

List of pages in this Trip Kit

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Airport Information For KEWR

Terminal Charts For KEWR

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: NEWARK NJ USA
ICAO/IATA: KEWR / EWR
Lat/Long: N40° 41.55', W074° 10.12'
Elevation: 17 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
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: 0939 Z
Sunset: 0007 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: 17 ft
Lighting: Edge, Centerline, REIL

Runway: 22L

Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 11 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

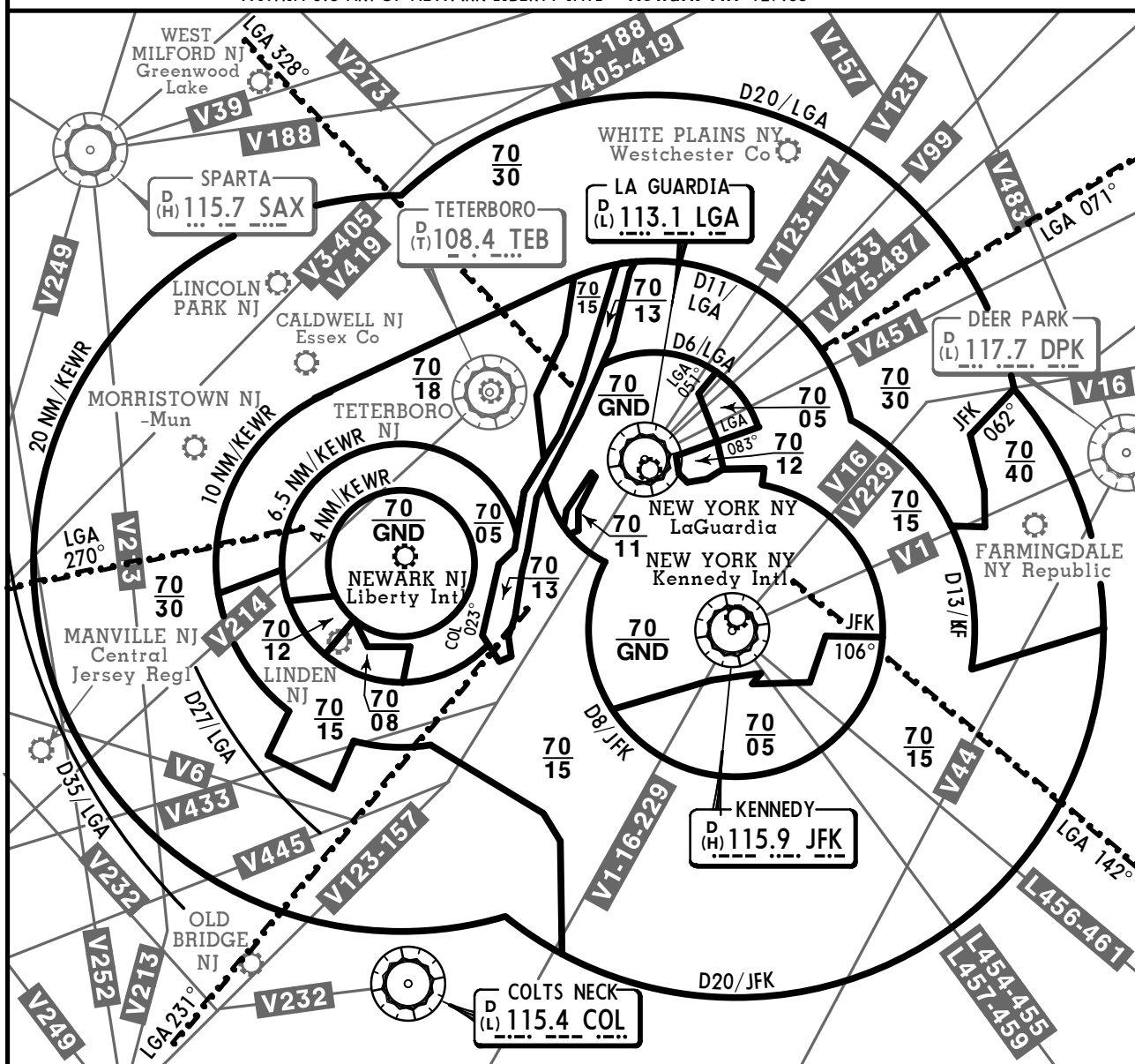
Communication Information

ATIS: 115.700 Arrival Service
ATIS: 134.825
Newark Tower: 134.050 Secondary
Newark Tower: 118.300
Newark Ground: 126.150 Secondary
Newark Ground: 121.800
Newark Ramp/Taxi: 122.850
Newark Ramp/Taxi: 123.850
Newark Ramp/Taxi: 129.575
Newark Ramp/Taxi: 130.375
Newark Ramp/Taxi: 131.075
Newark Ramp/Taxi: 132.450
Newark Clearance Delivery: 118.850
Newark Clearance Pre-Taxi: 118.850
Newark Approach: 132.800
Newark Approach: 127.600
Newark Approach: 128.550 Initial Contact
Newark Approach: 132.700
Newark Terminal Control Area: 127.850
Newark Departure: 119.200
Newark UNICOM: 122.950
Newark Operations: 129.375
Newark Operations: 130.525

NEW YORK CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

LGA 329°-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 LAGUARDIA APT **LaGuardia 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

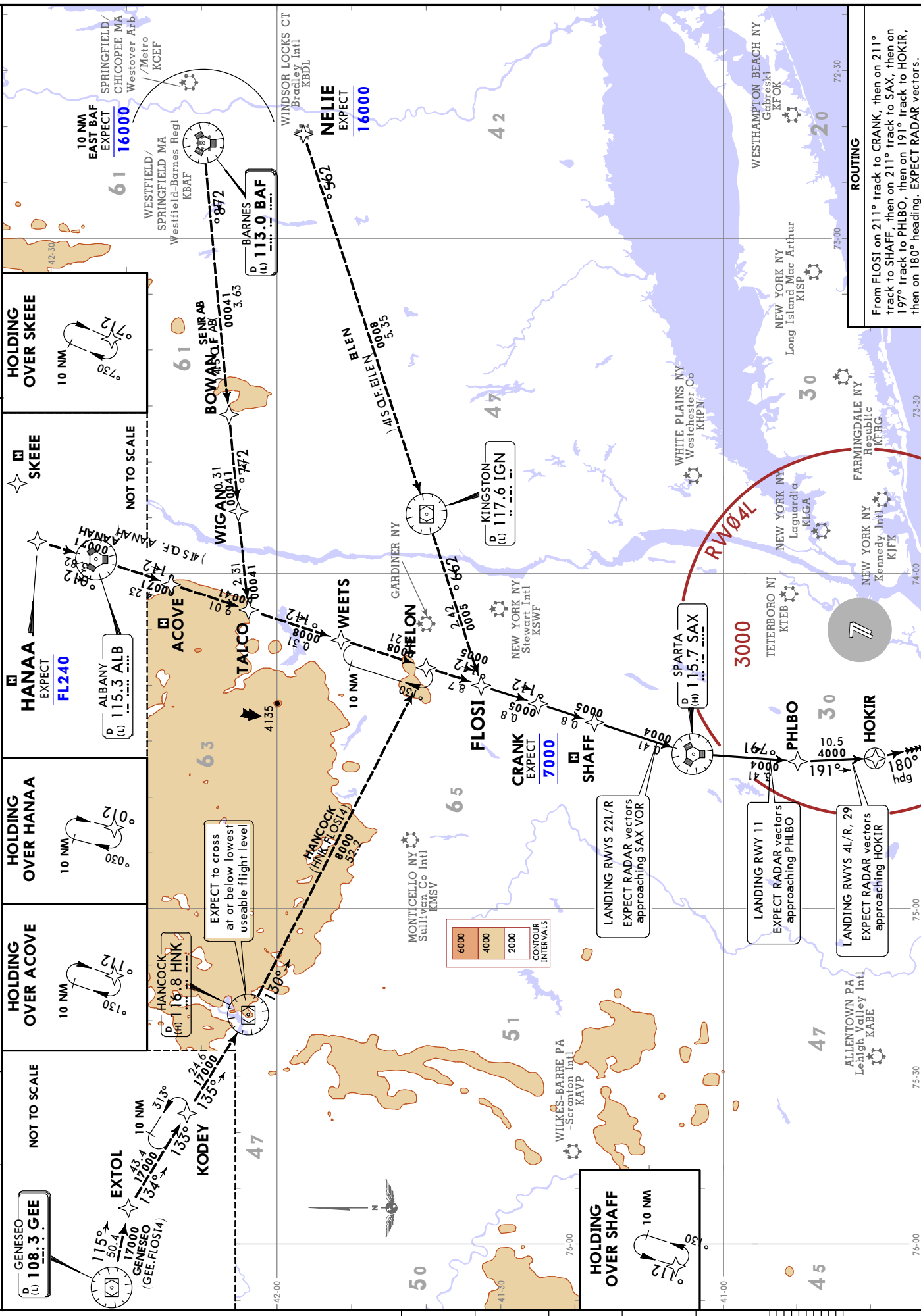
IFR FLIGHTS- Aircraft operating within the New York Class B Airspace must be operated in accordance with ATC clearances and instructions.

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.

KEWR/EWR
NEWARK LIBERTY INTL
D-ATIS 115.7 134.825
Apt Elev 17
D-GENESEO (GEE.FLOSI4)
(L) 108.3 GEE
NOT TO SCALE

FLOSI 4 RNAV ARRIVAL (FLOSI.FLOSI4)
SPEED APPLICABLE TO TURBOJET AND NON-TURBOJET AIRCRAFT CAPABLE OF 250 KT
HOLDING OVER ACOVE
HOLDING OVER HANAA
HOLDING OVER SKEEE
HOLDING OVER SKEEE
HOLDING OVER SKEEE



NEWARK, NJ
30 OCT 20 (10-2A) Eff: 5 Nov
RNAV STAR
RWY04L
From FLOSI on 211° track to CRANK, then on 211° track to SHAFF, then on 211° track to SAX, then on 197° track to PHLBO, then on 191° track to HOKIR, then on 180° heading. EXPECT RADAR vectors.

KEWR/EWR
NEWARK LIBERTY INTL

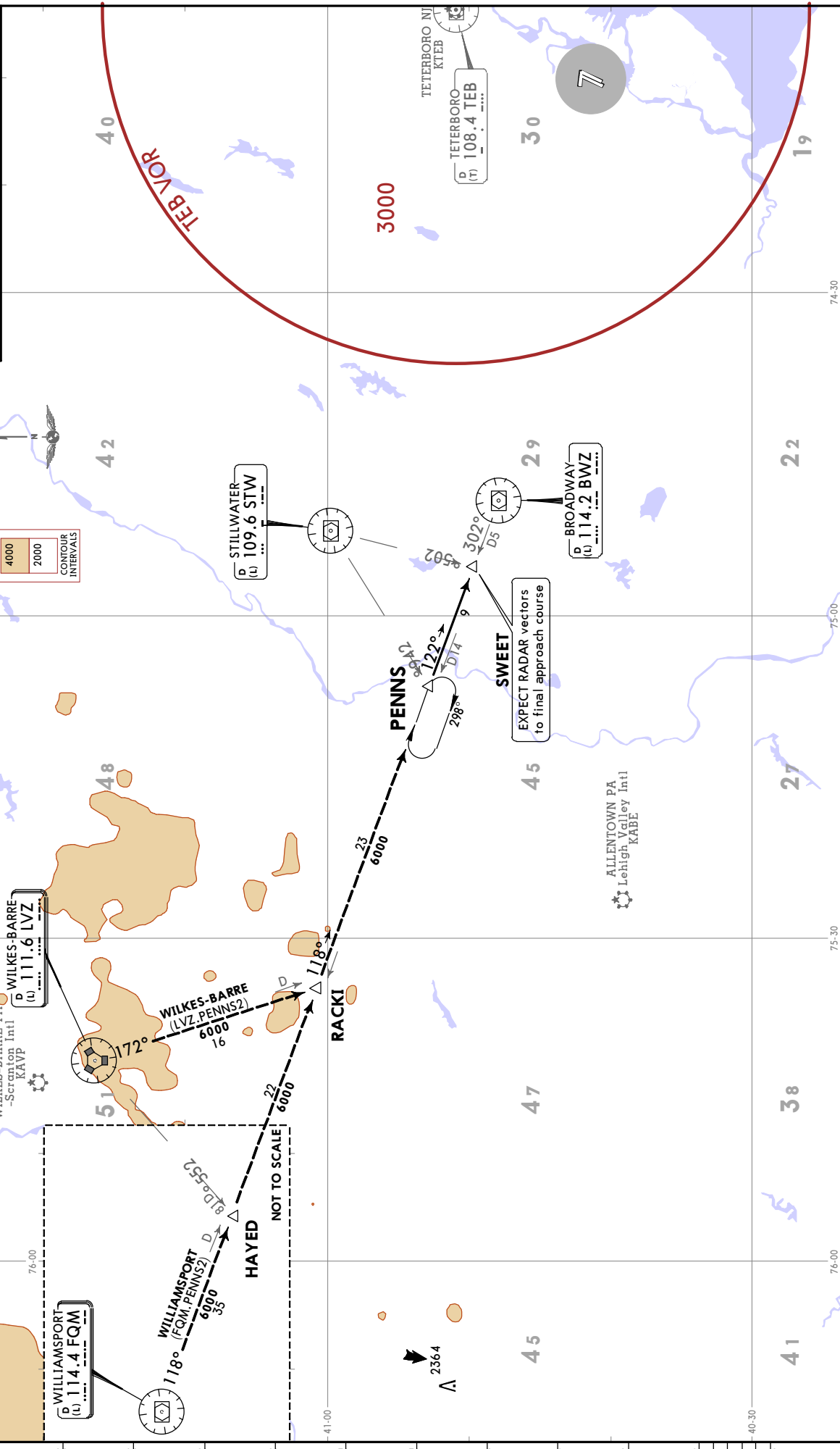
NEWARK, NJ
STAR

D-ATIS 115.7 134.825 Apt Elev 17

Alt Set: INCHES Trans level: FL 180

PENNS 2 ARRIVAL (PENNS.PENNS2)
SPEED APPLICABLE TO ALL NON-JET
AIRCRAFT FILED LESS THAN 250 KT
LANDING NEWARK LIBERTY INTL

ROUTING
 From over PENNS via BWZ R302 to SWEET.
 EXPECT RADAR vectors to final approach course.



