

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KEWR

Terminal Charts For KEWR

Revision Letter For Cycle 01-2015

Change Notices

Notebook

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: 12.9°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: 1221 Z
Sunset: 2144 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: 6726 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
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: 6726 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 224 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 127.25
Newark Clearance Delivery 118.85
Newark Pre-Taxi Clearance 118.85 Pre-Departure Clearance
New York Approach Approach Control 132.8 (241°-269°)
New York Approach Approach Control 132.7 (331°-89°)
New York Approach Approach Control 128.55 (90°-240°) Initial Contact
New York Approach Approach Control 127.6 (270°-330°)
New York Approach Approach Control 125.85
LA Guardia Approach Control 127.85 Arrival Service
Newark TCA 127.85
New York App TCA 128.55 (231°-270°)
New York App TCA 127.6 (270°-330°)
New York App TCA 126.4 (329°-71°)
New York App TCA 125.7 (71°-142°)
New York App TCA 120.55 (329°-71°)
New York Departure Departure Control 119.2
LA Guardia Departure Control 127.85 Departure Service
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 128.12

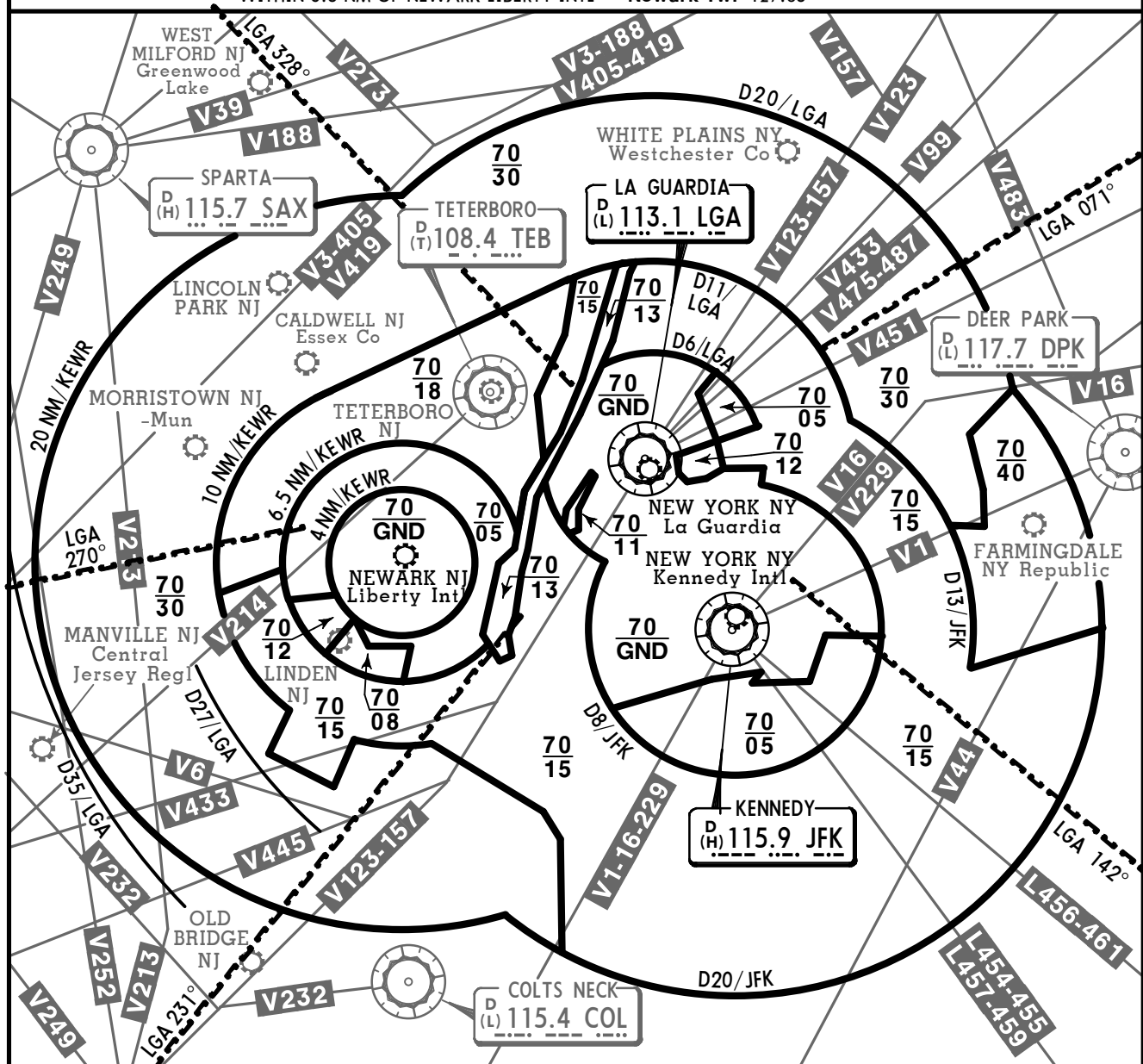
LGA 231°-270° New York App 128.55

LGA 270°-328° New York App 127.6

2000' AND BELOW WITHIN 8 NM OF KENNEDY INTL Kennedy Twr 125.25

WITHIN 6 NM OF LA GUARDIA APT La Guardia Twr 126.05

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.

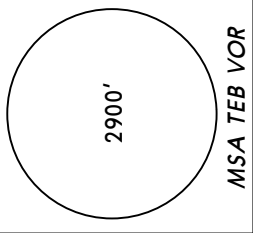
VFR FLIGHTS-

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.

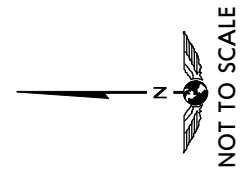
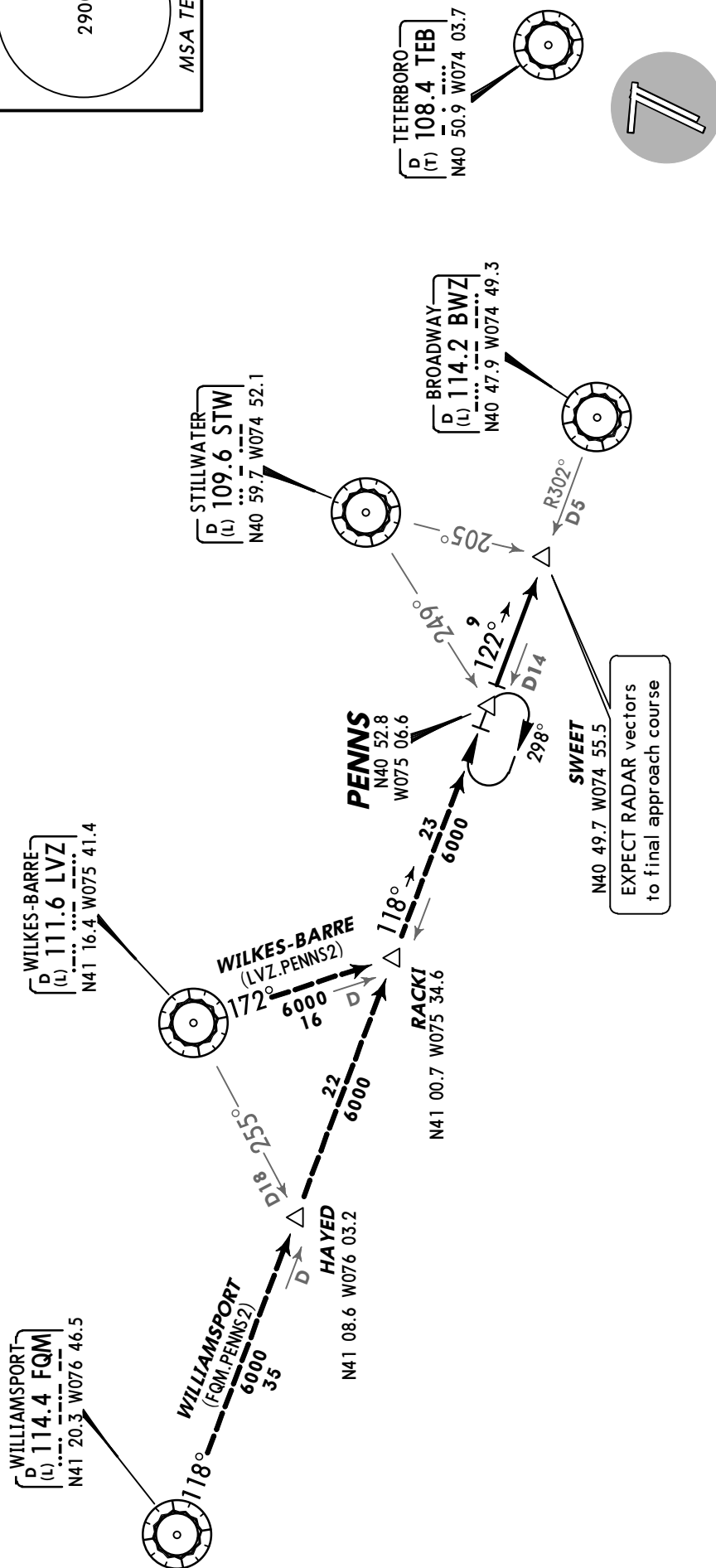
D-ATIS
115.7
134.82

Apt Elev
18'

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
Applicable to non-jet aircraft filed less than 250 KT landing Newark
Liberty Intl.



PENNS TWO ARRIVAL (PENNS.PENNS2)



ROUTING

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

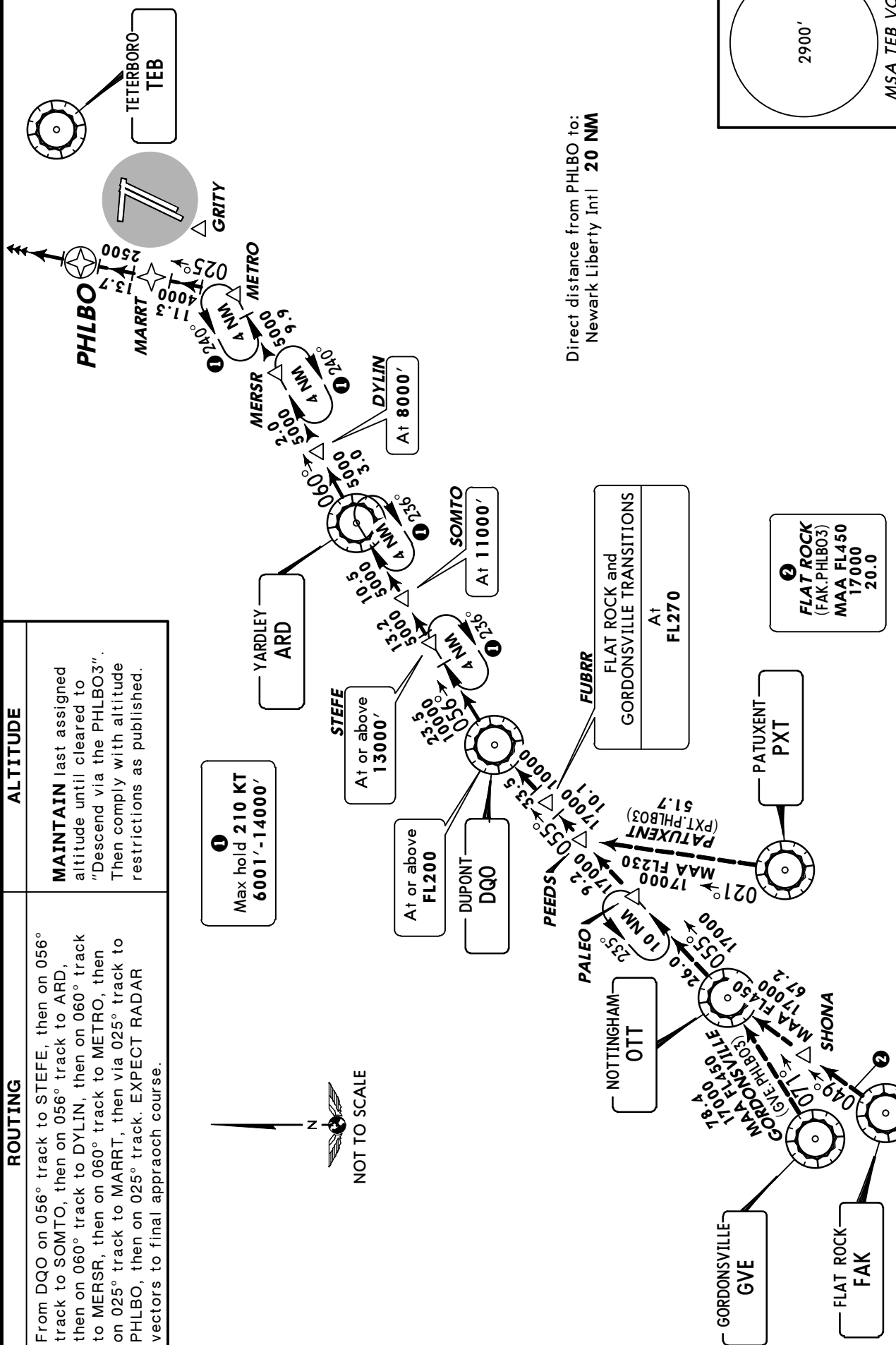
Apt Elev
18'

1. **RADAR required.**
2. **DME/DME/IRU or GPS required.**
3. **RNAV 1.**
4. **Turbojet aircraft only.**

2900'

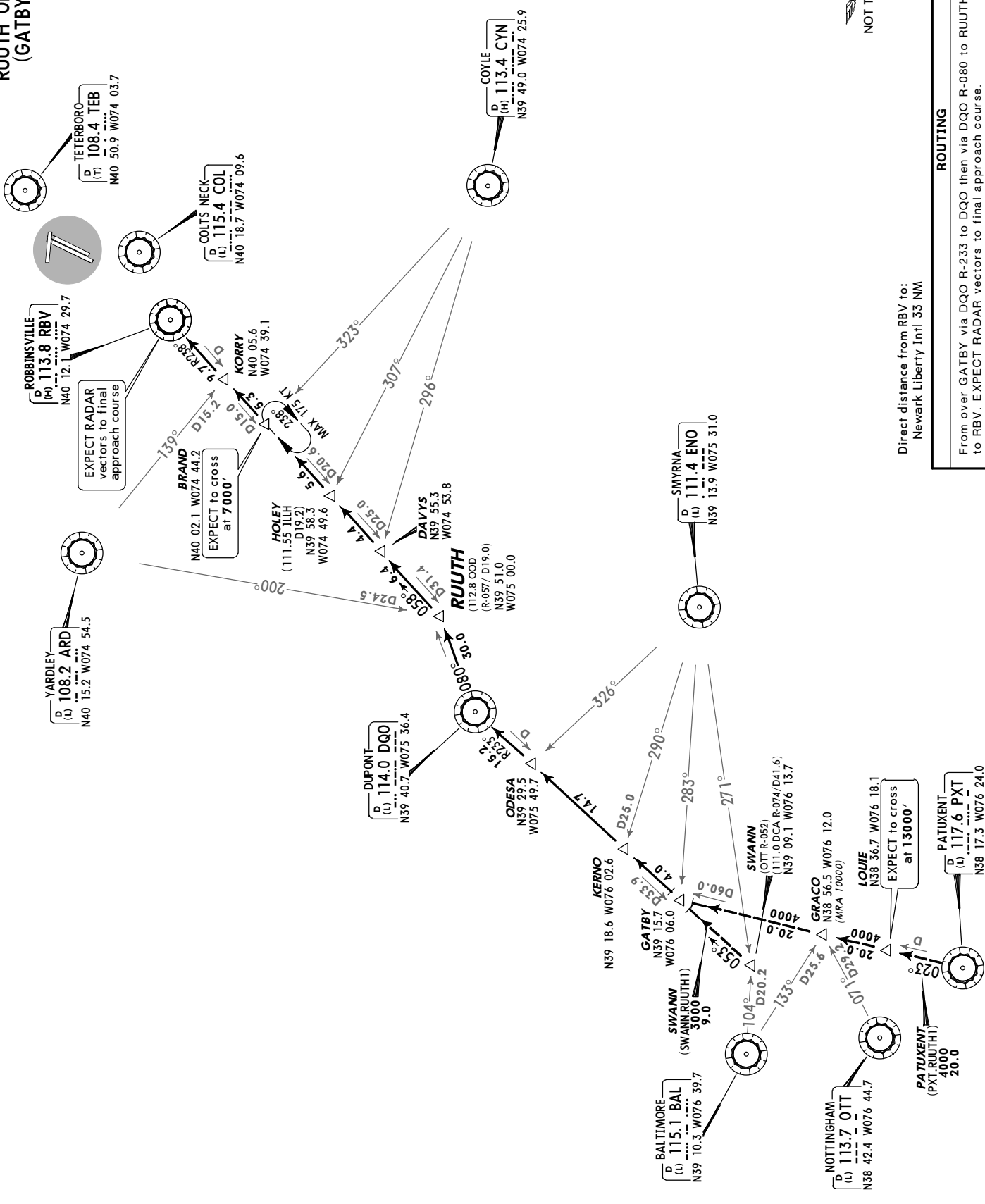
MSA TEB VOR

Direct distance from PHLBO to:
Newark Liberty Intl **20 NM**



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RUUUTH ONE ARRIVAL
(GATBY.RUUTH1)

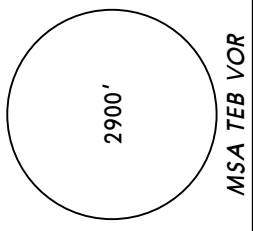
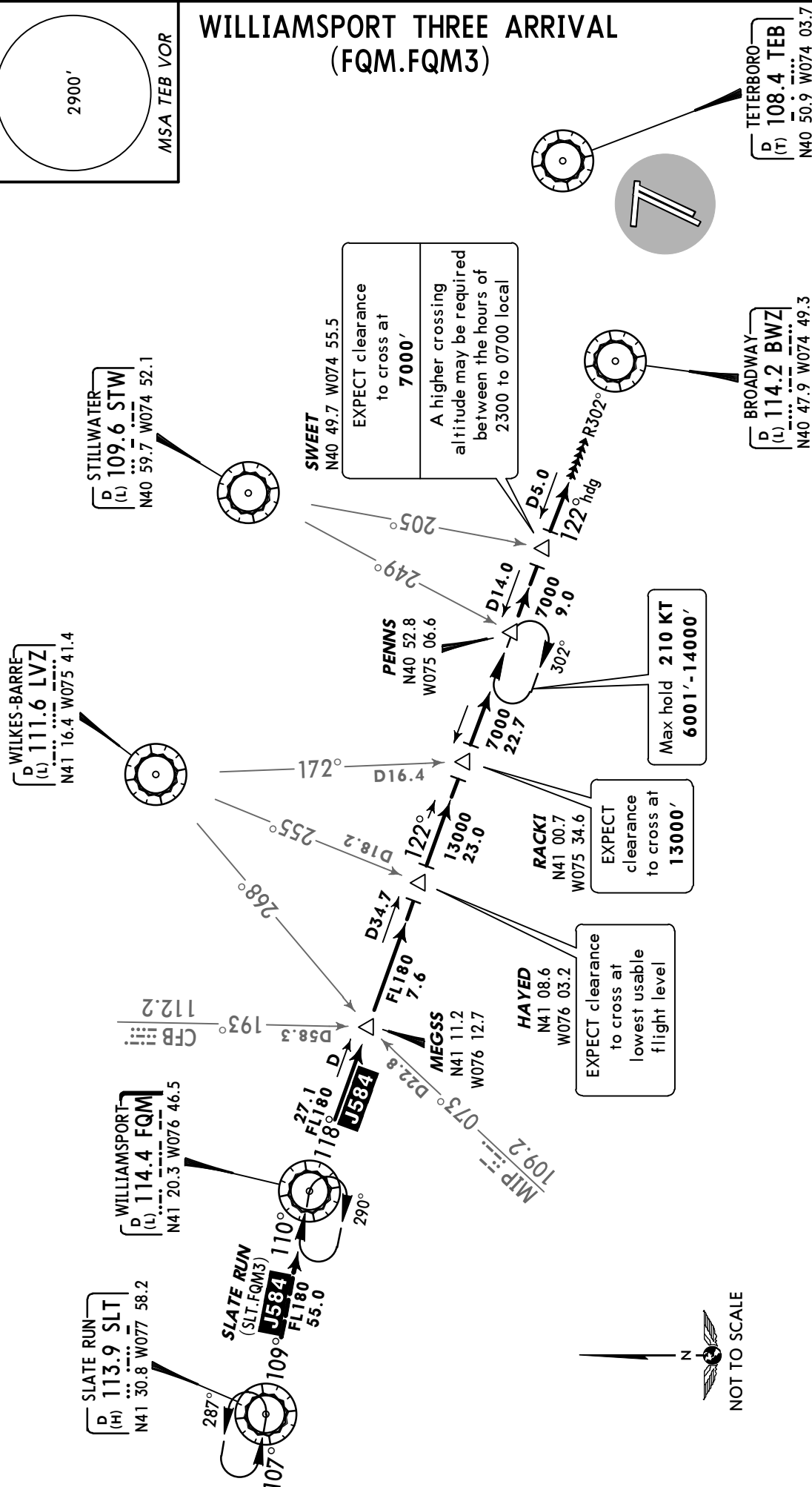


Direct distance from RBV to:
Newark Liberty Intl 33 NM

ROUTING

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

[illegible]

D-ATIS
115.7
134.82Apt Elev
18'Alt set: INCHES
Trans level: FL180 Trans alt: 18000'
This STAR is for aircraft capable of 250 KT or greater.WILLIAMSPORT THREE ARRIVAL
(FQM.FQM3)

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.



NEW YORK Departure (R)

119.2

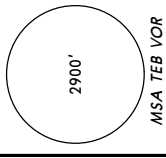
Apt Elev

18'

Trans level: FL180

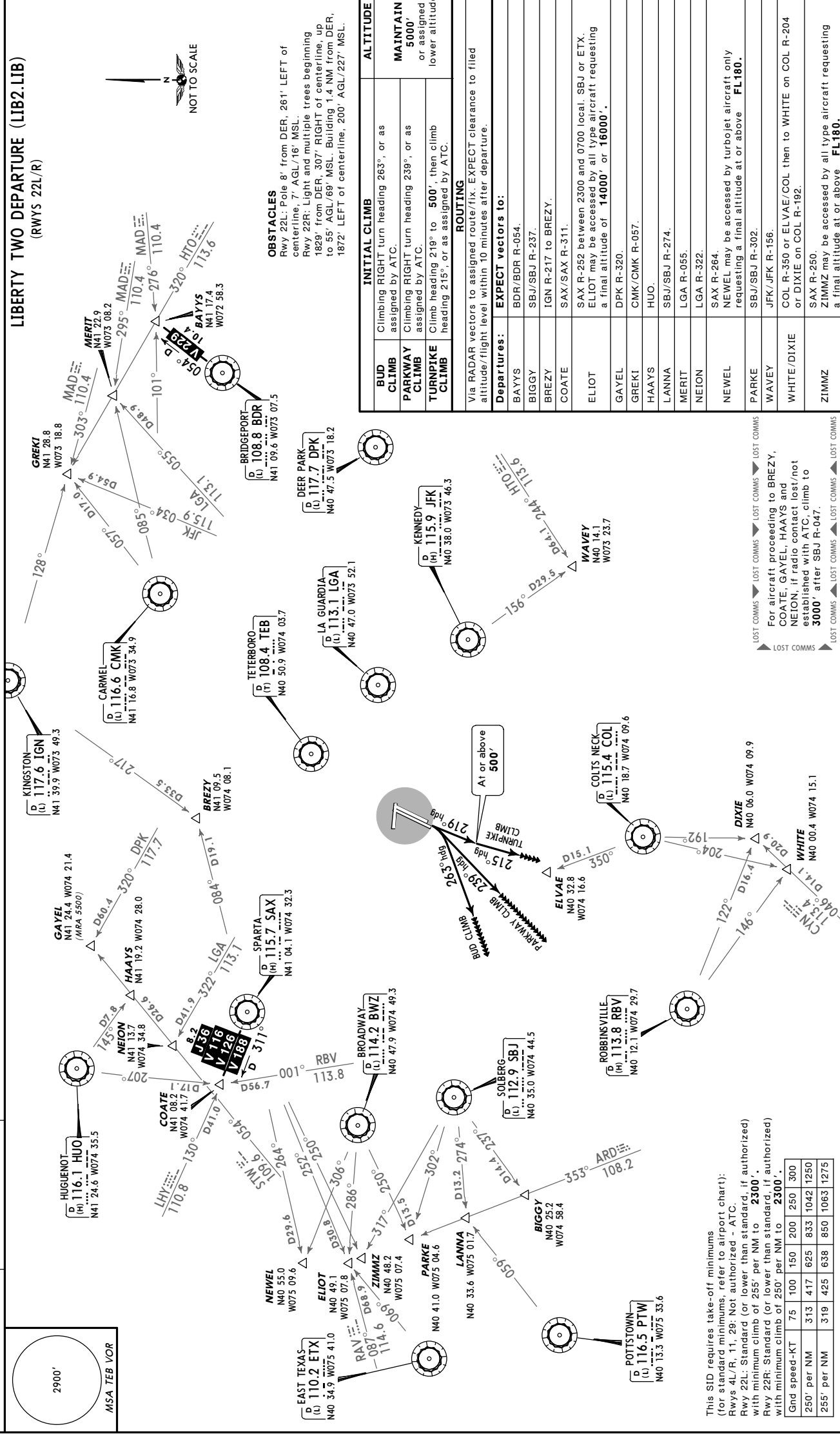
Trans alt: 18000'

RADAR required.



