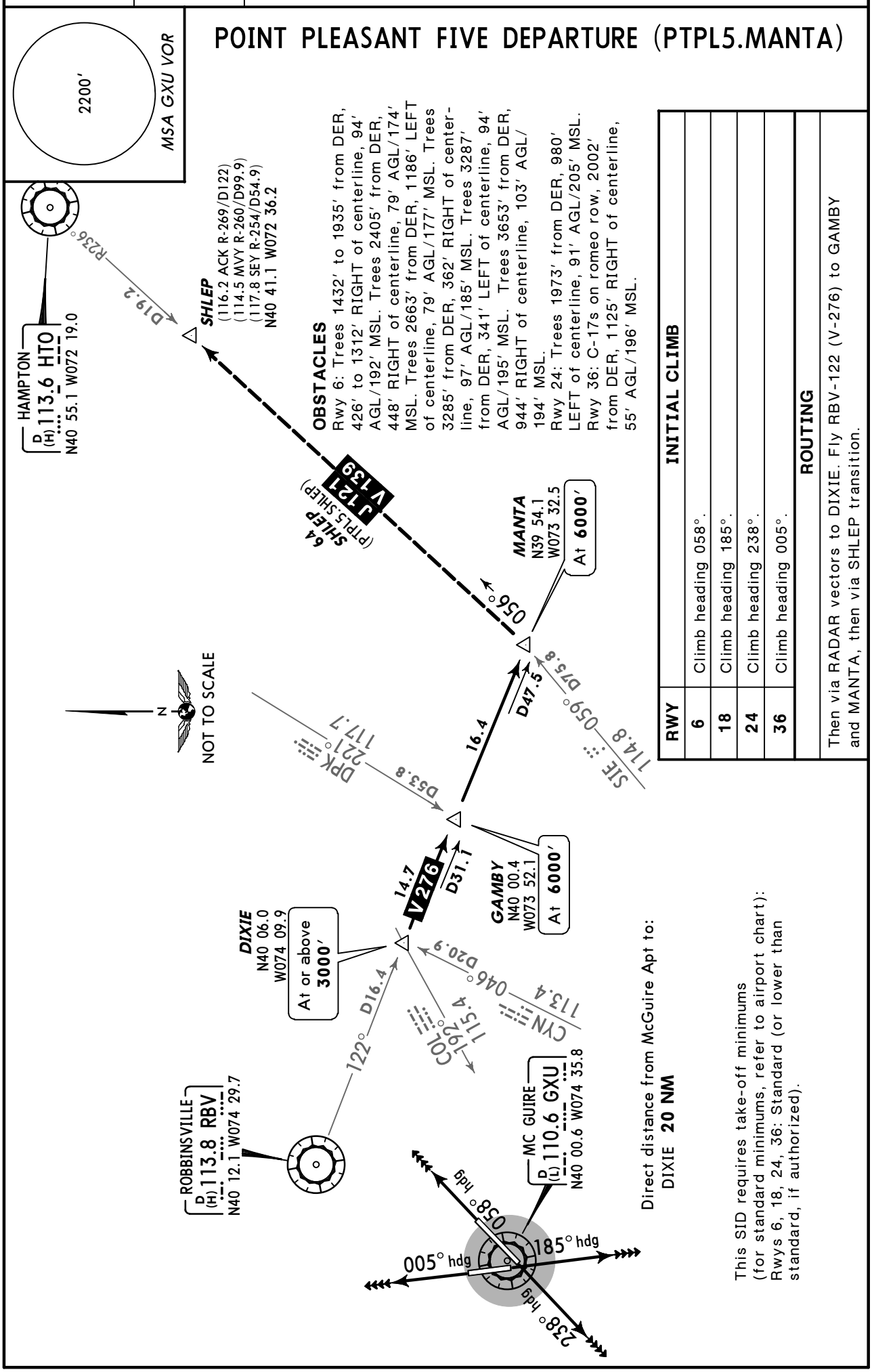
Then via RADAR vectors to ORLND, then via assigned transition.

*CHANGES:* New procedure at this airport (CRESI Departure cancelled).

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

| McGUIRE Departure (R) | Apt Elev | |
|---|---|---|
| 124.15 | 131′ | Trans level: FL180 Trans alt: 18000′<br>**RADAR required to DIXIE.** |

# POINT PLEASANT FIVE DEPARTURE (PTPL5.MANTA)




Direct distance from McGuire Apt to:
DIXIE **20 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 6, 18, 24, 36: Standard (or lower than standard, if authorized).

| RWY | INITIAL CLIMB |
|---|---|
| 6 | Climb heading 058°. |
| 18 | Climb heading 185°. |
| 24 | Climb heading 238°. |
| 36 | Climb heading 005°. |

**ROUTING**

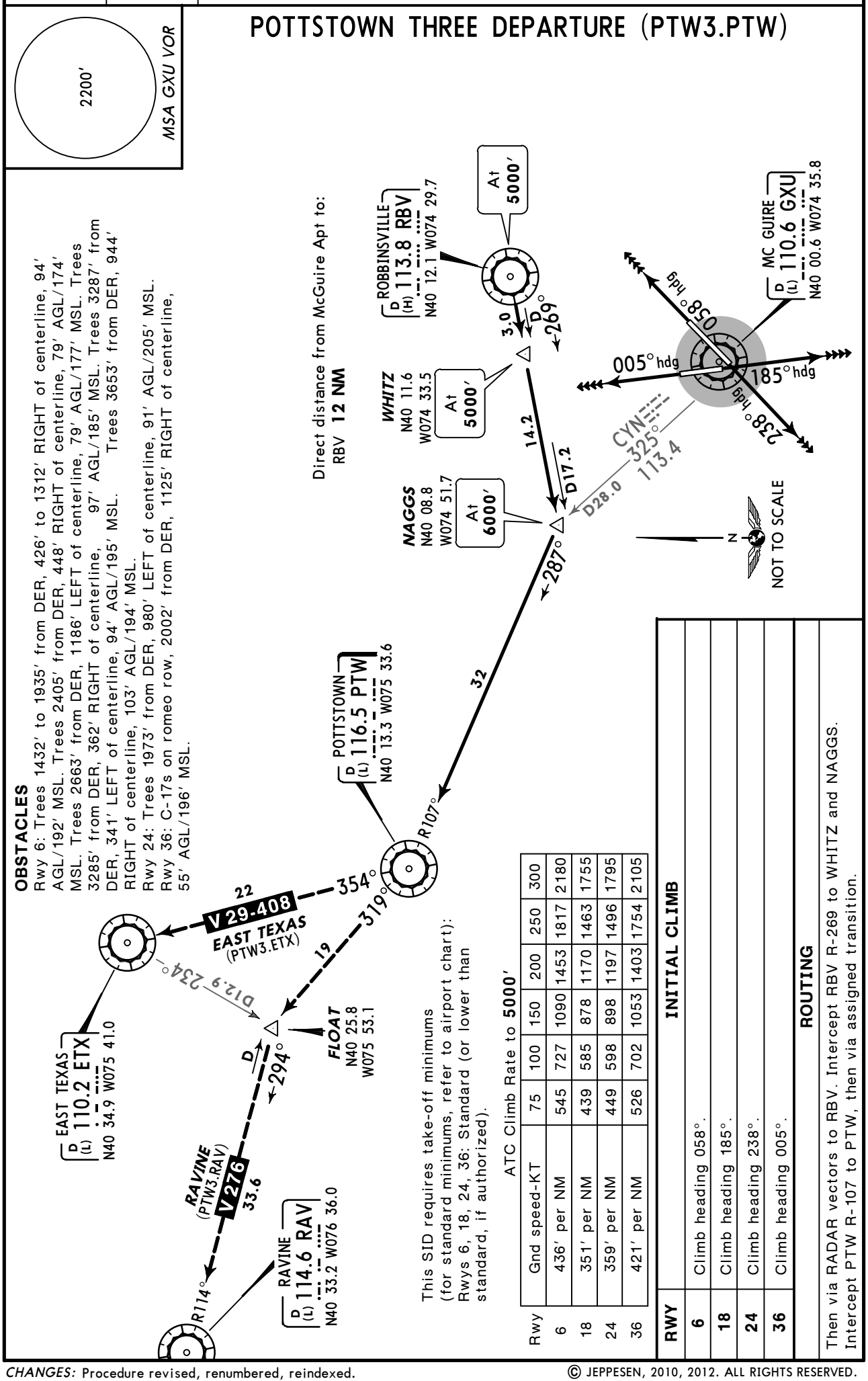
Then via RADAR vectors to DIXIE. Fly RBV-122 (V-276) to GAMBY and MANTA, then via SHLEP transition.

*CHANGES:* Procedure revised, renumbered, reindexed.

© JEPPESEN, 2005, 2012. ALL RIGHTS RESERVED.

| McGUIRE Departure (R) | Apt Elev | |
|---|---|---|
| 124.15 | 131′ | Trans level: FL180 Trans alt: 18000′<br>**1. RADAR required.**<br>2. EAST TEXAS transition: Non-turbojet aircraft only. |

# POTTSTOWN THREE DEPARTURE (PTW3.PTW)




**OBSTACLES**
Rwy 6: Trees 1432′ to 1935′ from DER, 426′ to 1312′ RIGHT of centerline, 94′ AGL/192′ MSL. Trees 2405′ from DER, 448′ RIGHT of centerline, 79′ AGL/174′ MSL. Trees 2663′ from DER, 1186′ LEFT of centerline, 79′ AGL/177′ MSL. Trees 3285′ from DER, 362′ RIGHT of centerline, 97′ AGL/185′ MSL. Trees 3287′ from DER, 341′ LEFT of centerline, 94′ AGL/195′ MSL. Trees 3653′ from DER, 944′ RIGHT of centerline, 103′ AGL/194′ MSL.
Rwy 24: Trees 1973′ from DER, 980′ LEFT of centerline, 91′ AGL/205′ MSL.
Rwy 36: C-17s on romeo row, 2002′ from DER, 1125′ RIGHT of centerline, 55′ AGL/196′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 6, 18, 24, 36: Standard (or lower than standard, if authorized).

ATC Climb Rate to **5000′**

| Rwy | Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|
| 6 | 436′ per NM | 545 | 727 | 1090 | 1453 | 1817 | 2180 |
| 18 | 351′ per NM | 439 | 585 | 878 | 1170 | 1463 | 1755 |
| 24 | 359′ per NM | 449 | 598 | 898 | 1197 | 1496 | 1795 |
| 36 | 421′ per NM | 526 | 702 | 1053 | 1403 | 1754 | 2105 |

**INITIAL CLIMB**

| RWY | |
|---|---|
| **6** | Climb heading 058°. |
| **18** | Climb heading 185°. |
| **24** | Climb heading 238°. |
| **36** | Climb heading 005°. |