NEWARK, NJ
RNAV STAR

4 AUG 23
10-2C

KEWR/EWR
NEWARK LIBERTY INTL

PHILBO

D-ATIS 115.7 134.825

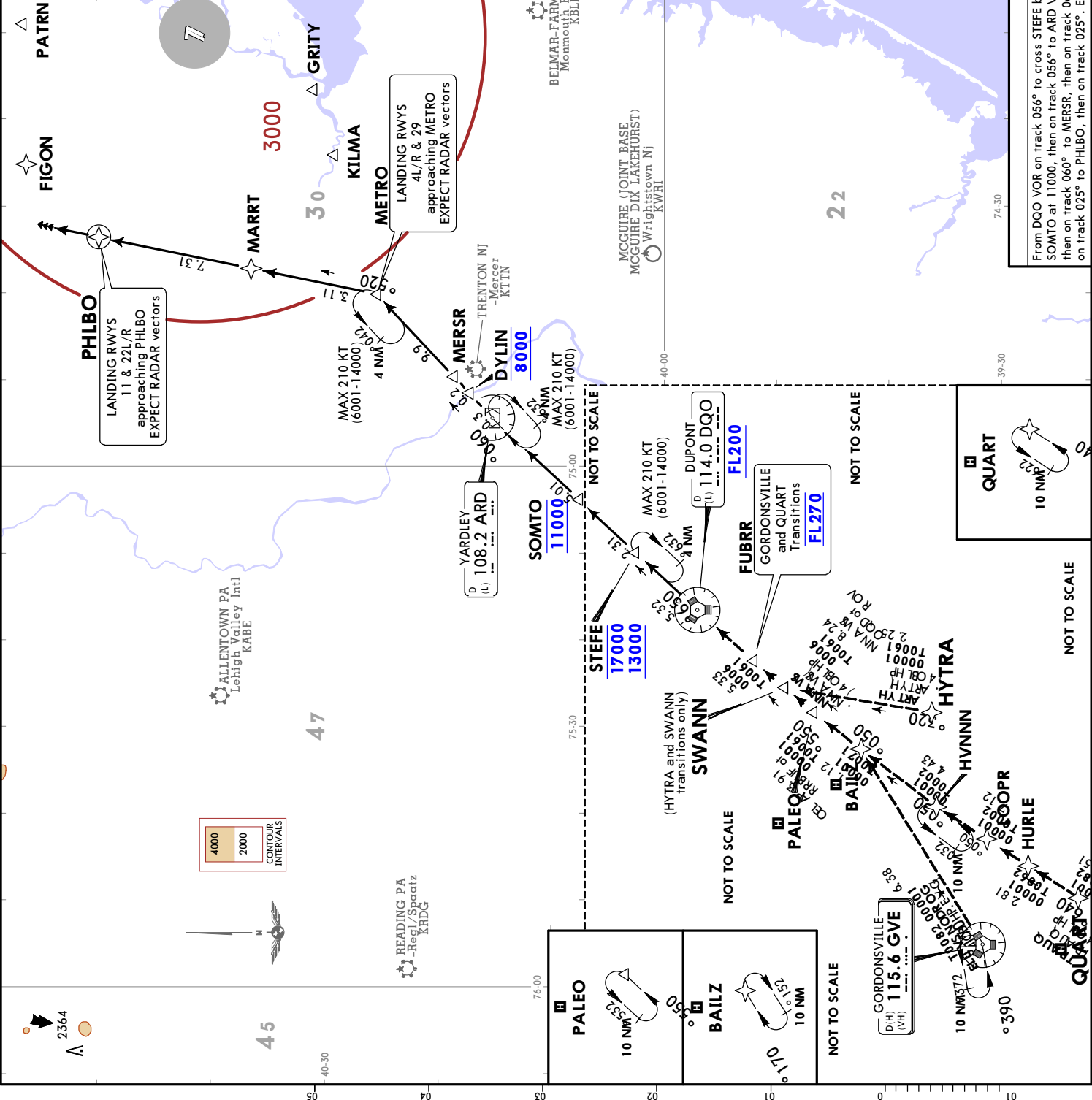
Apt Elev 17

Alt Set: INCHES Trans level: FL180

RNAV 1 DME/DME/IRU or GPS

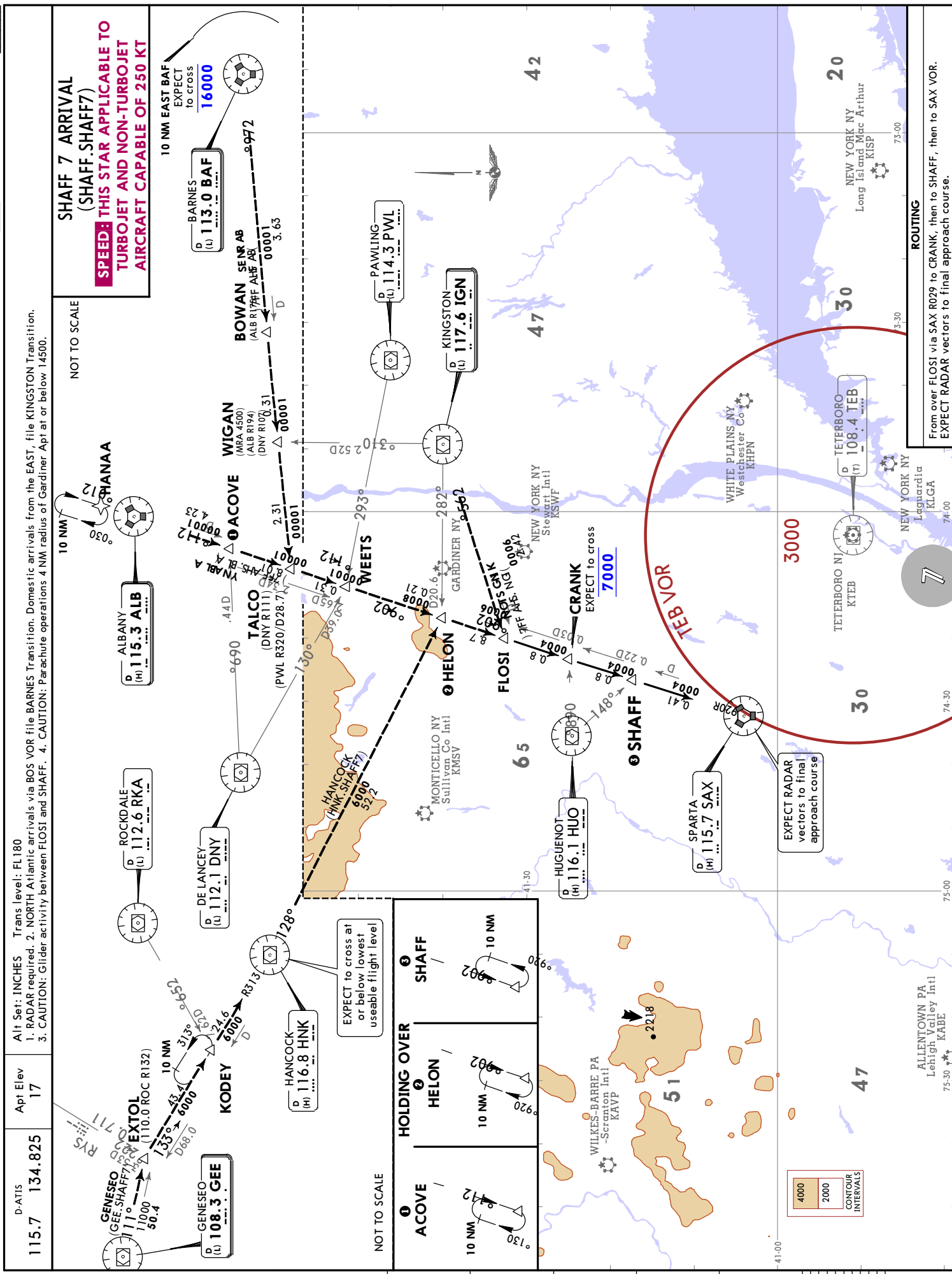
1. RADAR required.
2. Jet aircraft only.
3. HYTRA transition do not file - to be assigned by ATC.

PHILBO 4 RNAV ARRIVAL (DQO.PHLBO4) (ALL RWYS)



ROUTING

From DQO VOR on track 056° to cross STEFF between 13000 and 17000, then on track 056° to cross SOMTO at 11000, then on track 056° to ARD VOR, then on track 060° to cross DYLIN at 8000, then on track 060° to MERSR, then on track 060° to METRO, then on track 025° to MARRT, then on track 025° to PHILBO, then on track 025°. EXPECT RADAR vectors to final approach course.



JEPPESEN 30 AUG 24
NEWARK, NJ
NEWARK LIBERTY INTL
KEWR/EWR
SID

NEWARK
 Departure (R)
119.2
 Apt Elev
 17
 Trans alt: 18000
 RNAV 1 - GPS for DIXIE and WHITE
 Departures
 1. RADAR and DME required. 2. Runways 4L/R, simultaneous reception of EWR ILS/DME required.

**DEVIL 1 DEPARTURE
 (DEVL1.EWR)
 (RWYS 4L/R)**

LOST COMMS
 For aircraft proceeding to BREZY, COATE, GAYEL, HAAYS, NEION, if radio contact lost/not established with ATC, climb to 3000 after SBJ R054.

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

TAKE-OFF MINIMUMS:
 Rwy 4L: Standard with minimum climb of 365 FT/NM to 800.
 Rwy 4R: Standard with minimum climb of 345 FT/NM to 800.

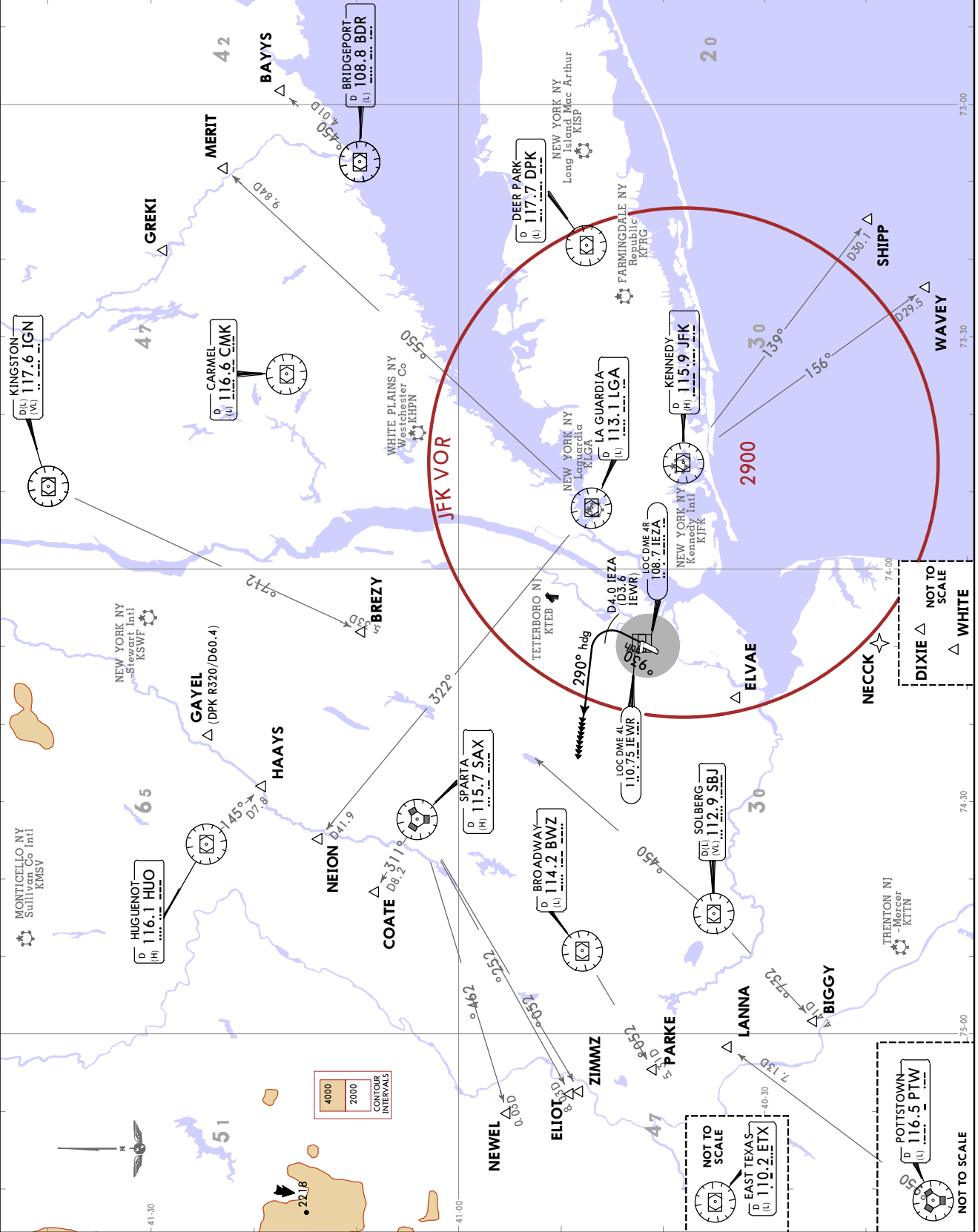
Grnd speed-KT	75	100	150	200	250	300
345 FT/NM	431	575	863	1150	1438	1725
365 FT/NM	456	608	913	1217	1521	1825

RWY	INITIAL CLIMB	TOP ALTITUDE
4L/R	Climb on heading 039° until D4.0 IEZA (use D3.6 IEWR when IEZA is not available), then climbing LEFT turn to heading 290°, MAINTAIN 2000.	2000

ROUTING
 As per notes or for RADAR vectors to assigned route/fix, EXPECT clearance to filed altitude/flight level 10 minutes after departure.

Departures:

BAYS	BDR VOR/BDR R054.
BIGGY	SBJ VOR/SBJ R237.
BREZY	IGN R217 to BREZY.
COATE	SAX VOR/SAX R311.
DIXIE	ELVAE/NEECK.
ELIOT	SAX R252. ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000 or 16000.
GAYEL	DPK R320.
HAAYS	HUO VOR.
LANNA	PTW R059.
MERIT	LGA R055.
NEION	LGA R322.
NEWEL	SAX VOR/SAX R264. NEWEL may be accessed by turbo jet aircraft only requesting a final altitude at or above FL 180.
PARKE	BWZ R250.
SHIPP	JFK VOR/JFK R139.
WAYVE	JFK VOR/JFK R156.
WHITE	ELVAE/NEECK.
ZIMMZ	SAX R250. ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above FL180.



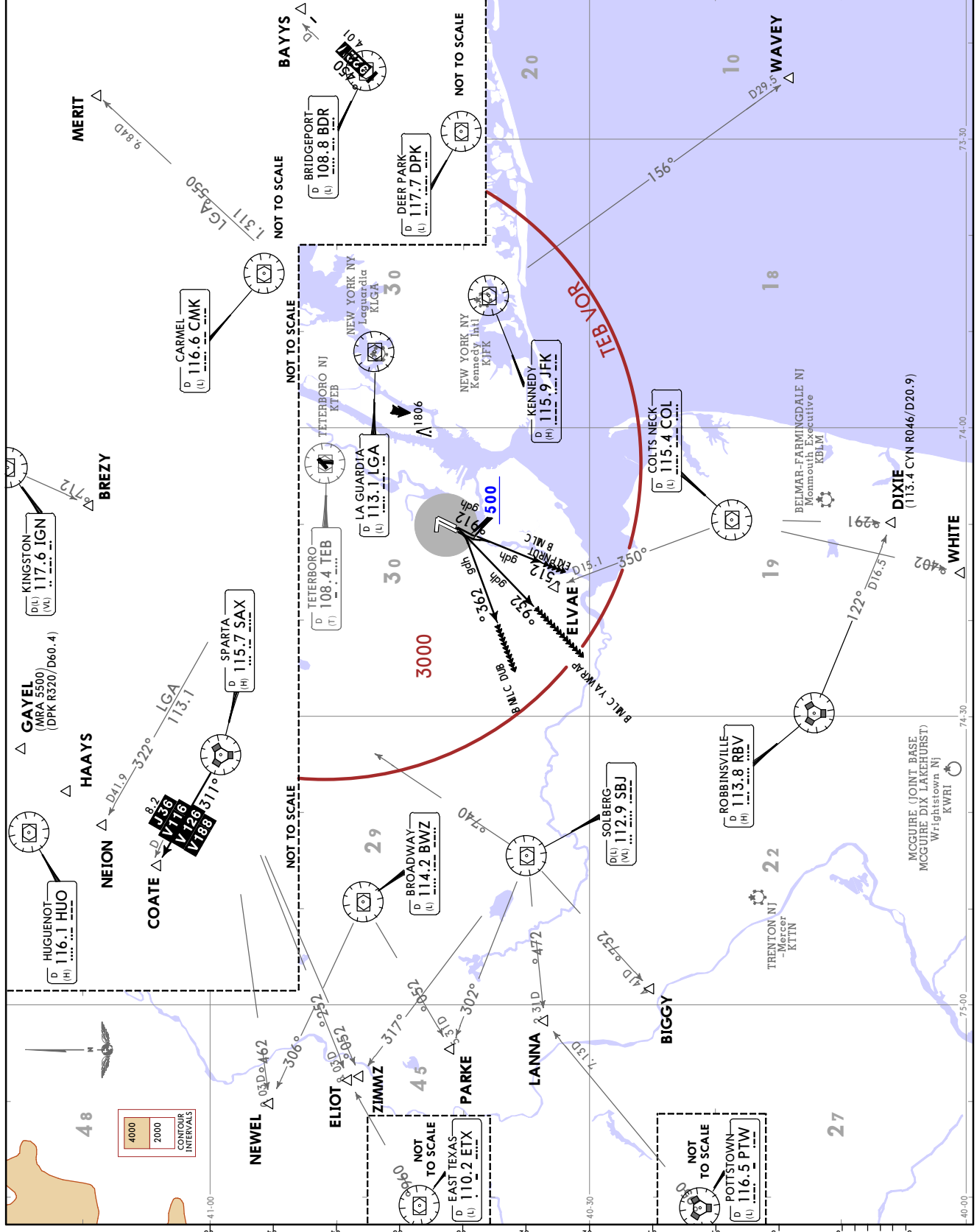
CHANGES: Departure communication name, IGN VOR service volume.
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KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN
30 AUG 24 (10-3A) Eff 5 Sep