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.

BUD CLIMB	INITIAL CLIMB	ALTITUDE
CLIMBING RIGHT turn heading 263°, or as assigned by ATC.	CLIMBING RIGHT turn heading 239°, or as assigned by ATC.	MAINTAIN 5000' or assigned lower altitude
PARKWAY CLIMB	CLIMB heading 219° to 500', then climb heading 215°, or as assigned by ATC.	
TURNPIKE CLIMB		

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/BJ 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/BJ R-274.
MERIT	LGA R-055.
NEON	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/BJ 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

NEW YORK Departure (R)

119.2

Apt Elev

18'

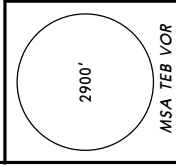
Trans level: FL180

Trans alt: 18000'

1. RADAR and DME required.

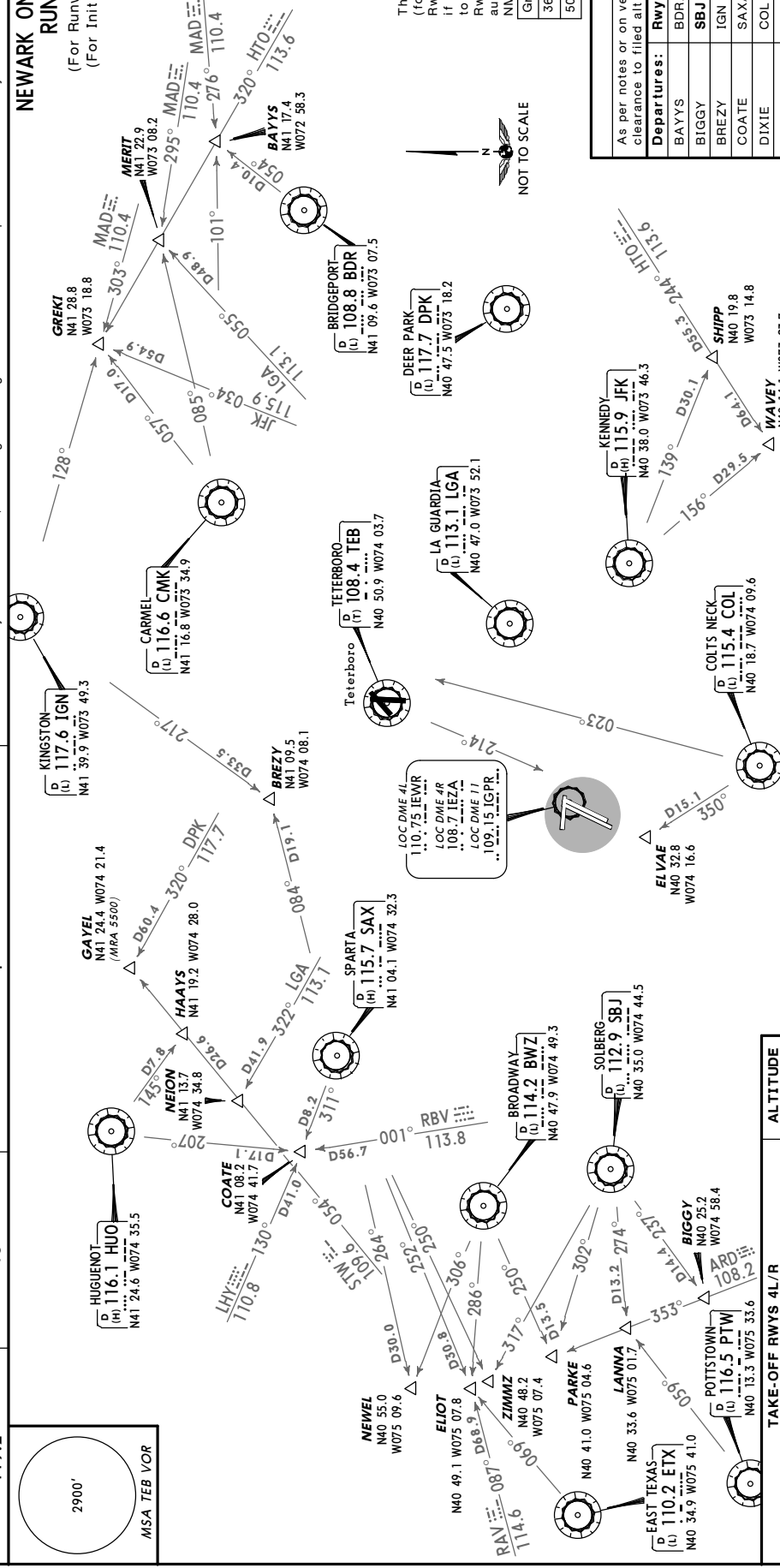
2. Rwy 4L/R, 11: Simultaneous reception of ILS/DME and TEB VOR/DME required.

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

ROUTING

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

Departures: Rwy 4L/R EXPECT vectors to:

BAYAYS	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.
GAYEL	ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000' or 16000'.
HAAYS	DPK R-320.
LANNA	HUO.
MERIT	PTW R-059.
NEON	LGA R-322.
NEWEL	SAX/SAX R-264.
PARKE	NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.
SHIPP	BWZ R-250.
WAVEY	JFK/JFK R-139.
WHITE	JFK/JFK R-156.
ZIMMZ	COL R-350/COL/COL R-204 or ELVAE/COL.
	SAX R-250.
	ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above FL180.

1. RADAR and DME required.

2. Rwy 22L/R: WEST bound departures EXPECT vectors between 5 NM and 8 NM.

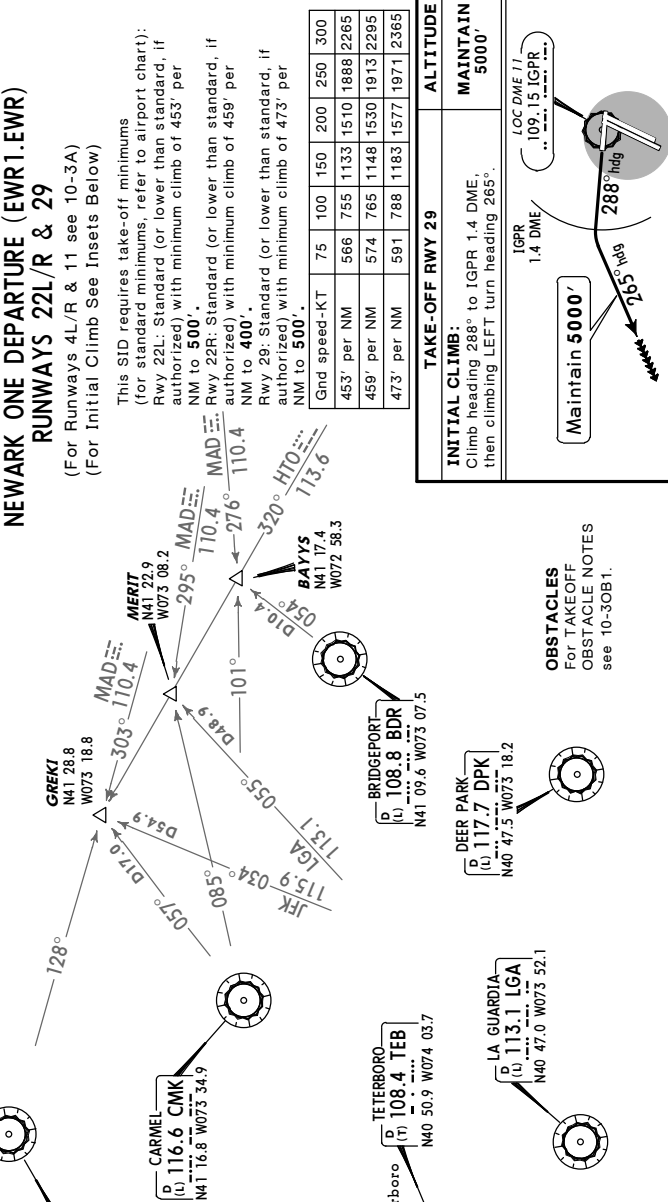
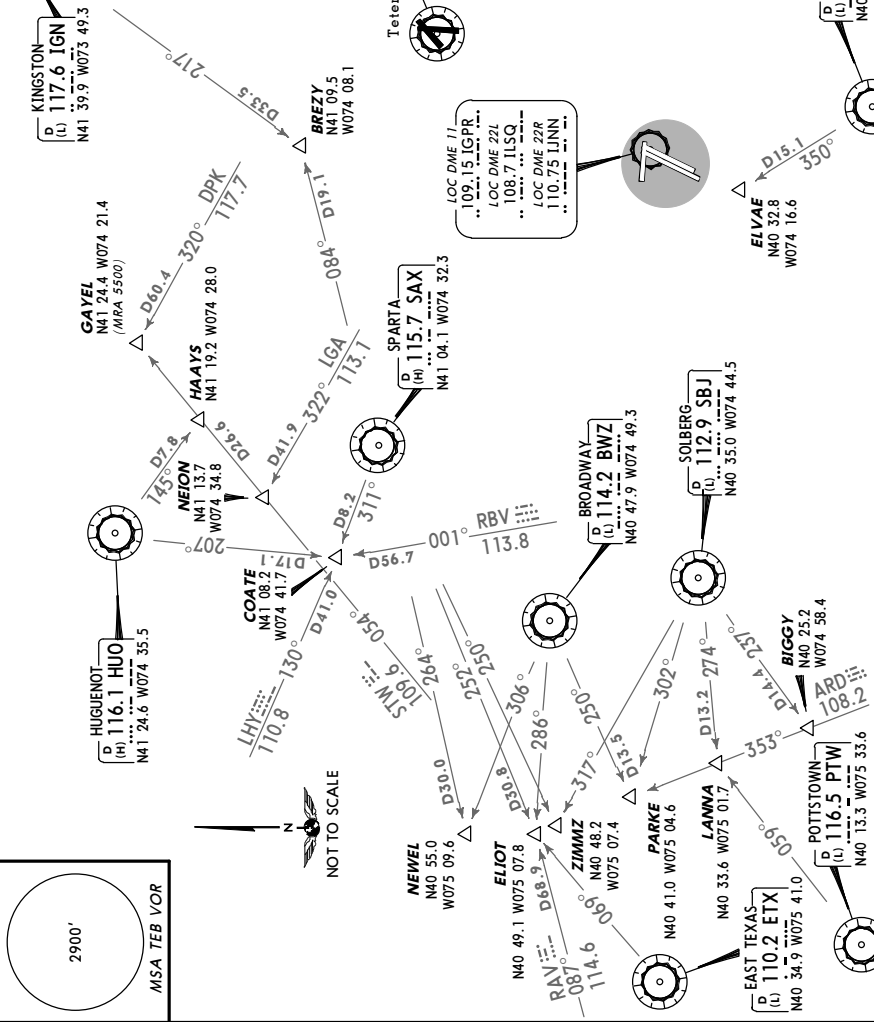
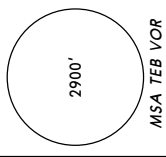
Trans level: FL180 Trans alt: 18000'

NEW YORK Departure (R)

119.2

Apt Elev

18'

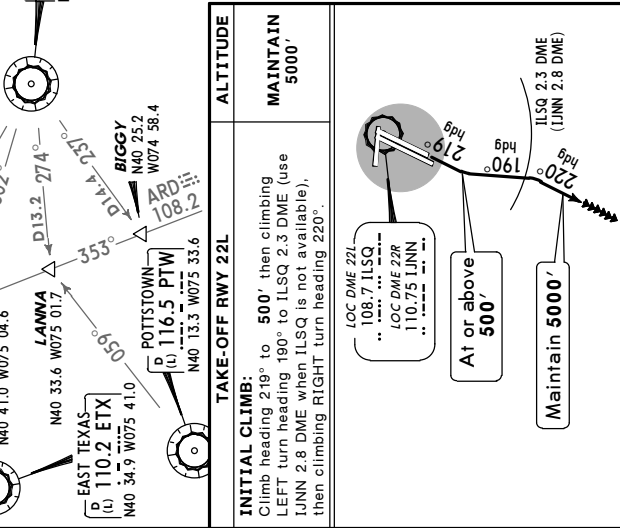
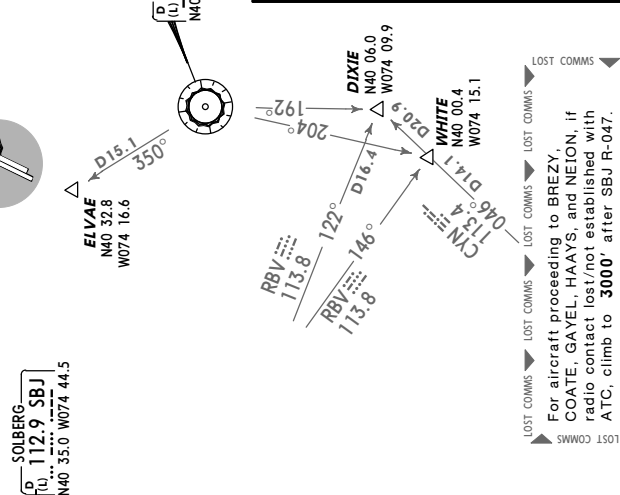


TAKE-OFF RWY 29		ALTITUDE
INITIAL CLIMB: Climb heading 288° to IGPR 1.4 DME, then climbing LEFT turn heading 265°.		MAINTAIN 5000'
IGPR 1.4 DME/ LOC DME 11 .. 109° 15' IGPR .. 109° 15' IGPR		
Maintain 5000'		

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

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 R-192 or ELVAE/COL.
ELIOT	ETX (2300 - 0700 local SBJ/ETX).
GAYEL	DPK R-320.
HAAYS	HUO.
LANNA	SBJ/SBJ R-274.
MERIT	LGA R-055.
NEION	LGA R-322.
NEWEL	SAX/SAX R-264.
PARKE	SBJ/SBJ R-302.
SHIPP	JFK/JFK R-139.
WAVEY	JFK/JFK R-156.
WHITE	COL R-350/COL R-204 or ELVAE/COL.
ZIMMZ	SBJ/SBJ R-317.

TAKE-OFF RWY 22R		ALTITUDE
INITIAL CLIMB: Climbing LEFT turn heading 190° to ILSQ 2.3 DME (use LUNN 2.8 DME when ILSQ is not available), then climbing RIGHT turn heading 220°.		MAINTAIN 5000'
LOC DME 22L .. 108.7 ILSQ .. 108.7 ILSQ .. 110.75 LUNN .. 110.75 LUNN		
Maintain 5000'		



NEW YORK Departure (R)
119.2

Apt Elev
18'

Trans level: FL180 Trans alt: 18000'

PORTT TWO RNAV DEPARTURE
(PORTT2.PORTT)
(RWYS 22L/R)
SPEED DO NOT EXCEED 220 KT
UNTIL CROSSING BAGGA

2900'

MSA TEB VOR

ELIOT

NEION

COATE

FENLY
EXPECT to cross
at 7000'

ELIOT
(PORTT2.ELIOT)
5000 2600T
26.5

298°

SIRLY

309°

3000 2000T

7.7

PARKE

PARKE
(PORTT2.PARKE)
6000 2300T
16.4

305°

LANNA

LANNA
(PORTT2.LANNA)
6000 2200T
13.2

277°

240°

14.4

6000 2200T

BIGGY

SOLBERG
SBJ

15.2

3000 2000T

RIETA

5.3

3000 1600T

282°

PORTT

315°

6.6

3000 1800T

At or above
518'

219°

BAGGA

Do not exceed
220 KT
until crossing BAGGA

ELVAE

COLTS NECK
COL

WAVEY

DIXIE

WHITE

GAYEL

HAAYS

CARMEL
CMK

BREZY

LA GUARDIA
LGA

KENNEDY
JFK

BRIDGEPORT
BDR

BAYYS

MERIT

GREKI

Direct distance from Newark Liberty Intl to:
BAGGA 4 NM

NOT TO SCALE

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.

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.

Obstacle	Distance (NM)	Height (ft)	Height (ft) MSL
End speed-KT	75	100	250
300' per NM	254	338	508
500' per NM	625	833	1250
1667	2083	2500	

Obstacle	Distance (NM)	Height (ft)	Height (ft) MSL
End speed-KT	75	100	250
300' per NM	254	338	508
500' per NM	625	833	1250
1667	2083	2500	

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300' per NM	254	338	508
500' per NM	625	833	1250
1667	2083	2500	

|--|

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.

GENERAL

Low Level Wind Shear Alert System.

Terminal Doppler Weather Radar.

Birds on and in vicinity of airport.

ASDE-X Surveillance System in use. Operate transponders with Mode-C on all Twys and Rwy.

High volume of low level helicopter traffic arriving and departing Helo Kearny Heliport (65NJ) located 3.5 miles northeast of the airport.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND			WIDTH
				Threshold	Glide Slope	LAHSO Distance	
4L 22R	HIRL CL MALSR TDZ ① PAPI-L	grooved RVR		8460' 2579m	7414' 2260m	11/29 7750' 2362m	150' 46m
	HIRL CL MALSR REIL TDZ ① PAPI-L	grooved RVR		9560' 2914m	8692' 2649m		

① Angle 3.10°

4R 22L	HIRL CL ALSF-II TDZ ② PAPI-L	grooved RVR		8810' 2685m	7750' 2362m	11/29 8100' 2469m	150' 46m
				8207' 2501m	7395' 2254m		

② Angle 3.0°

11 29	HIRL CL REIL TDZ ③ VASI-L	grooved RVR			5616' 1712m	4R/22L 5700' 1737m	150' 46m
	HIRL CL REIL TDZ PAPI-R (angle 3.0°)	grooved		6502' 1982m			

③ Angle 3.08°

RUNWAY INCURSION HOT SPOTS



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

HS1 Eastbound traffic on Twy Z approaching Rwy 4R/22L should be aware of close proximity to the approach end of Rwy 4R/22L.**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 Z3 & Z4 should not confuse 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 All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

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			Other
With Mim climb of 361'/NM to 2500'			With Mim climb of 444'/NM to 500'			
Adequate Vis Ref	STD		Adequate Vis Ref	STD		
	3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	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

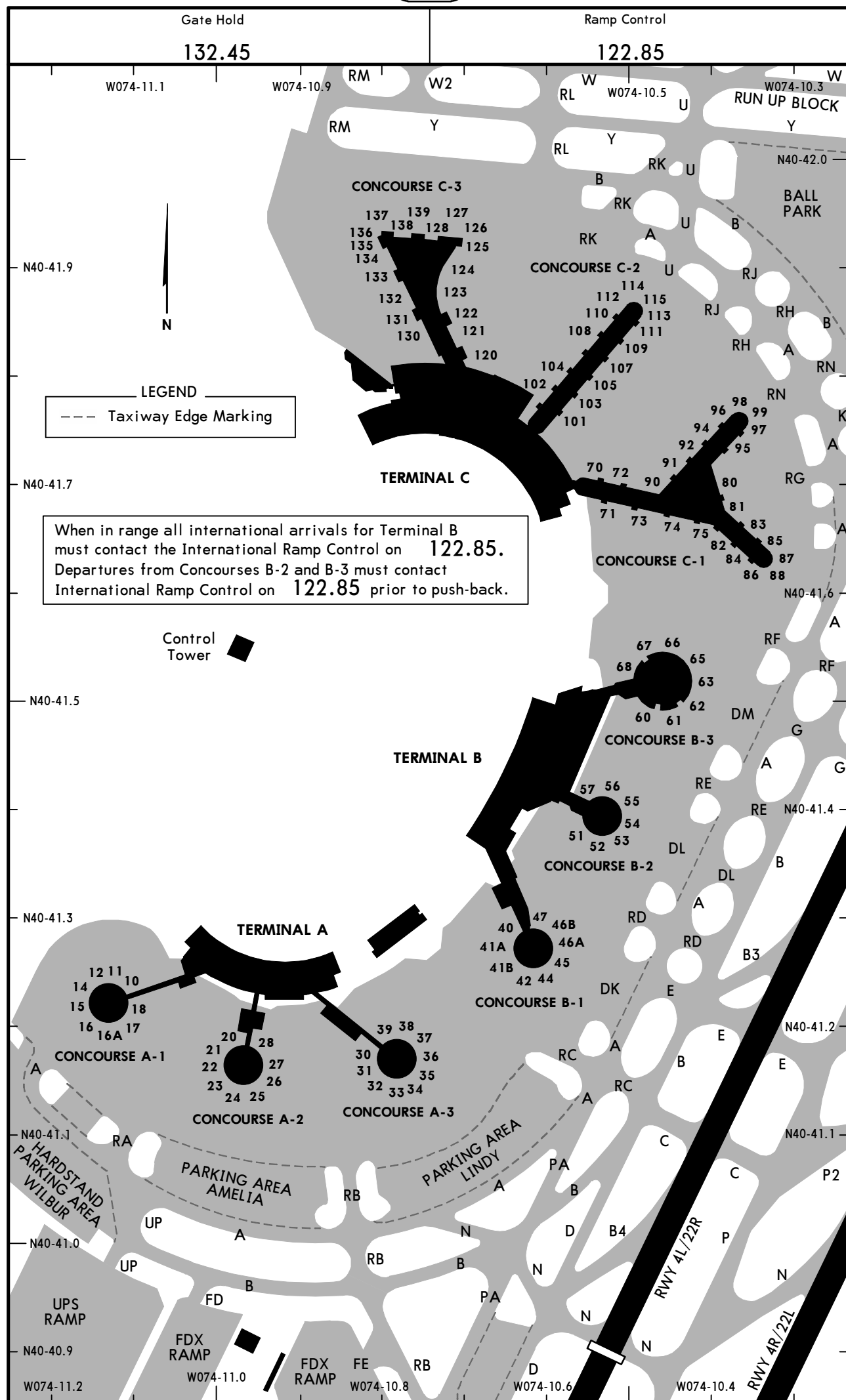
Rwy 4R: Climb heading 039° to 500' before turning right.

Rwy 22L: Climb heading 219° to 500' before turning left.

Rwy 29: Climb heading 288° to 800' before turning eastbound.