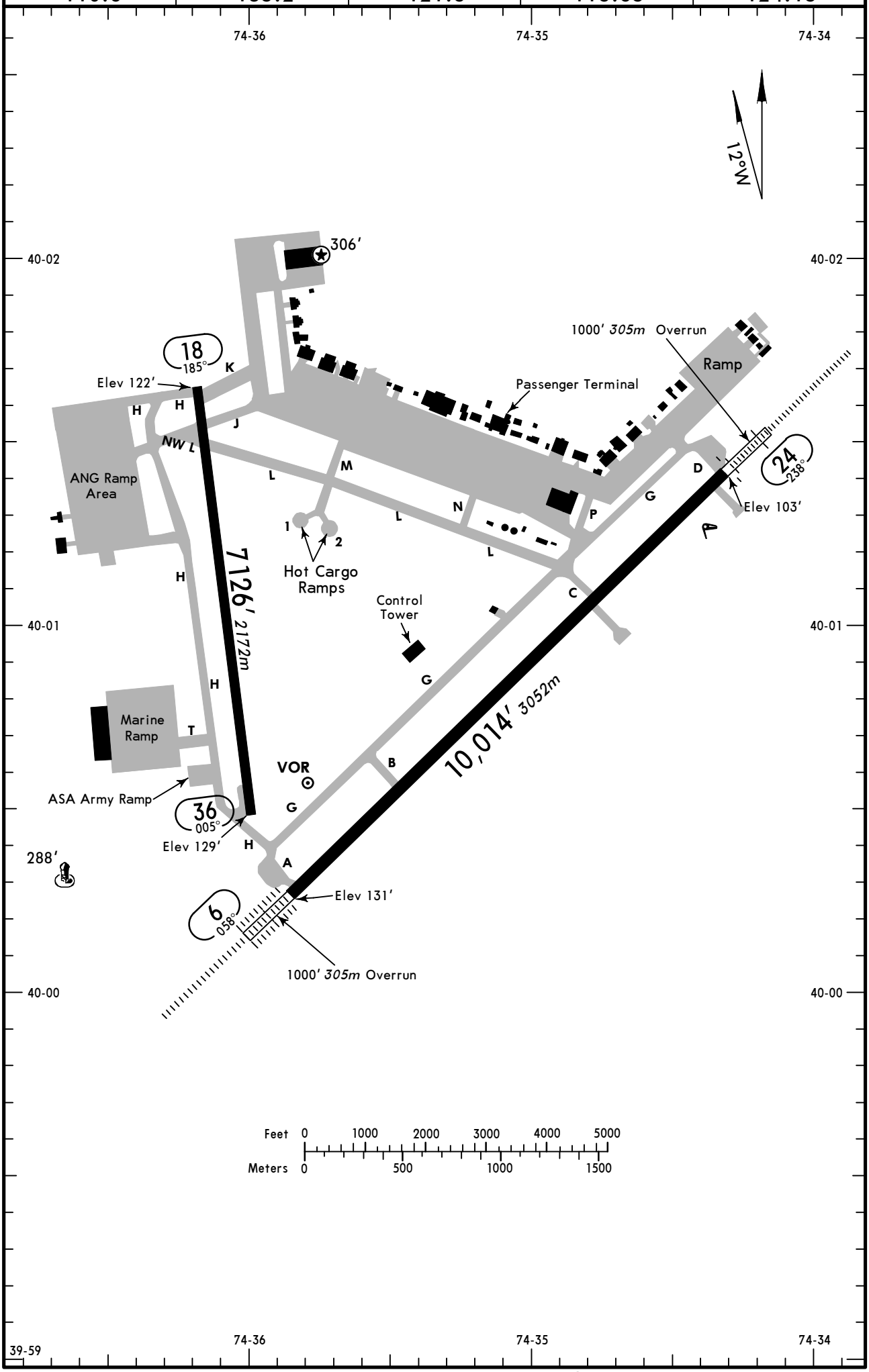
**ROUTING**

Then via RADAR vectors to RBV. Intercept RBV R-269 to WHITZ and NAGGS. Intercept PTW R-107 to PTW, then via assigned transition.

*CHANGES:* Procedure revised, renumbered, reindexed.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

| ATIS | McGUIRE Clearance | Ground | Tower | McGUIRE Departure (R) |
|---|---|---|---|---|
| 110.6 | 135.2 | 121.8 | 118.65 | 124.15 |




CHANGES: None.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Refer to DOD/NGA supplementary publications for additional information.

ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 6 ❶❷ 24 | HIRL REIL CL ALSF-II TDZ ❸ PAPI-L RVR | | 8729′ *2661m* | | 150′ *46m* |
| | HIRL REIL CL ALSF-I ❸ PAPI-L RVR | | 8996′ *2742m* | | |

❶ Braking action reduced last 3000′ (914m).
❷ First 1000′ (305m) is grooved concrete, remaining 9014′ (2747m) is grooved asphalt.
❸ Angle 3.00°.

| | | | | | |
|---|---|---|---|---|---|
| 18 ❹ ❺ 36 | HIRL REIL PAPI-L (angle 3.00°) | | | | 150′ *46m* |

❹ Braking action reduced last 3000′ (914m).
❺ First 442′ (135m) is concrete, remaining 6695′ (2041m) is asphalt.

TAKE-OFF

| | Rwys 6, 24 | | Rwys 18, 36 | |
|---|---|---|---|---|
| | Adequate Vis Ref | STD | Adequate Vis Ref | STD |
| 1 & 2 Eng | RVR 16 or 1/4 | RVR 50 or 1 | 1/4 | 1 |
| 3 & 4 Eng | | RVR 24 or 1/2 | | 1/2 |

TAKE-OFF OBSTACLES: Rwy 6, Trees 1432′ to 1935′ from departure end of runway, 426′ to 1312′ right of centerline, 94′ AGL/192′ MSL. Trees 2405′ from departure end of runway, 448′ right of centerline, 79′ AGL/174′ MSL. Trees 2663′ from departure end of runway 1186′ left of centerline, 79′ AGL/177′ MSL. Trees 3285′ from departure end of runway 362′ right of centerline, 97′ AGL/185′ MSL. Trees 3287′ from departure end of runway, 341′ left of centerline, 94′ AGL/195′ MSL. Trees 3653′ from departure end of runway 944′ right of centerline, 103′ AGL/194′ MSL. Rwy 24, Trees 1973′ from departure end of runway, 980′ left of centerline, 85′ AGL/199′ MSL. Rwy 36, C-17 aircraft on romeo row 1999′ from departure end of runway, 1124′ right of centerline, 55′ AGL/196′ MSL.

*CHANGES:* Notes, take-off obstacles.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

BRIEFING STRIP™

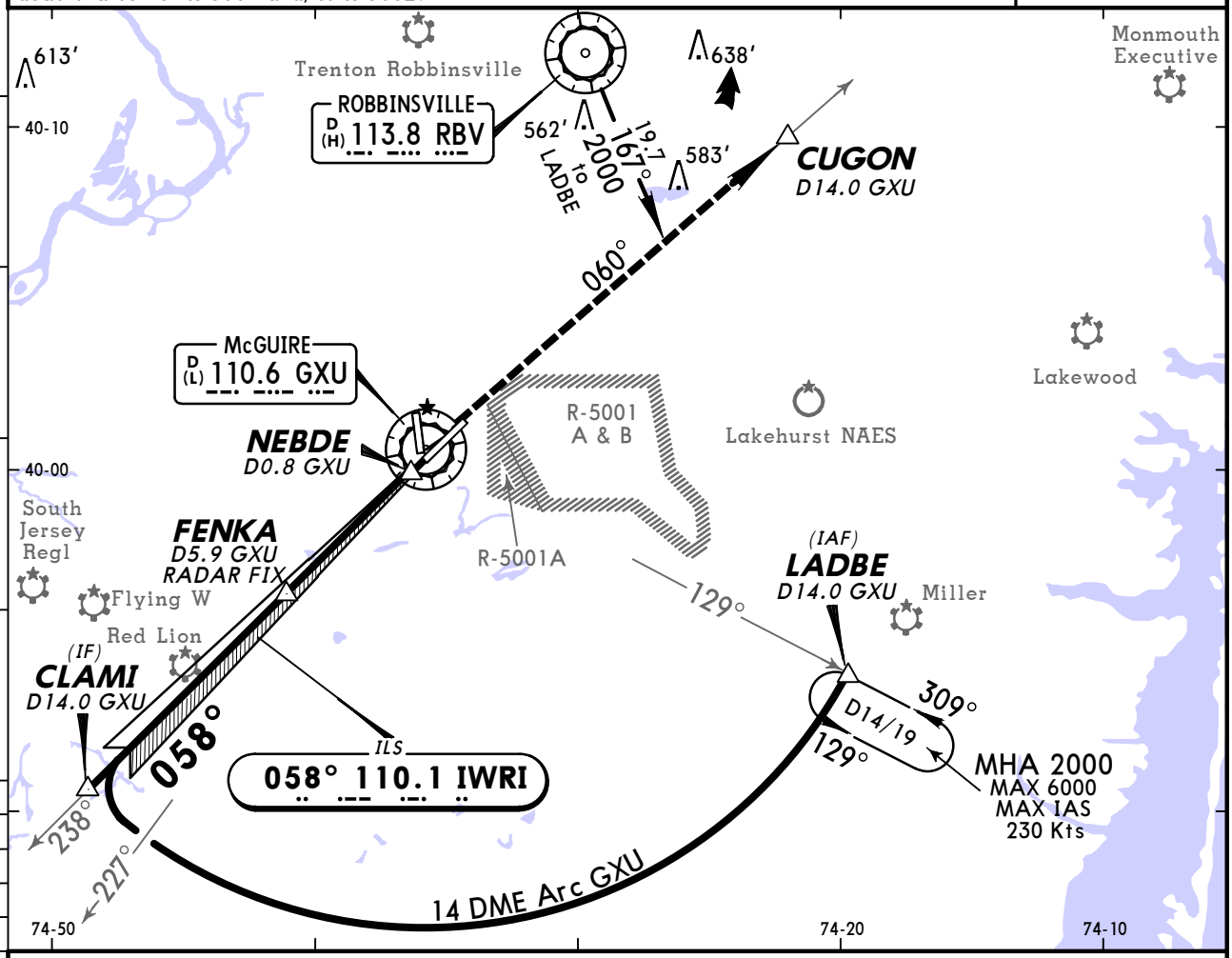
| LOC IWRI | Final Apch Crs | GS FENKA | ILS DA(H) | Apt Elev 131′ |
|---|---|---|---|---|
| 110.1 | 058° | 2000′ (1869′) | 331′ (200′) | THR 131′ |

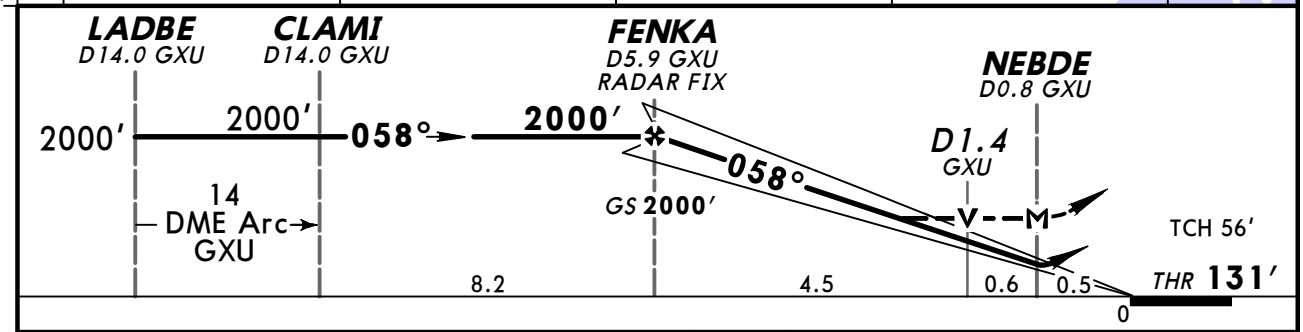
**MISSED APCH:** Climb to 2000′ via GXU R-060 to CUGON/D14.0 GXU. Expect further clearance from ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

**1. RADAR required when R-5001 and/or R-5002 is active. 2. RADAR or DME required to identify the FAF.** 3. CAUTION: VGSI and glidepath not coincident. 4. EMERG SAFE ALT 100 NM 5100′. 5. If RADAR inoperative, expect 15 minute delay for deactivation of R-5001 and/or R-5002.