NEWARK, NJ
SID

NEWARK Departure (R) 119.2	Apt Elev 17 Trans alt: 18000 RADAR required.																					
LIBERTY 5 DEPARTURE (LIB5.LIB) (RWYS 22L/R)																						
<p>LOST COMMS For aircraft proceeding to BREZY, COATE, HAAYEL, HAAYS, and NEILON, if radio contact lost/not established with ATC, climb to 3000 after SBJ R047.</p> <p>LOST COMMS For aircraft proceeding to BREZY, COATE, HAAYEL, HAAYS, and NEILON, if radio contact lost/not established with ATC, climb to 3000 after SBJ R047.</p> <p>LOST COMMS For aircraft proceeding to BREZY, COATE, HAAYEL, HAAYS, and NEILON, if radio contact lost/not established with ATC, climb to 3000 after SBJ R047.</p>																						
<p>TAKE-OFF OBSTACLE NOTES 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.</p>																						
<p>TAKE-OFF MINIMUMS: Rwys 4L/R, 11, 29: Not authorized - ATC. Rwy 22L: Standard with minimum climb of 255 FT/NM to 2300. Rwy 22R: Standard with minimum climb of 250 FT/NM to 2300.</p> <table border="1"> <thead> <tr> <th>Grnd speed-KT</th> <th>75</th> <th>100</th> <th>150</th> <th>200</th> <th>250</th> <th>300</th> </tr> </thead> <tbody> <tr> <td>250 FT/NM</td> <td>313</td> <td>417</td> <td>625</td> <td>833</td> <td>1042</td> <td>1250</td> </tr> <tr> <td>255 FT/NM</td> <td>319</td> <td>425</td> <td>638</td> <td>850</td> <td>1063</td> <td>1275</td> </tr> </tbody> </table>		Grnd speed-KT	75	100	150	200	250	300	250 FT/NM	313	417	625	833	1042	1250	255 FT/NM	319	425	638	850	1063	1275
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<p>INITIAL CLIMB</p> <table border="1"> <thead> <tr> <th>BUD CLIMB</th> <th>PARKWAY CLIMB</th> <th>TURNPIKE CLIMB</th> <th>TOP ALTITUDE</th> </tr> </thead> <tbody> <tr> <td>Climbing RIGHT turn on heading 263°, or as assigned by ATC.</td> <td>Climbing RIGHT turn on heading 239°, or as assigned by ATC.</td> <td>Climb on heading 219° to 500, then climb heading 215°, or as assigned by ATC.</td> <td>2500</td> </tr> </tbody> </table>		BUD CLIMB	PARKWAY CLIMB	TURNPIKE CLIMB	TOP ALTITUDE	Climbing RIGHT turn on heading 263°, or as assigned by ATC.	Climbing RIGHT turn on heading 239°, or as assigned by ATC.	Climb on heading 219° to 500, then climb heading 215°, or as assigned by ATC.	2500													
BUD CLIMB	PARKWAY CLIMB	TURNPIKE CLIMB	TOP ALTITUDE																			
Climbing RIGHT turn on heading 263°, or as assigned by ATC.	Climbing RIGHT turn on heading 239°, or as assigned by ATC.	Climb on heading 219° to 500, then climb heading 215°, or as assigned by ATC.	2500																			
<p>ROUTING EXPECT RADAR vectors to assigned route/fix. MAINTAIN 2500. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.</p>																						
<p>Departures:</p> <ul style="list-style-type: none"> BAYS BDR VOR/BDR R054. BIGGY SBJ VOR/SBJ R237. BREZY IGN R217 to BREZY. COATE SAX VOR/SAX R311. ELIOT SAX R252 between 2300 and 0700 local. ELIOT departures EXPECT vectors to SBJ VOR or ETX VOR. ELIOT may be accessed by all type aircraft requesting a final altitude of 14000 or 16000. GAYEL DPK R320. HAAYS HUO VOR. LANNA SBJ VOR/SBJ R274. MERIT LGA R055. NEILON LGA R322. NEWEL SAX R264. NEWEL NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180. PARKE SBJ VOR/SBJ R302. WAVEY JFK VOR/JFK R156. WHITE/DIXIE COL R350 or ELVAE/COL VOR then to WHITE on COL R204 or to DIXIE on COL R192. ZIMMZ SAX R250. ZIMMZ ZIMMZ may be accessed by all type aircraft requesting a final altitude at or above FL180. 																						
<p>EXPECT vectors to:</p> <ul style="list-style-type: none"> BAYS BDR VOR/BDR R054. BIGGY SBJ VOR/SBJ R237. BREZY IGN R217 to BREZY. COATE SAX VOR/SAX R311. ELIOT SAX R252 between 2300 and 0700 local. ELIOT departures EXPECT vectors to SBJ VOR or ETX VOR. ELIOT may be accessed by all type aircraft requesting a final altitude of 14000 or 16000. GAYEL DPK R320. HAAYS HUO VOR. LANNA SBJ VOR/SBJ R274. MERIT LGA R055. NEILON LGA R322. NEWEL SAX R264. NEWEL NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180. PARKE SBJ VOR/SBJ R302. WAVEY JFK VOR/JFK R156. WHITE/DIXIE COL R350 or ELVAE/COL VOR then to WHITE on COL R204 or to DIXIE on COL R192. ZIMMZ SAX R250. ZIMMZ ZIMMZ may be accessed by all type aircraft requesting a final altitude at or above FL180. 																						



CHANGES: Departure communication name, IGN VOR service volume.

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JEPPESEN
 30 AUG 24
 10-3B **EFIS SGP**

KEWR/EWR
 NEWARK LIBERTY INTL

NEWARK, NJ
SID

NEWARK 5 DEPARTURE (EWR5.EWR)
(RWYS 4L/R, 11)
 (For Runways 22L/R, 29 see 10-3C)

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (10-30B 1).
TAKE-OFF MINIMUMS:
Rwy 4L: Standard with minimum climb of 365 FT/NM to 800.
ATC climb of 500 FT/NM to 2500.
Rwy 4R: Standard with minimum climb of 345 FT/NM to 900.
ATC climb of 500 FT/NM to 2500.
Rwy 11: Standard with minimum climb of 250 FT/NM to 2000.
ATC climb of 500 FT/NM to 2500.

Ground speed-KT	75	100	150	200	250	300
250 FT/NM	313	417	625	833	1042	1250
345 FT/NM	431	575	863	1150	1438	1725
365 FT/NM	456	608	913	1217	1521	1825
500 FT/NM	625	833	1250	1667	2083	2500

INITIAL CLIMB

TAKE-OFF RWYS 4L/R:
 Climb on heading 039° to 500, then climbing RIGHT turn to heading 055° to D4.0 IEZA (use D3.6 IEWR when IEZA is not available), then climbing LEFT turn to heading 290°, cross TEB R214 WESTBOUND at or above 2500, climb and MAINTAIN 3000.

TAKE-OFF RWY 11:
 Climbing LEFT turn on heading 060° to D4.0 IEZA (use D3.6 IEWR when IEZA is not available), then climbing LEFT turn to heading 290°, cross TEB R214 WESTBOUND at or above 2500, climb and MAINTAIN 3000.

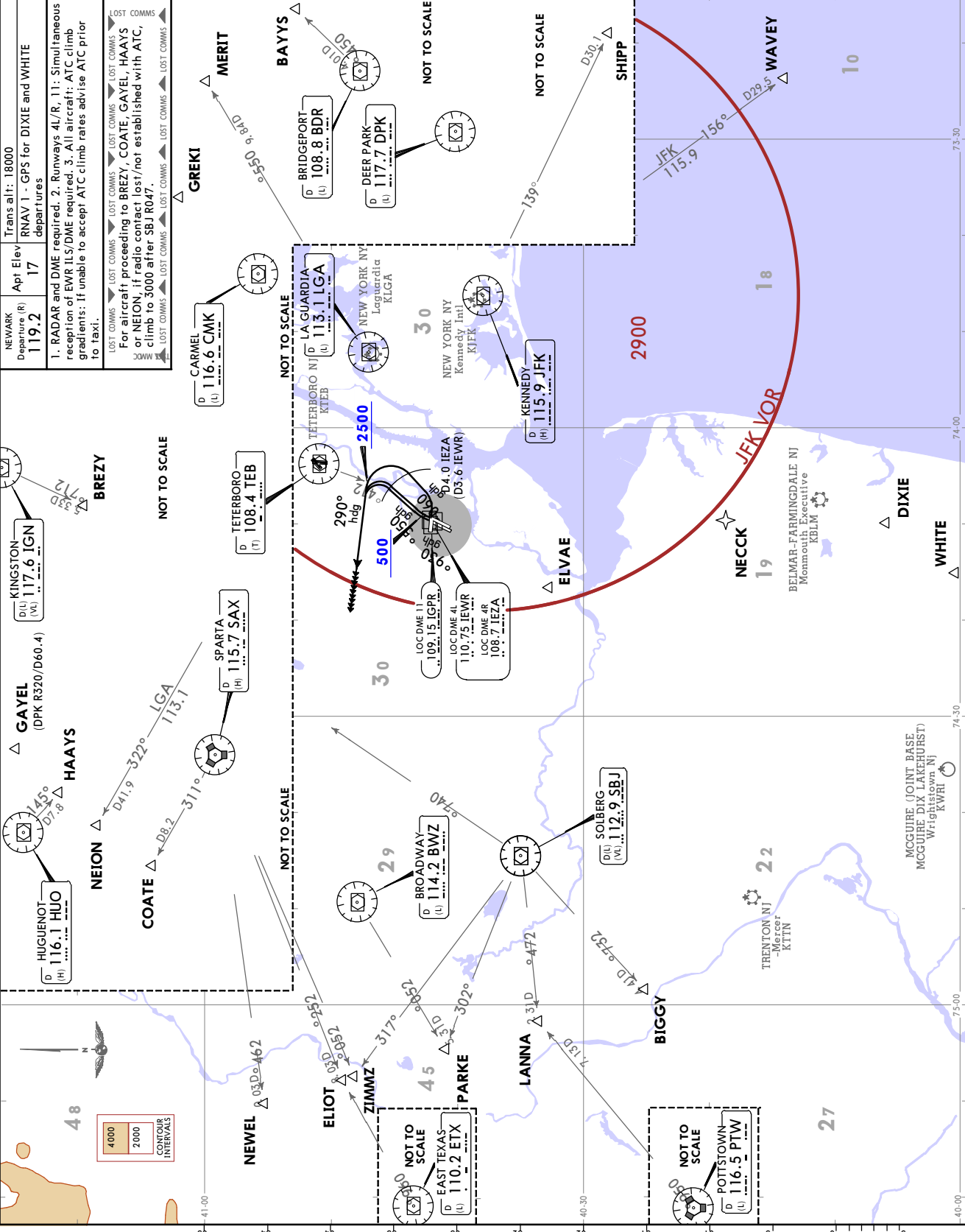
TOP ALTITUDE
 3000

ROUTING

As per notes or for RADAR vectors to assigned route/fix, EXPECT clearance to filed altitude/flight level 10 minutes after departure.

Departures: **Rwys 4L/R EXPECT RADAR vectors to:**

BAYGS	BDR VOR/BDR R054.
BIGGY	SBJ VOR/SBJ R237.
BREZY	IGN R217 to BREZY.
COATE	SAX VOR/SAX R311.
DIXIE	ELVAE/NECCK.
ELIOT	SAX R252. ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000 or 16000.
GAYEL	DPK R320.
HAAYS	HUO VOR.
LANNA	PTW R059.
MERIT	LGA R055.
NEION	LGA R322.
NEWEL	SAX VOR/SAX R264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.
PARKE	BWZ R250.
SHIPP	JFK VOR/JFK R139.
WAVEY	JFK VOR/JFK R156.
WHITE	ELVAE/NECCK.
ZIMMZ	SAX R250. ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above FL180.



NEWARK
 Departure (R) 119.2
 Trans alt: 18000
 RNAV 1 - GPS for DIXIE and WHITE departures

APR ELEV 17

1. RADAR and DME required. 2. Runways 4L/R, 11: Simultaneous reception of EWR ILS/DME required. 3. All aircraft: ATC climb gradients: If unable to accept ATC climb rates advise ATC prior to taxi.
 For aircraft proceeding to BREZY, COATE, GAYEL, HAAYS or NEION, if radio contact lost/not established with ATC, climb to 3000 after SBJ R047.

LOST COMMS
 For aircraft proceeding to BREZY, COATE, GAYEL, HAAYS or NEION, if radio contact lost/not established with ATC, climb to 3000 after SBJ R047.

KEWR/EWR
NEWARK LIBERTY INTL
NEWARK, NJ
JEPPERSEN
30 AUG 24 (10-3C) Eff 5 Sep
NEWARK, NJ
SID

NEWARK 5 DEPARTURE (EWR5.EWR)
(RWYS 22L/R, 29)
(For Runways 4L/R, 11 see 10-3B)

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

TAKE-OFF MINIMUMS:
Rwy 22L: Standard with minimum climb of 450 FT/NM to 700. ATC climb of 500 FT/NM to 600.
Rwy 22R: Standard with minimum climb of 225 FT/NM to 500. ATC climb of 500 FT/NM to 500.
Rwy 29: Standard with minimum climb of 455 FT/NM to 500. ATC climb of 500 FT/NM to 500.

Gnd speed-KT	75	100	150	200	250	300
225 FT/NM	281	375	563	750	938	1125
450 FT/NM	563	750	1125	1500	1875	2250
455 FT/NM	569	758	1138	1517	1896	2275
500 FT/NM	625	833	1250	1667	2083	2500

INITIAL CLIMB

TAKE-OFF RWY 22L:
Climb on heading 219° to 500, then climbing LEFT turn to heading 190° to D2.3 ILSQ (use D2.8 IJNN when ILSQ is not available), then climbing RIGHT turn to heading 220°. MAINTAIN 2500.

TAKE-OFF RWY 22R:
Climbing LEFT turn on heading 190° to D2.3 ILSQ (use D2.8 IJNN when ILSQ is not available), then climbing RIGHT turn to heading 220°. MAINTAIN 2500.