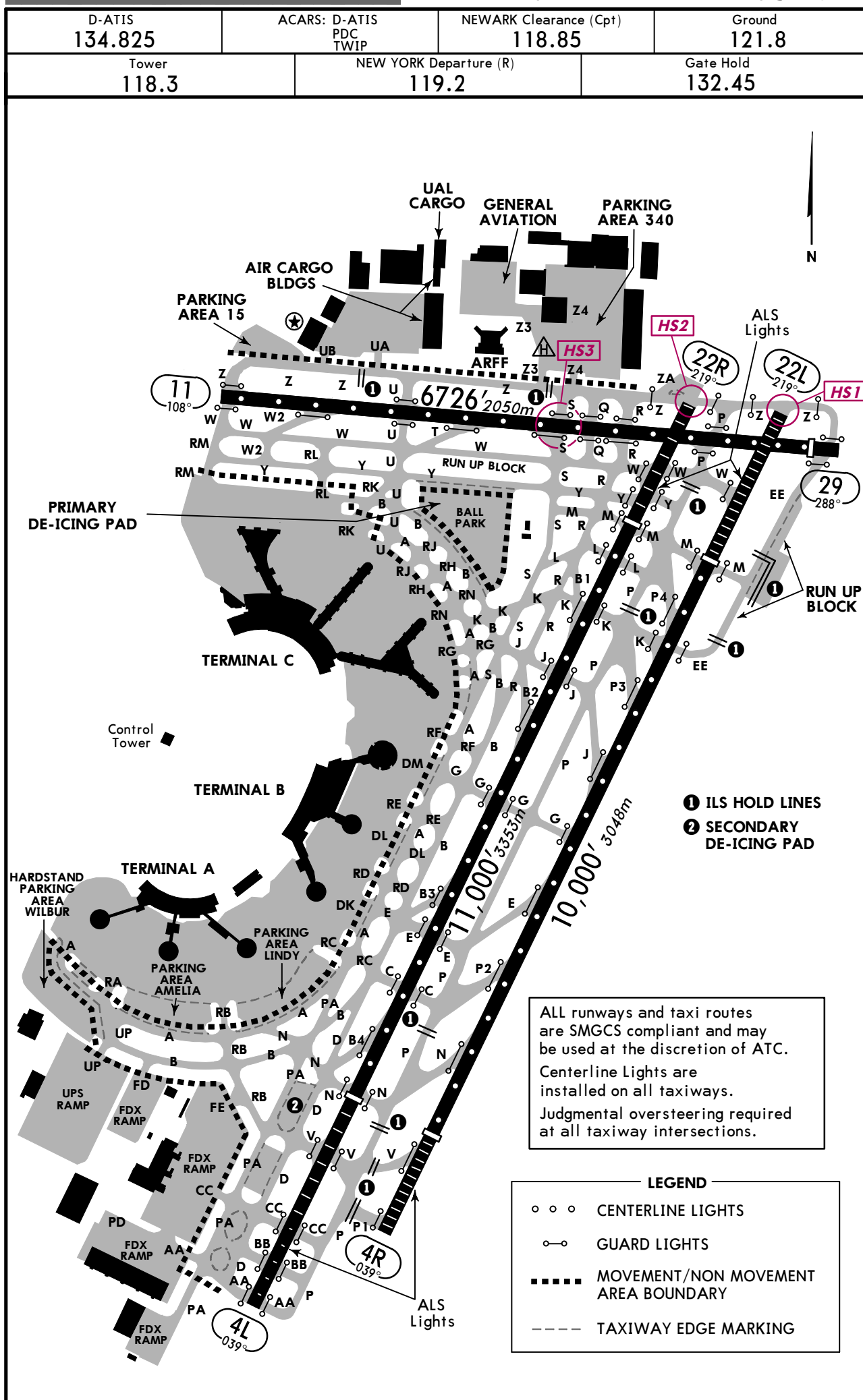
FOR FILING AS ALTERNATE

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

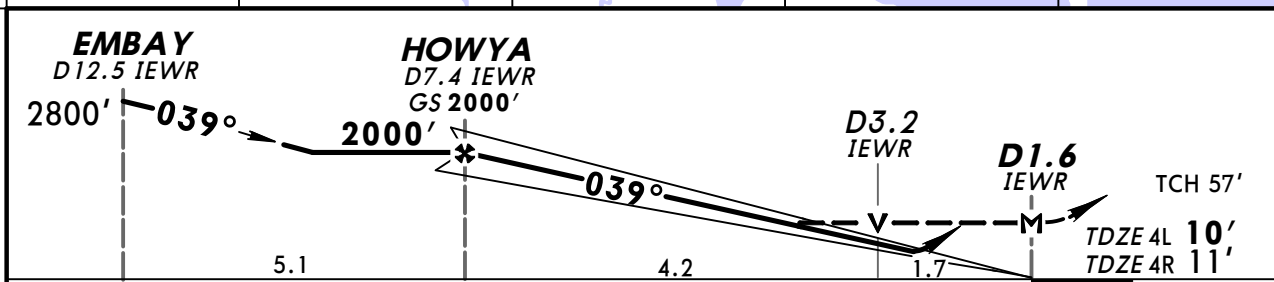
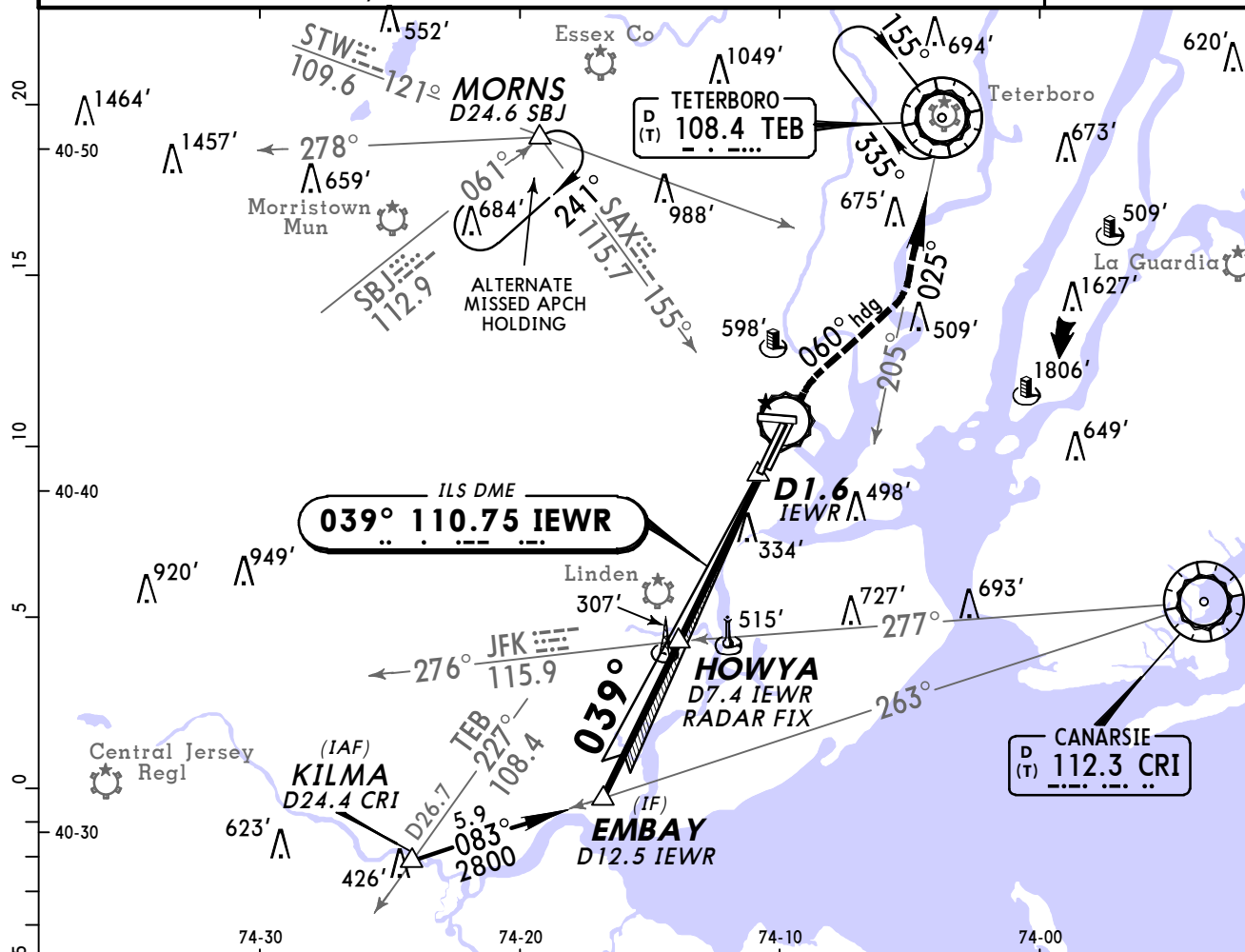


PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Concourse A-1		Concourse C-1	
10 thru 12	N40 41.2 W074 11.1	70 thru 74	N40 41.7 W074 10.5
14 thru 18	N40 41.2 W074 11.1	75, 80, 81, 82	N40 41.7 W074 10.4
Concourse A-2		83	N40 41.7 W074 10.3
20 thru 23	N40 41.2 W074 11.0	84	N40 41.6 W074 10.3
24	N40 41.1 W074 11.0	85	N40 41.7 W074 10.3
25	N40 41.1 W074 10.9	86 thru 88	N40 41.6 W074 10.3
26 thru 28	N40 41.2 W074 10.9	90 thru 92	N40 41.7 W074 10.4
Concourse A-3		94 thru 99	N40 41.8 W074 10.4
30 thru 34	N40 41.2 W074 10.8	Concourse C-2	
35, 36	N40 41.2 W074 10.7	101 thru 104	N40 41.8 W074 10.6
37 thru 39	N40 41.2 W074 10.8	105	N40 41.8 W074 10.5
Concourse B-1		107 thru 109	N40 41.8 W074 10.5
40 thru 42	N40 41.3 W074 10.6	110 thru 115	N40 41.9 W074 10.5
44 thru 47	N40 41.3 W074 10.6	Concourse C-3	
Concourse B-2		120, 121	N40 41.8 W074 10.7
51 thru 57	N40 41.4 W074 10.5	122 thru 128	N40 41.9 W074 10.7
Concourse B-3		130, 131	N40 41.8 W074 10.8
60, 61	N40 41.5 W074 10.5	132 thru 139	N40 41.9 W074 10.8
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		



D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC IEWR 110.75	Final Apch Crs 039°	GS HOWYA 2000' (1990')	ILS DA(H) 210' (200')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 620' then climbing RIGHT turn to 2500' on heading 060° and inbound TEB VOR R-205 to TEB VOR 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. Night Landing: Rwy 29 not authorized. 3. ALSF-II and PAPI-L on Rwy 4R.				
				3000'
				MSA TEB VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	620'	2500'	060°	TEB	TEB
GS	3.10°	384	494	548	658	768	PAPI	↑	RT	hdg	108.4	108.4
MAP at D1.6 IEWR or HOWYA to MAP	5.9	5:03	3:56	3:32	2:57	2:32					R-205	

TERPS			STRAIGHT-IN LANDING RWY4L			LOC (GS out)			SIDESTEP LANDING RWY 4R			CIRCLE-TO-LAND		
ILS			DA(H) 210' (200')			MDA(H) 620' (610')			MDA(H) 620' (609')			Max Kts		
FULL			TDZ or CL out			RAIL out			ALS out			MDA(H)		
RAIL or ALS out			RVR 24			RVR 40			RVR 55			90		
RVR 18			RVR 24			RVR 40			RVR 55			120		
or 3/8			or 1/2			or 3/4			or 1			140		
RVR 40			1 3/8			1 1/2			1 3/4			165		
or 3/4			1 3/8			1 1/2			1 3/4					
or 3/4			1 3/8			1 1/2			1 3/4					
or 3/4			1 3/8			1 1/2			1 3/4					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

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TERPS AMEND 15 29 MAY 2014

KEWR/EWR

JEPPESSEN

NEWARK, NJ

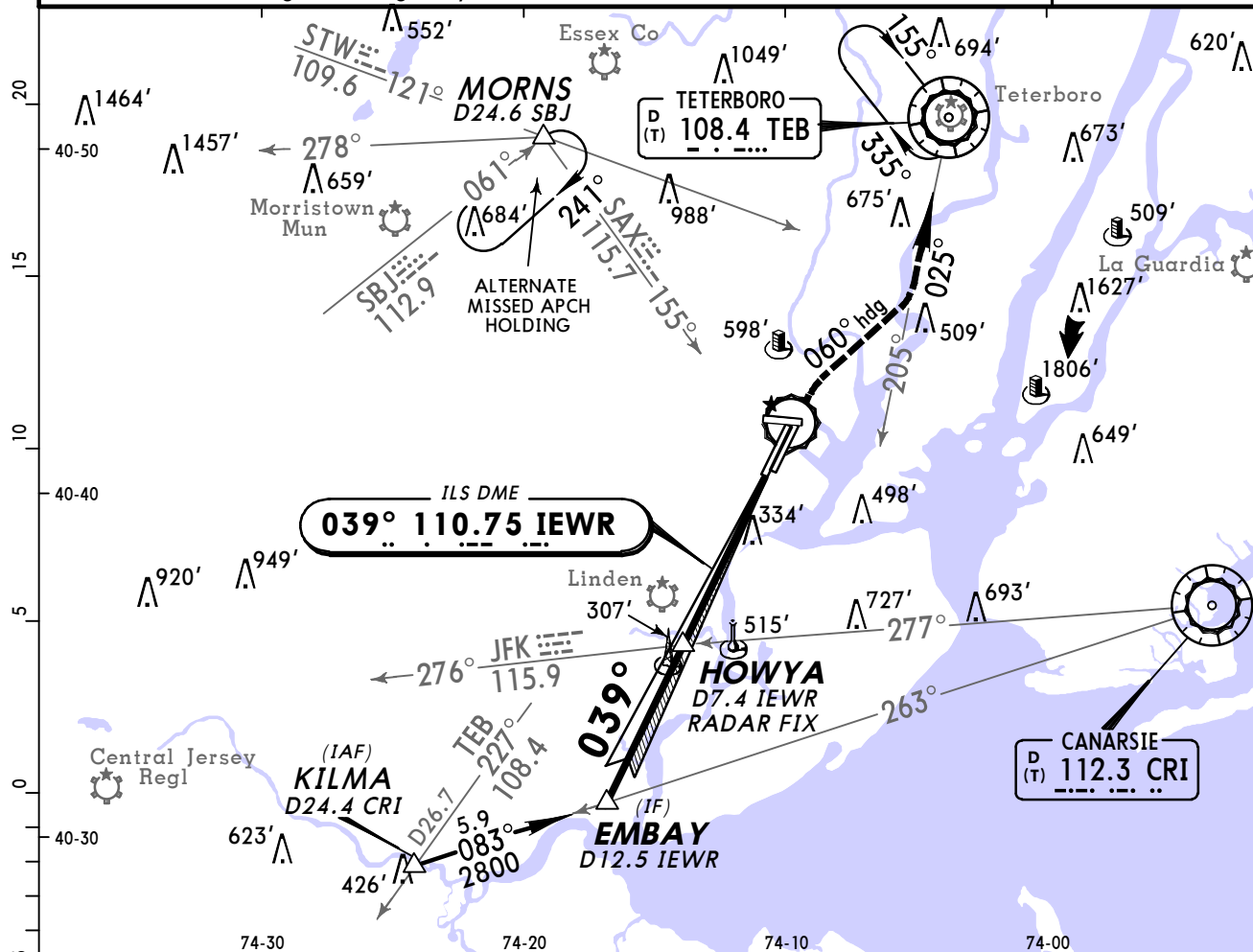
NEWARK LIBERTY INTL

23 MAY 14
Eff 29 May

11-1A

ILS Rwy 4L SA CAT I

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC IEWR 110.75	Final Apch Crs 039°	GS HOWYA 2000' (1990')	SA CAT I ILS RA 150' DA(H)160'(150')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 620' then climbing RIGHT turn to 2500' on heading 060° and inbound TEB VOR R-205 to TEB VOR and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident. 3. Night Landing: Rwy 29 not authorized.				
				3000' MSA TEB VOR


EMBAY
D12.5 IEWR

2800' 039°

HOWYA
D7.4 IEWR
GS 2000'

2000' 039°

039°

TCH 57'

TDZE 10'

Gnd speed-Kts	70	90	100	120	140	160	MALSR	620'	2500'	060°	TEB	TEB
GS	3.10°	384	494	548	658	768	878	PAPI	↑	RT	on hdg and 108.4	108.4
											R-205	

TERPS

STRAIGHT-IN LANDING RWY4L

1 SA CAT I ILS

RA 150'

DA(H) 160' (150')

RVF 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: Procedure.

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TERPS AMEND 15 29 MAY 2014

KEWR/EWR

JEPPESSEN

NEWARK, NJ

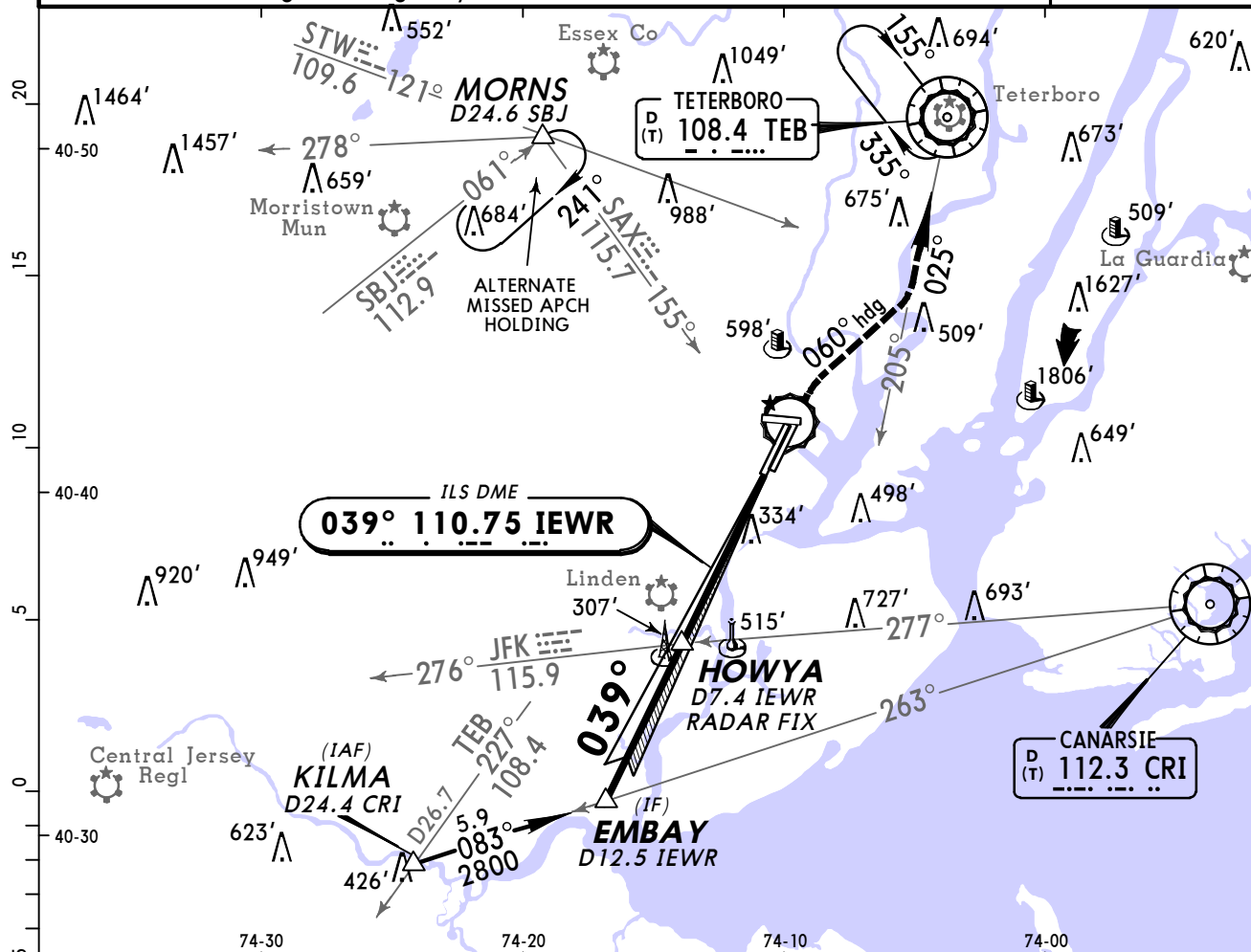
NEWARK LIBERTY INTL

23 MAY 14
Eff 29 May

11-1B

ILS Rwy 4L SA CAT II

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC IEWR 110.75	Final Apch Crs 039°	GS HOWYA 2000' (1990')	SA CAT II ILS RA 100' DA(H)110'(100')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 620' then climbing RIGHT turn to 2500' on heading 060° and inbound TEB VOR R-205 to TEB VOR and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident. 3. Night Landing: Rwy 29 not authorized.				
				3000' MSA TEB VOR


EMBAY
D12.5 IEWR

2800' 039°

HOWYA
D7.4 IEWR
GS 2000'

2000' 039°

039°

TCH 57'

TDZE 10'

Gnd speed-Kts	70	90	100	120	140	160	MALSR	620'	2500'	060°	TEB	TEB
GS	3.10°	384	494	548	658	768	PAPI	↑	RT	on	hdg and 108.4	108.4
											R-205	

TERPS

STRAIGHT-IN LANDING RWY4L

1 SA CAT II ILS

RA 100'

DA(H) 110' (100')

RVR 12

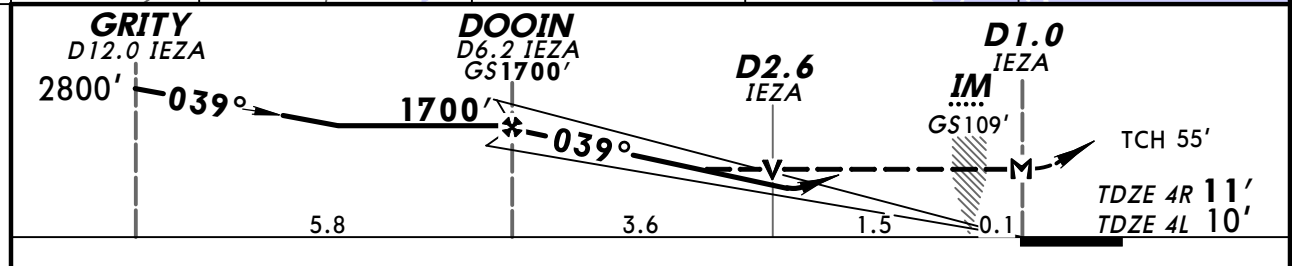
1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

CHANGES: Procedure.

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TERPS AMEND 15 29 MAY 2014

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC IEZA 108.7	Final Apch Crs 039°	GS DOOIN 1700' (1689')	ILS DA(H) 211' (200')	Apt Elev 18' TDZE 4R 11'
MISSED APCH: Climb to 600', then climbing RIGHT turn to 2500' on heading 060° and inbound TEB R-205 to TEB VOR 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. Night Landing: Rwy 29 not authorized. 3. MALSR and PAPI-L on Rwy 4L.				
				3000'
				MSA TEB VOR

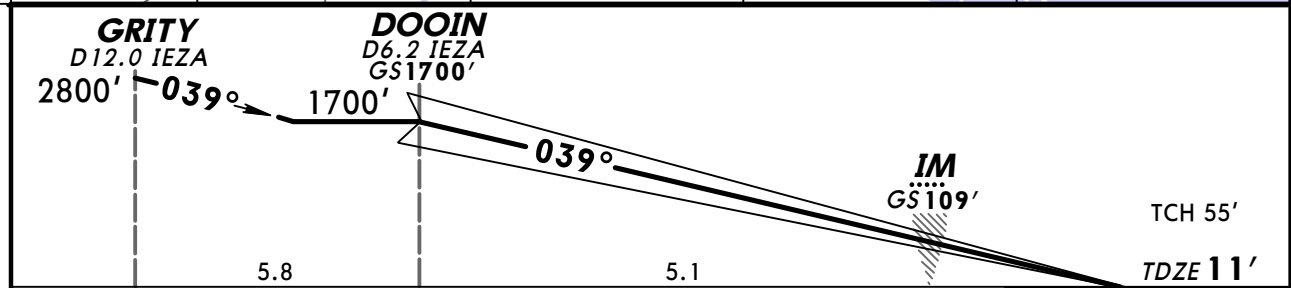


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	600'	2500'	060°	TEB	TEB
GS	2.95°	365	470	522	626	731	PAPI	↑	RT	on	108.4	108.4
MAP at D1.0 IEZA or DOOIN to MAP	5.2	4:27	3:28	3:07	2:36	2:14					R-205	

STRAIGHT-IN LANDING RWY4R					SIDESTEP LANDING RWY 4L			CIRCLE-TO-LAND	
ILS			LOC (GS out)		MDA(H) 620' (610')			C	
DA(H) 211' (200')			MDA(H) 600' (589')						
FULL	TDZ or CL out	ALS out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	
A			RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1		90	720' (702')-1	
B							120	820' (802')-1	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/8	1 1/2	140	900' (882')-2 3/4	
D				1 3/4	1 1/2		165	900' (882')-3	

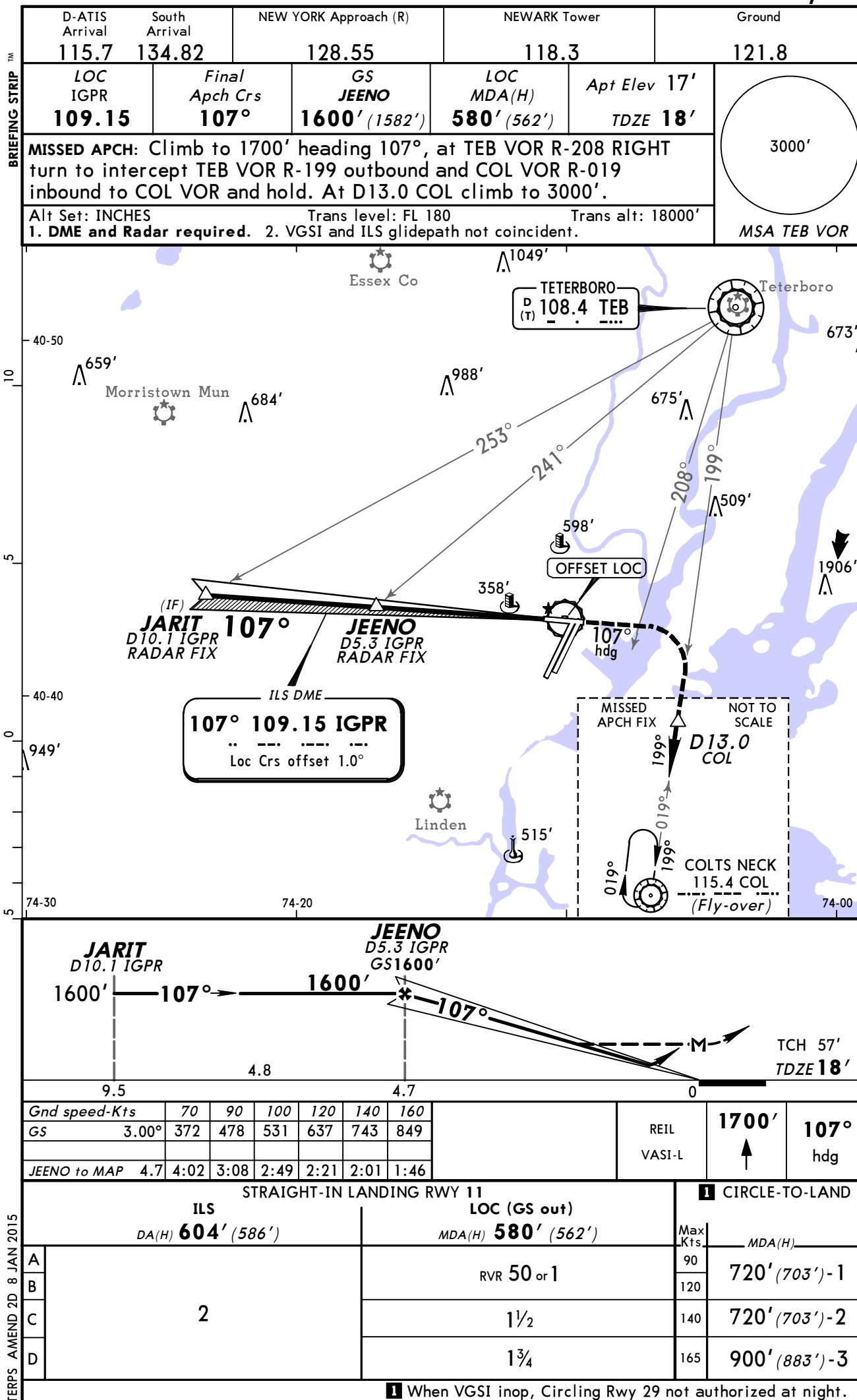
1 Night Landing: Rwy 29 not authorized.