2200′
MSA GXU VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at NEBDE or FENKA to MAP | 5.1 | 4:22 | 3:24 | 3:04 | 2:33 | 2:11 | 1:55 |

ALSF-II
PAPI

2000′ GXU via 110.6 R-060 CUGON

STRAIGHT-IN LANDING RWY 6

| TERPS | ILS DA(H) 331′ (200′) FULL | TDZ or CL out | ALS out | LOC (GS out) MDA(H) 560′ (429′) | ALS out |
|---|---|---|---|---|---|
| A | RVR 24 or ½ | | RVR 40 or ¾ | RVR 24 or ½ | RVR 55 or 1 |
| B | | | | | |
| C | | | | RVR 40 or ¾ | 1¼ |
| D | | | | | |

CIRCLE-TO-LAND
Not Authorized East of Field

| Max Kts | MDA(H) |
|---|---|
| 90 | 660′ (529′) -1 |
| 120 | |
| 140 | 680′ (549′) -1½ |
| 165 | 700′ (569′) -2 |

AMEND 0

*CHANGES:* New procedure.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

| LOC | Final | GS | CAT II ILS | |
|---|---|---|---|---|
| IWRI 110.1 | Apch Crs 058° | FENKA 2000′ (1869′) | RA 91′ DA(H) 231′ (100′) | Apt Elev 131′ THR 131′ |

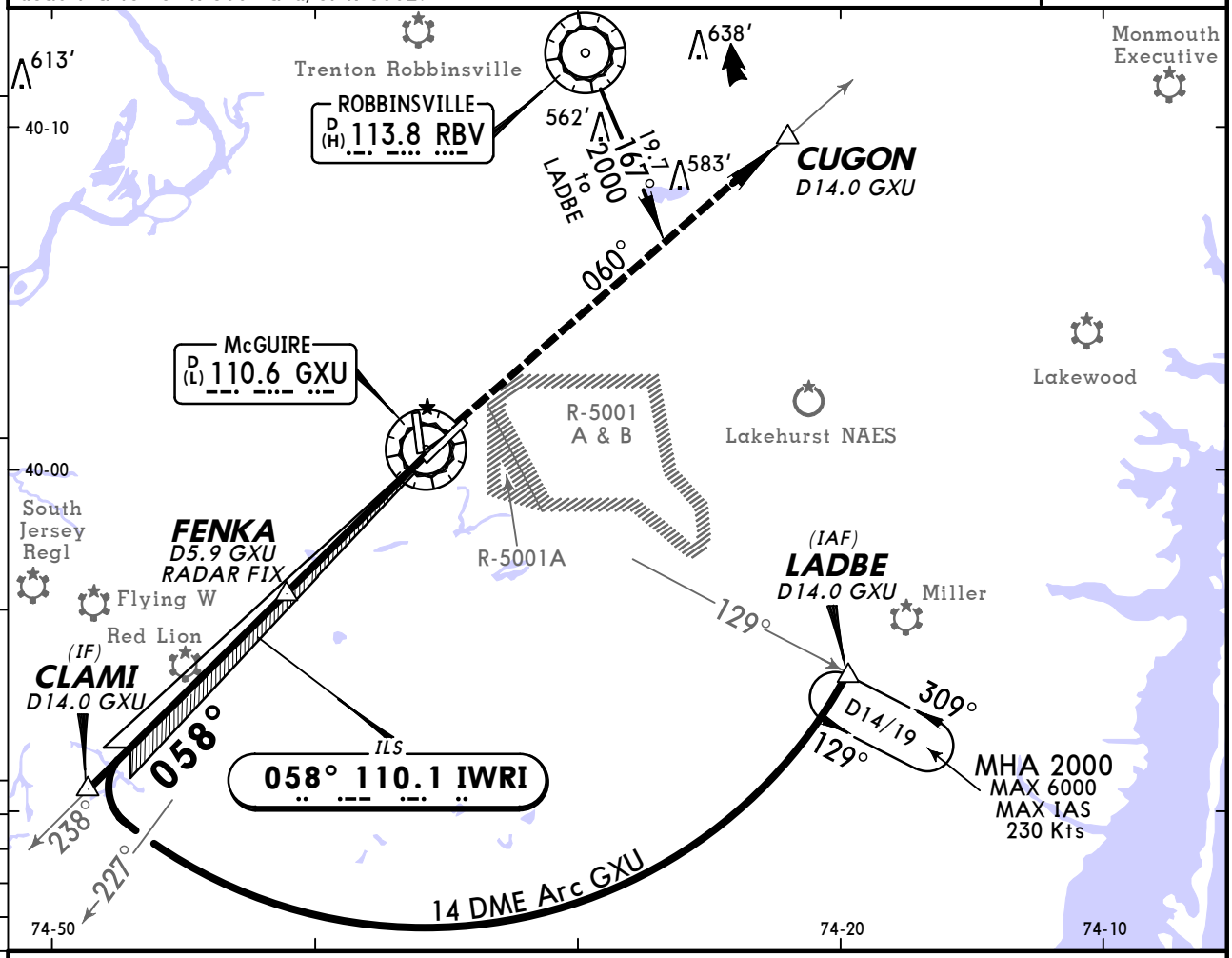
**MISSED APCH:** Climb to 2000′ via GXU R-060 to CUGON/D14.0 GXU. Expect further clearance from ATC.

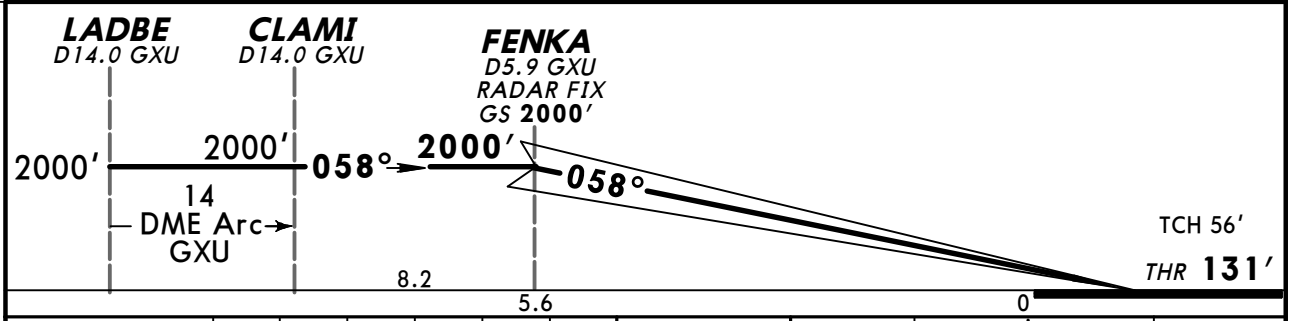
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

**1. RADAR required when R-5001 and/or R-5002 is active. 2. Special Aircrew & Aircraft Certification Required.** 3. CAUTION: VGSI and glidepath not coincident. 4. EMERG SAFE ALT 100 NM 5100′. 5. If Radar inoperative, expect 15 minute delay for deactivation of R-5001 and/or R-5002.

2200′
MSA GXU VOR

BRIEFING STRIP ™




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

ALSF-II
PAPI

2000′ GXU via 110.6 R-060 CUGON

STRAIGHT-IN LANDING RWY 6
**CAT II ILS**
**RA 91′**
DA(H) **231′** (100′)

AMEND 0

RVR 12

TERPS

*CHANGES:* New procedure.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

BRIEFING STRIP™

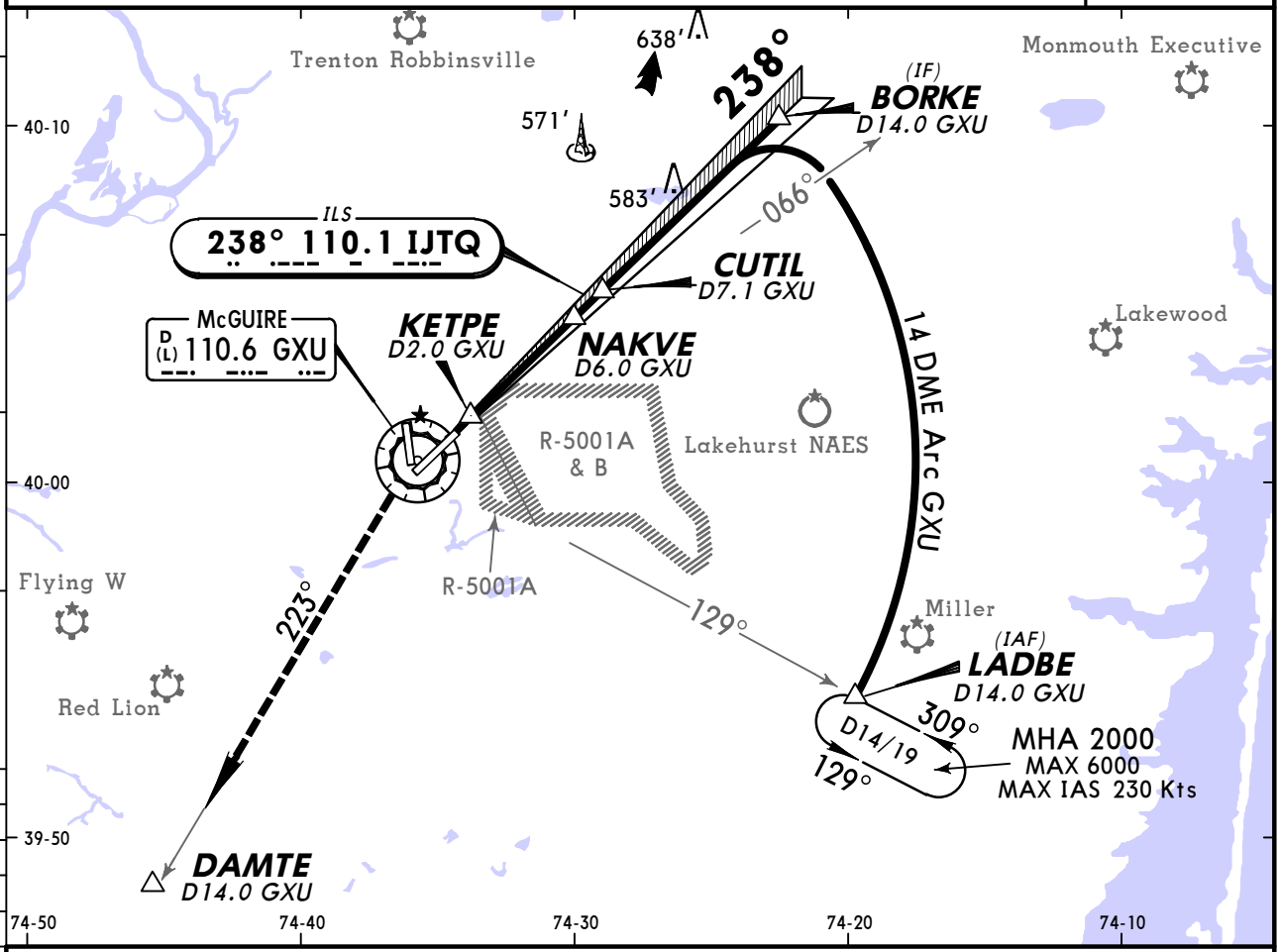
| LOC IJTQ | Final Apch Crs | GS CUTIL | ILS DA(H) | Apt Elev 131′ |
|---|---|---|---|---|
| 110.1 | 238° | 2000′ (1897′) | 407′ (304′) | THR 103′ |

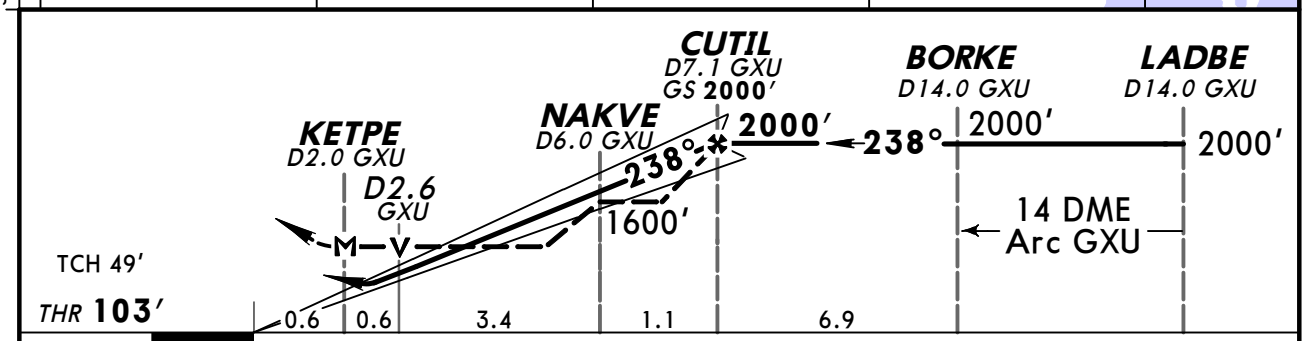
**MISSED APCH:** Climbing to 2000′ via GXU R-223 to DAMTE/D14.0, and expect further clearance from ATC.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. RADAR required when R-5001 and/or R-5002 is active.**
2. CAUTION: VGSI and glidepath not coincident. 3. EMERG SAFE ALT 100 NM 5100′. 4. If RADAR inoperative, expect 15 minute delay for deactivation of R-5001 and/or R-5002.