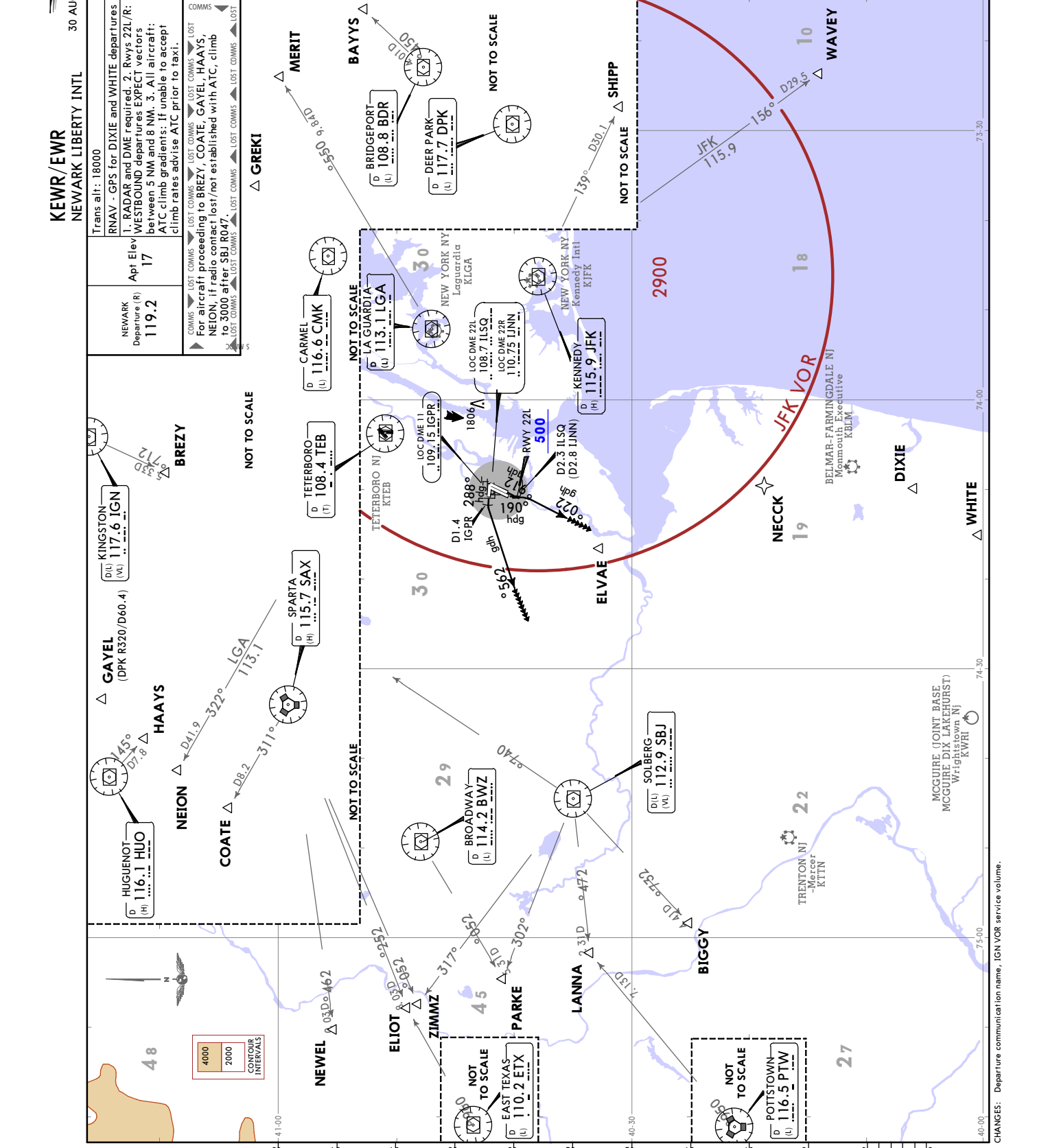
TAKE-OFF RWY 29:
Climb on heading 288° to D1.4 IGPR, then climbing LEFT turn to heading 265°. MAINTAIN 3000.

ROUTING

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

Departures:

BAYS	BDR VOR/BDR R054.
BIGGY	SBJ VOR/SBJ R237.
BREZY	IGN R217 to BREZY.
COATE	SAX VOR/SAX R311.
DIXIE	ELVAE/NECCK.
ELIOT	ETX VOR (2300 - 0700 local SBJ VOR/ETX VOR). ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000 or 16000.
GAYEL	DPK R320.
HAAYS	HUO VOR.
LANNA	SBJ VOR/SBJ R274.
MERIT	LGA R055.
NEION	LGA R322.
NEWEL	SAX VOR/SAX R264. NEWEL may be accessed by turbo jet aircraft, only requesting a final altitude at or above FL180.
PARKE	SBJ VOR/SBJ R302.
SHIPP	JFK VOR/JFK R139.
WAVEY	JFK VOR/JFK R156.
WHITE	ELVAE/NECCK.
ZIMMZ	SBJ VOR/SBJ R317. ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above FL180.



CHANGES: Departure communication name, IGN VOR service volume.
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KEWR/EWR
NEWARK LIBERTY INTL

NEWARK, NJ
RNAV SID

JEPPESEN
30 AUG 24
10-3D
EFIS SFP

NEWARK Departure (R) 119.2	RNAV 1 DME/DME/IRU or GPS required RADAR required.
Trans alt: 18000	

PORTT 4 RNAV DEPARTURE
(PORTT4.PORIT)
(RWYS 22L/R)
SPEED: DO NOT EXCEED 220 KT UNTIL CROSSING BAGGA

TAKE-OFF OBSTACLE NOTES
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.

TAKE-OFF MINIMUMS:
RWys 4L/R, 11, 29: Not authorized - ATC.
RWys 22L: Standard with minimum climb of 500 FT/NM to 518.

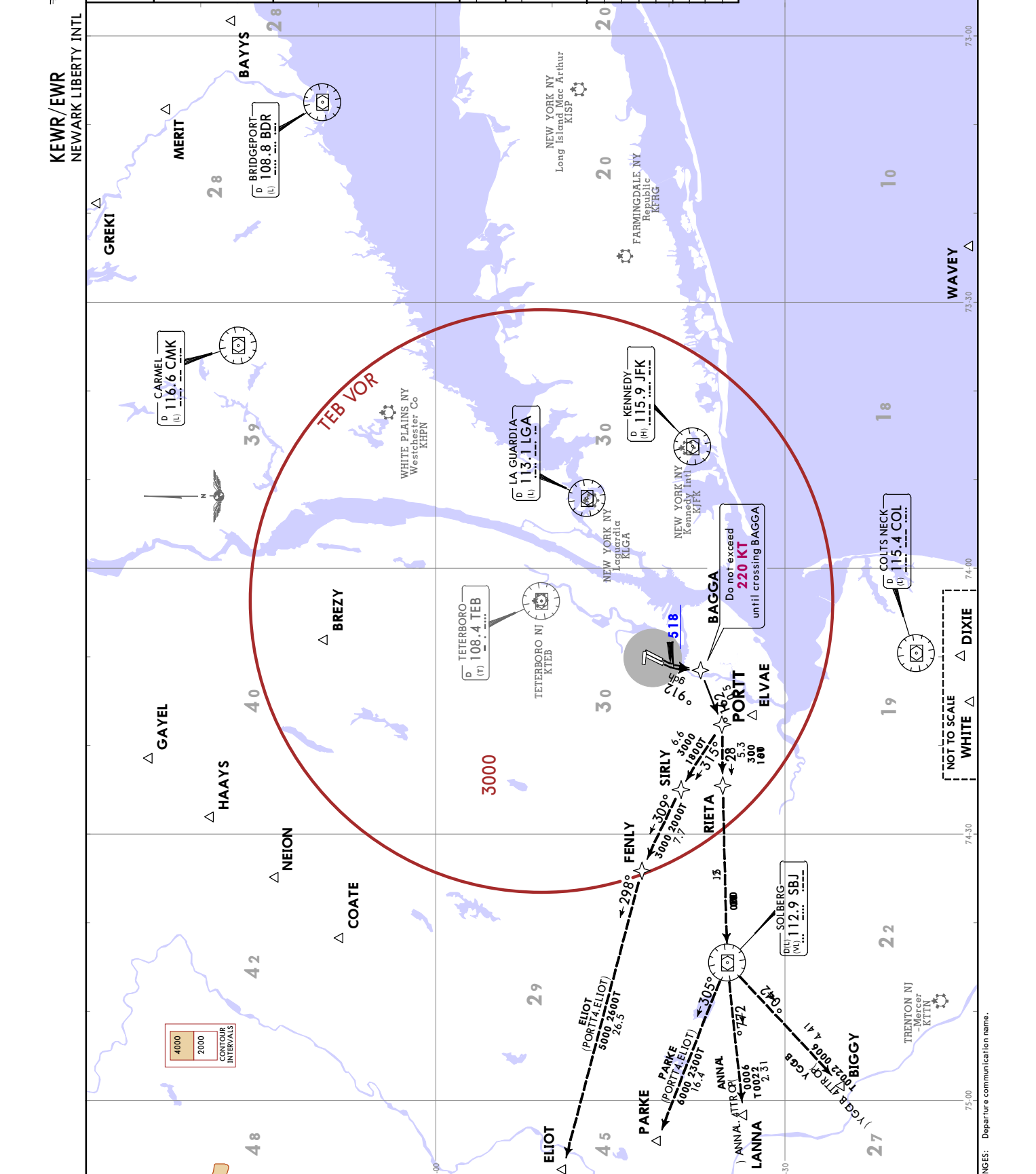
Grd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

INITIAL CLIMB
Climb heading 219° to 518, then turn LEFT direct BAGGA.

ROUTING
At BAGGA then on depicted route to PORTT, on assigned transition, or on vectors to assigned departure fix, MAINTAIN 2500. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

Departures:

BAYS	BDR VOR direct BAYS.
COATE	BDR VOR direct COATE.
DIXIE	ELVAE direct COL VOR direct DIXIE.
GREKI	CMK VOR direct GREKI.
HAAYS	HAAYS.
MERIT	LGA VOR direct MERIT.
WAVEY	JFK VOR direct WAVEY.
WHITE	ELVAE direct COL VOR direct WHITE.



CHANGES: Departure communication name.

NOT TO SCALE

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KEWR/EWR


JEPPESSEN
 2 SEP 22 **10-30B1** **Eff 8 Sep**
NEWARK, NJ
 NEWARK LIBERTY INTL

TAKEOFF OBSTACLE NOTES - DEPs

- RWY 4L:
 Pole and sign beginning 4 from DER, 375 left of centerline, up to 11 MSL. Pole 10 from DER, 320 right of centerline, 10 MSL. Sign and lighting beginning 15 from DER, 93 right of centerline, up to 11 MSL. Fence beginning 180 from DER, 492 left of centerline, up to 17 MSL. Tree 211 from DER, 552 left of centerline, 19 AGL/27 MSL. Poles beginning 304 from DER, 474 left of centerline, up to 45 MSL. Navaid 881 from DER, 417 right of centerline, 30 AGL/38 MSL. Antenna 882 from DER, 417 right of centerline, 39 MSL. Poles beginning 1047 from DER, 679 left of centerline, up to 46 MSL. Pole 1225 from DER, 814 left of centerline, 38 AGL/48 MSL. Tree 2041 from DER, 776 left of centerline, 43 AGL/67 MSL. Tree 3085 from DER, 709 left of centerline, 62 AGL/89 MSL. Pole 4730 from DER, 1459 right of centerline, 121 AGL/130 MSL.

- RWY 4R:
 Lighting beginning 20 from DER, 84 right of centerline, up to 12 MSL. Signs beginning 31 from DER, 332 left of centerline, up to 12 MSL. Wind indicator and sign beginning 64 from DER, 328 right of centerline, up to 21 MSL. Pole and building beginning 481 from DER, 590 right of centerline, up to 27 MSL. Navaid 529 from DER, 532 left of centerline, 30 AGL/38 MSL. Antenna 530 from DER, 533 left of centerline, 39 MSL. Pole and building beginning 531 from DER, 592 right of centerline, up to 29 MSL. Building 742 from DER, 687 right of centerline, 38 MSL. Antenna 1068 from DER, 748 right of centerline, 44 MSL. Heat and cool system 1089 from DER, 791 right of centerline, 46 MSL. Building, antenna, and tower beginning 1133 from DER, 584 right of centerline, up to 40 AGL/50 MSL. Tower, antenna, and tree beginning 1379 from DER, 590 right of centerline, up to 54 AGL/62 MSL. Pole and tree beginning 1808 from DER, 153 right of centerline, up to 68 MSL. Tree 1899 from DER, 477 left of centerline, 48 AGL/59 MSL. Poles beginning 2179 from DER, 993 right of centerline, up to 59 AGL/72 MSL. Tower 2479 from DER, 1150 left of centerline, 66 AGL/77 MSL. Sign 3401 from DER, 811 right of centerline, 70 AGL/100 MSL. Sign 3649 from DER, 1453 right of centerline, 116 MSL. Pole and sign beginning 4379 from DER, 509 right of centerline, up to 121 AGL/130 MSL.

- RWY 11:
 Pole and fence beginning 53 from DER, 284 right of centerline, up to 35 MSL. Fence 70 from DER, 507 left of centerline, 9 AGL/18 MSL. Antennas, signs, fence, vegetation, pole, terrain, trees, and building beginning 77 from DER, 3 right of centerline, up to 52 MSL. Fences and poles beginning 86 from DER, 49 left of centerline, up to 19 MSL. Fence, trees, and electrical system beginning 151 from DER, 13 left of centerline, up to 20 MSL. Sign, tree, fence, and vertical structure beginning 165 from DER, 22 left of centerline, up to 28 MSL. Building 239 from DER, 495 left of centerline, 35 MSL. Pipeline pipe 239 from DER, 534 left of centerline, 36 MSL. Heat and cool system, fence, pipeline pipe, tank, and terrain beginning 245 from DER, 28 left of centerline, up to 37 MSL. Pipeline pipes, terrain, fence, signs, building, vertical structure, heat and cool system, tree, and poles beginning 273 from DER, 2 left of centerline, up to 38 MSL. Building, poles, signs, traverse way, and tanks beginning 358 from DER, 1 left of centerline, up to 42 MSL. Poles beginning 476 from DER, 58 left of centerline, up to 43 MSL. Antennas, poles, signs, trees, and fence beginning 490 from DER, 50 left of centerline, up to 50 MSL. Signs and poles beginning 733 from DER, 242 left of centerline, up to 63 MSL. Signs, poles, trees, fence, antennas, and building beginning 746 from DER, 109 left of centerline, up to 58 AGL/68 MSL. Pole 3989 from DER, 1505 left of centerline, 117 MSL.

- RWY 22L:
 Lighting beginning 3 from DER, 54 left of centerline, up to 12 MSL. Lighting beginning 4 from DER, on centerline, up to 12 MSL. Pole, antenna, and lighting beginning 8 from DER, 2 left of centerline, up to 8 AGL/16 MSL. Fence 139 from DER, 454 left of centerline, 18 MSL. Tree 627 from DER, 566 left of centerline, 27 MSL. Poles beginning 835 from DER, 586 left of centerline, up to 39 MSL. Pole 1368 from DER, 805 left of centerline, 48 MSL. Pole 2876 from DER, 1216 left of centerline, 70 AGL/95 MSL.