D-ATIS Arrival		South Arrival		NEW YORK Approach (R)		NEWARK Tower		Ground	
115.7		134.825		128.55		118.3		121.8	
LOC IEZA	Final Apch Crs	GS DOOIN 1700' (1689')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 100' DA(H) 111' (100')	Apt Elev 18' TDZE 11'	3000' MSA TEB VOR	
MISSED APCH: Climb to 600', then climbing RIGHT turn to 2500' on heading 060° and inbound TEB R-205 to TEB VOR and hold, or as directed by ATC.									
Alt Set: INCHES									

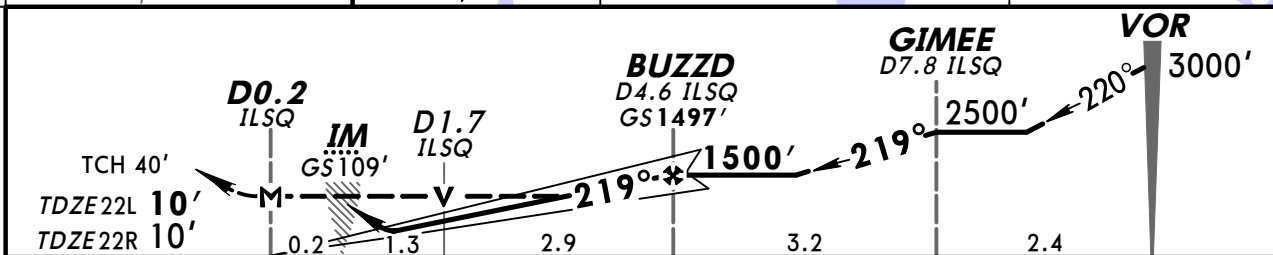
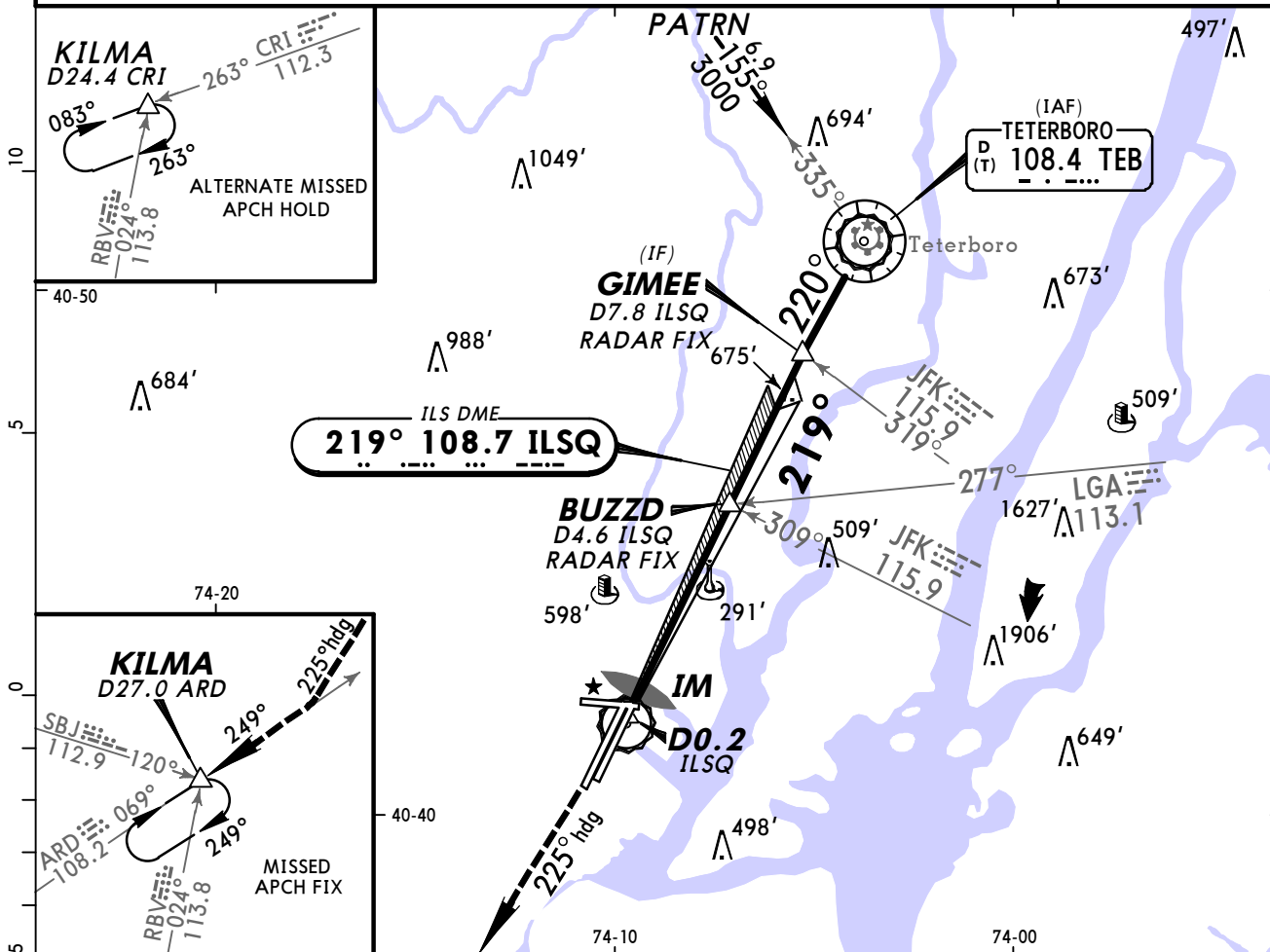


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		600'	2500'	060°	TEB	TEB
GS	2.95°	365	470	522	626	731	PAPI		↑	RT	on	108.4	108.4
											hdg	R-205	

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



D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC ILSQ 108.7	Final Apch Crs 219°	GS BUZZD 1497' (1487')	ILS DA(H) 210' (200')	Apt Elev 17' TDZE 10'
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' on heading 225° and inbound ARD VOR R-069 to KILMA INT/D27.0 ARD 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. MALS, REIL and PAPI-L on Rwy 22R.				
				3000'
				MSA TEB VOR



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	500'	3000'	225°
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on hdg
MAP at D0.2 ILSQ or BUZZD to MAP	4.5	3:51	3:00	2:42	2:15	1:56				

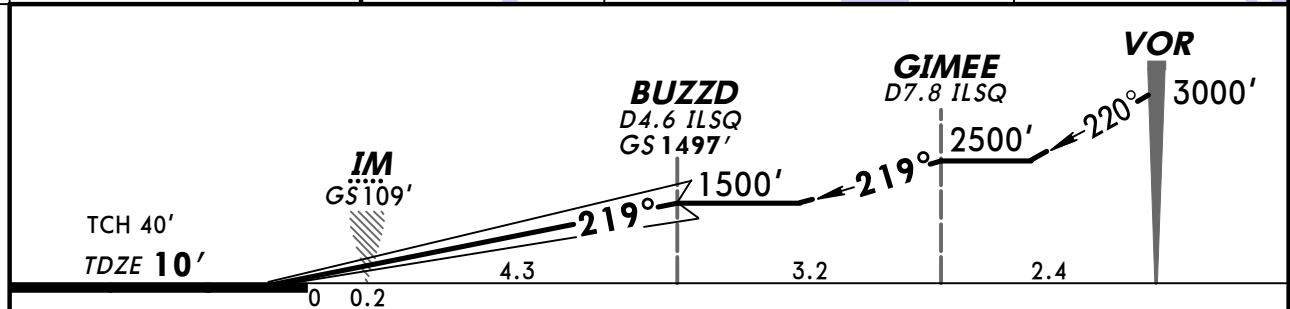
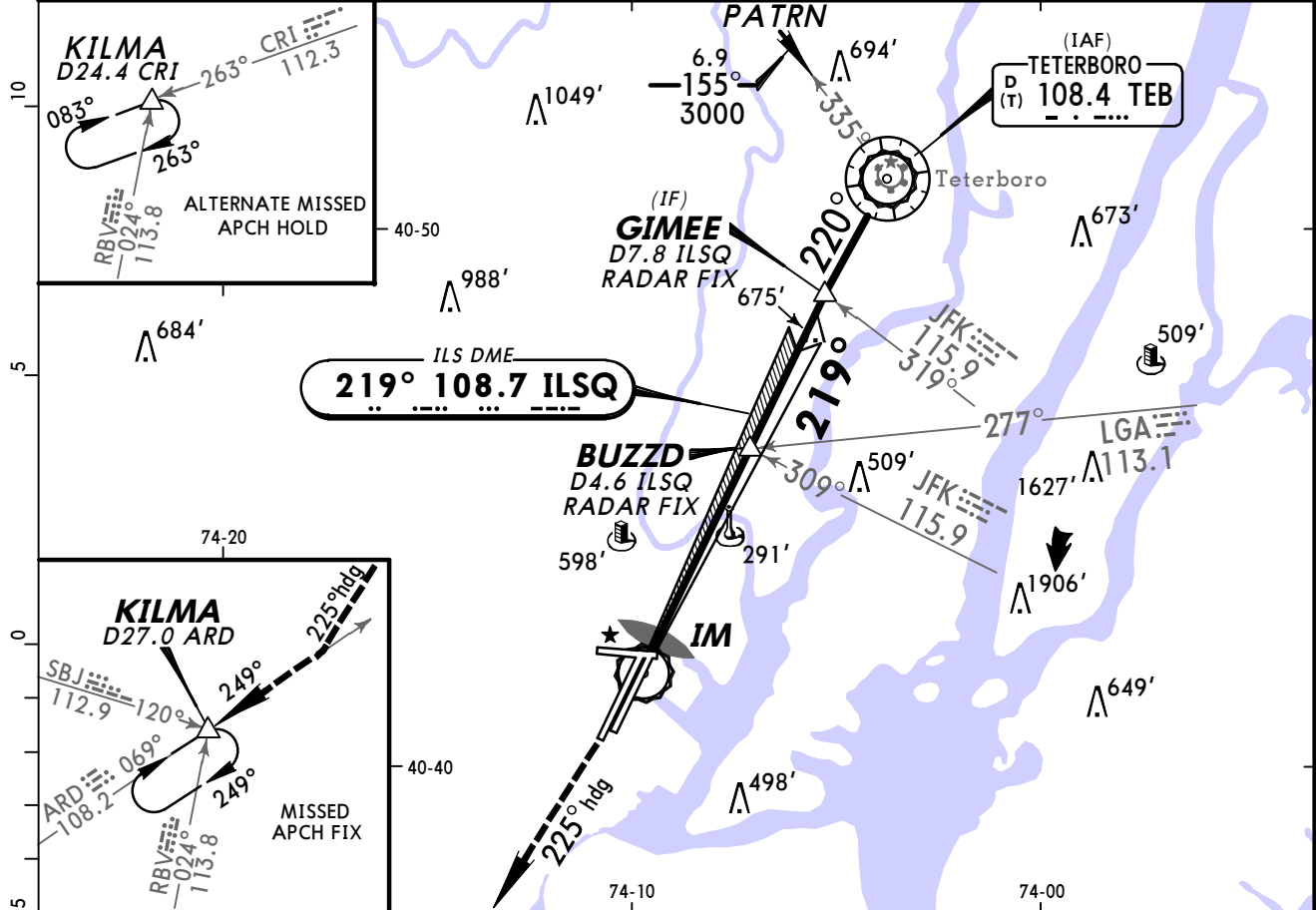
TERPS STRAIGHT-IN LANDING RWY 22L					SIDESTEP LANDING RWY 22R			CIRCLE-TO-LAND	
ILS DA(H) 210' (200')			LOC (GS out) MDA(H) 560' (550')		MDA(H) 560' (550')			Not authorized to Rwy 29 at night when VGSI inop.	
FULL	TDZ or CL out	ALS out		ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A			RVR 24 or 1/2	RVR 55 or 1	RVR 50 or 1	RVR 55 or 1		90	720' (703')-1
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/8	1 5/8	RVR 60 or 1 1/8	1 5/8	140	720' (703')-2
C							2	165	900' (883')-3

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Sidestep minimums, airport elevation.

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D-ATIS Arrival 115.7		South Arrival 134.82		NEW YORK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8	
LOC ILSQ 108.7	Final Apch Crs 219°	GS BUZZD 1497' (1487')	CAT IIIC NA	CAT IIIB	CAT IIIA Refer to Minimums	CAT II RA 102' DA(H) 110' (100')	Apt Elev 18' TDZE 10'	3000' MSA TEB VOR	
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' on heading 225° and inbound ARD VOR R-069 to KILMA INT/D27.0 ARD and hold, or as directed by ATC.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. Special Aircrew and Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident.									

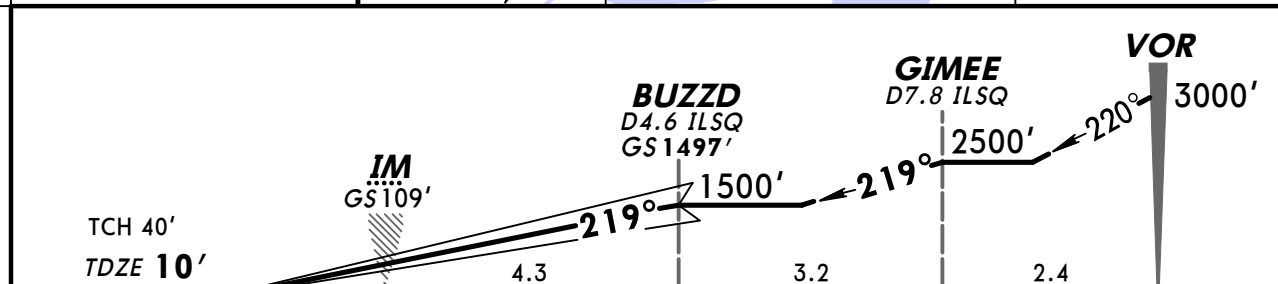
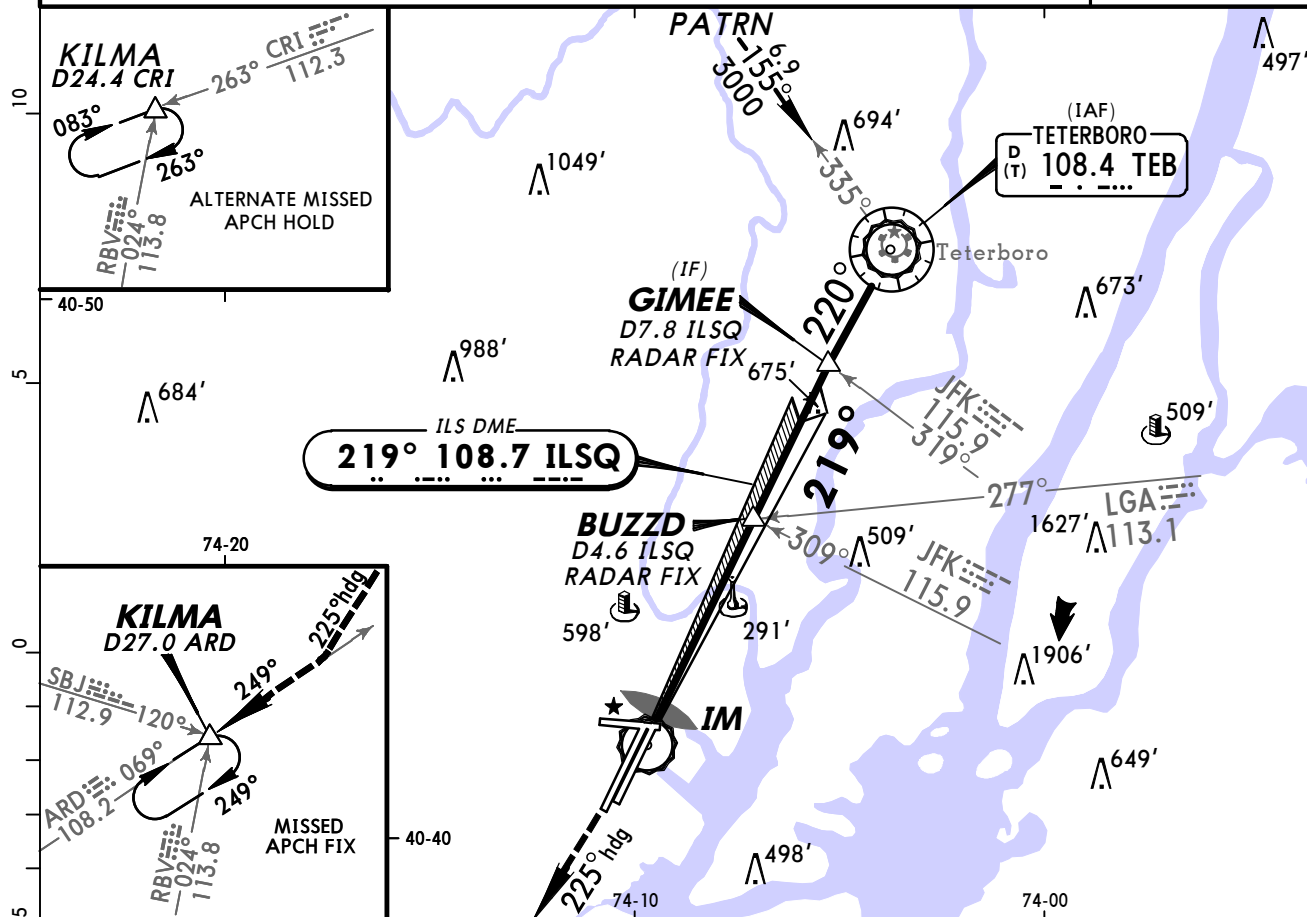


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	500' ↑	3000' ↗ RT	225° hdg
GS	3.00°	372	478	531	637	743				

TERPS				STRAIGHT-IN LANDING RWY22L			
CAT IIIC ILS		CAT IIIB ILS		CAT IIIA ILS		CAT II ILS RA 102' DA(H) 110' (100')	
NA		RVR 6		RVR 7		RVR 12	

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC ILS 108.7	Final Apch Crs 219°	GS BUZZD 1497' (1487')	SA CAT I ILS RA 152' DA(H) 160' (150')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' on heading 225° and inbound ARD VOR R-069 to KILMA INT/D27.0 ARD and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident.				
				3000'
				MSA TEB VOR

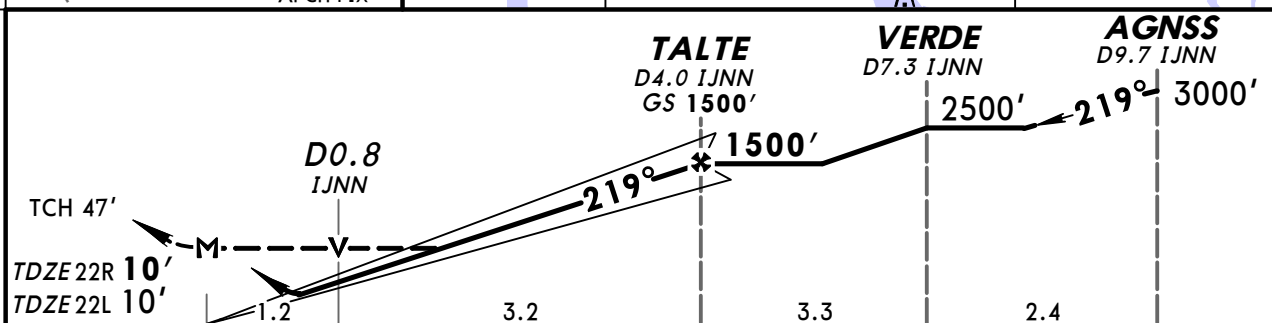
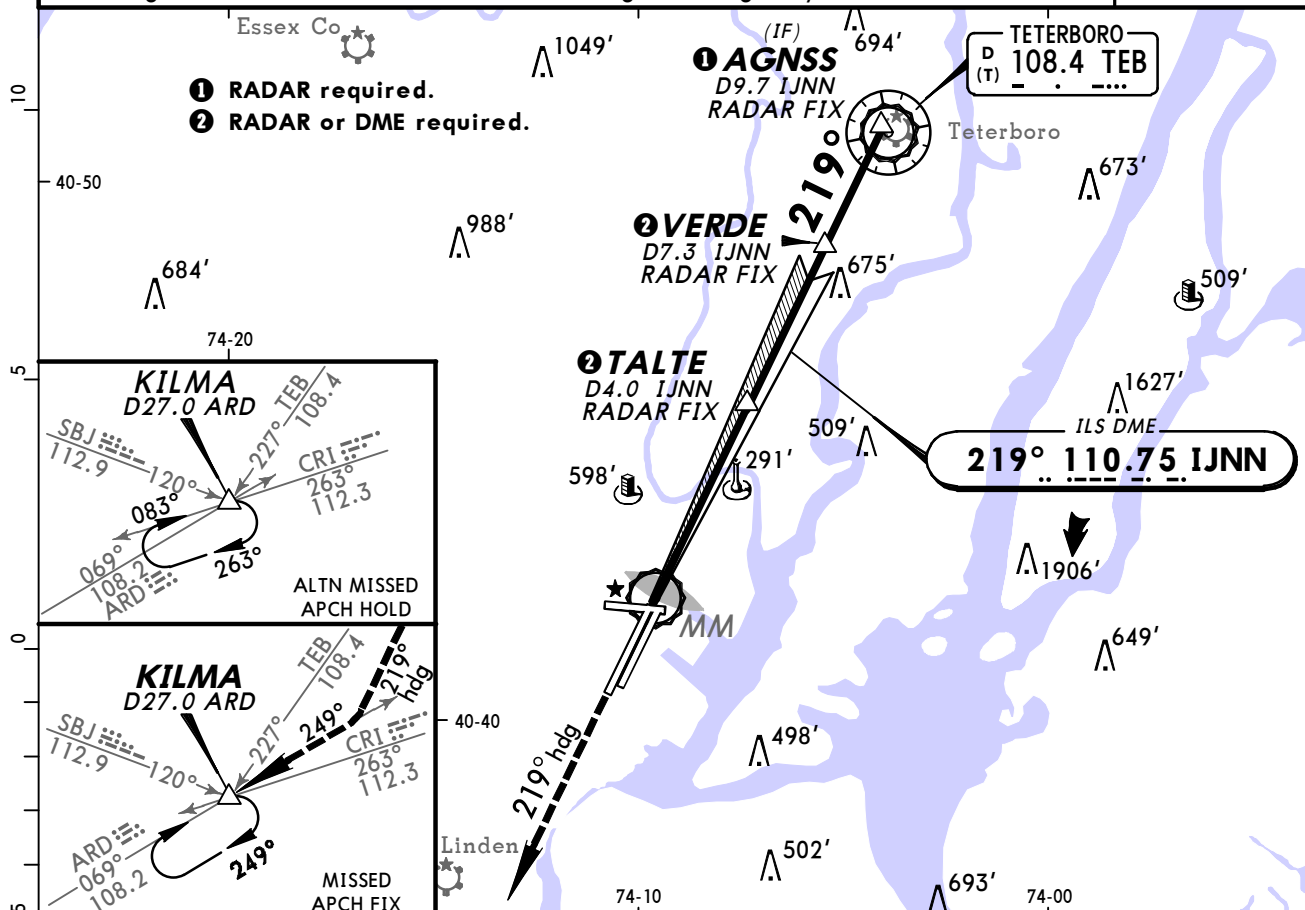