2200′
MSA GXU VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at KETPE | | | | | | |

ALSF-I
REIL
PAPI

2000′

GXU via 110.6 R-223

DAMTE

**Military**

STRAIGHT-IN LANDING RWY 24

| ILS DA(H) 407′ (304′) FULL | ILS DA(H) 407′ (304′) ALS out | LOC (GS out) MDA(H) 560′ (457′) | LOC (GS out) MDA(H) 560′ (457′) ALS out |
|---|---|---|---|
| RVR 40 or ¾ | RVR 45 or ⅞ | RVR 40 or ¾ | RVR 55 or 1 |
| | | RVR 45 or ⅞ | 1⅜ |

CIRCLE-TO-LAND
Not Authorized East of Field

| Max Kts | MDA(H) |
|---|---|
| 90 | 660′ (529′)-1 |
| 120 | |
| 140 | 680′ (549′)-1½ |
| 165 | 700′ (569′)-2 |

TERPS AMEND 1: A, B, C, D

*CHANGES:* Procedure.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

KWRI/WRI
WRIGHTSTOWN, NJ

JEPPESEN

11 NOV 11 (32-1) Eff 17 Nov

# McGUIRE
# RNAV (GPS) Rwy 6

| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

BRIEFING STRIP™

| RNAV | Final Apch Crs | Minimum Alt | LNAV MDA(H) | Apt Elev 131′ |
|---|---|---|---|---|
| | 058° | FENKA 2000′ (1869′) | 580′ (449′) | THR 131′ |

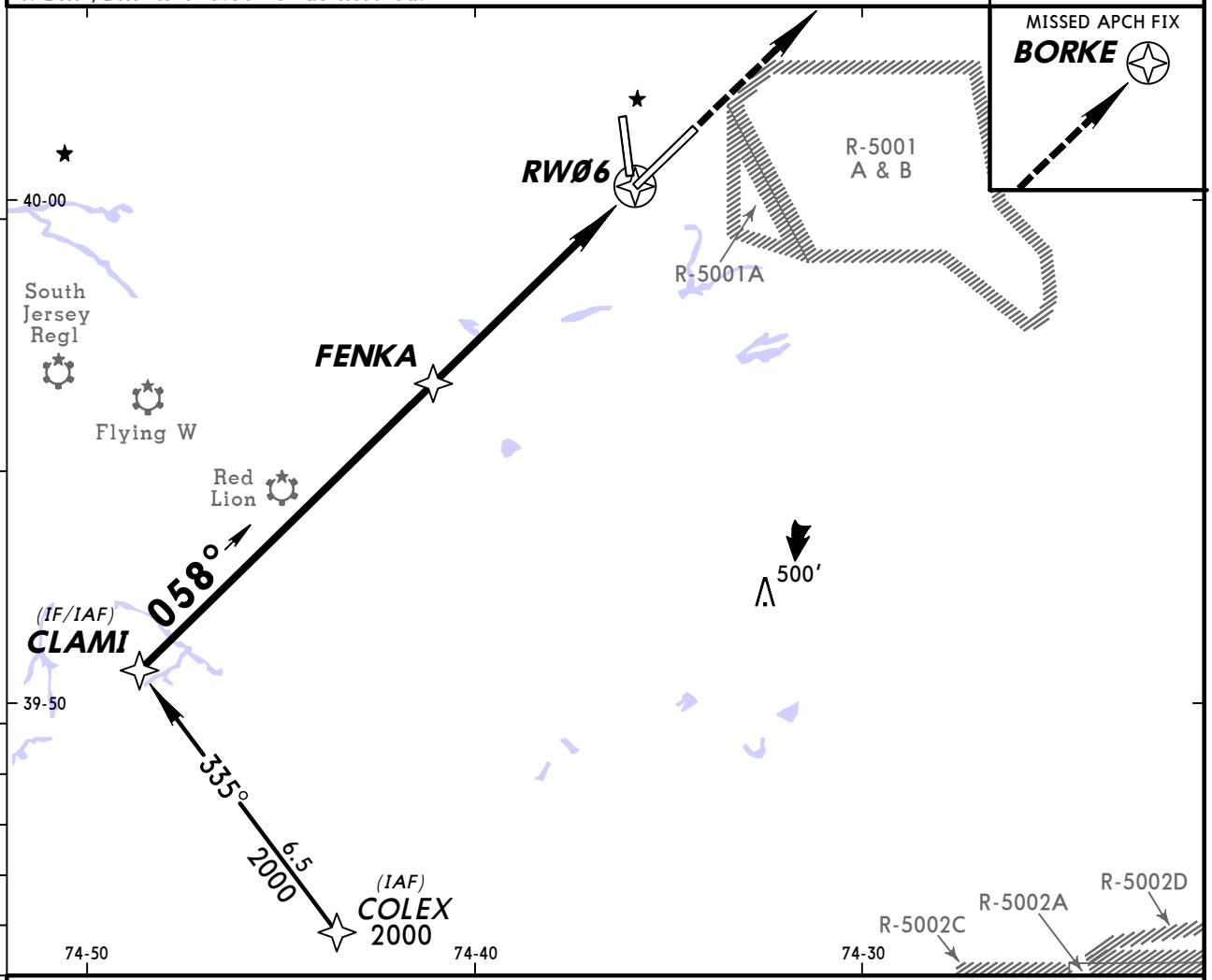
**MISSED APCH:** Climb to 2000′ direct BORKE, expect further clearance from ATC.

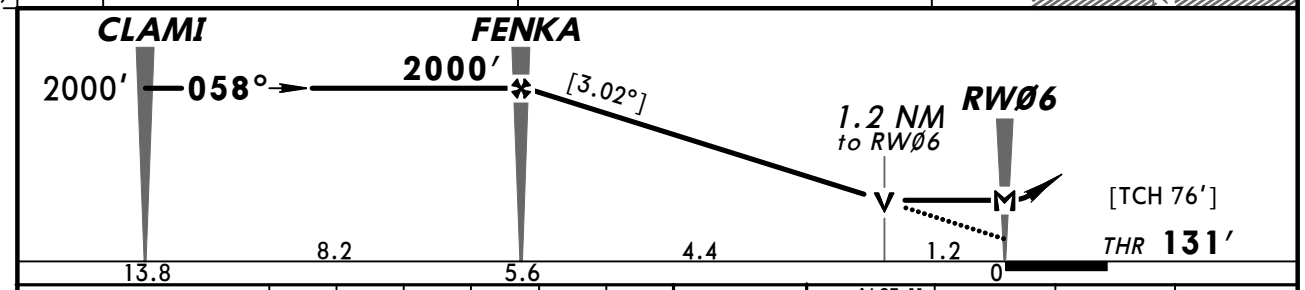
Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. **RADAR required when R-5001 is active.** 2. EMERG SAFE ALT 100 NM 5100′.
3. If RADAR is inoperative, expect 15 minute delay for deactivation of R-5001.
4. DME/DME RNP-0.30 not authorized.

2200′
MSA RWØ6

MISSED APCH FIX
BORKE




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.02°] | 374 | 481 | 534 | 641 | 748 | 855 |
| MAP at RWØ6 | | | | | | |

ALSF-II
REIL
PAPI
2000′
BORKE

**Military** STRAIGHT-IN LANDING RWY 6

LNAV
MDA(H) 580′ (449′)

| | | ALS out |
|---|---|---|
| A | RVR 24 or ½ | RVR 55 or 1 |
| B | | |
| C | RVR 45 or ⅞ | 1⅜ |
| D | | |

CIRCLE-TO-LAND
Not Authorized East of Field

| Max Kts | MDA(H) |
|---|---|
| 90 | 660′(529′)-1 |
| 120 | |
| 140 | 680′(549′)-1½ |
| 165 | 700′(569′)-2 |

TERPS AMEND 2

*CHANGES:* Lighting.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

| RNAV | Final Apch Crs | Minimum Alt LODBE | LNAV MDA(H) | Apt Elev 131′ THR 122′ |
|---|---|---|---|---|
| | 185° | 2000′ (1878′) | 620′ (498′) | |

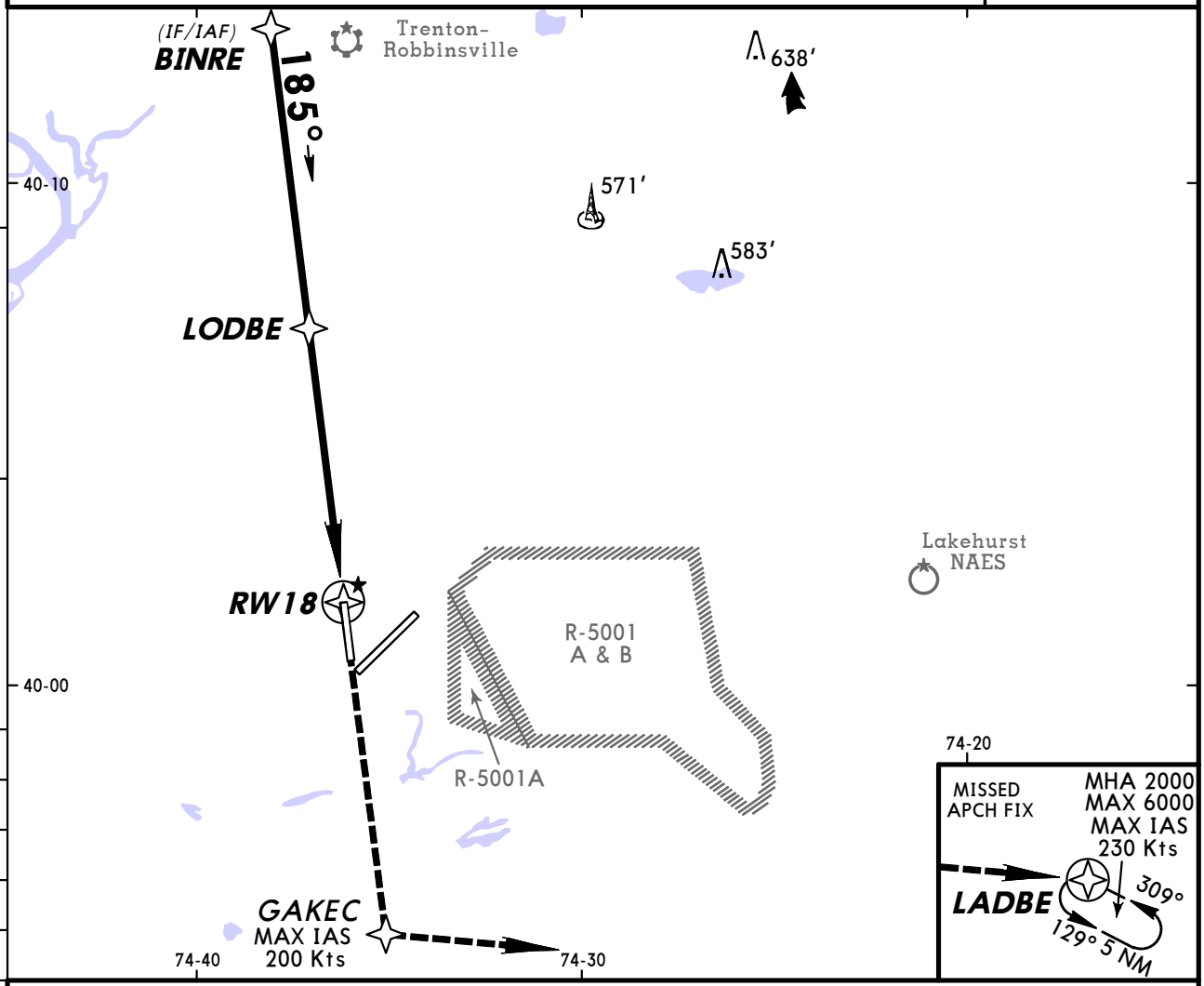
**MISSED APCH:** Climb to 2000′ proceed direct GAKEC then LADBE and hold.