KEWR/EWR


JEPPESEN
 2 SEP 22 **10-30B2** **Eff 8 Sep**
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TAKEOFF OBSTACLE NOTES - DEPs (CONTD)

- RWY 22R:

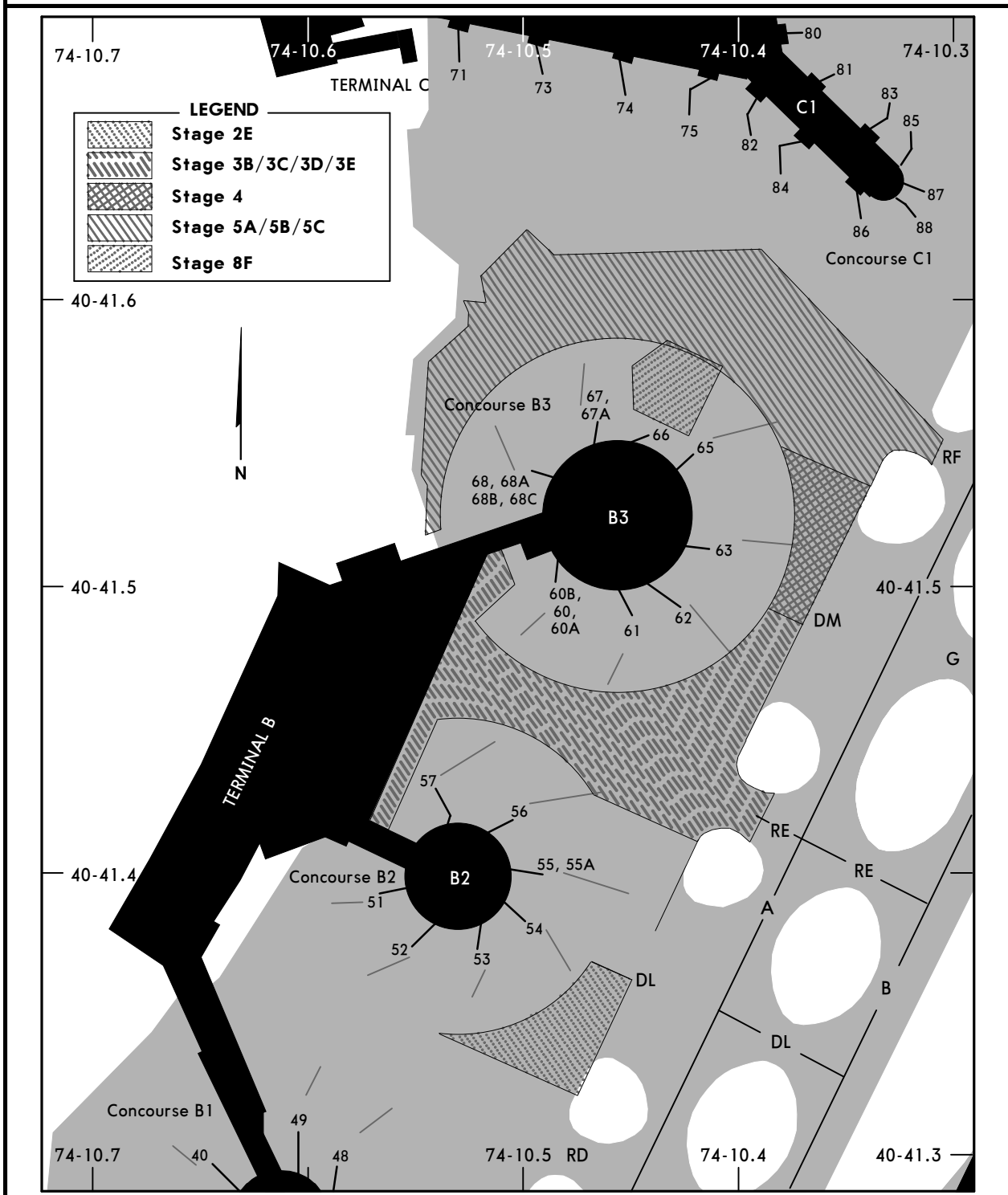
Lighting beginning 1 from DER, 46 left of centerline, up to 11 MSL. Lighting and sign beginning 1 from DER, 55 right of centerline, up to 11 MSL. Sign 59 from DER, 399 left of centerline, 12 MSL. Sign 81 from DER, 482 left of centerline, 13 MSL. Building and fence beginning 125 from DER, 510 left of centerline, up to 24 MSL. Poles beginning 383 from DER, 566 left of centerline, up to 25 MSL. Pole 1230 from DER, 783 right of centerline, 42 MSL. Pole 1600 from DER, 506 left of centerline, 51 MSL. Sign 1639 from DER, 885 right of centerline, 54 MSL. Sign 1705 from DER, 940 right of centerline, 55 MSL. Trees beginning 1812 from DER, 177 right of centerline, up to 60 MSL. Tree 1829 from DER, 308 right of centerline, 54 AGL/64 MSL. Tree 1874 from DER, 368 right of centerline, 67 MSL. Trees and poles beginning 1898 from DER, 394 right of centerline, up to 70 MSL.

- RWY 29:

Sign 113 from DER, 309 left of centerline, 22 MSL. Pole 661 from DER, 622 right of centerline, 35 MSL. Pole 676 from DER, 507 left of centerline, 44 MSL. Signs and poles beginning 689 from DER, 516 right of centerline, up to 34 AGL/43 MSL. Pole 698 from DER, 608 left of centerline, 45 MSL. Signs, pole, and tree beginning 754 from DER, 376 left of centerline, up to 52 MSL. Pole 928 from DER, 685 right of centerline, 44 MSL. Tree 961 from DER, 658 left of centerline, 68 MSL. Poles beginning 968 from DER, 415 right of centerline, up to 49 MSL. Trees and poles beginning 975 from DER, 105 left of centerline, up to 77 MSL. Trees and pole beginning 980 from DER, 283 right of centerline, up to 50 MSL. Signs, poles, buildings, and antenna beginning 1035 from DER, 6 right of centerline, up to 48 AGL/60 MSL. Buildings, tree, heat and cool systems, antenna, and pole beginning 1415 from DER, 29 right of centerline, up to 55 AGL/63 MSL. Signs, pole, and catenaries beginning 1422 from DER, 1 left of centerline, up to 105 AGL/113 MSL. Antenna, buildings, trees, and pole beginning 1467 from DER, 74 right of centerline, up to 64 MSL. Antennas and heat and cool system beginning 1613 from DER, 534 right of centerline, up to 91 MSL. Buildings, heat and cool systems, antennas, catenaries, and pole beginning 1728 from DER, 226 right of centerline, up to 90 AGL/99 MSL. Catenary 2495 from DER, 476 left of centerline, 118 MSL. Pole and catenaries beginning 2539 from DER, 455 left of centerline, up to 110 AGL/119 MSL. Trees beginning 5635 from DER, 1546 right of centerline, up to 160 MSL. Tree 5711 from DER, 1280 right of centerline, 161 MSL. Tree 5835 from DER, 1185 right of centerline, 164 MSL. Tree 5988 from DER, 2020 right of centerline, 169 MSL.

NEWARK LIBERTY INTL CONSTRUCTION

All Dates are Approximate, Implementation Should be Verified Through NOTAMs. See Current NOTAMs for Additional Information.

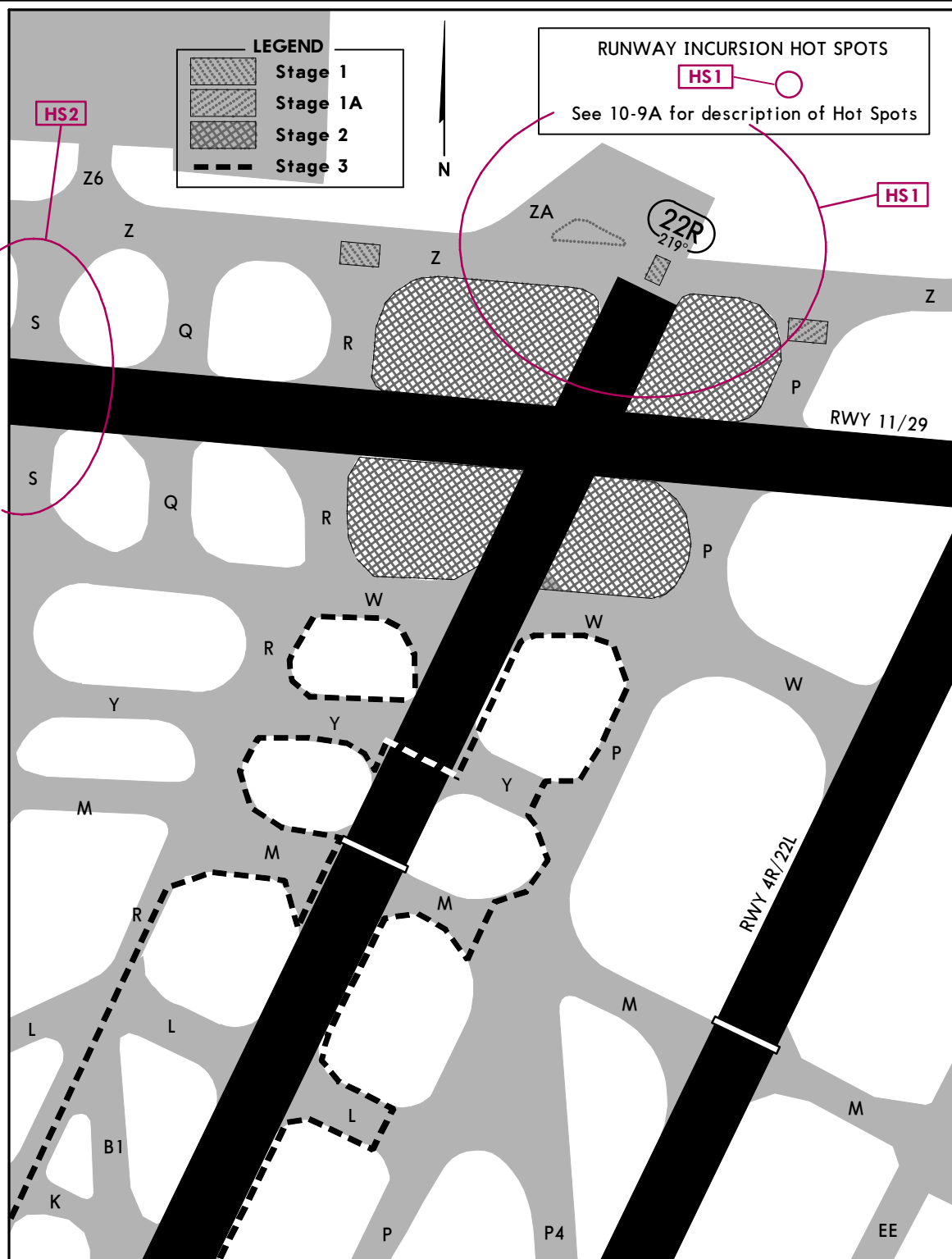


Gate Impacts Per Stage

Active Stage	Dates	Impacted Gates
2E	TBD	53, 54
3B	TBD	55/55A, 56, 67, 60/60A/60B, 61, 62 (55/55A operational as ADG III gate)
3C	TBD	56, 57, 60/60A/60B, 61
3D	TBD	57, 60/60A/60B
3E	TBD	61, 62 (62 operational as ADG III gate)
4	TBD	62, 63
5A	TBD	67/67A, 68/68A/68B/68C, 71, 73, 74
5B	TBD	66, 67/67A, 68/68A/68B/68C, 71, 73, 74, 75, 82
5C	TBD	63, 65, 66, 67/67A, 68/68A/68B/68C, 71, 73, 74, 75, 82, 84, 86
8F	12 Feb 2025 to 31 Mar 2025	66, 67/67A

NEWARK LIBERTY INTL CONSTRUCTION

All Dates are Approximate, Implementation Should be Verified Through NOTAMs. See Current NOTAMs for Additional Information.



Runway 4L/22R Construction

Active Stage	Dates	Notes
1	24 September 2025 to 8 October 2025	Rwy 4L/22R shortened to Yankee and closed during weeknights and weekends. TORA, TODA, ASDA-9895'. LDA: (4L) 7355' and (22R) 9560'.
1A	29 July 2025 to 27 August 2025	Rwy 4L/22R operational except for nightly closures. Rwy 11/29 some weeknight closures. Rwy 4R/22L operational.
2	8 September 2025 to 22 September 2025	Rwy 4L/22R shortened to Lima and closed during weeknights and weekends. Rwy 11/29 closed. TORA, TODA, ASDA-9030'. LDA: (4L) 6490' and (22R) 9030'.
3	15 April 2025 to 15 June 2025	Rwy 4L/22R closed. Rwy 4R/22L and 11/29 operational. Full length of Twy Z operational.

KEWR/EWR

JEPPESSEN
28 FEB 25 (10-8B)

NEWARK, NJ
NEWARK LIBERTY INTL

NEWARK LIBERTY INTL CONSTRUCTION

All Dates are Approximate, Implementation Should be Verified Through NOTAMs. See Current NOTAMs for Additional Information.

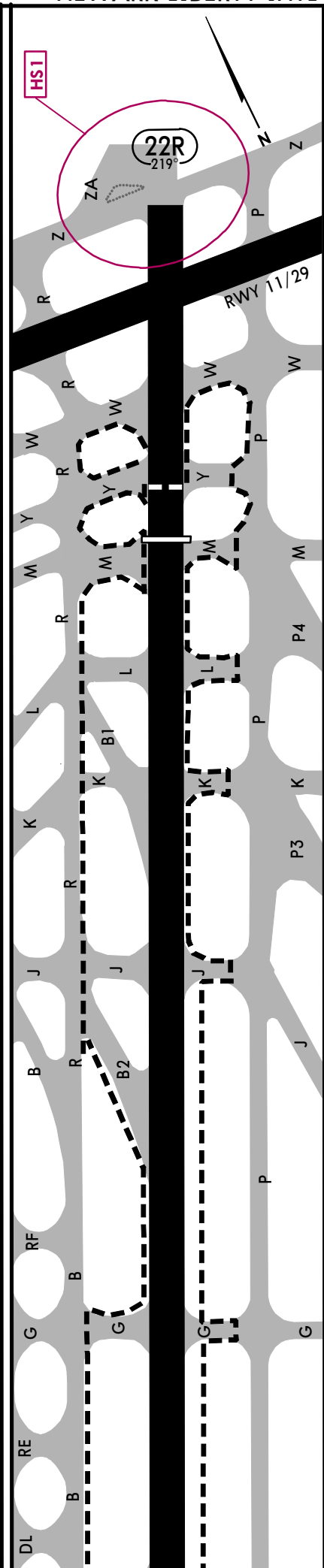
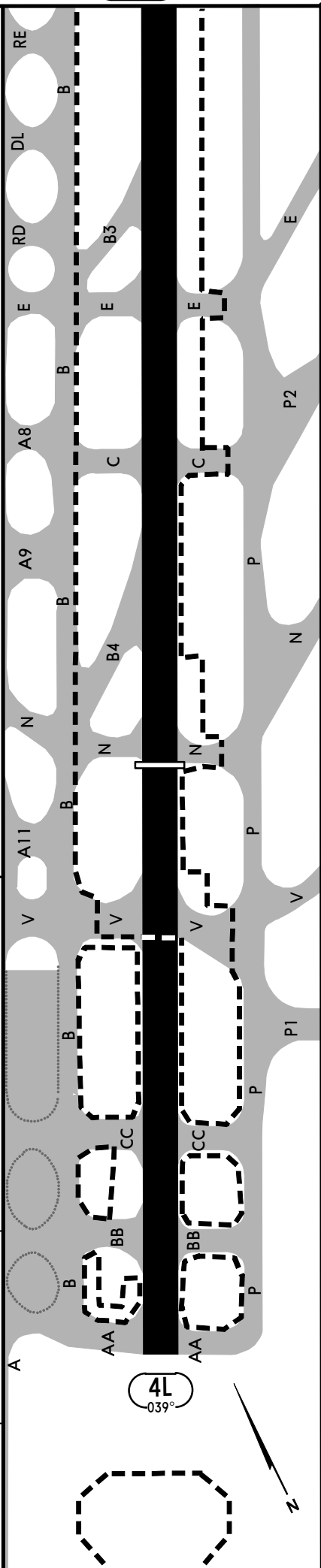
Runway 4L/22R Construction