Gnd speed-Kts	70	90	100	120	140	160		ALSIF-II	500'	3000'	225°
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	hdg

TERPS	STRAIGHT-IN LANDING RWY 22L										
	1 SA CAT I ILS RA 152' DA(H) 160' (150')										
	RVR 14										

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC IJNN 110.75	Final Apch Crs 219°	GS TALTE 1500' (1490')	ILS DA(H) 210' (200')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 3000' on heading 219° and inbound on ARD VOR R-069 to KILMA INT/D27.0 ARD 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. ALSF-II and PAPI-L on Rwy 22L.				
3. Disregard all marker beacon indications. 4. Night Landing: Rwy 29 not authorized.				
				MSA TEB VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	219°	ARD	KILMA
GS	3.10°	384	494	548	658	768	REIL PAPI	↑	hdg	108.2	
TALTE to MAP	4.4	3:46	2:56	2:38	2:12	1:53				R-069	

TERPS STRAIGHT-IN LANDING RWY 22R						SIDESTEP LANDING RWY 22L		CIRCLE-TO-LAND	
ILS DA(H) 210' (200')			LOC (GS out) MDA(H) 460' (450')			MDA(H) 560' (550')		C	
FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		ALS out	Max Kts	MDA(H)
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1		90	720' (702') - 1
B	RVR 18 or 3/8	RVR 24 or 1/2						120	820' (802') - 1
C		RVR 40 or 3/4	RVR 45 or 7/8	RVR 55 or 1	1 3/8	RVR 50 or 1	1 5/8	140	900' (882') - 2 3/4
D						1 1/2		165	900' (882') - 3

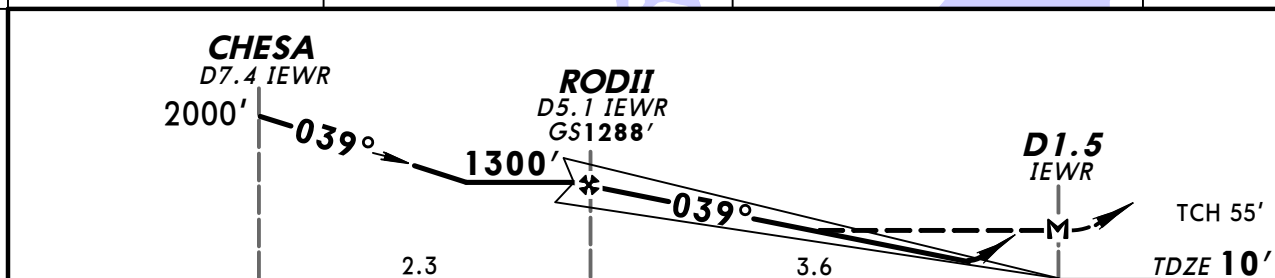
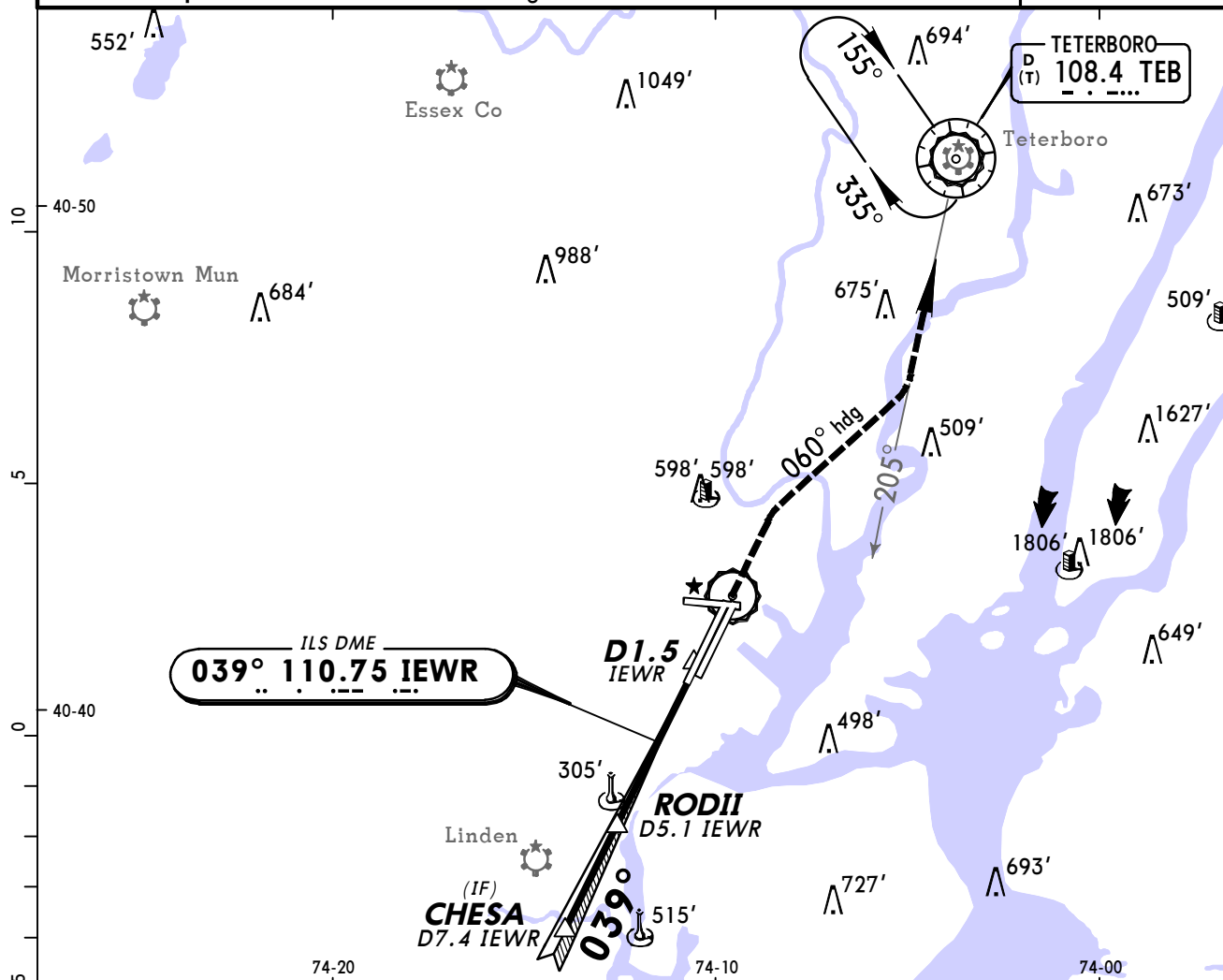
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Minimums.

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KEWR/EWR NEWARK LIBERTY INTL 28 MAR 14 (11-6) COPTER ILS or LOC DME Rwy 4L NEWARK, NJ

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC IEWR 110.75	Final Apch Crs 039°	GS RODII 1288' (1278')	ILS DA(H) 210' (200')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' via 060° heading and inbound via TEB VOR 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.				3000' MSA TEB VOR

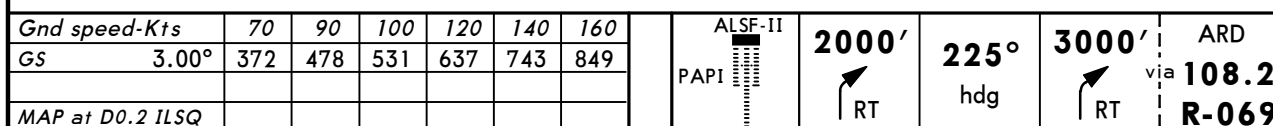


Gnd speed-Kts	70	90	100	120	140	160	MALSR	600'	2500'	060° and TEB	TEB
GS	3.00°	372	478	531	637	743	849	PAPI	↑	via RT	108.4
MAP at D1.5 IEWR											108.4

STRAIGHT-IN LANDING RWY4L				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 210' (200')		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	NA

CHANGES: High point.

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BRIEFING STRIP™TERPS AMEND 0C 3 APR 2014

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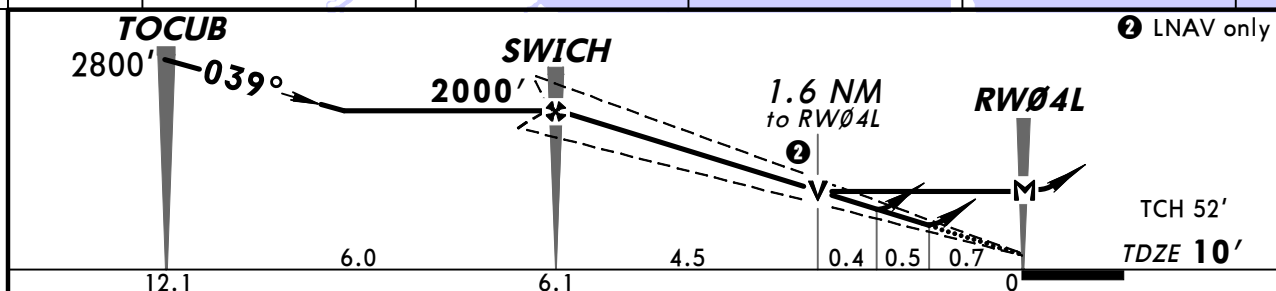
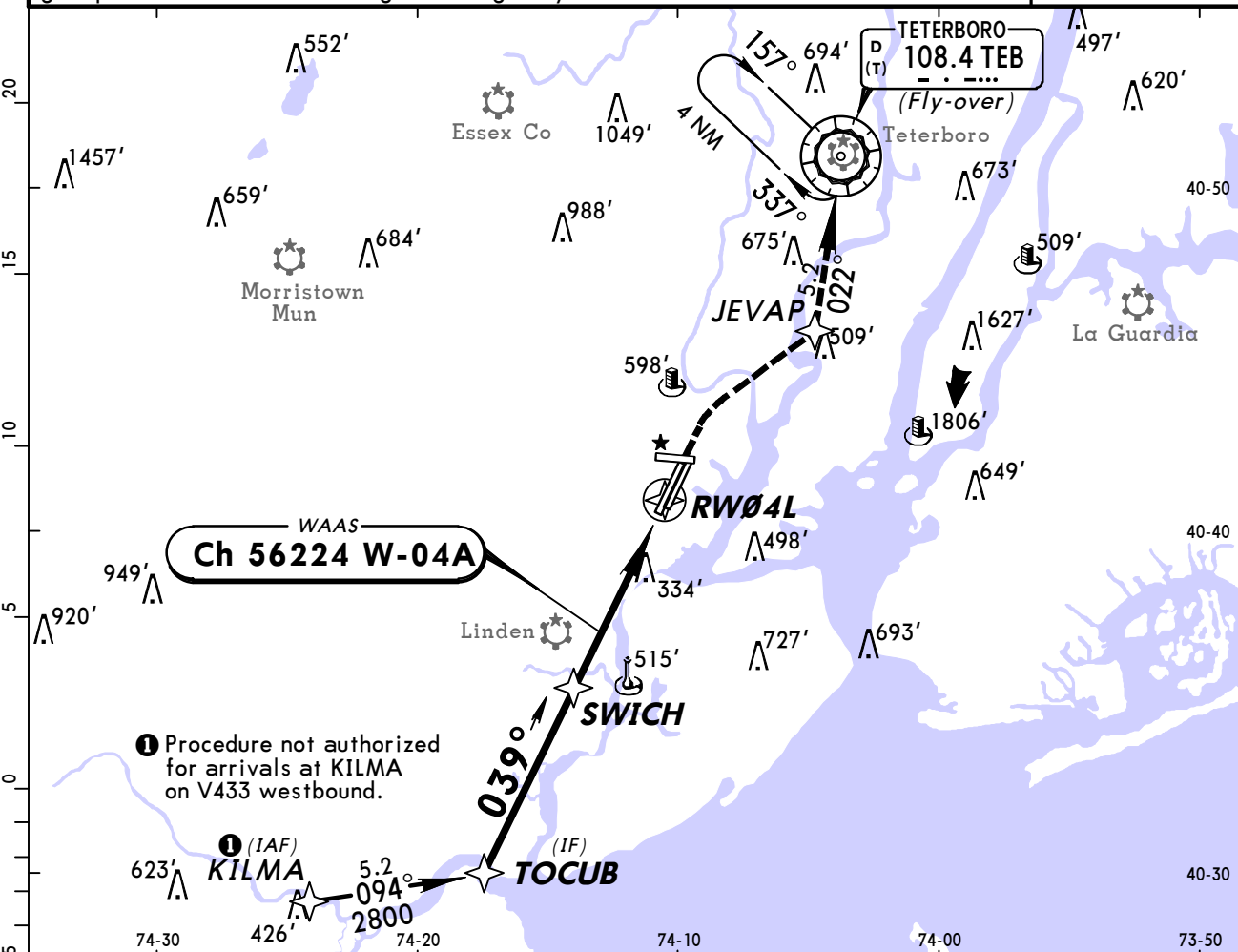
12 SEP 14

(12-1)

Eff 18 Sep

NEWARK, NJ
RNAV (GPS) Rwy 4L

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
WAAS Ch 56224 W-04A	Final Apch Crs 039°	Minimum Alt SWICH 2000' (1990')	LPV DA(H) 299' (289')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 440' then climbing RIGHT turn to 2500' direct JEVAP and on track 022° to TEB VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13°C (9°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Night Landing: Rwy 29 not authorized.				



Gnd Speed-Kts	70	90	100	120	140	160	MALSR	440'	2500'	JEVAP
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	RT	
MAP at RW04L										

TERPS									STRAIGHT-IN LANDING RWY 4L									1 CIRCLE-TO-LAND		
LPV					LNAV/VNAV					LNAV						Max Kts	MDA(H)			
DA(H) 299' (289')					DA(H) 441' (431')					MDA(H) 600' (590')										
RAIL out			ALS out		RAIL out			ALS out		RAIL out			ALS out							
A	RVR 24		RVR 40		RVR 45		RVR 50 or 1			1 3/8		RVR 24 or 1/2		RVR 40 or 3/4		RVR 55 or 1		90	720' (702') - 1	
B	or 1/2		or 3/4		or 7/8							1 1/4		1 3/8		1 3/4		120	820' (802') - 1	
C																		140	900' (882') - 2 3/4	
D																		165	900' (882') - 3	
1 Night Landing: Rwy 29 not authorized.																				

1 Night Landing: Rwy 29 not authorized.

CHANGES: D-ATIS frequency, minimums note.

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TERPS AMEND 2B 29 MAY 2014

KEWR/EWR

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12 SEP 14

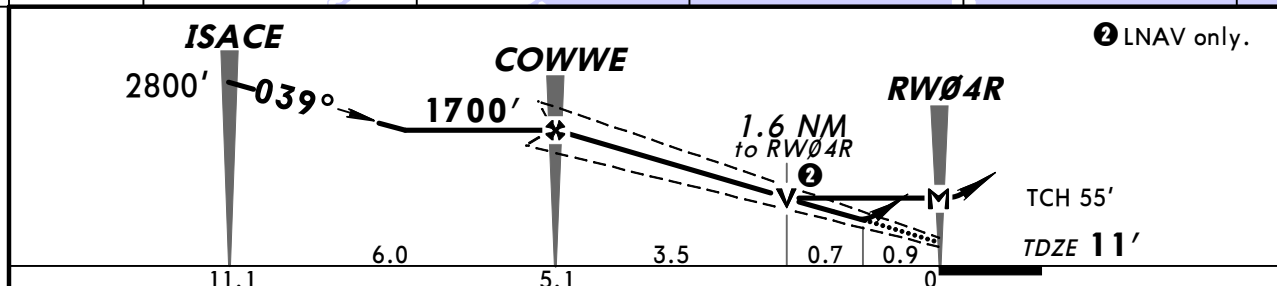
Eff 18 Sep

(12-2)

JEPPESEN

NEWARK, NJ
RNAV (GPS) Y Rwy 4R

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
WAAS Ch 60924 W-04B	Final Apch Crs 039°	Minimum Alt COWWE 1700' (1689')	LPV DA(H) 357' (346')	Apt Elev 18' 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. Helicopter visibility reduction below 3/4 SM not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Night Landing: Rwy 29 not authorized.				
				3000' MSA RW04R



Gnd Speed-Kts	70	90	100	120	140	160	ALS F-TI	2500'	→	CANBO
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑		
MAP at RW04R										

STRAIGHT-IN LANDING RWY 4R						CIRCLE-TO-LAND	
LPV DA(H) 357' (346')			LNAV MDA(H) 660' (649')			Max Kts	MDA(H)
ALS out			ALS out			90	720' (702') - 1
RVR 40 or 3/4			RVR 40 or 3/4			120	820' (802') - 1
RVR 60 or 1 1/4			RVR 60 or 1 1/4			140	900' (882') - 2 3/4
RVR 1 1/2			RVR 1 1/2			165	900' (882') - 3

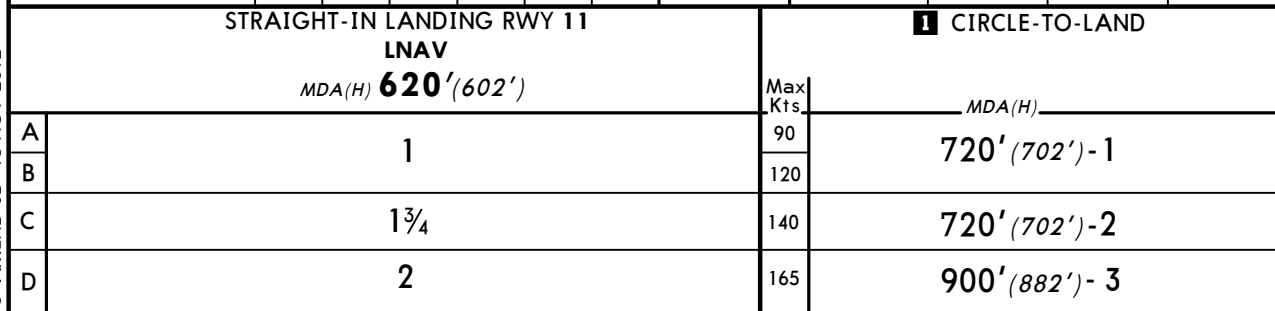
1 Night Landing: Rwy 29 not authorized.

CHANGES: Procedure.

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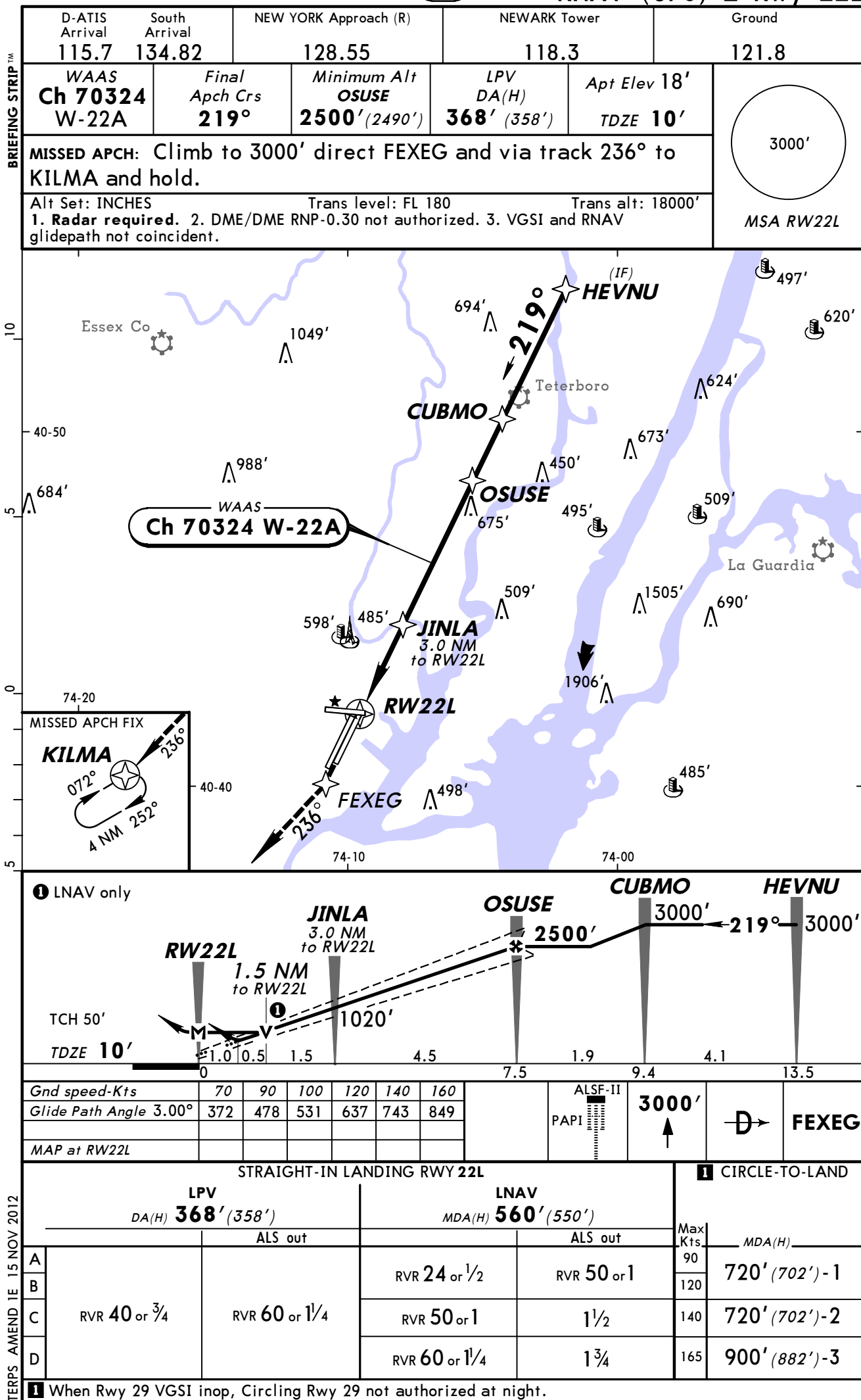
TERPS AMEND 1E 18 SEP 2014

BRIEFING STRIP TM

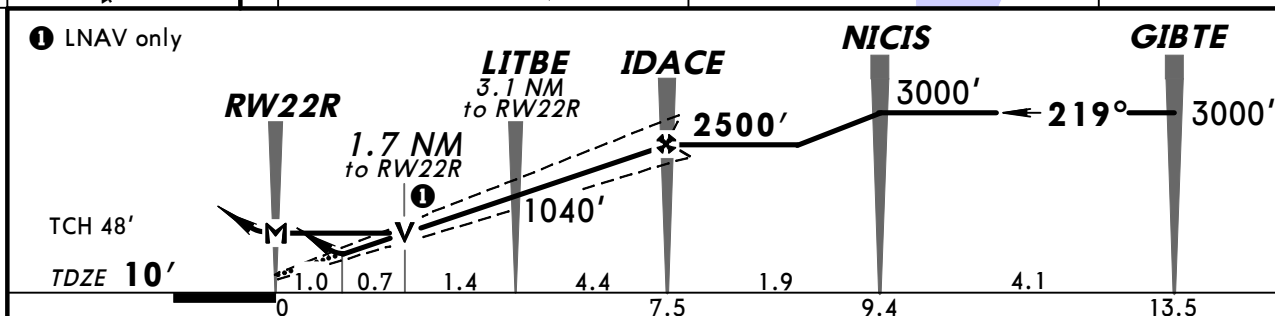
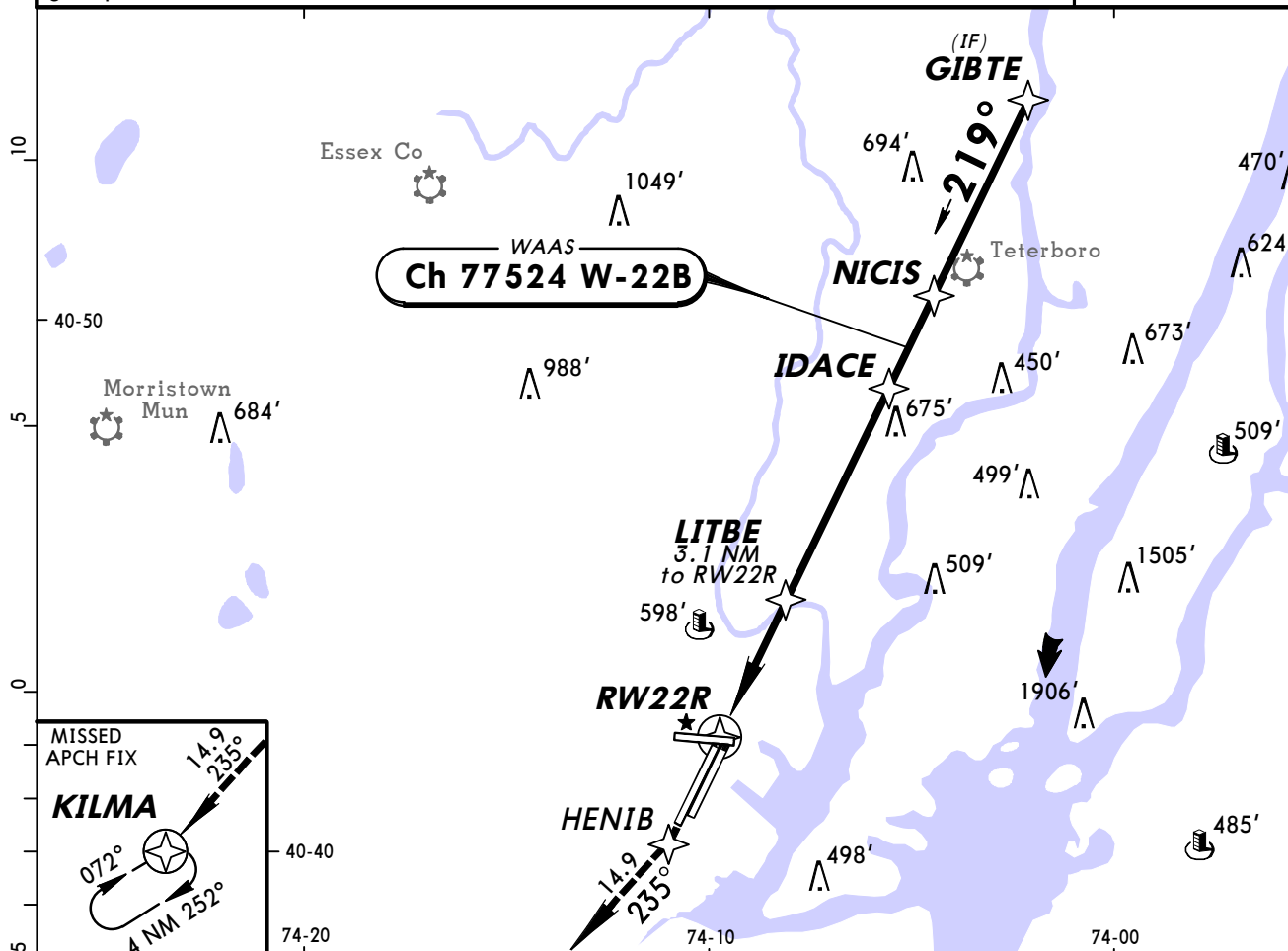
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CHANGES: None.