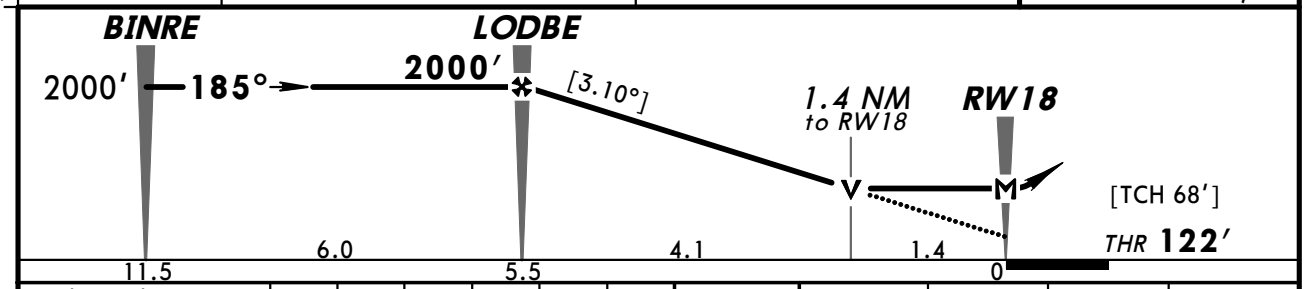
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

**1. RADAR required when R-5001 and/or R-5002 is active.** 2. EMERG SAFE ALT 100 NM 5100′. 3. If RADAR is inoperative, expect 15 minute delay for deactivation of R-5001 and/or R-5002. 4. DME/DME RNP-0.30 not authorized.

2200′
MSA RW18

BRIEFING STRIP ™




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.10°] | 384 | 494 | 548 | 658 | 768 | 878 |
| MAP at RW18 | | | | | | |

REIL
PAPI-L
2000′
GAKEC

**Military** STRAIGHT-IN LANDING RWY 18

**LNAV**

MDA(H) **620′** (498′)

| | | Max Kts | MDA(H) |
|---|---|---|---|
| A | 1 | 90 | 660′(529′)-1 |
| B | | 120 | |
| C | 1⅜ | 140 | 680′(549′)-1½ |
| D | | 165 | 700′(569′)-2 |

CIRCLE-TO-LAND

Not Authorized East of Field

AMEND 2 TERPS

*CHANGES:* Missed approach.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

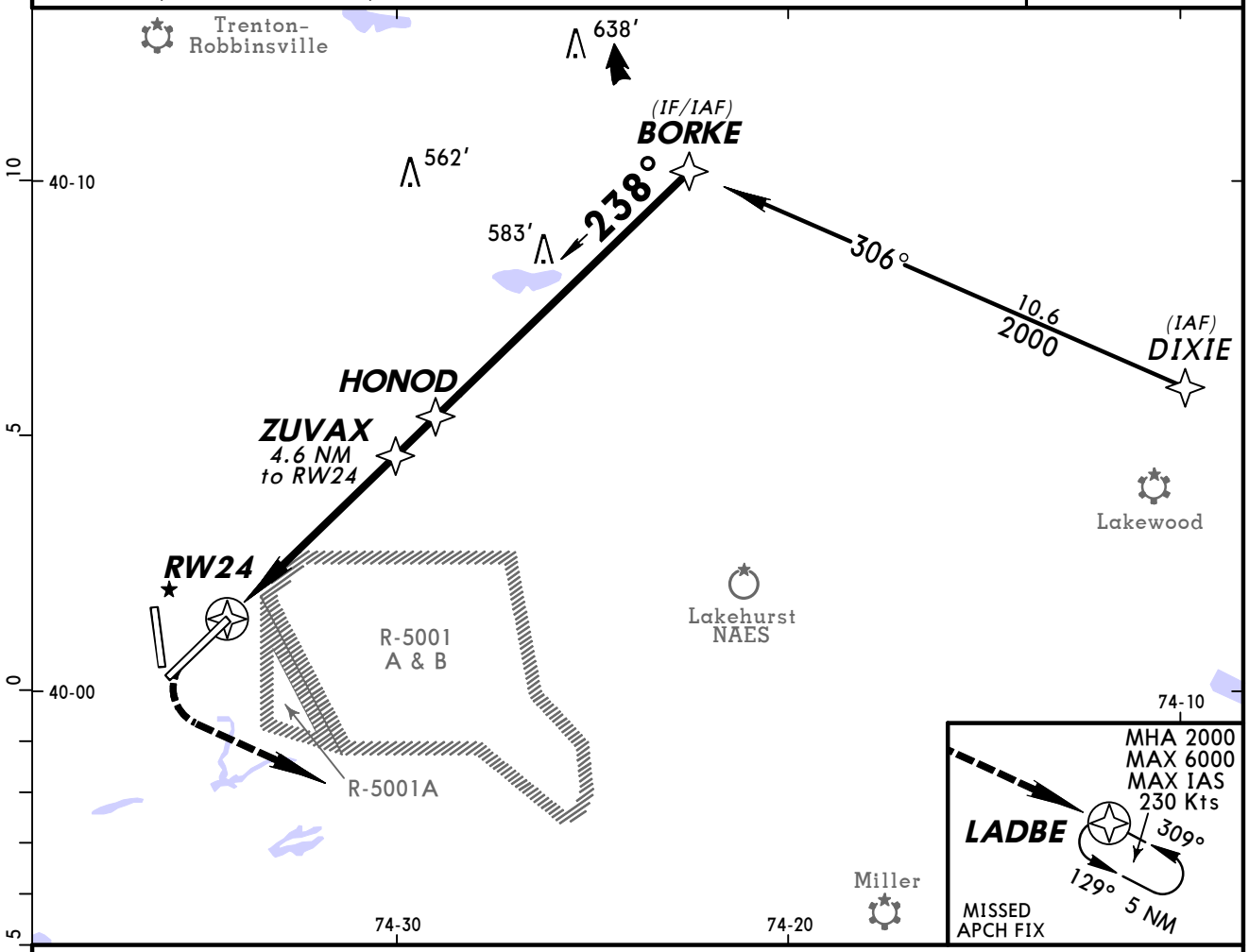
| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

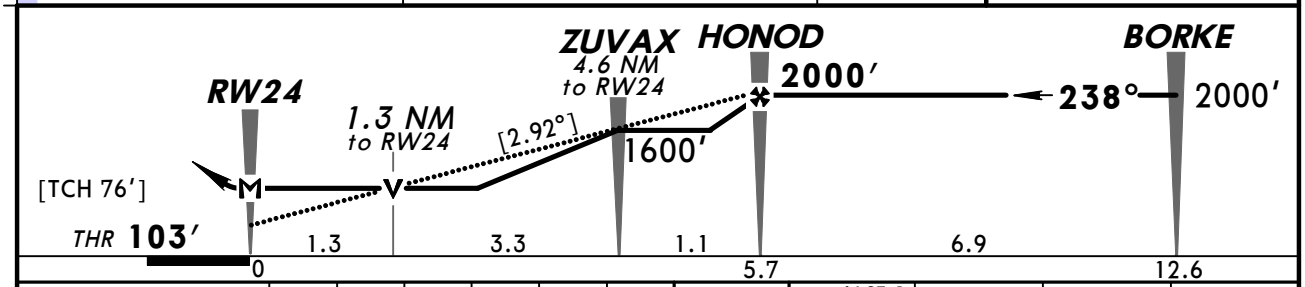
| RNAV | Final Apch Crs | Minimum Alt HONOD | LNAV MDA(H) | Apt Elev 131′ THR 103′ |
|---|---|---|---|---|
| | 238° | 2000′ (1897′) | 580′ (477′) | |

**MISSED APCH:** Climbing LEFT turn to 2000′ direct LADBE and hold.
CAUTION: Turns prior to the MAP, greater than 30° of bank at the MAP, or not correcting for winds will place aircraft in R-5001.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
**1. RADAR required when R-5001 and/or R-5002 is active.** 2. EMERG SAFE ALT 100 NM 5100′. 3. When RADAR inoperative, expect 15 minute delay for deactivation of R-5001 and/or R-5002. 4. DME/DME RNP-0.30 not authorized.

2200′
MSA RW24




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [2.92°] | 362 | 465 | 517 | 620 | 723 | 826 |
| MAP at RW24 | | | | | | |

ALSF-I
PAPI
2000′
LT
LADBE

STRAIGHT-IN LANDING RWY 24
LNAV
MDA(H) 580′ (477′)

| TERPS AMEND 1 | ALS out | |
|---|---|---|
| A | RVR 40 or ¾ | RVR 55 or 1 |
| B | | |
| C | RVR 50 or 1 | 1⅜ |
| D | | |

CIRCLE-TO-LAND
Not Authorized East of Field

| Max Kts | MDA(H) |
|---|---|
| 90 | 660′ (529′)-1 |
| 120 | |
| 140 | 680′ (549′)-1½ |
| 165 | 700′ (569′)-2 |

CHANGES: Procedure.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

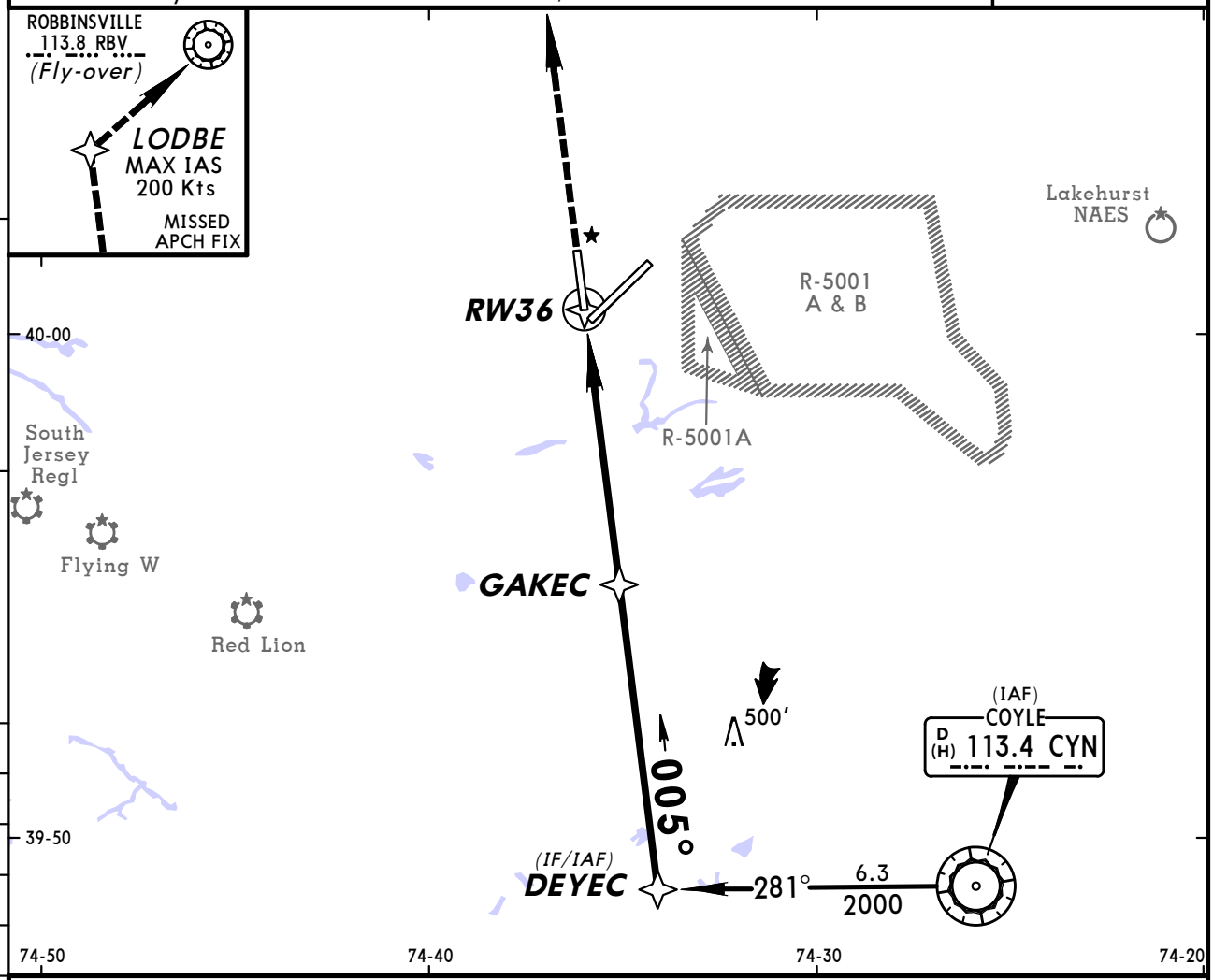
| RNAV | Final Apch Crs | Minimum Alt GAKEC | LNAV MDA(H) | Apt Elev 131′ THR 128′ |
|---|---|---|---|---|
| | 005° | 2000′ (1872′) | 560′ (432′) | |