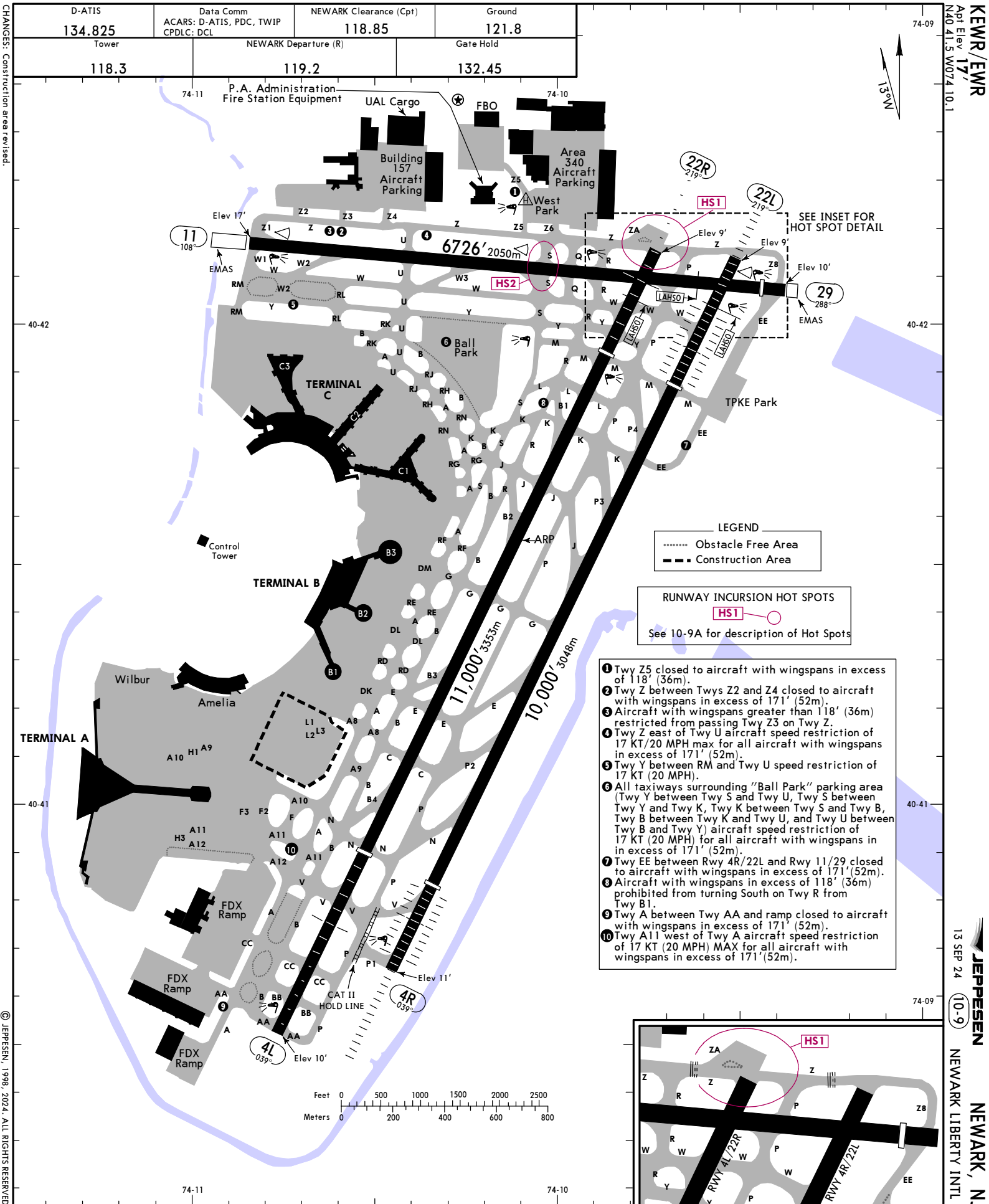
Active Stage	Dates	Notes
3	15 April 2025 to 15 June 2025	Rwy 4L/22R closed. Rwys 4R/22L and 11/29 operational. Full length of Twy Z operational.

LEGEND

--- Stage 3

HST RUNWAY INCURSION HOT SPOTS
See 10-9A for description of Hot Spots

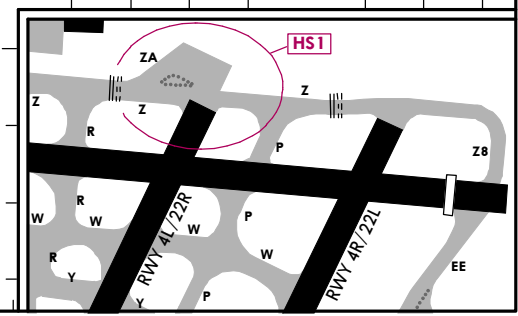




LEGEND
 Obstacle Free Area
 - - - - - Construction Area

RUNWAY INCURSION HOT SPOTS
 HSI
 See 10-9A for description of Hot Spots

- 1 Twy Z5 closed to aircraft with wingspans in excess of 118' (36m).
- 2 Twy Z between Twys Z2 and Z4 closed to aircraft with wingspans in excess of 171' (52m).
- 3 Aircraft with wingspans greater than 118' (36m) restricted from passing Twy Z3 on Twy Z.
- 4 Twy Z east of Twy U aircraft speed restriction of 17 KT/20 MPH max for all aircraft with wingspans in excess of 171' (52m).
- 5 Twy Y between RM and Twy U speed restriction of 17 KT (20 MPH).
- 6 All taxiways surrounding "Ball Park" parking area (Twy Y between Twy S and Twy U, Twy S between Twy Y and Twy K, Twy K between Twy S and Twy B, Twy B between Twy K and Twy U, and Twy U between Twy B and Twy Y) aircraft speed restriction of 17 KT (20 MPH) for all aircraft with wingspans in excess of 171' (52m).
- 7 Twy EE between Rwy 4R/22L and Rwy 11/29 closed to aircraft with wingspans in excess of 171' (52m).
- 8 Aircraft with wingspans in excess of 118' (36m) prohibited from turning South on Twy R from Twy B1.
- 9 Twy A between Twy AA and ramp closed to aircraft with wingspans in excess of 171' (52m).
- 10 Twy A11 west of Twy A aircraft speed restriction of 17 KT (20 MPH) MAX for all aircraft with wingspans in excess of 171' (52m).



CHANGES: Construction area revised.

NEWARK Clearance (Cpt)
 118.85
Ground
 121.8

D-ATIS
 134.825
Tower
 118.3

Data Comm
 ACARS: D-ATIS, PDC, TWIP
 CPDLC: DCL
NEWARK Departure (R)
 119.2

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 13 SEP 24 10-9
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KEWR/EWR



NEWARK, NJ
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13 SEP 24

10-9A

GENERAL

Low Level Wind Shear Alert System.
Terminal Doppler Weather Radar.
Flocks of birds on and in vicinity of airport.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
Runway Status Lights are in operation.
High volume of low level helicopter traffic arriving and departing Helo Kearny Heliport (65NJ) located 3.5 miles northeast of the airport.
Para-sail and banner towing operations 1000' and below in upper and lower New York bays including Rockaway inlet.
Runway 4R and 4L departures use upper antenna for ATC communications.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS			WIDTH
			LANDING BEYOND 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	8690' 2649m			
① Angle 3.10°.						
4R 22L	HIRL CL ALSF-II TDZ ② PAPI-L grooved RVR	8810' 2685m	7749' 2362m	11/29 8100' 2469m	150' 46m	
	HIRL CL ALSF-II TDZ ③ PAPI-L grooved RVR	8207' 2501m	7392' 2253m			
② Angle 2.95°. ③ Angle 3.00°.						
11 29	HIRL CL REIL TDZ ④ PAPI-R grooved RVR		5542' 1689m	4R/22L 5700' 1737m	150' 46m	
	HIRL CL REIL TDZ ⑤ PAPI-R (angle 3.0°) grooved	6502' 1982m				
④ Angle 3.00°. ⑤ Unusable 4° left of centerline.						

RUNWAY INCURSION HOT SPOTS



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

- HS1** Eastbound aircraft departing full length Rwy 22R may become disoriented after reaching the Rwy 22R/04L hold bar on Twy Zulu. From this point Twy ZA is to the left, Twy Z continues straight ahead and the end of Rwy 22R is the next right turn, marked by 4 yellow chevrons on the pavement. Also, aircraft taxiing northbound via Twy P, crossing Rwy 11/29, and turning westbound onto Twy Z will immediately reach Rwy 04L/22R hold bar.
- HS2** Southbound traffic on Twy Z5 & Z6 should not confuse Rwy 11/29 for Twy Z.

TERPS

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys ① 4L, ② 4R, ③ 11, ④ 22L, ⑤ 22R

LOWER THAN STANDARD OpSpec Authorization Required			STANDARD		
2 operating RVRs are required. All operating RVRs are controlling.			RCLM or CL or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL			
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	RVR 24	RVR 50
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) MID RVR 16	or 1/2	or 1
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4		

Rwy 29

With Mim Climb of 452'/NM to 500'

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		Other
RCLM or CL or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	400-2

- ① With Mim climb of 383'/NM to 2500'. ④ With Mim climb of 337'/NM to 2500'.
- ② With Mim climb of 375'/NM to 2500'. ⑤ With Mim climb of 331'/NM to 2500'.
- ③ With Mim climb of 363'/NM to 2500'.

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 TAKE-OFF OBSTACLE NOTES see 10-9A1 & 10-9A2)

FOR FILING AS ALTERNATE

ILS Z Rwy 4L ILS Rwy 4R ILS Rwy 11 ILS Rwy 22L ILS Rwy 22R	COPTER ILS Rwy 22L	RNAV (RNP) Y Rwy 22L	LOC Rwy 11	LOC Z Rwy 4L LOC Rwy 4R LOC Rwy 22L LOC Rwy 22R	RNAV (GPS) Rwy 4L RNAV (GPS) Y Rwy 4R RNAV (GPS) Rwy 11 RNAV (GPS) Z Rwy 22L RNAV (GPS) Rwy 22R	RNAV (GPS) X Rwy 29	RNAV (GPS) W Rwy 29	Other
A	600-2		800-2	800-2	800-2	800-2		
B						900-2		
C	600-2	NA	800-2	900-2 ¹ / ₂	900-2 ³ / ₄	900-2 ³ / ₄	1000-3	NA
D				900-2 ³ / ₄	900-3	900-3		

AMEND 5 A

ODP TAKEOFF OBSTACLE NOTES

- RWY 4L:
 Pole and sign beginning 4' from DER, 375' left of centerline, up to 11' MSL. Pole 10' from DER, 320' right of centerline, 10' MSL. Sign and lighting beginning 15' from DER, 93' right of centerline, up to 11' MSL. Fence beginning 180' from DER, 492' left of centerline, up to 17' MSL. Tree 211' from DER, 552' left of centerline, 19' AGL/27' MSL. Poles beginning 304' from DER, 474' left of centerline, up to 45' MSL. Navaid 881' from DER, 417' right of centerline, 30' AGL/38' MSL. Antenna 882' from DER, 417' right of centerline, 39' MSL. Poles beginning 1047' from DER, 679' left of centerline, up to 46' MSL. Pole 1225' from DER, 814' left of centerline, 38' AGL/48' MSL. Tree 2041' from DER, 776' left of centerline, 43' AGL/67' MSL. Tree 3085' from DER, 709' left of centerline, 62' AGL/89' MSL. Pole 4730' from DER, 1459' right of centerline, 121' AGL/130' MSL.

- RWY 4R:
 Lighting beginning 20' from DER, 84' right of centerline, up to 12' MSL. Signs beginning 31' from DER, 332' left of centerline, up to 12' MSL. Wind indicator and sign beginning 64' from DER, 328' right of centerline, up to 21' MSL. Pole and building beginning 481' from DER, 590' right of centerline, up to 27' MSL. Navaid 529' from DER, 532' left of centerline, 30' AGL/38' MSL. Antenna 530' from DER, 533' left of centerline, 39' MSL. Pole and building beginning 531' from DER, 592' right of centerline, up to 29' MSL. Building 742' from DER, 687' right of centerline, 38' MSL antenna 1068' from DER, 748' right of centerline, 44' MSL. Heat and cool system 1089' from DER, 791' right of centerline, 46' MSL. Building, antenna, and tower beginning 1133' from DER, 584' right of centerline, up to 40' AGL/50' MSL. Tower, antenna, and tree beginning 1379' from DER, 590' right of centerline, up to 54' AGL/62' MSL. Pole and tree beginning 1808' from DER, 153' right of centerline, up to 68' MSL. Tree 1899' from DER, 477' left of centerline, 48' AGL/59' MSL. Poles beginning 2179' from DER, 993' right of centerline, up to 59' AGL/72' MSL. Tower 2479' from DER, 1150' left of centerline, 66' AGL/77' MSL. Sign 3401' from DER, 811' right of centerline, 70' AGL/100' MSL. Sign 3649' from DER, 1453' right of centerline, 116' MSL. Pole and sign beginning 4379' from DER, 509' right of centerline, up to 121' AGL/130' MSL.

- RWY 11:
 Pole and fence beginning 53' from DER, 284' right of centerline, up to 35' MSL. Fence 70' from DER, 507' left of centerline, 9' AGL/18' MSL. Antennas, signs, fence, vegetation, pole, terrain, trees, and building beginning 77' from DER, 3' right of centerline, up to 52' MSL. Fences and poles beginning 86' from DER, 49' left of centerline, up to 19' MSL. Fence, trees, and electrical system beginning 151' from DER, 13' left of centerline, up to 20' MSL. Sign, tree, fence, and vertical structure beginning 165' from DER, 22' left of centerline, up to 28' MSL. Building 239' from DER, 495' left of centerline, 35' MSL. Pipeline pipe 239' from DER, 534' left of centerline, 36' MSL. Heat and cool system, fence, pipeline pipe, tank, and terrain beginning 245' from DER, 28' left of centerline, up to 37' MSL. Pipeline pipes, terrain, fence, signs, building, vertical structure, heat and cool system, tree, and poles beginning 273' from DER, 2' left of centerline, up to 38' MSL. Building, poles, signs, traverse way, and tanks beginning 358' from DER, 1' left of centerline, up to 42' MSL. Poles beginning 476' from DER, 58' left of centerline, up to 43' MSL. Antennas, poles, signs, trees, and fence beginning 490' from DER, 50' left of centerline, up to 50' MSL. Signs and poles beginning 733' from DER, 242' left of centerline, up to 63' MSL. Signs, poles, trees, fence, antennas, and building beginning 746' from DER, 109' left of centerline, up to 58' AGL/68' MSL. Pole 3989' from DER, 1505' left of centerline, 117' MSL.

ODP TAKEOFF OBSTACLE NOTES (CONT'D)

- RWY 22L:
Lighting beginning 3' from DER, 54' left of centerline, up to 12' MSL. Lighting beginning 4' from DER, on centerline, up to 12' MSL. Pole, antenna, and lighting beginning 8' from DER, 2' left of centerline, up to 8' AGL/16' MSL. Fence 139' from DER, 454' left of centerline, 18' MSL. Tree 627' from DER, 566' left of centerline, 27' MSL. Poles beginning 835' from DER, 586' left of centerline, up to 39' MSL. Pole 1368' from DER, 805' left of centerline, 48' MSL. Pole 2876' from DER, 1216' left of centerline, 70' AGL/95' MSL.

- RWY 22R:
Lighting beginning 1' from DER, 46' left of centerline, up to 11' MSL. Lighting and sign beginning 1' from DER, 55' right of centerline, up to 11' MSL. Sign 59' from DER, 399' left of centerline, 12' MSL. Sign 81' from DER, 482' left of centerline, 13' MSL. Building and fence beginning 125' from DER, 510' left of centerline, up to 24' MSL. Poles beginning 383' from DER, 566' left of centerline, up to 25' MSL. Pole 1230' from DER, 783' right of centerline, 42' MSL. Pole 1600' from DER, 506' left of centerline, 51' MSL. Sign 1639' from DER, 885' right of centerline, 54' MSL. Sign 1705' from DER, 940' right of centerline, 55' MSL. Trees beginning 1812' from DER, 177' right of centerline, up to 60' MSL. Tree 1829' from DER, 308' right of centerline, 54' AGL/64' MSL. Tree 1874' from DER, 368' right of centerline, 67' MSL. Trees and poles beginning 1898' from DER, 394' right of centerline, up to 70' MSL.