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D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
WAAS Ch 77524 W-22B	Final Apch Crs 219°	Minimum Alt IDACE 2500' (2490')	LPV DA(H) 361' (351')	Apt Elev 18' 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. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.				
3000'				
MSA RW22R				



Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'		HENIB
Glide Path Angle 3.00°	372	478	531	637	743	849		REIL PAPI			
MAP at RW22R											

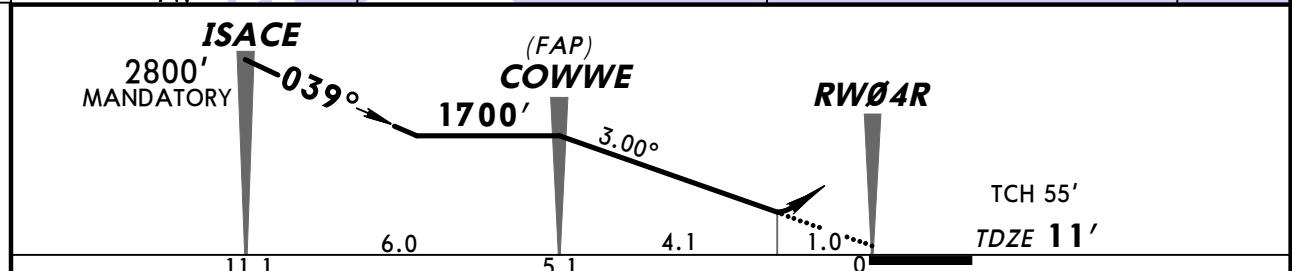
STRAIGHT-IN LANDING RWY 22R						CIRCLE-TO-LAND		
LPV			LNAV/VNAV			LNAV		
DA(H) 361' (351')						MDA(H) 620' (610')		
RAIL or ALS out						RAIL out	ALS out	Max Kts
						RVR 24 or 1/2	RVR 40 or 3/4	90
						RVR 60 or 1 1/4	1 3/4	120
						1 1/2	2	140
								165

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

CHANGES: MSA, notes.

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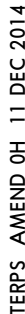
D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
RNAV	Final Apch Crs 039°	Minimum Alt COWWE 1700' (1689')	RNP 0.15 DA(H) (CONDITIONAL) 380' (369')	Apt Elev 17' TDZE 11'
MISSED APCH: Climb to 2500' direct CANBO and on track 073° to MOSME and on track 025° to TEB VOR and hold. When authorized by ATC, continue 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 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.				



Gnd Speed-Kts	70	90	100	120	140	160	ALSF-II	2500'	→	CANBO
Descent Angle	3.00°	372	478	531	637	743	PAPI	↑	→	
MAP at DA										

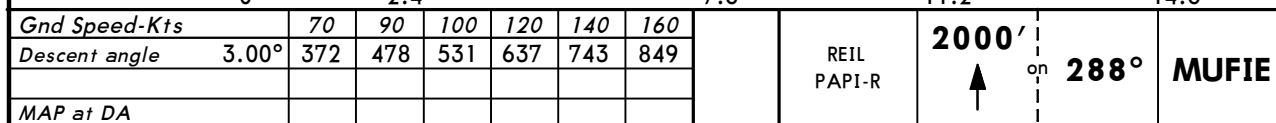
STRAIGHT-IN LANDING RWY 4R			
1 RNP 0.15 DA(H) 380' (369')		RNP 0.30 DA(H) 490' (479')	
ALS out		ALS out	
A			
B			
C	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4
D			1 3/4

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STRAIGHT-IN LANDING RWY 22L	
RNP 0.30	
DA(H) 482' (472')	
	ALS out
A	RVR 60 or 1 1/4
B	
C	
D	
1 1/2	

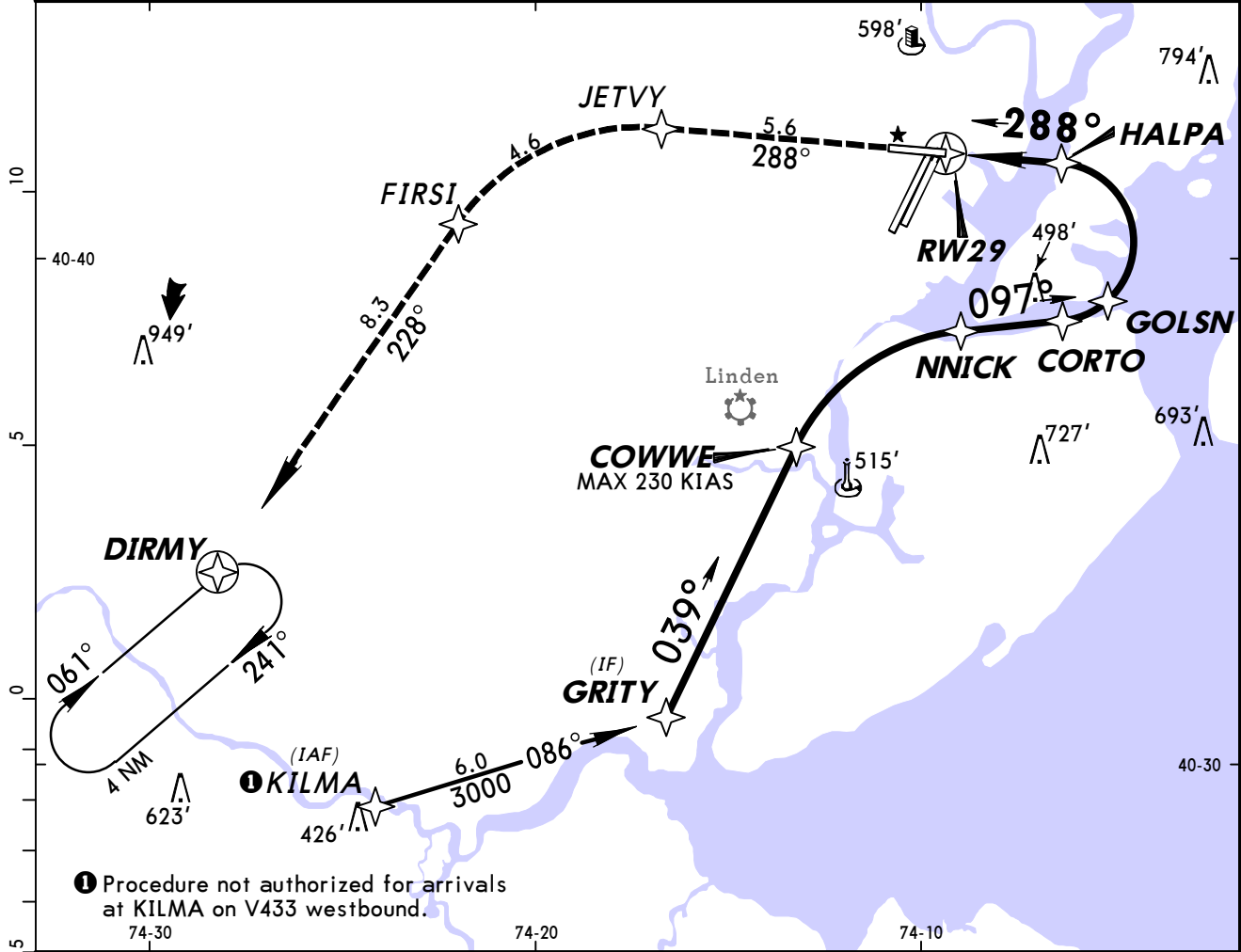
BRIEFING STRIP TM



TERPS		STRAIGHT-IN LANDING RWY 29		
		RNP 0.16 DA(H) 461' (451')	I RNP 0.30 DA(H) 530' (520')	RNP 0.30 DA(H) 573' (563')
A				
B				
C				
D				

CHANGES: Notes, airport elevation.

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
RNAV	Final Apch Crs 288°	Minimum Alt NNICK 3000' (2990')	RNP 0.16 DA(H) 466' (456')	Apt Elev 17' TDZE 10'
MISSED APCH: Climb to 3000' on track 288° to JETVY and LEFT turn to FIRSI and on 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. Procedure not authorized at night. 5. Helicopter visibility reduction below 1 SM not authorized.				
				3000'
				MSA RW29

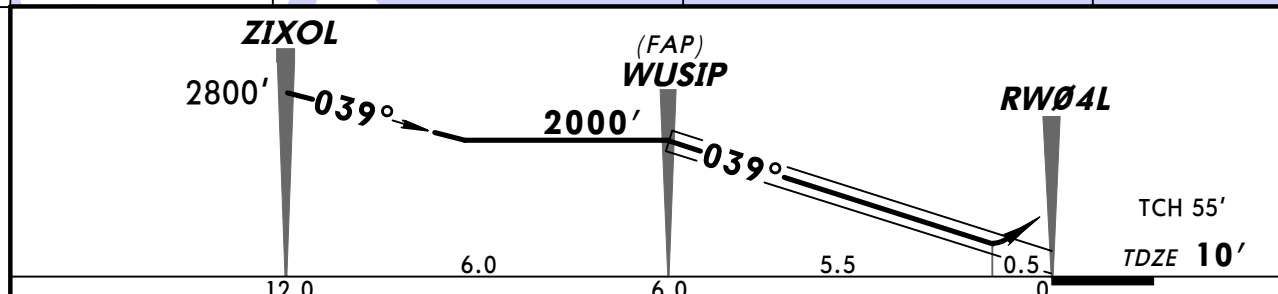
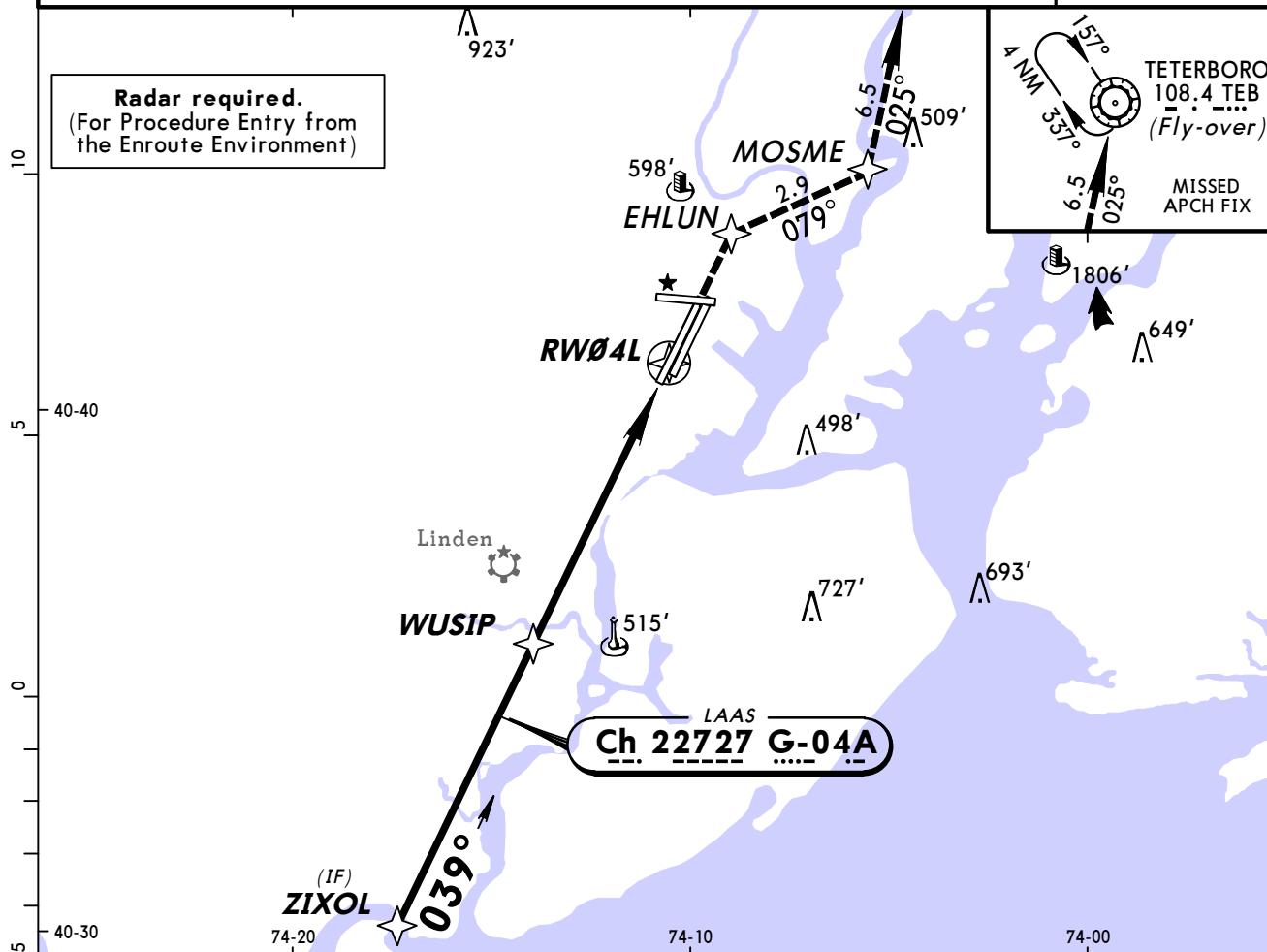


TCH 60' TDZE 10' RW29 HALPA GOLSN CORTO ^(FAP) NNICK COWWE GRITY 288° LT Arc LT Arc 3.00° 097° RT Arc 039° 3000' 3000' 3000'									
1.3 1.1 3.6 1.0 2.0 4.1 5.9									
0 2.4 6.0 7.0 9.0 13.1 19.0									
Gnd Speed-Kts 70 90 100 120 140 160 Descent angle 3.00° 372 478 531 637 743 849 MAP at DA									
REIL PAPI-R 3000' ↑ on 288° JETVY									

1 STRAIGHT-IN LANDING RWY 29 RNP 0.16 DA(H) 466' (456')			2 RNP 0.30 DA(H) 485' (475')			RNP 0.30 DA(H) 573' (563')		
A								
B	1½		1½		2			
C								
D	NA		NA		NA			

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LAAS Ch 22727 G-04A	Final Apch Crs 039°	Minimum Alt WUSIP 2000' (1990')	GLS DA(H) 210' (200')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 3000' direct EHLUN and on track 079° to MOSME and on track 025° to TEB VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. GPS required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and GLS glidepath not coincident.				
3000' MSA RW04L				



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

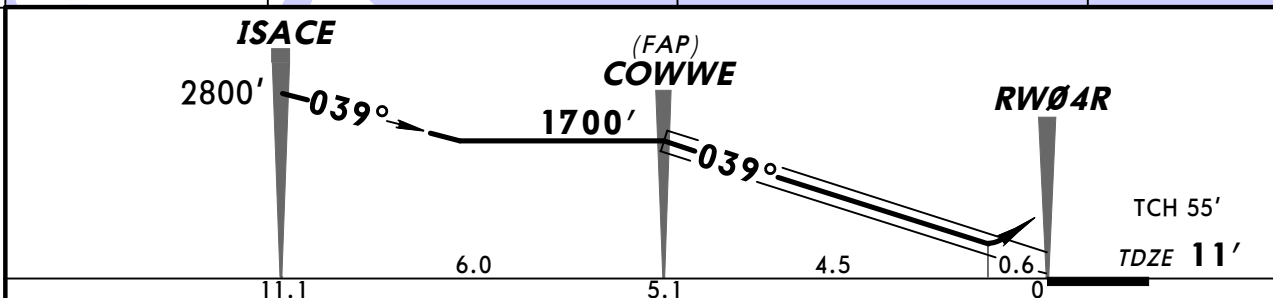
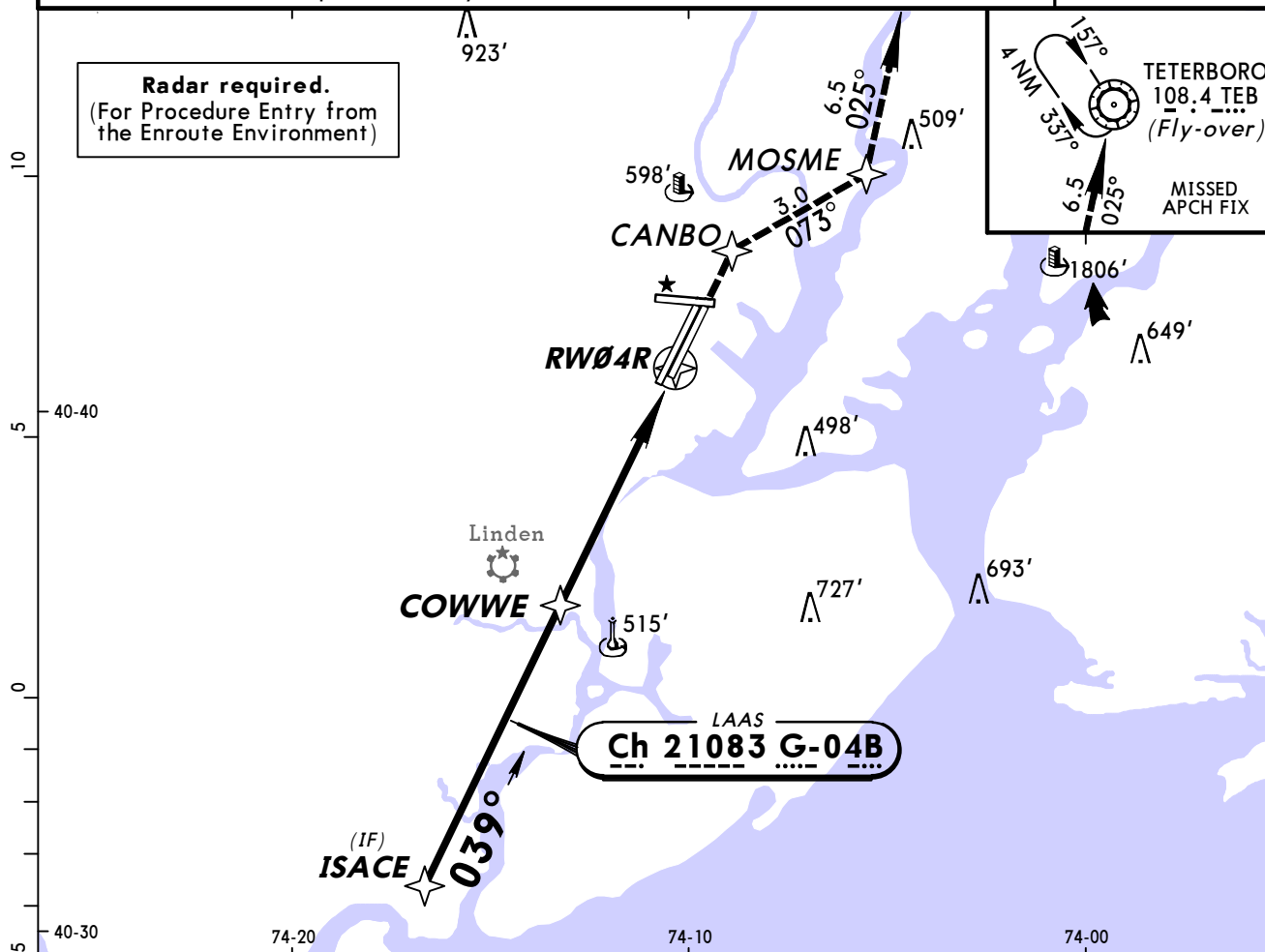
STRAIGHT-IN LANDING RWY 4L
GLS
DA(H) **210'** (200')

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

1 Autopilot coupled approach not authorized below 210'.

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LAAS Ch 21083 G-04B	Final Apch Crs 039°	Minimum Alt COWWE 1700' (1689')	GLS DA(H) 261' (250')	Apt Elev 18' TDZE 11'
MISSED APCH: Climb to 3000' 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. GPS required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and GLS glidepath not coincident. 4. Helicopter visibility reduction below 3/4 SM not authorized.				
				3000' MSA RW04R



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	D	CANBO
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑		
MAP at DA										