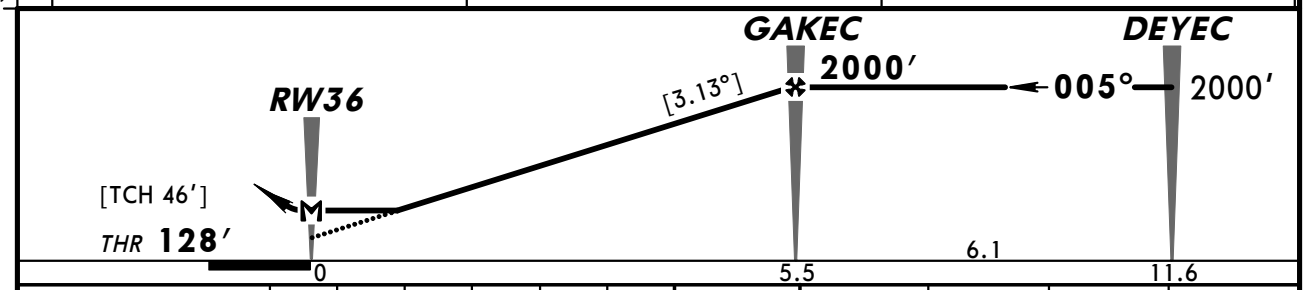
**MISSED APCH:** Climb to 2000′ direct LODBE and RIGHT turn direct RBV VOR. Expect further clearance from ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

**1. RADAR required when R-5001 is active.** 2. If RADAR is inoperative, expect 15 minute delay for deactivation of R-5001. 3. DME/DME RNP-0.30 not authorized.

2200′
MSA RW36




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.13°] | 388 | 498 | 554 | 665 | 775 | 886 |
| | | | | | | |
| MAP at RW36 | | | | | | |

REIL
PAPI-L
2000′
LODBE

| STRAIGHT-IN LANDING RWY 36 LNAV MDA(H) 560′ (432′) | | CIRCLE-TO-LAND Not Authorized East of Field | |
|---|---|---|---|
| | | Max Kts | MDA(H) |
| A | 1 | 90 | 660′(529′)-1 |
| B | | 120 | |
| C | 1¼ | 140 | 680′(549′)-1½ |
| D | | 165 | 700′(569′)-2 |

AMEND 1
TERPS

*CHANGES:* Procedure.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

BRIEFING STRIP™

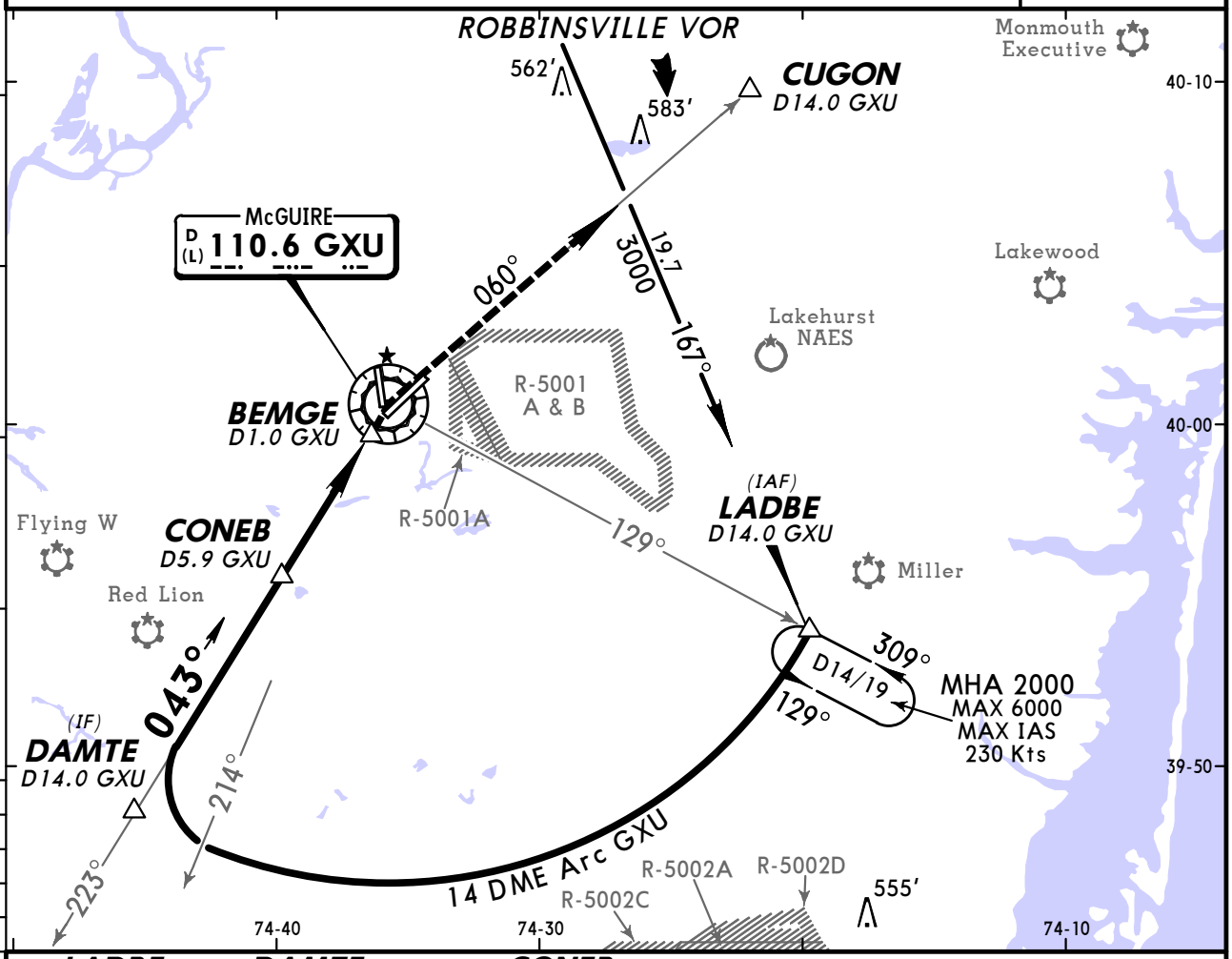
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 131′ |
|---|---|---|---|---|
| GXU 110.6 | 043° | CONEB 2000′ (1869′) | 620′ (489′) | THR 131′ |

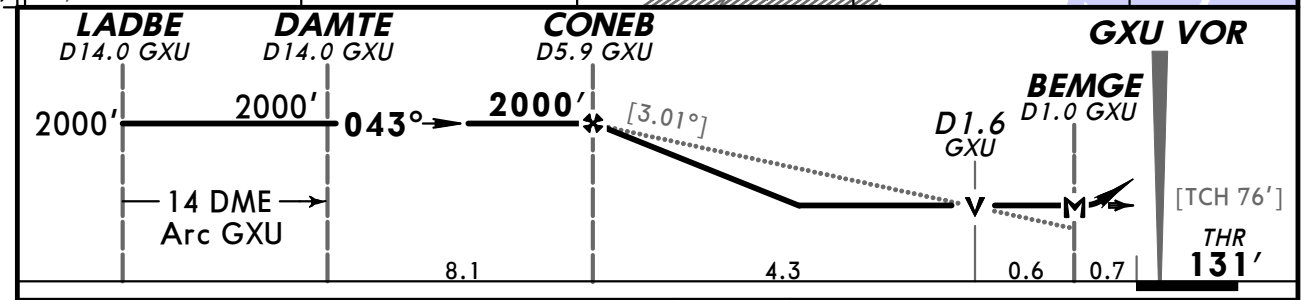
**MISSED APCH:** Climb to 2000′ via GXU VOR R-060 to CUGON/D14.0. Expect further clearance from ATC.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. RADAR required when R-5001 and/or R-5002 is active.**
2. EMERG SAFE ALT 100 NM 5100′. 3. When RADAR inoperative, expect 15 minute delay for deactivation of R-5001 and/or R-5002.

2200′
MSA GXU VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.01°] | 373 | 479 | 532 | 639 | 745 | 852 |
| MAP at BEMGE | | | | | | |

ALSF-II
PAPI

2000′ GXU via 110.6 R-060 CUGON

| STRAIGHT-IN LANDING RWY 6 MDA(H) 620′ (489′) | | | CIRCLE-TO-LAND Not Authorized East of Field | |
|---|---|---|---|---|
| | | ALS out | Max Kts | MDA(H) |
| A | RVR 40 or ¾ | RVR 55 or 1 | 90 | 660′ (529′) - 1 |
| B | | | 120 | |
| C | RVR 50 or 1 | 1⅜ | 140 | 680′ (549′) - 1½ |
| D | | | 165 | 700′ (569′) - 2 |

AMEND 1 TERPS

CHANGES: None.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP TM

| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

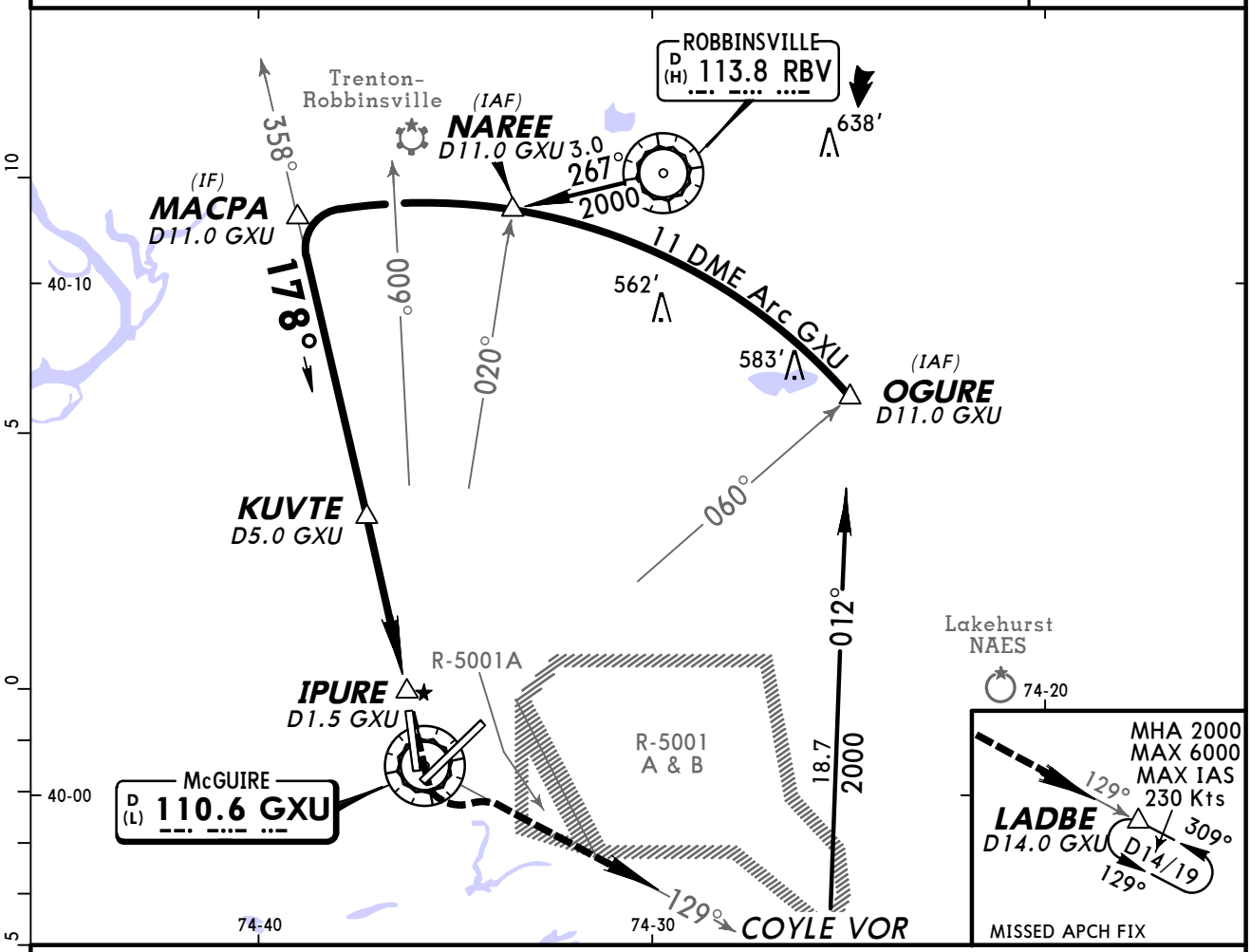
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 131′ |
|---|---|---|---|---|
| GXU 110.6 | 178° | KUVTE 1500′ (1378′) | 640′ (518′) | THR 122′ |