- RWY 29:
Sign 113' from DER, 309' left of centerline, 22' MSL. Pole 661' from DER, 622' right of centerline, 35' MSL. Pole 676' from DER, 507' left of centerline, 44' MSL. Signs and poles beginning 689' from DER, 516' right of centerline, up to 34' AGL/43' MSL. Pole 698' from DER, 608' left of centerline, 45' MSL. Signs, pole, and tree beginning 754' from DER, 376' left of centerline, up to 52' MSL. Pole 928' from DER, 685' right of centerline, 44' MSL. Tree 961' from DER, 658' left of centerline, 68' MSL. Poles beginning 968' from DER, 415' right of centerline, up to 49' MSL. Trees and poles beginning 975' from DER, 105' left of centerline, up to 77' MSL. Trees and pole beginning 980' from DER, 283' right of centerline, up to 50' MSL. Signs, poles, buildings, and antenna beginning 1035' from DER, 6' right of centerline, up to 48' AGL/60' MSL. Buildings, tree, heat and cool systems, antenna, and pole beginning 1415' from DER, 29' right of centerline, up to 55' AGL/63' MSL. Signs, pole, and catenaries beginning 1422' from DER, 1' left of centerline, up to 105' AGL/113' MSL. Antenna, buildings, trees, and pole beginning 1467' from DER, 74' right of centerline, up to 64' MSL. Antennas and heat and cool system beginning 1613' from DER, 534' right of centerline, up to 91' MSL. Buildings, heat and cool systems, antennas, catenaries, and pole beginning 1728' from DER, 226' right of centerline, up to 90' AGL/99' MSL. Catenary 2495' from DER, 476' left of centerline, 118' MSL. Pole and catenaries beginning 2539' from DER, 455' left of centerline, up to 110' AGL/119' MSL. Trees beginning 5635' from DER, 1546' right of centerline, up to 160' MSL. Tree 5711' from DER, 1280' right of centerline, 161' MSL. Tree 5835' from DER, 1185' right of centerline, 164' MSL. Tree 5988' from DER, 2020' right of centerline, 169' MSL.

RAMP COMMUNICATIONS

TERMINAL C

See 10-9D1 for details involving the transfer of certain taxiways from active movement area status to non-movement area status when Expanded Ramp Procedures (ERP) are in effect.

TERMINAL B

Terminal B ramp control will handle all pushback requests from Terminal B gates.

Concourse B1:

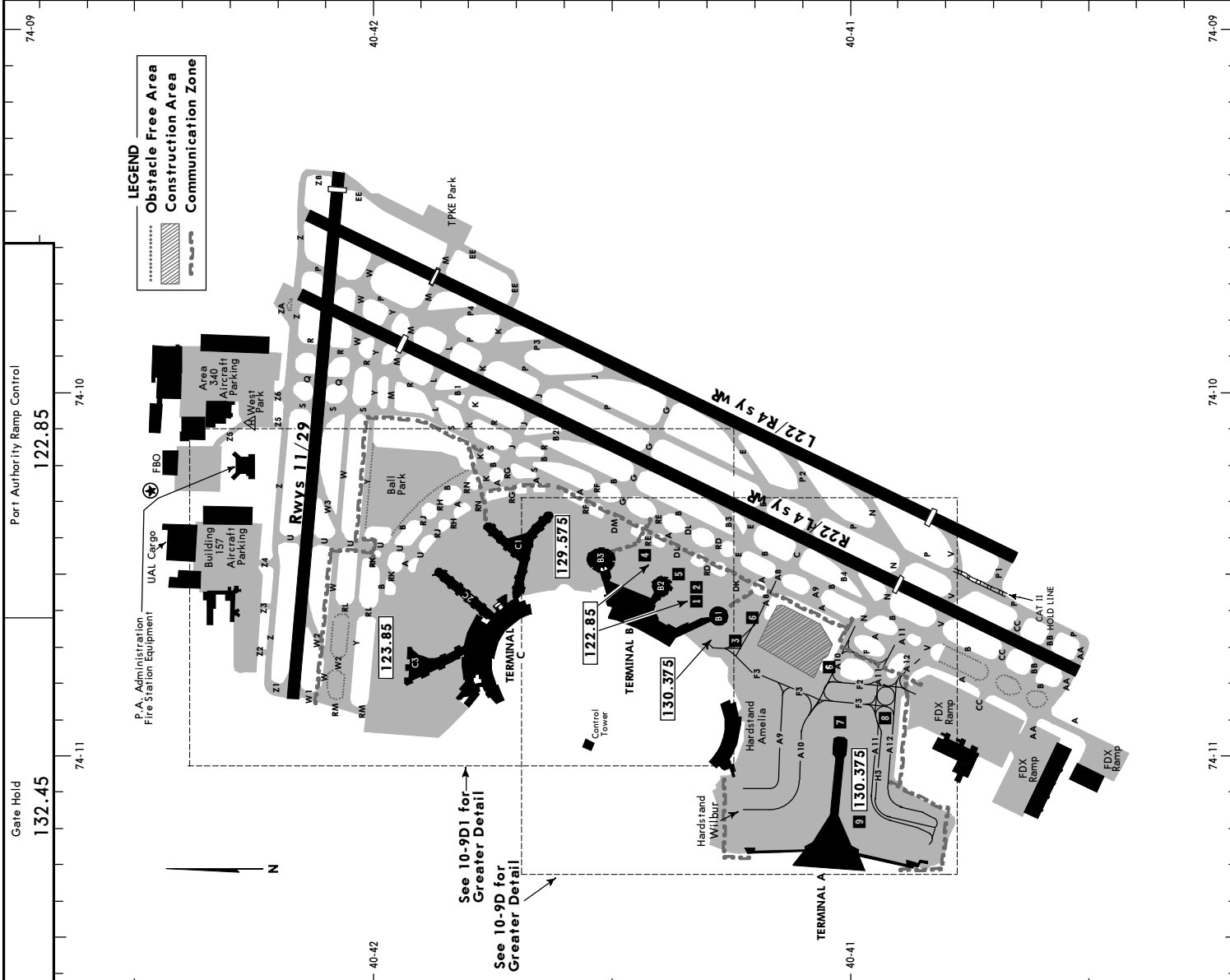
- 1 Flights arriving to Terminal B1 contact Terminal B ramp on 122.85.
 - 2 Flights departing from Satellite B1 contact Terminal B ramp on 122.85.
 - 3 Gates 40-44 will contact Terminal A on 130.375 after pushback.
- Gates 40-44 will use A8 as their primary entry/exit point. Terminal A ramp control will manage the aircraft separation on A8 taxiway.

Concourses B2 & B3:

- Aircraft entering Twy RF and Terminal B3 aircraft pushing off of gates 63 through 68 contact 122.85 then contact United Ramp on 129.575 for push.
- 4 All flights arriving at Terminal B2 and B3 must contact ramp on approach and on the ground on 122.85.
- 5 Pushback from Gates 51 through 62 on 122.85.

TERMINAL A

- 6 Flights arriving to Terminal A entering Twy A8 or Twy A10 contact Terminal A on 130.375.
- 7 All departing flights gates 1-34 contact Terminal A on 130.375 for pushback and taxi.
- 8 All arriving flights entering via Twy A11 or Twy A12 contact Terminal A on 130.375
- 9 The frequency 131.075 is used as a backup/alternative frequency.



See 10-9D1 for Greater Detail

See 10-9D for Greater Detail

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NEWARK, NJ

5 JUL 24

10-9C

Eff 11 Jul

NEWARK LIBERTY INTL

PARKING GATE COORDINATES

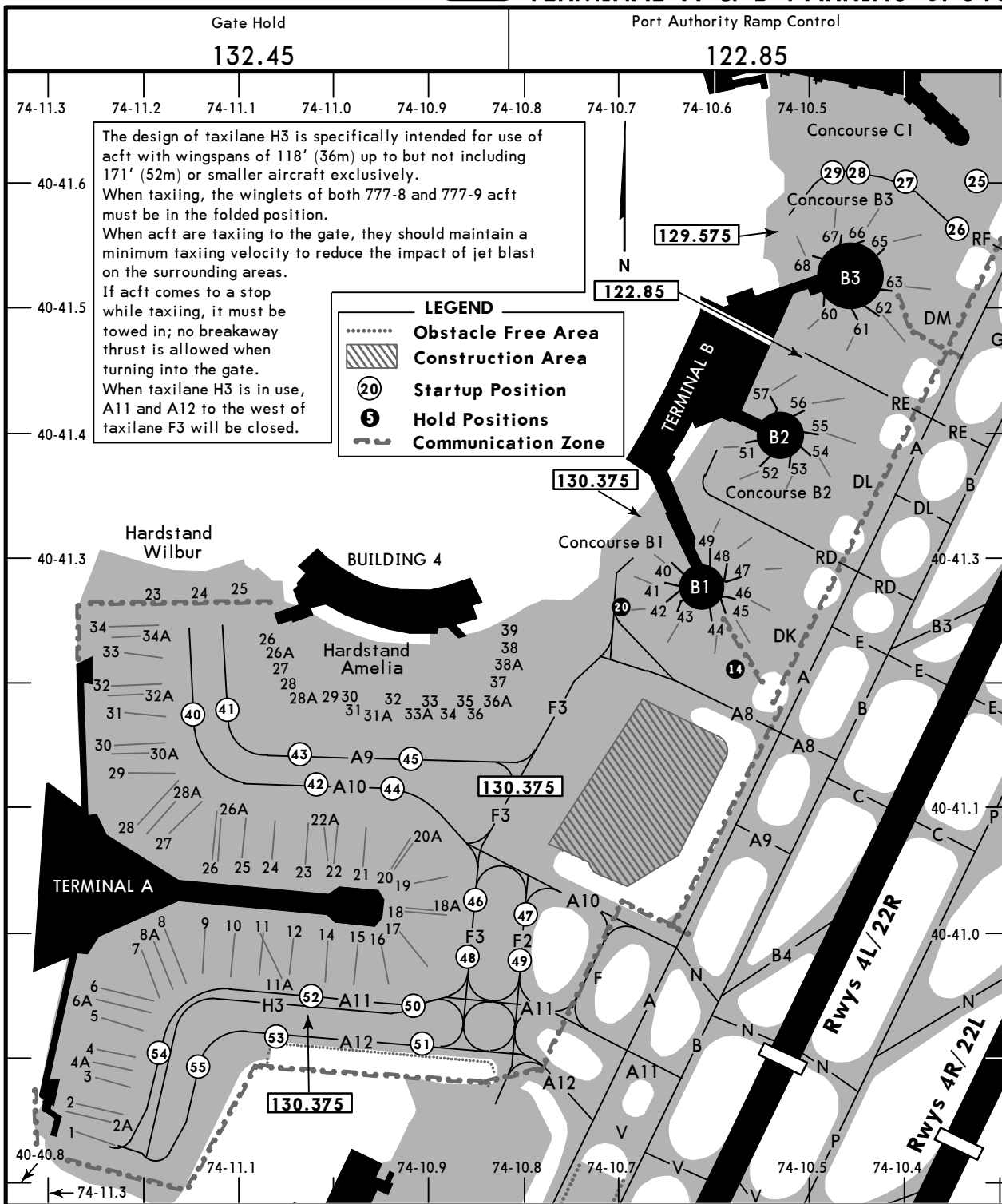
GATE No.	COORDINATES	GATE No.	COORDINATES
TERMINAL A		TERMINAL C	
1, 2, 2A	N40 40.8 W074 11.3	Concourse C-1	
3 thru 6	N40 40.9 W074 11.3	70 thru 74	N40 41.7 W074 10.5
7, 8, 8A	N40 41.0 W074 11.2	75, 80, 81, 82	N40 41.7 W074 10.4
9 thru 12	N40 41.0 W074 11.1	83	N40 41.7 W074 10.3
14 thru 16	N40 41.0 W074 11.0	84	N40 41.6 W074 10.3
17 thru 19	N40 41.0 W074 10.9	85	N40 41.7 W074 10.3
20 thru 23	N40 41.0 W074 11.0	86 thru 88	N40 41.6 W074 10.3
24 thru 26	N40 41.0 W074 11.1	90 thru 92	N40 41.7 W074 10.4
27 thru 30	N40 41.1 W074 11.2	94 thru 99	N40 41.8 W074 10.4
31 thru 34	N40 41.2 W074 11.2	Concourse C-2	
TERMINAL B		101 thru 104	N40 41.8 W074 10.6
Concourse B-1		105	N40 41.8 W074 10.5
40 thru 43	N40 41.3 W074 10.6	107 thru 109	N40 41.8 W074 10.5
44 thru 47	N40 41.3 W074 10.6	110 thru 115	N40 41.9 W074 10.5
Concourse B-2		Concourse C-3	
51 thru 57	N40 41.4 W074 10.5	120, 121	N40 41.8 W074 10.7
Concourse B-3		122 thru 128	N40 41.9 W074 10.7
60, 61	N40 41.5 W074 10.5	130, 130A	N40 41.8 W074 10.8
62, 63, 65	N40 41.5 W074 10.4	131 thru 139	N40 41.9 W074 10.8
66	N40 41.6 W074 10.4	Hardstands	
67	N40 41.6 W074 10.5	C71T, C71V	N40 41.8 W074 10.9
68	N40 41.5 W074 10.5	C71W, C71X, C71Y	N40 41.9 W074 10.9
LINDY PARKING		RON Parking	
1 thru 4A	N40 41.1 W074 10.6	24 thru 26	N40 41.0 W074 10.8
5, thru 7A	N40 41.1 W074 10.7		
8 thru 12	N40 41.0 W074 10.7		
Twy A12			
1, 2	N40 40.8 W074 11.2		
3, 4	N40 40.9 W074 11.2		
5 thru 7	N40 40.9 W074 11.1		
8 thru 10	N40 40.9 W074 11.0		
11, 12	N40 40.9 W074 10.9		
Hardstand A8			
14 thru 16	N40 41.2 W074 10.7		
A9 Parking			
23	N40 41.2 W074 11.1		
24	N40 41.2 W074 11.2		

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8 NOV 24

10-9D

NEWARK, NJ
TERMINAL A & B PARKING SPOTS



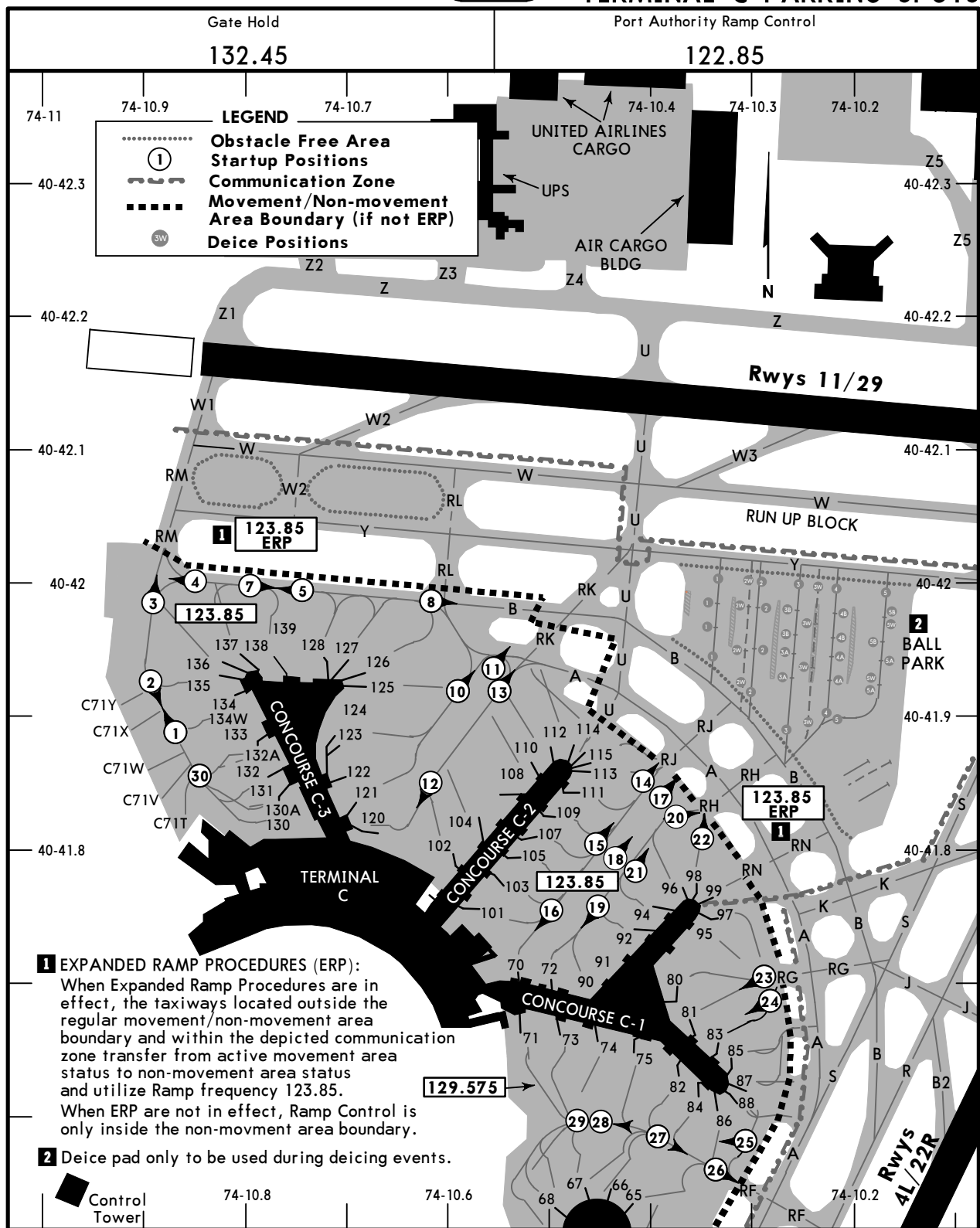
The design of taxiway H3 is specifically intended for use of acft with wingspans of 118' (36m) up to but not including 171' (52m) or smaller aircraft exclusively. When taxiing, the winglets of both 777-8 and 777-9 acft must be in the folded position. When acft are taxiing to the gate, they should maintain a minimum taxiing velocity to reduce the impact of jet blast on the surrounding areas. If acft comes to a stop while taxiing, it must be towed in; no breakaway thrust is allowed when turning into the gate. When taxiway H3 is in use, A11 and A12 to the west of taxiway F3 will be closed.