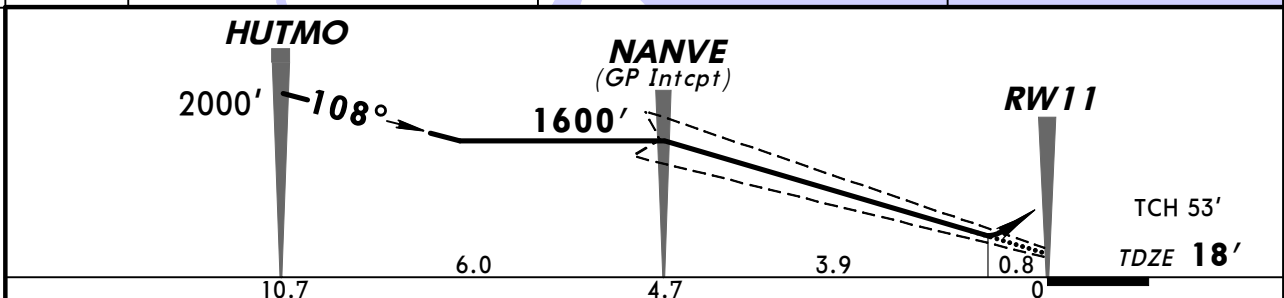
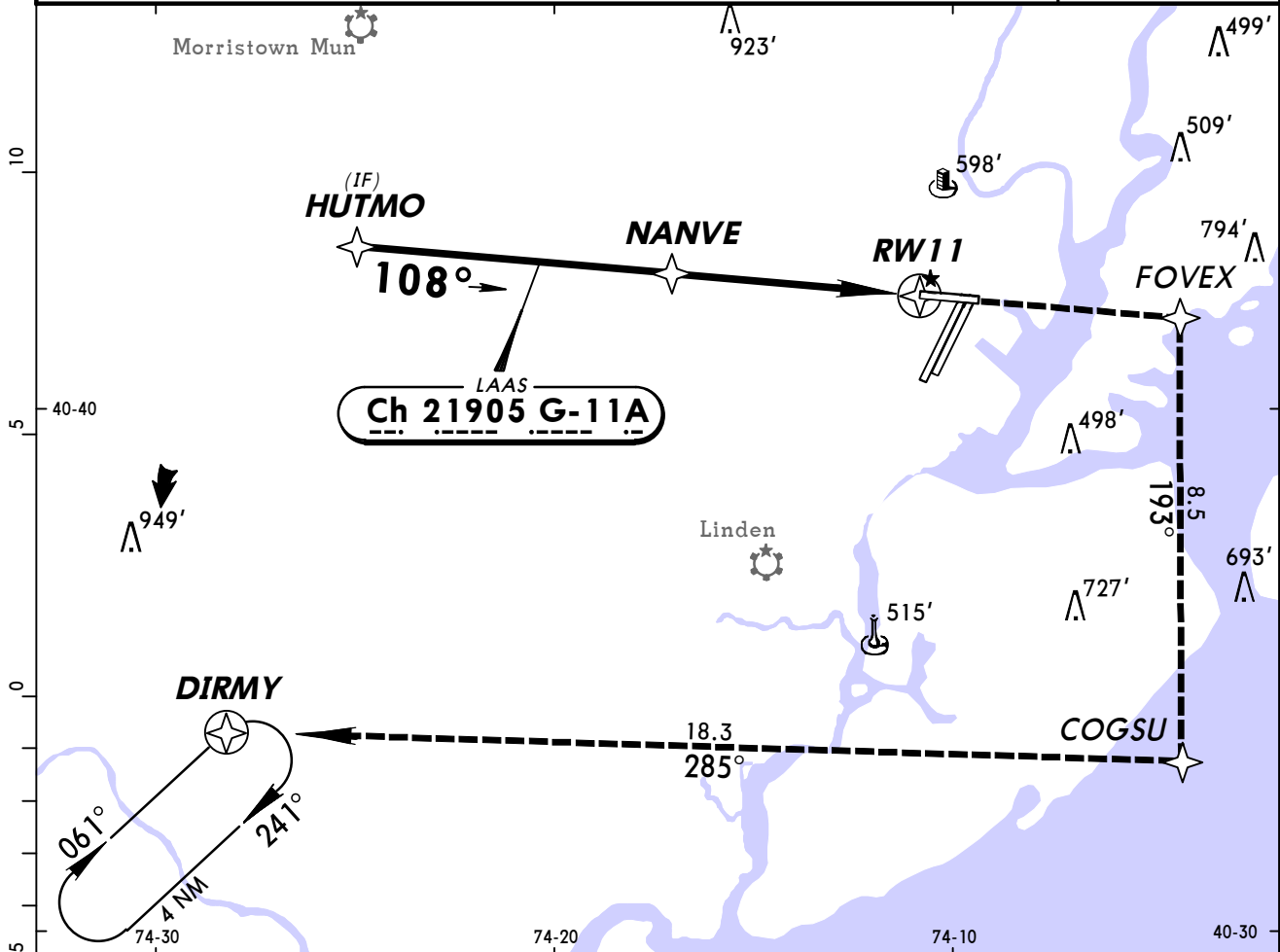
STRAIGHT-IN LANDING RWY 4R
 GLS
DA(H) 261' (250')
 ALS out

A	RVR 40 or 3/4
B	
C	
D	

Autopilot coupled approach not authorized below 261'.

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LAAS Ch 21905 G-11A	Final Apch Crs 108°	Minimum Alt NANVE 1600' (1582')	GLS DA(H) 308' (290')	Apt Elev 18' 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.				
				3000' MSA RW11



Gnd speed-Kts	70	90	100	120	140	160		REIL VASI-L	3000'	↑	D→	FOVEX
Glide Path Angle 3.00°	372	478	531	637	743	849						
MAP at DA												

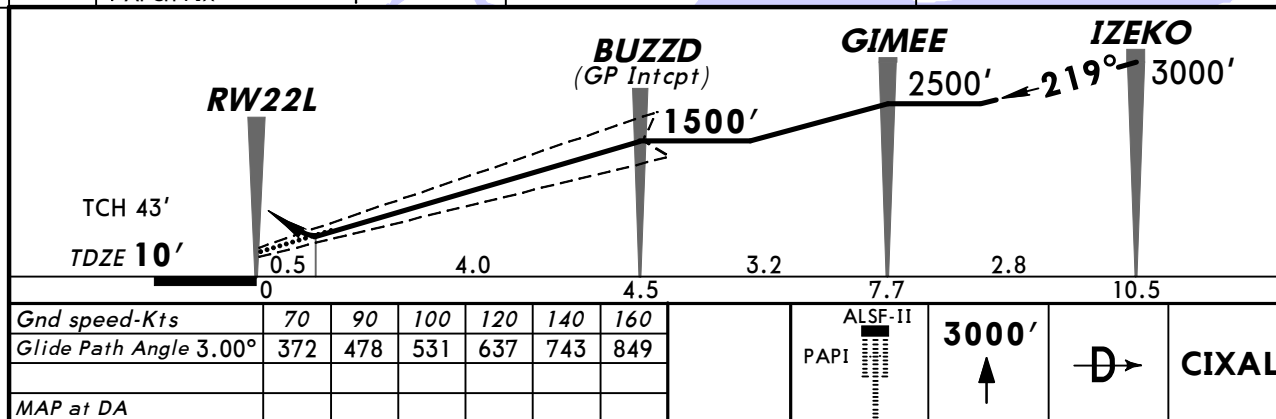
STRAIGHT-IN LANDING RWY 11
GLS
1 DA(H) **308'** (290')

A	
B	
C	RVR 50 or 1
D	

1 Autopilot coupled approach not authorized below 308'.

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LAAS Ch 21494 G-22A	Final Apch Crs 219°	Minimum Alt BUZZD 1500' (1490')	GLS DA(H) 210' (200')	Apt Elev 18' 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. VGS1 and GLS glidepath not coincident.				
				3000' MSA RW22L



STRAIGHT-IN LANDING RWY 22L					
GLS 1 DA(H) 210' (200')					
ALS out					
A	RVR 24 or 1/2			RVR 40 or 3/4	
B					
C					
D					

1 Autopilot coupled approach not authorized below 210'.

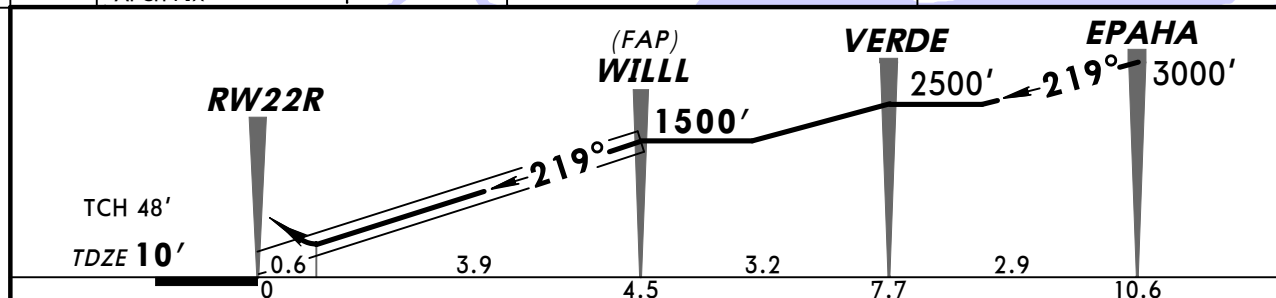
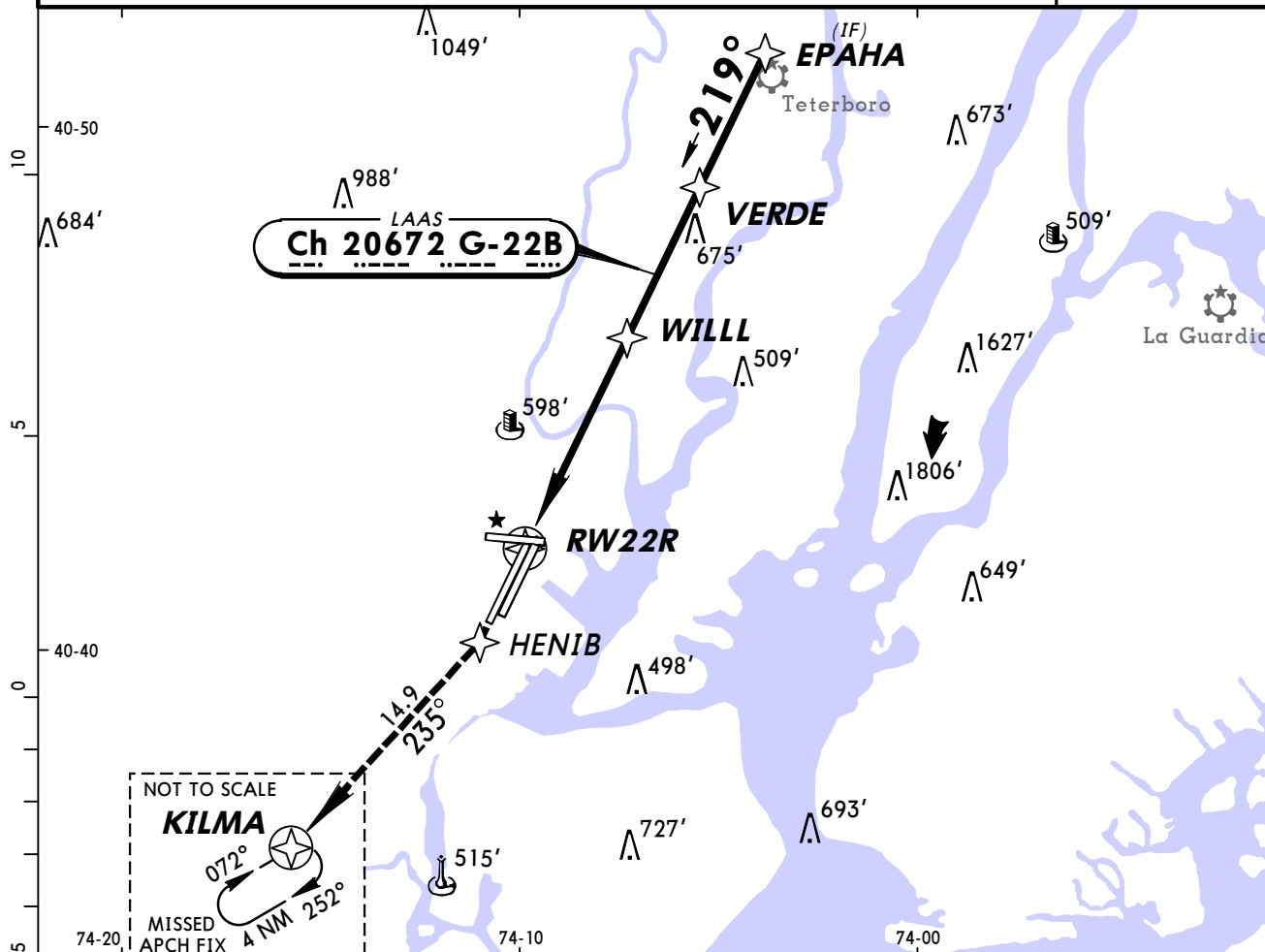
CHANGES: MSA modified.

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TERPS AMEND 0C 14 NOV 2013

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LAAS Ch 20672 G-22B	Final Apch Crs 219°	Minimum Alt WILL 1500' (1490')	GLS DA(H) 246' (236')	Apt Elev 18' TDZE 10'
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. GPS required. 3. DME/DME RNP-0.30 not authorized. 4. VGSi and GLS glidepath not coincident.				
				3000' MSA RW22R



Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	→	HENIB
Glide Path Angle 3.00°	372	478	531	637	743	849		REIL PAPI	↑		
MAP at DA											

STRAIGHT-IN LANDING RWY 22R											
GLS											
DA(H) 246' (236')											
RAIL or ALS out											

A											
B											
C	RVR 24 or 1/2										
D	RVR 40 or 3/4										

1 Autopilot coupled approach not authorized below 246'.

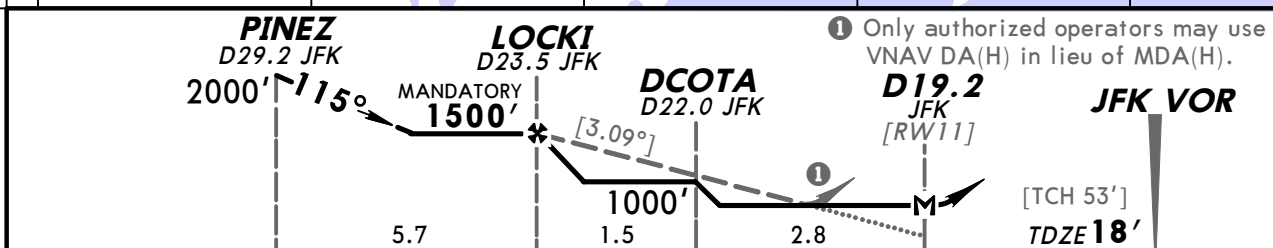
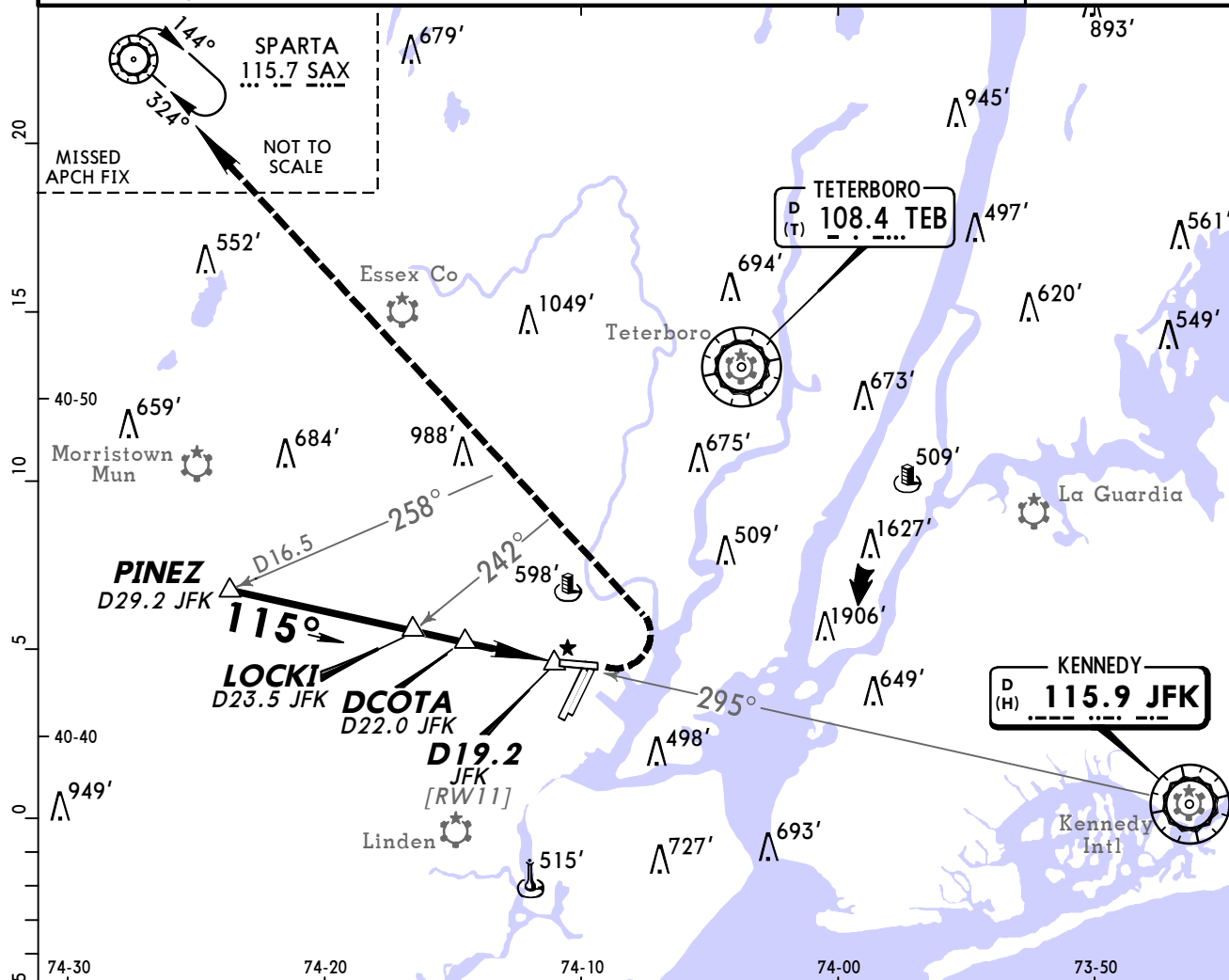
CHANGES: Procedure.

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TERPS AMEND 0D 29 MAY 2014

BRIEFING STRIP

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8
VOR JFK 115.9	Final Apch Crs 115°	Mandatory Alt LOCKI 1500' (1482')	MDA(H) (CONDITIONAL) 860' (842')	Apt Elev 18' TDZE 18'	3000' MSA TEB VOR	
MISSED APCH: Climbing LEFT turn to 3000' direct SAX VOR and hold.						
Alt Set: INCHES 1. Radar required.		Trans level: FL 180		Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	3000' LT	SAX 115.7
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			

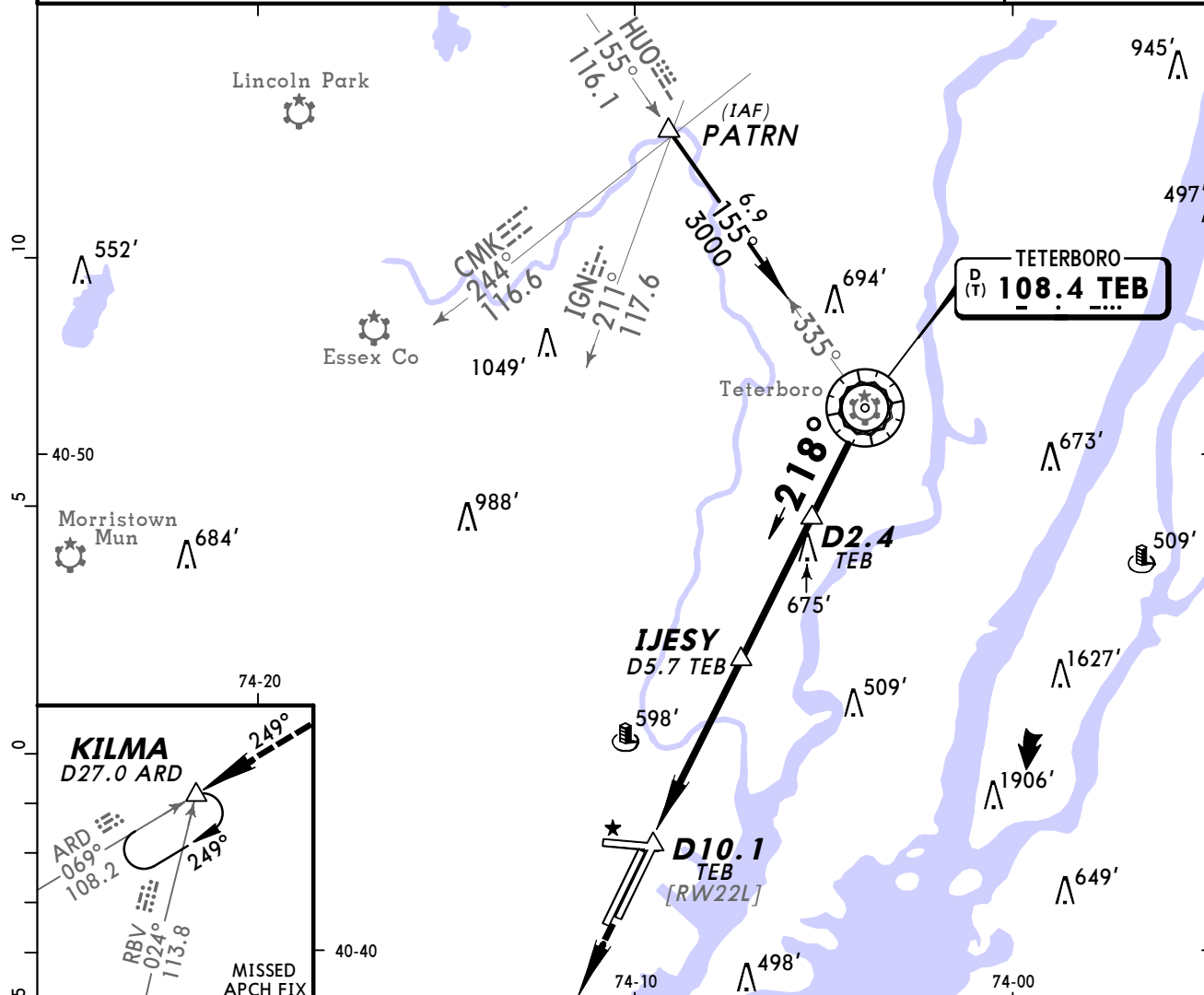
STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
MDA(H) 860' (842')		MDA(H) 1000' (982')		With DCOTA		Without DCOTA	
With DCOTA		Without DCOTA		Max Kts	MDA(H)	MDA(H)	
A	1	1 1/4		90	860' (842') - 1	1000' (982') - 1 1/4	
B	1 1/4	1 1/2		120	860' (842') - 1 1/4	1000' (982') - 1 1/2	
C	2 1/2	3		140	860' (842') - 2 1/2	1000' (982') - 3	
D	2 3/4			165	900' (882') - 3		

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

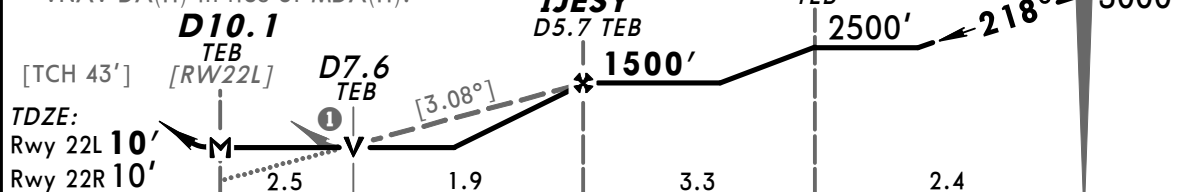
CHANGES: MSA modified.