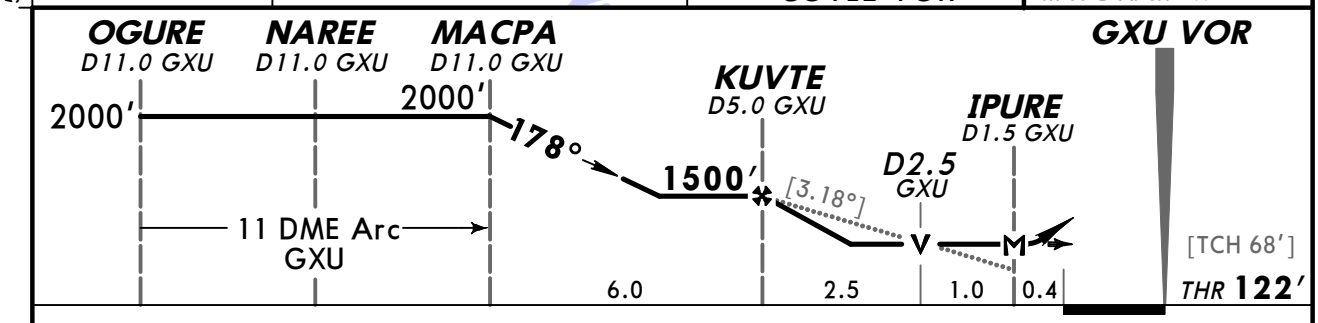
**MISSED APCH:** Climb to 2000′ via GXU VOR R-129 to LADBE/D14.0 GXU and hold. Do not turn prior to GXU VOR.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. RADAR required when R-5001 and/or R-5002 is active.**
2. EMERG SAFE ALT 100 NM 5100′. 3. When RADAR inoperative, expect 15 minute delay for deactivation of R-5001 and/or R-5002.

2200′
MSA GXU VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [3.18°] | 394 | 506 | 563 | 675 | 788 | 900 |
| MAP at IPURE | | | | | | |

REIL
PAPI-L

2000′ ↑ via GXU 110.6 R-129 LADBE

| STRAIGHT-IN LANDING RWY 18 | | CIRCLE-TO-LAND Not Authorized East of Field | |
|---|---|---|---|
| MDA(H) 640′ (518′) | | Max Kts | MDA(H) |
| A | 1 | 90 | 660′ (529′)-1 |
| B | | 120 | |
| C | 1⅜ | 140 | 680′ (549′)-1½ |
| D | | 165 | 700′ (569′)-2 |

AMEND 1 TERPS

CHANGES: Chart reindexed.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP™

| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

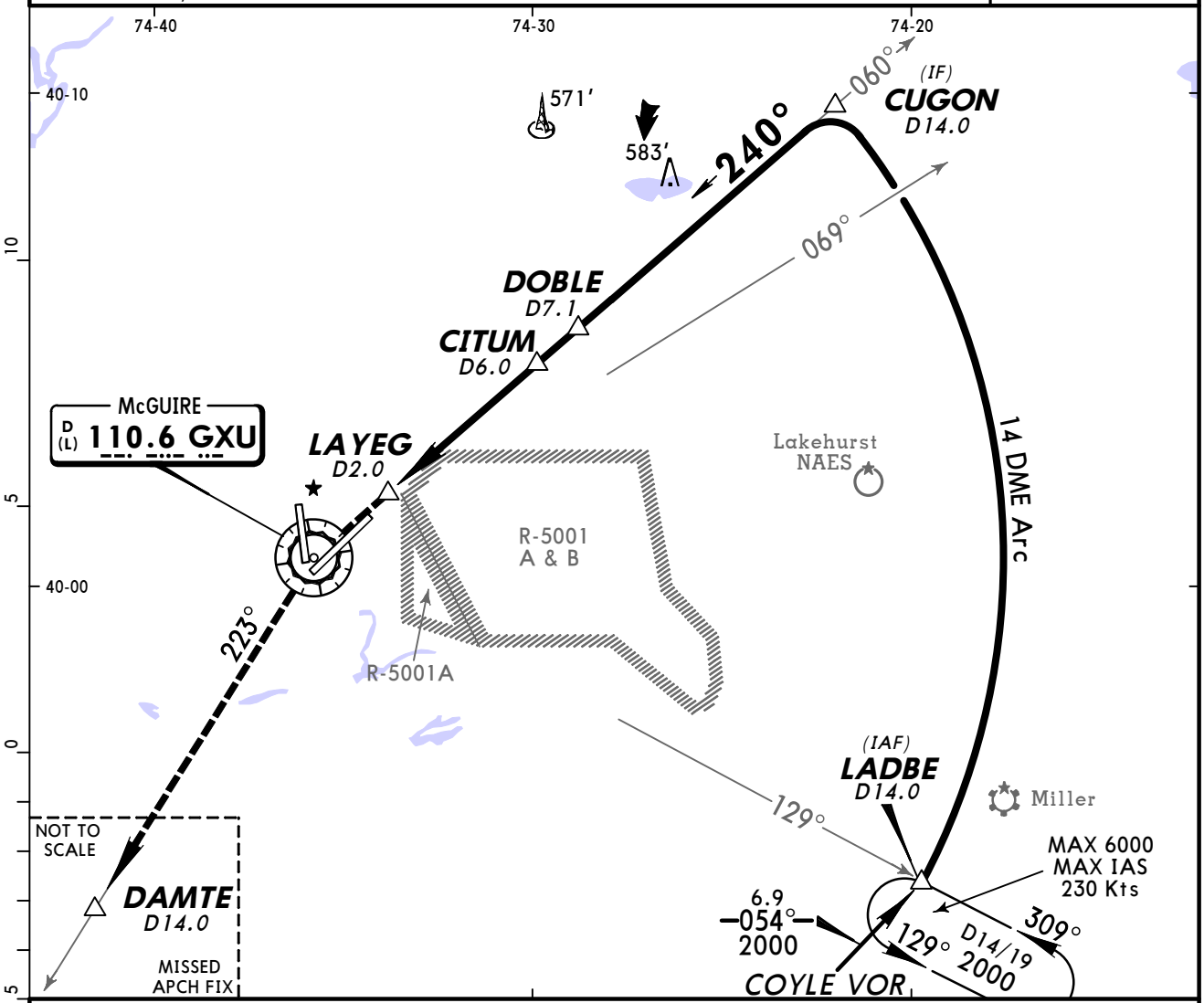
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 131′ |
|---|---|---|---|---|
| GXU 110.6 | 240° | DOBLE 2000′ (1897′) | 580′ (477′) | THR 103′ |

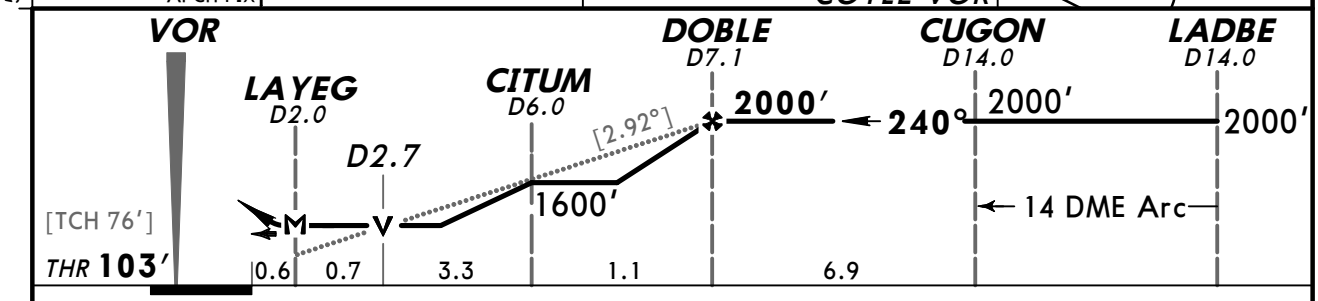
**MISSED APCH:** Climb to 2000′ via GXU R-223 to DAMTE/D14.0. Expect further clearance from ATC.

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

**1. RADAR required when R-5001 and/or R-5002 is active.** 2. EMERG SAFE ALT 100 NM 5100′. 3. If RADAR inoperative, expect 15 minute delay for deactivation of R-5001 and/or R-5002.

2200′
MSA GXU VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [2.92°] | 362 | 465 | 517 | 620 | 723 | 826 |
| MAP at LAYEG | | | | | | |

ALSF-I
REIL
PAPI

2000′ ↑ via GXU 110.6 R-223 DAMTE

**Military** STRAIGHT-IN LANDING RWY 24

MDA(H) 580′ (477′)

| AMEND 2 TERPS | | ALS out |
|---|---|---|
| A | RVR 40 or ¾ | RVR 50 or 1 |
| B | | |
| C | RVR 50 or 1 | RVR 60 or 1¼ |
| D | | 1½ |

CIRCLE-TO-LAND
Not Authorized East of Field

| Max Kts | MDA(H) |
|---|---|
| 90 | 660′ (529′) - 1 |
| 120 | |
| 140 | 680′ (549′) - 1½ |
| 165 | 700′ (569′) - 2 |

*CHANGES:* Lighting, minimums.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

# KWRI/WRI
WRIGHTSTOWN, NJ

JEPPESEN

11 NOV 11 (33-4) Eff 17 Nov

# McGUIRE
# VOR DME Rwy 36

| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

BRIEFING STRIP ™

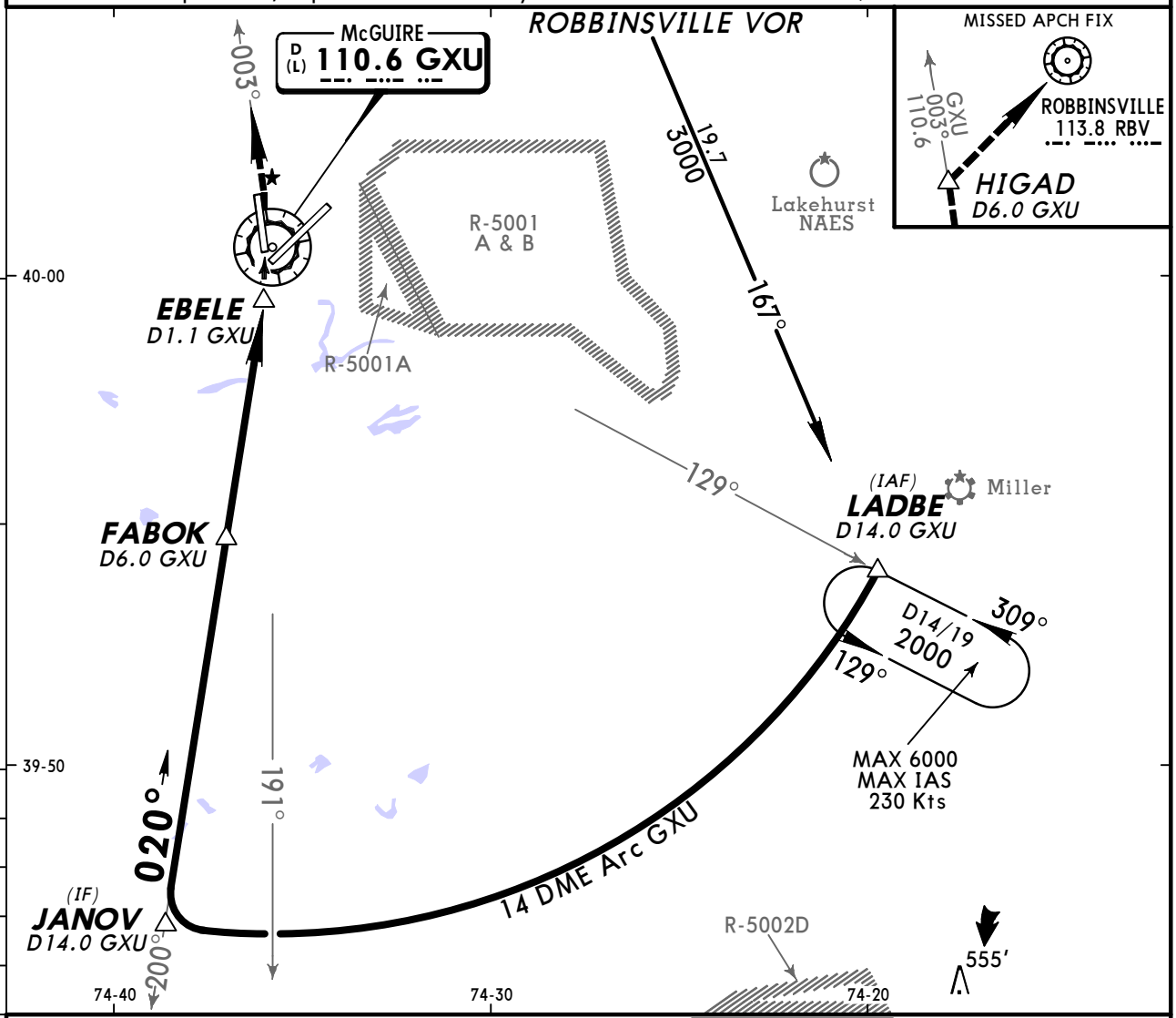
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 131′ |
|---|---|---|---|---|
| GXU 110.6 | 020° | FABOK 2000′ (1871′) | 560′ (431′) | THR 129′ |

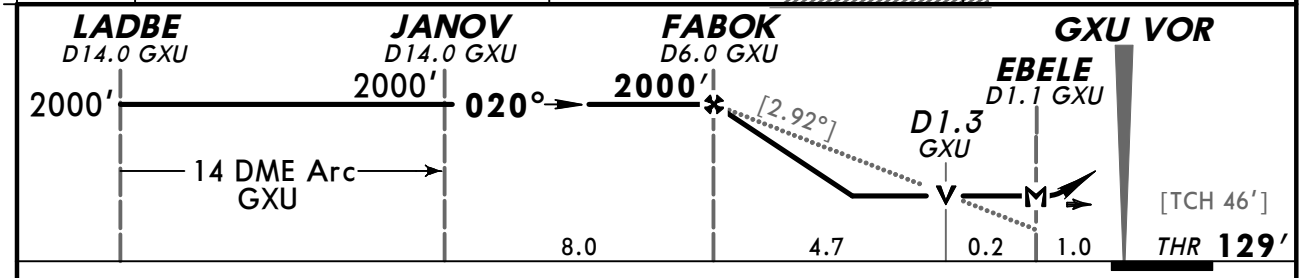
**MISSED APCH:** Climb to 2000′ via GXU R-003 to HIGAD/D6.0 then turn RIGHT direct RBV VOR. Expect further clearance from ATC.
Missed apch requires use of RNAV or ATC RADAR monitoring.

2200′ MSA GXU VOR

Alt Set: INCHES  Trans level: FL 180  Trans alt: 18000′

1. **RADAR required when R-5001 and/or R-5002 is active.** 2. EMERG SAFE ALT 100 NM 5100′.
3. If RADAR inoperative, expect 15 minute delay for deactivation of R-5001 and/or R-5002.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle [2.92°] | 362 | 465 | 517 | 620 | 723 | 826 |
| MAP at EBELE | | | | | | |

REIL
PAPI-L

2000′ ↑ GXU via 110.6 R-003 HIGAD

**Military** STRAIGHT-IN LANDING RWY **36**

MDA(H) **560′** (431′)

| AMEND | | |
|---|---|---|
| A | 1¼ | |
| B | | |
| C | | |
| D | | |

TERPS

CIRCLE-TO-LAND

Not Authorized East of Field

| Max Kts | MDA(H) |
|---|---|
| 90 | 660′ (529′) - 1¼ |
| 120 | |
| 140 | 680′ (549′) - 1½ |
| 165 | 700′ (569′) - 2 |

*CHANGES:* Missed approach note.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP TM

| ATIS | McGUIRE Approach (R) | McGUIRE Tower | Ground |
|---|---|---|---|
| 110.6 | 124.15 | 118.65 | 121.8 |

| RADAR | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 131' |
|---|---|---|---|---|
| | By ATC | No FAF | Refer to Minimums | THR -See below |

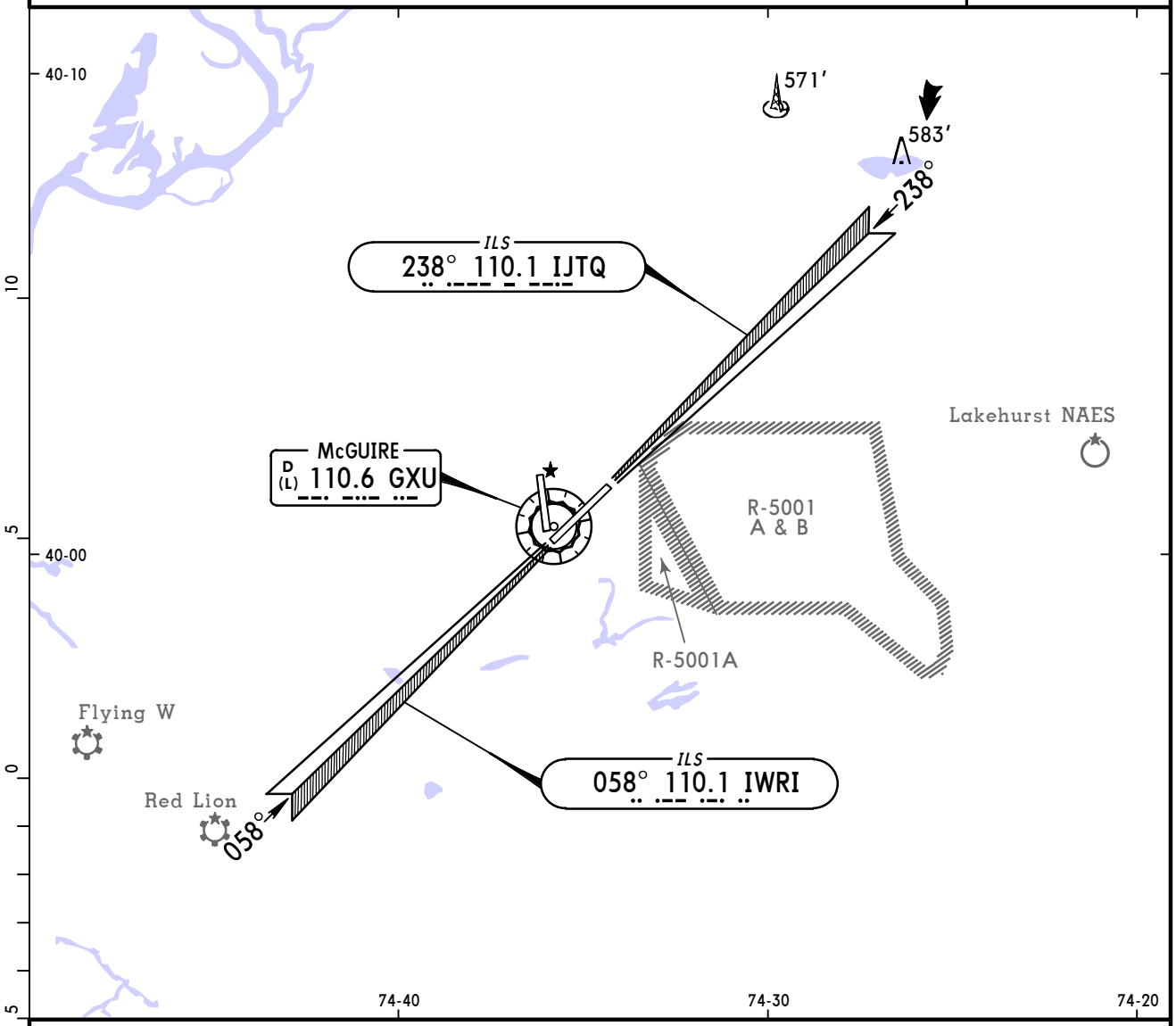
**MISSED APCH:** Climb to 2000', fly runway heading expect radar vectors, contact arrival on 120.25.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. CAUTION: Rwy 18 VGSI and PAR glidepath not coincident. 2. EMERG SAFE ALT 100 NM 5100'.

2200'

MSA GXU VOR




| RWY 18 | RWY 36 |
|---|---|
| PAR TCH 51' | PAR TCH 46' |
| THR 122' | THR 128' |

| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Rwy 18, 36 PAR GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

Lighting - Refer to Airport Chart

**Military**

STRAIGHT-IN LANDING

| | PAR 18 | PAR 36 |
|---|---|---|
| | DA(H) 322' (200') | DA(H) 328' (200') |
| A | | |
| B | | |
| C | 3/4 | 3/4 |
| D | | |

AMEND 1 TERPS

CHANGES: MSA, missed approach, notes, minimums.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

# Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**ATLANTIC CITY, NJ (ATLANTIC CITY INTL - KACY)**

**BELMAR-FARMINGDALE, NJ (MONMOUTH EXECUTIVE - KBLM)**

**NEWARK, NJ (NEWARK LIBERTY INTL - KEWR)**

**TETERBORO, NJ (TETERBORO - KTEB)**

**WRIGHTSTOWN, NJ (JOINT BASE MC GUIRE DIX LAKEHU - KWRI)**

| | | | | |
|---|---|---|---|---|
| REV | AIRPORT, AIRPORT INFO | 30-9 | 17 Feb 2012 | |
| REV | AIRPORT INFO, TAKE-OFF MN... | 30-9A | 17 Feb 2012 | |

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


# TERMINAL CHART CHANGE NOTICES

## Chart Change Notices for Airport KACY

**Type:** Terminal
**Effectivity:** Permanent
**Begin Date:** 20080731
**End Date:** No end date

(10-3) Atlantic City 1 Dep computer code (ACY1.ACY) added.

## No Chart Change Notices for Airport KBLM

## Chart Change Notices for Airport KEWR

**Type:** Terminal
**Effectivity:** Permanent
**Begin Date:** Immediately
**End Date:** No end date

(12-40) GLS Rwy 4L Amend 0A chgd to 0B, Reference date 9 FEB 2012. (12-41) GLS Rwy 4R Amend 0A chgd to 0B, Reference date 9 FEB 2012. (12-44) GLS Rwy 22R Amend 0A chgd to 0B, Reference date 9 FEB 2012.

**Type:** Terminal
**Effectivity:** Permanent
**Begin Date:** Immediately
**End Date:** No end date

Twr freq 127.85 charted as heli/seaplane, now VFR only.

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

(11-2) ILS or LOC Rwy 4R, (11-2A) ILS Rwy 4R CAT II & III MM decmsnd.

## Chart Change Notices for Airport KTEB

**Type:** Terminal
**Effectivity:** Permanent
**Begin Date:** 20100826
**End Date:** No end date

(11-1) ILS or LOC Rwy 6 Amendment 29D changed to Amendment 29E. Amendment Reference Date 26 Aug 2010.

## Chart Change Notices for Airport KWRI

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20111117
**End Date:** Until Further Notice

(32-3) RNAV (GPS) RWY 24 Amdt changed to Amend 2

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20111117

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED


**End Date:** Until Further Notice

(31-1) ILS or LOC Rwy 6 Amdt changed to Amend 1

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20111117
**End Date:** Until Further Notice

(31-1A) ILS Rwy 6 CAT II Amdt changed to Amend 1

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20111117
**End Date:** Until Further Notice

(33-1) VOR DME Rwy 6 Amdt changed to Amend 2

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20111117
**End Date:** Until Further Notice

(32-4) RNAV (GPS) RWY 36 Amdt changed to Amend 2

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20111117
**End Date:** Until Further Notice

(33-2) VOR DME Rwy 18 Amdt changed to Amend 2