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D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
VOR TEB 108.4	Final Apch Crs 218°	Minimum Alt IJESY 1500' (1490')	MDA(H) 840' (830')	Apt Elev 18' 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, REIL and PAPI-L on Rwy 22R.				
				3000'
				MSA TEB VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2000'	3000'	ARD	KILMA
Descent angle [3.08°]	381	490	545	654	763	872	PAPI	↑	↑ RT	via 108.2 R-069	
MAP at D10.1 TEB											

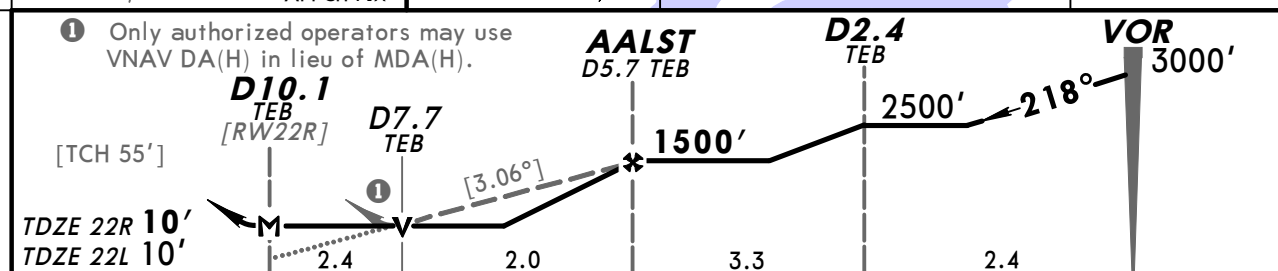
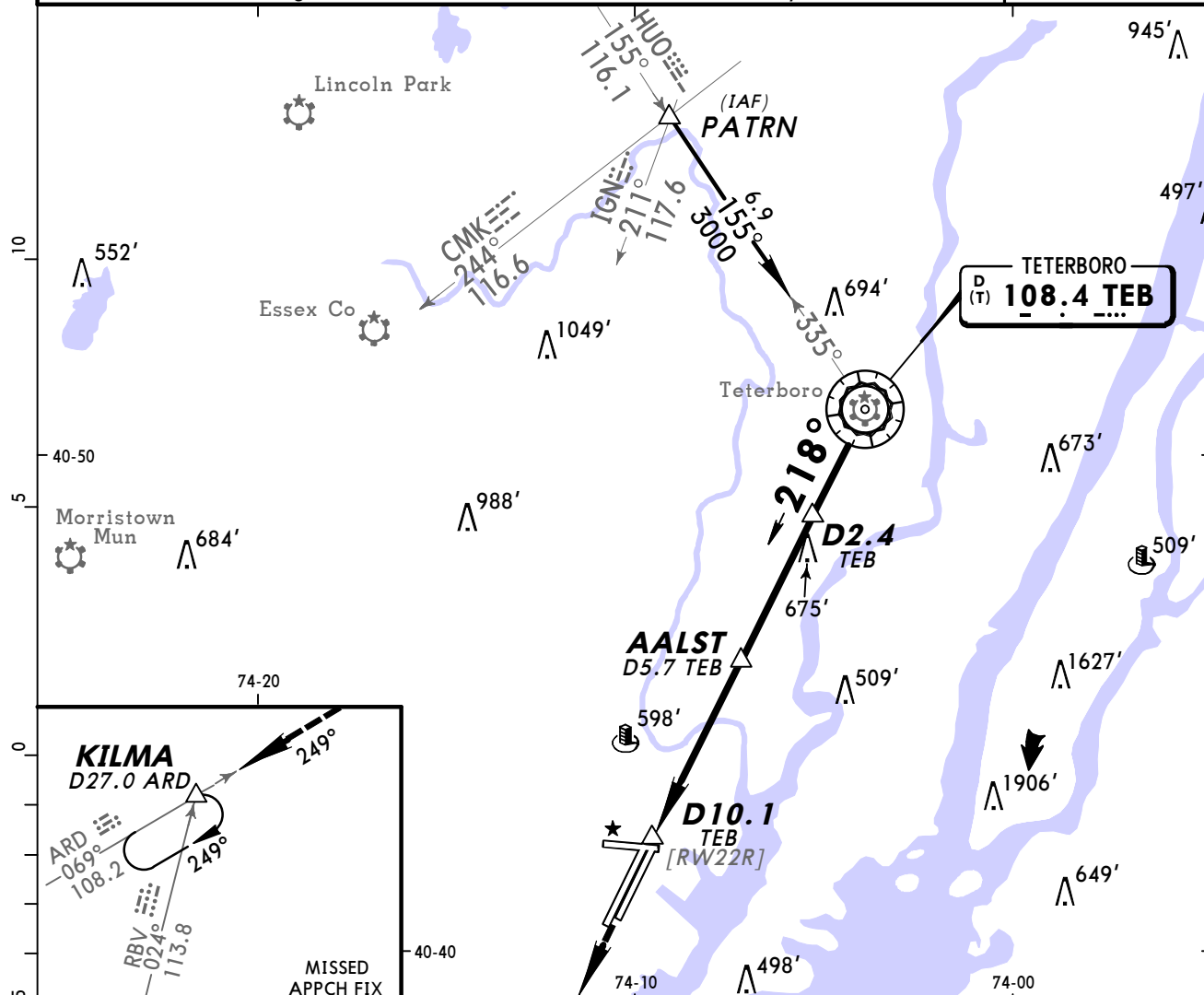
STRAIGHT-IN LANDING RWY 22L			SIDESTEP LANDING RWY 22R			CIRCLE-TO-LAND	
MDA(H) 840' (830')			MDA(H) 860' (850')			Max Kts	MDA(H)
ALS out			RAIL out			90	840' (822')-1
A	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1			120	840' (822')-1 1/4
B		RVR 60 or 1 1/4	RVR 60 or 1 1/4			140	840' (822')-2 1/2
C	2	2 1/2	2 1/2			165	900' (882')-3
D	2 1/4	2 3/4	2 3/4				

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

CHANGES: MSA modified.

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D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
VOR TEB 108.4	Final Apch Crs 218°	Minimum Alt AALST 1500' (1490')	MDA(H) 860' (850')	Apt Elev 18' 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. ALSF-II, PAPI-L on Rwy 22L.				
				3000'
				MSA TEB VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	3000'	ARD	KILMA
Descent angle [3.06°]	379	487	541	650	758	866	REIL PAPI	↑	↖	108.2	
MAP at D10.1 TEB										R-069	

STRAIGHT-IN LANDING RWY 22R			SIDESTEP LANDING RWY 22L			CIRCLE-TO-LAND	
MDA(H) 860' (850')			MDA(H) 860' (850')			Max Kts	MDA(H)
RAIL out			ALS out			90	860' (842') -1
A RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1			120	860' (842') -1 1/4
B RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	RVR 60 or 1 1/4		140	860' (842') -2 1/2
C 2	2 1/2		2	2 1/2		165	900' (882') -3
D 2 1/4	2 3/4		2 1/4	2 3/4			

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

CHANGES: MSA modified.

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BRIEFING STRIP™	D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 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'

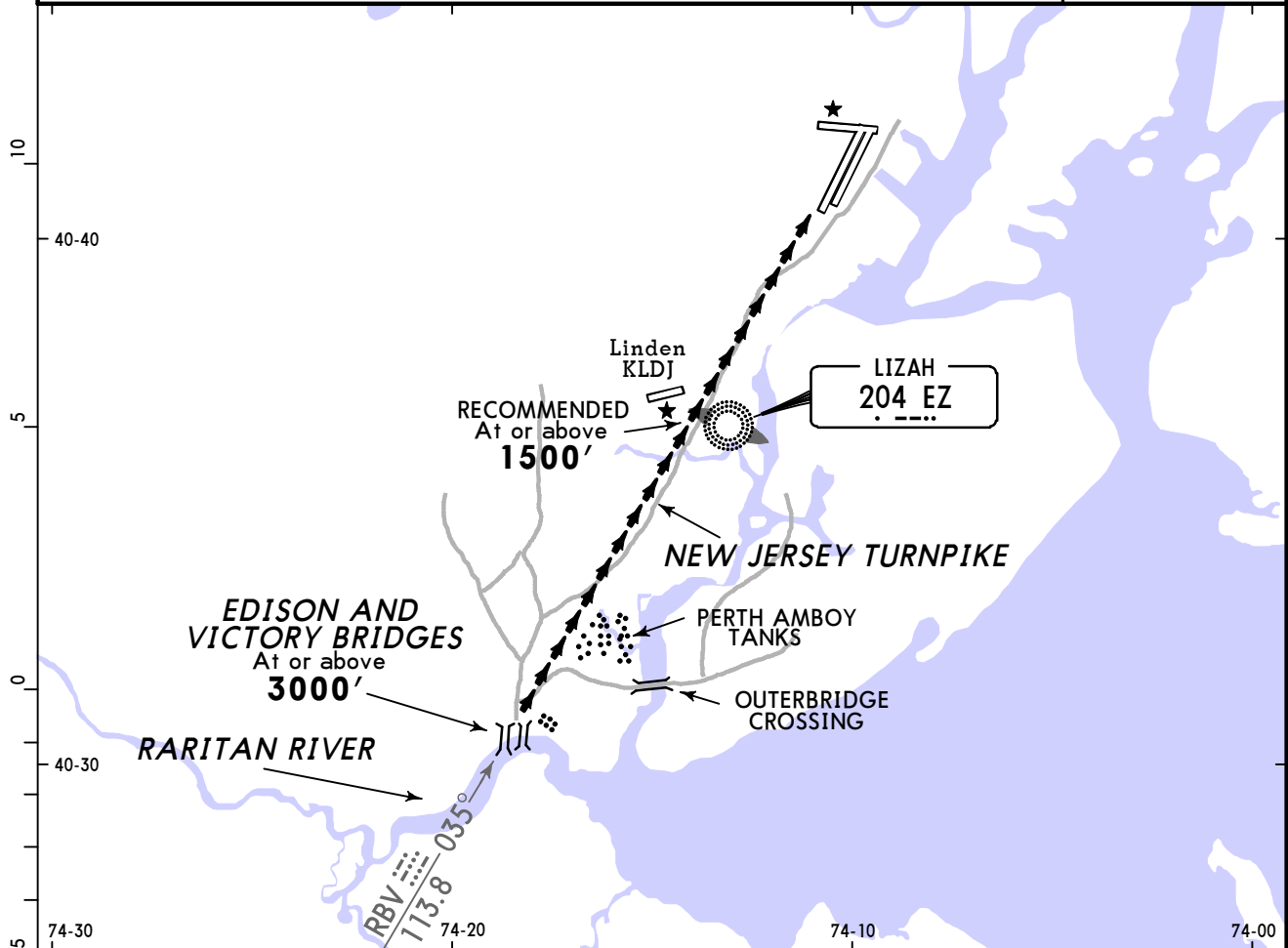
1. Radar required.

2800'

090°↗↖270°

2100'

MSA EZ LOM



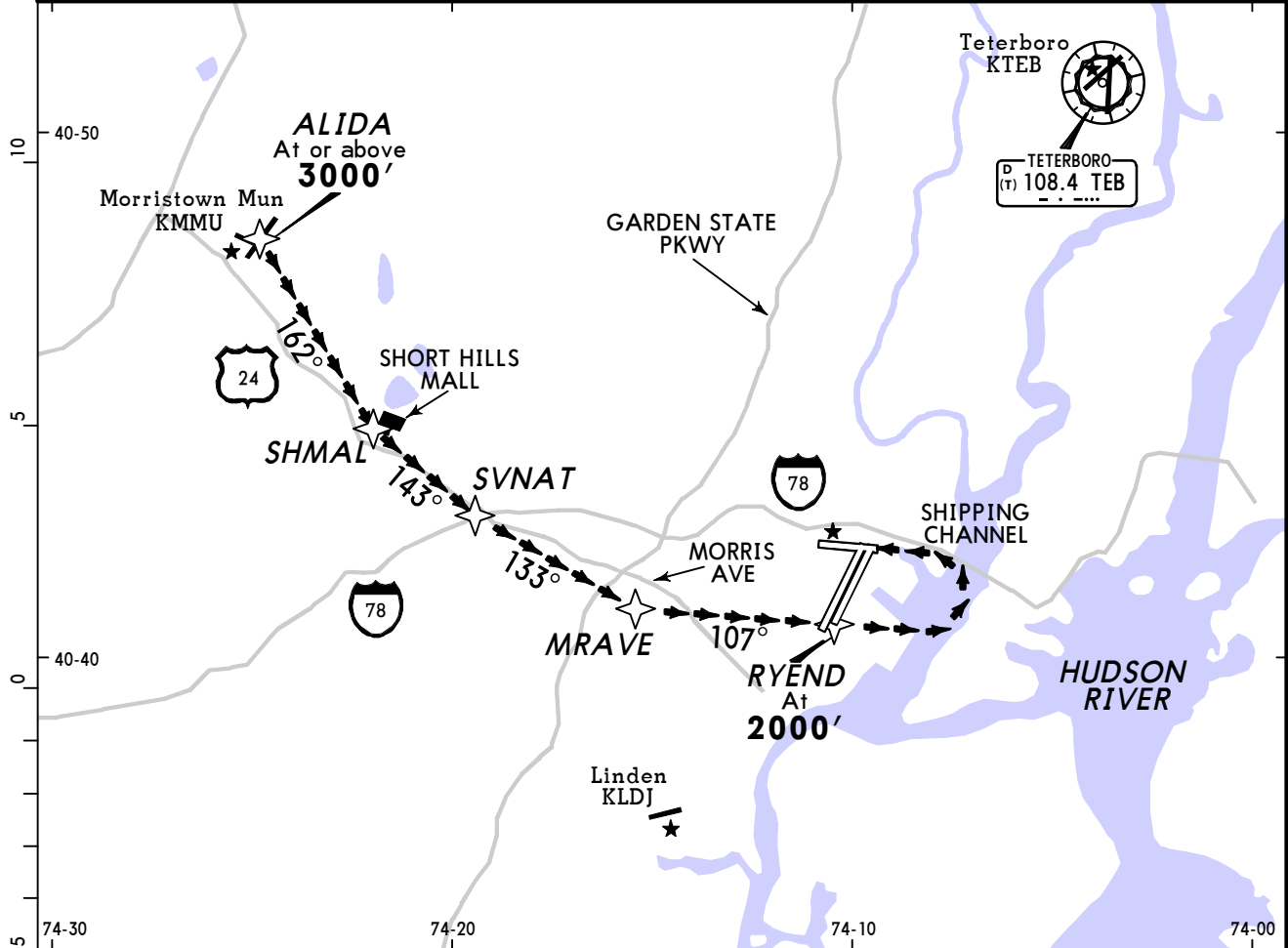
TURNPIKE VISUAL APPROACH RWYS 4L/4R

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).

WEATHER MINIMUMS

Ceiling **3500'** Vis **-5**

D-ATIS Arrival 115.7		South Arrival 134.82		NEW YORK Approach (R) 127.6		NEWARK Tower 118.3		Ground 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									3000'
Alt Set: INCHES 1. Vertical Guidance Navaid and Angle: Rwy 29 PAPI, 3.00°.									
Trans level: FL 180 Trans alt: 18000'									
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**

D-ATIS Arrival

115.7

South Arrival

134.82

NEW YORK Approach (R)

128.55 120.15

NEWARK Tower

118.3

Ground

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. 2. ALERT RWY 29: Use caution when turning on final approach to ensure you are correctly aligned with Rwy 29. Non-standard PAPIs are located on the right side of Rwy 29 between Rwy 29 and Taxiway Z. Do not confuse Taxiway Z with Rwy 29. 3. When Rwy 29 REILs and PAPIs are inoperative, procedure not authorized at night. 4. Vertical Guidance Navaid and Angle: PAPI 3.00°.

3000'

MSA TEB VOR

D-ATIS Arrival

115.7

South Arrival

134.82

NEW YORK Approach (R)

128.55 120.15

NEWARK Tower

118.3

Ground

121.8

NAVAIDS-Refer to Planview

Final Apch Crs Refer to Planview

No FAF

CEIL-VIS 3500' -5

Apt Elev 18'

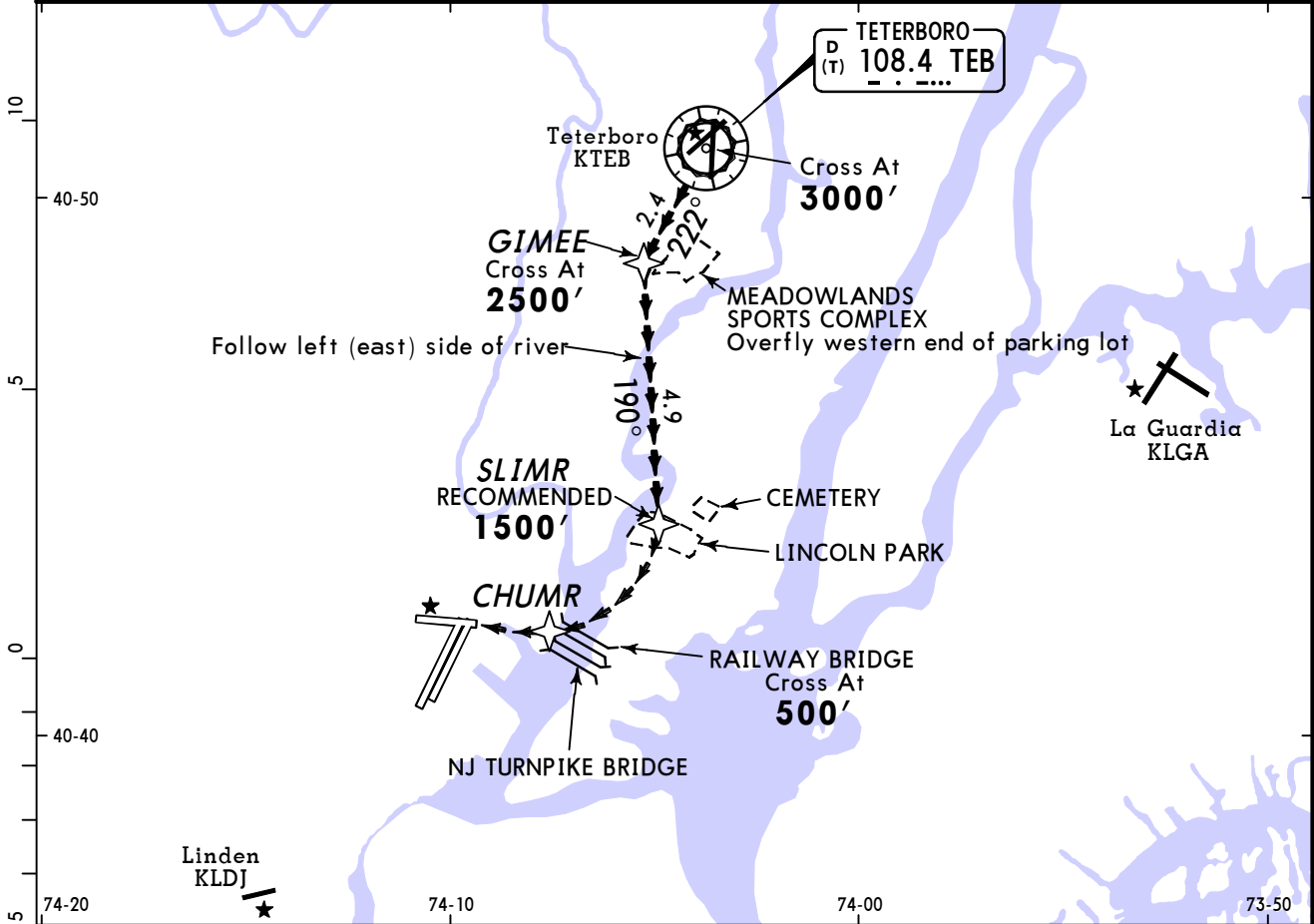
MISSED APCH: No Missed Approach Procedure

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

1. Radar required. 2. ALERT RWY 29: Use caution when turning on final approach to ensure you are correctly aligned with Rwy 29. Non-standard PAPIs are located on the right side of Rwy 29 between Rwy 29 and Taxiway Z. Do not confuse Taxiway Z with Rwy 29. 3. When Rwy 29 REILs and PAPIs are inoperative, procedure not authorized at night. 4. Vertical Guidance Navaid and Angle: PAPI 3.00°.

3000'

MSA TEB VOR



STADIUM VISUAL APPROACH RWY 29

When cleared for the Stadium Visual Approach, proceed direct to Teterboro Airport and cross it at 3000'. Proceed on 222° heading to west end of Meadowlands Sports Complex (GIMEE), cross GIMEE at 2500'. Turn left at GIMEE and continue along left (east) side of river to Lincoln Park. Plan to be in final landing configuration by Lincoln Park. Turn right and descend to cross Railway Bridge at 500'.

REIL
PAPI-R

WEATHER MINIMUMS

Ceiling **3500'** - Vis **5**

D-ATIS Arrival

115.7

NEW YORK Approach (R)

128.55 132.8

NEWARK Tower

118.3

Ground

121.8

NAVAIDS-Refer to Planview

Final Apch Crs Refer to Planview

No FAF

CEIL-VIS 3500'-5

Apt Elev 18'

3000'

MSA TEB VOR

MISSED APCH: No Missed Approach Procedure

Alt Set: INCHES

Trans level: FL 180

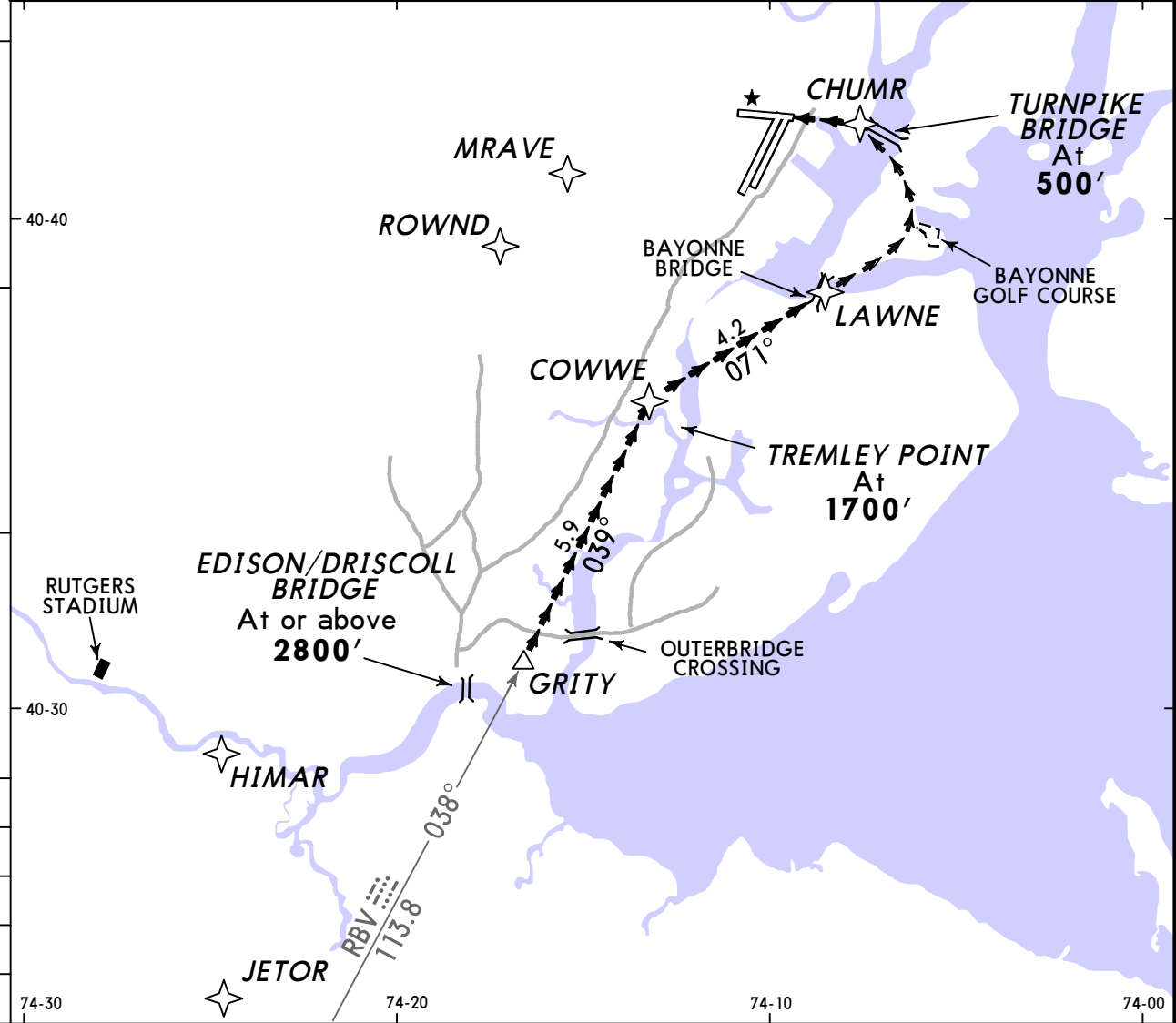
Trans alt: 18000'

1. When Rwy 29 REILs and PAPIs are inoperative, procedure not authorized at night.

2. In the event of a rejected landing, proceed direct MRAVE direct ROWND at 2000'.

3. Vertical Guidance Navaid and Angle: PAPI-R (3.00°).

DRILLING SITE



BRIDGE VISUAL APPROACH RWY 29 When cleared for the Bridge Visual Approach, cross the Edison/Driscoll Bridge (GRITY) at or above 2800'. Proceed direct to Tremley Point (COWWE), cross Tremley Point at 1700'. From Tremley Point proceed direct to Bayonne Bridge (LAWNE), then to the west end of the Bayonne Golf Course. Turn left and descend to cross Turnpike Bridge (CHUMR) at 500'.	
	REIL PAPI-R
WEATHER MINIMUMS Ceiling 3500' Vis -5	

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NEWARK, NJ (NEWARK LIBERTY INTL - KEWR)				
REV	RNAV (RNP) Z RWY 4R	12-20	05 Dec 2014	
REV	RNAV (RNP) Y RWY 22L	12-21	05 Dec 2014	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KEWR

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(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: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-9A) Rwy 4L - PAPI-L (angle 3.1 degrees); Rwy 22R - PAPI-L (angle 3.1 degrees)