LEGEND

- Obstacle Free Area
- ▨ Construction Area
- (20) Startup Position
- (5) Hold Positions
- - - - Communication Zone

Hardstand Amelia
For pushback contact Terminal A Ramp Control on freq 130.375.
No acft with wingspans of 118' (36m) up to and 171' (52m)/ 171' (52m) up to and including 214' (65m) on Gate 34A. Tow-ops only.

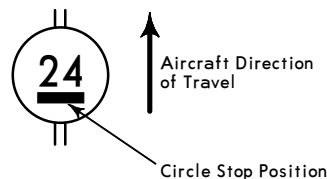
Terminal A
When Rwy 4R/L is in use, those aircraft parking at Terminal A can expect to enter the ramp via A8 unless advised by ATC.
When Rwy 22L/R is in use, those aircraft parking at Terminal A can expect to enter the ramp via A10 or A12 unless advised by ATC.



- 1 EXPANDED RAMP PROCEDURES (ERP):**
When Expanded Ramp Procedures are in effect, the taxiways located outside the regular movement/non-movement area boundary and within the depicted communication zone transfer from active movement area status to non-movement area status and utilize Ramp frequency 123.85. When ERP are not in effect, Ramp Control is only inside the non-movement area boundary.
- 2** Deice pad only to be used during deicing events.

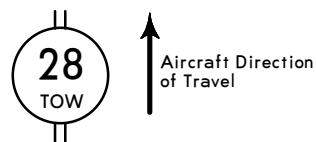
Outbound Spots

Aircraft are to be disconnected with the nose gear on the black line.

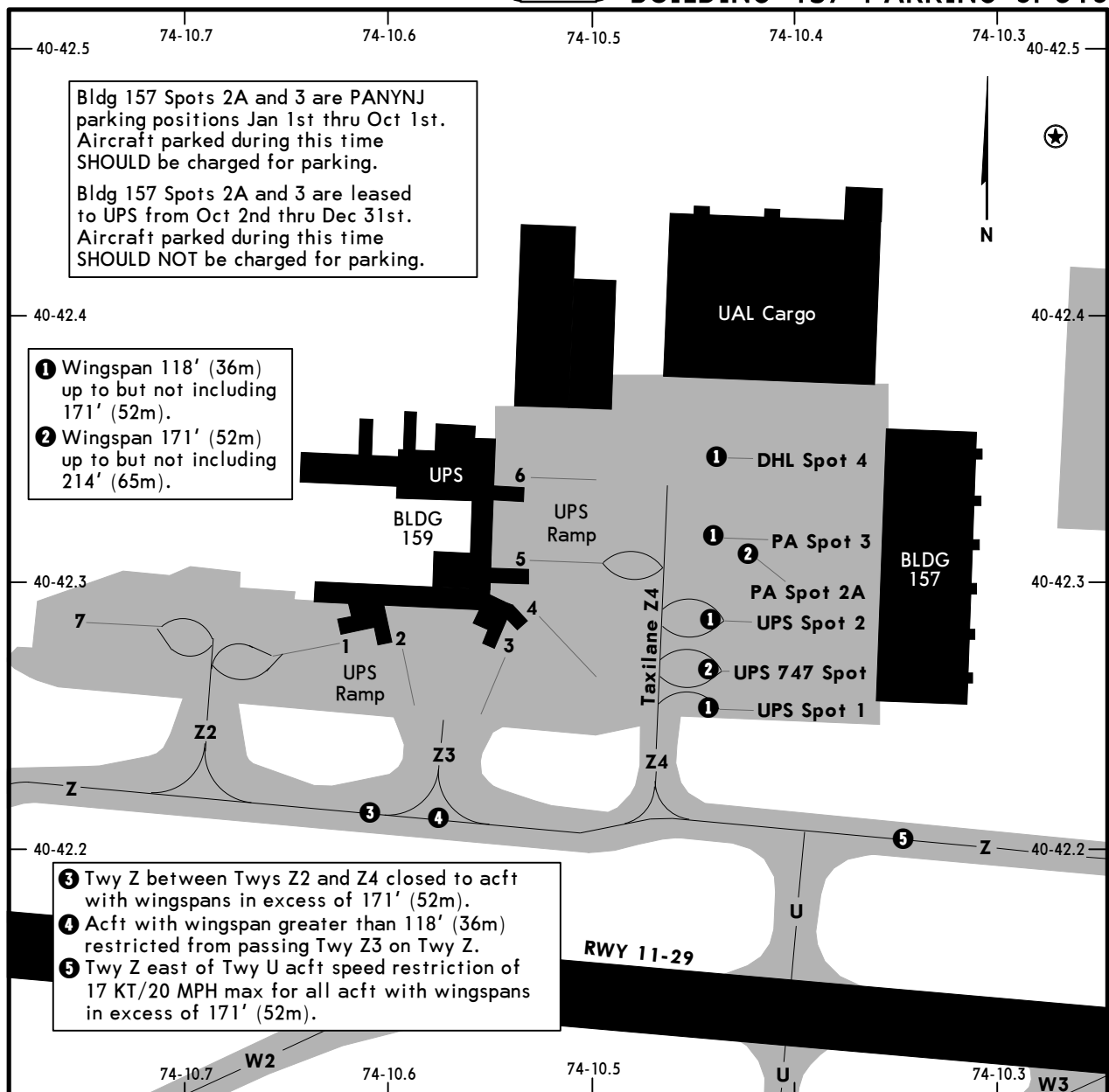


Inbound Spots

Aircraft requiring tow-in are to hold on this position until Ground Crew clears the Flight Crew for brake release and tow-in.



EWR Ramp Control will now issue pushback instructions that include a disconnect at a specific spot. "Push Abeam" instructions will no longer be issued during normal operating conditions.



Bldg 157 Spots 2A and 3 are PANYNJ parking positions Jan 1st thru Oct 1st. Aircraft parked during this time SHOULD be charged for parking.

Bldg 157 Spots 2A and 3 are leased to UPS from Oct 2nd thru Dec 31st. Aircraft parked during this time SHOULD NOT be charged for parking.

- ❶ Wingspan 118' (36m) up to but not including 171' (52m).
- ❷ Wingspan 171' (52m) up to but not including 214' (65m).

- ❸ Twy Z between Twys Z2 and Z4 closed to acft with wingspans in excess of 171' (52m).
- ❹ Acft with wingspan greater than 118' (36m) restricted from passing Twy Z3 on Twy Z.
- ❺ Twy Z east of Twy U acft speed restriction of 17 KT/20 MPH max for all acft with wingspans in excess of 171' (52m).

PARKING GATE COORDINATES

GATE/SPOT NO.	COORDINATES
<p style="text-align: center;">UPS RAMP</p> <p style="text-align: center;">1, 2 3 thru 6 7</p>	<p style="text-align: center;">N40 42.3 W074 10.6 N40 42.3 W074 10.5 N40 42.3 W074 10.7</p>
<p style="text-align: center;">BUILDING 157</p> <p style="text-align: center;">UPS Spot 1 thru DHL Spot 4</p>	<p style="text-align: center;">N40 42.3 W074 10.4</p>

KEWR/EWR



NEWARK LIBERTY INTL

13 SEP 24

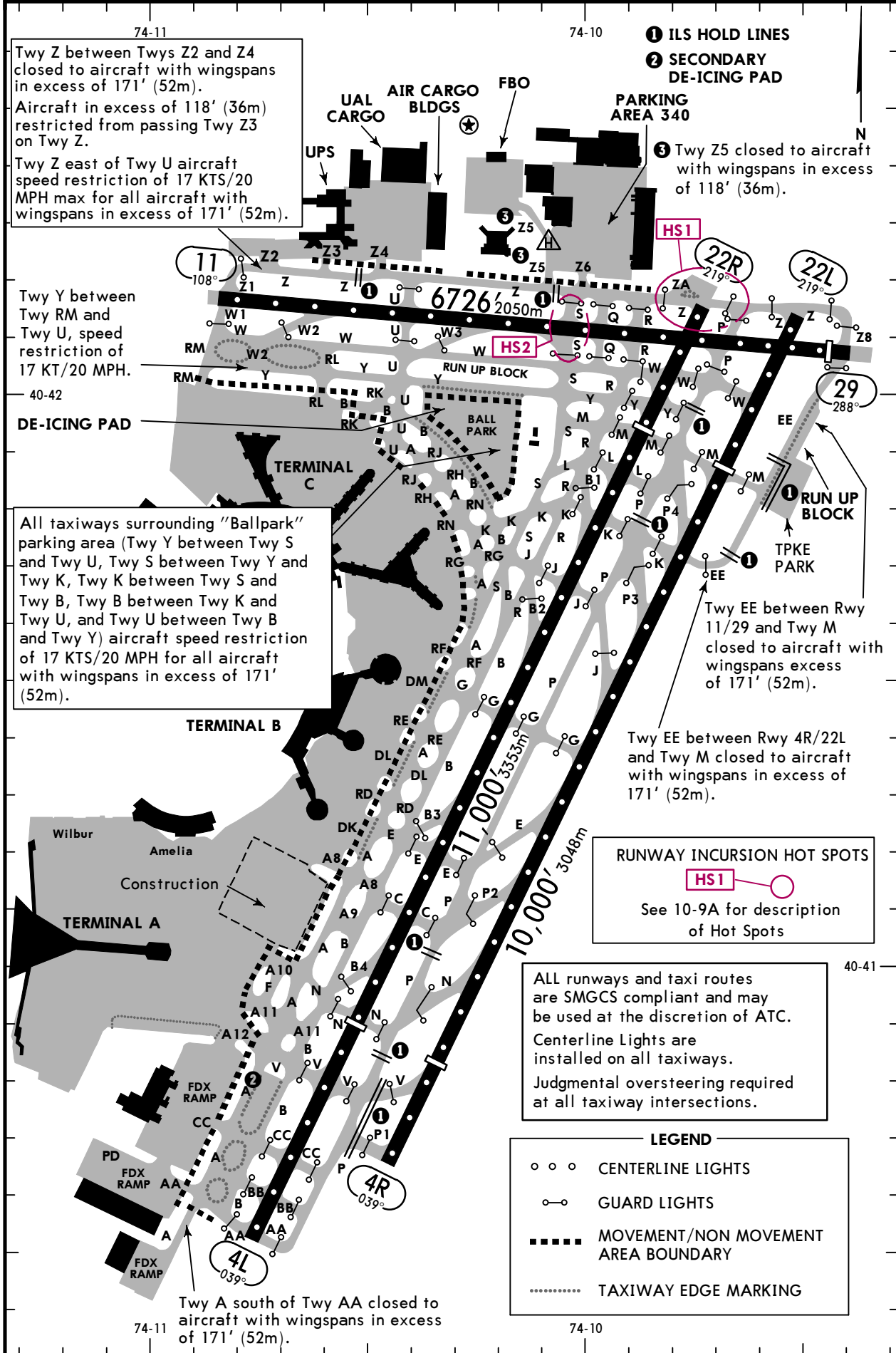
10-9E

NEWARK, NJ

LESS THAN RVR 1200 to 600

LOW VISIBILITY TAXI ROUTES

D-ATIS 134.825	Data Comm ACARS: D-ATIS, PDC, TWIP CPDLC: DCL	NEWARK Clearance (Cpt) 118.85	Ground 121.8
Tower 118.3	NEWARK Departure (R) 119.2	Gate Hold 132.45	



74-11
Twy Z between Twys Z2 and Z4 closed to aircraft with wingspans in excess of 171' (52m).
Aircraft in excess of 118' (36m) restricted from passing Twy Z3 on Twy Z.
Twy Z east of Twy U aircraft speed restriction of 17 KTS/20 MPH max for all aircraft with wingspans in excess of 171' (52m).

Twy Y between Twy RM and Twy U, speed restriction of 17 KT/20 MPH.

All taxiways surrounding "Ballpark" parking area (Twy Y between Twy S and Twy U, Twy S between Twy Y and Twy K, Twy K between Twy S and Twy B, Twy B between Twy K and Twy U, and Twy U between Twy B and Twy Y) aircraft speed restriction of 17 KTS/20 MPH for all aircraft with wingspans in excess of 171' (52m).

- 1 ILS HOLD LINES
- 2 SECONDARY DE-ICING PAD
- 3 Twy Z5 closed to aircraft with wingspans in excess of 118' (36m).

Twy EE between Rwy 11/29 and Twy M closed to aircraft with wingspans excess of 171' (52m).

Twy EE between Rwy 4R/22L and Twy M closed to aircraft with wingspans in excess of 171' (52m).

RUNWAY INCURSION HOT SPOTS
HS1
See 10-9A for description of Hot Spots

ALL runways and taxi routes are SMGCS compliant and may be used at the discretion of ATC.
Centerline Lights are installed on all taxiways.
Judgmental oversteering required at all taxiway intersections.

- LEGEND**
- ○ ○ CENTERLINE LIGHTS
 - GUARD LIGHTS
 - MOVEMENT/NON MOVEMENT AREA BOUNDARY
 - TAXIWAY EDGE MARKING

Twy A south of Twy AA closed to aircraft with wingspans in excess of 171' (52m).

KEWR/EWR


JEPPESEN
 15 NOV 19 (10-9F)

NEWARK, NJ
 NEWARK LIBERTY INTL

DEPARTURE FLOW

RAMP INGRESS/EGRESS

A. PROCEDURES

1. Arrival traffic should advise Ground Control of desired ramp entrance upon crossing RWY 4L/22R.
2. Departure traffic should advise Ground Control of desired ramp exit when requesting taxi clearance.

B. GENERAL

1. Application of the above procedures will reduce frequency congestion and eliminate inefficient ground taxi instructions.

MOVEMENT/NON-MOVEMENT AND NON-VISIBLE AREAS

A. MOVEMENT AREAS: Runways, taxiways, and other areas of the airport utilized for taxiing, hover taxiing, air taxiing, and takeoff or landing of aircraft, exclusive of loading ramps, maintenance ramps and parking areas. Specific approval for entry onto movement areas has to be obtained from Air Traffic Control (ATC). This includes aircraft that has to be towed on any movement area.

B. NON-MOVEMENT AREAS: Loading ramps, maintenance ramps, and parking areas.

The movement of aircraft and/or vehicles on non-movement areas is the responsibility of the pilot, aircraft operator, or airport management. ATC service will not be provided on non-movement areas.

C. NON-VISIBLE AREAS: Those areas on the airport, both movement and non-movement, that are not visible from the ATCT.

Due to obstructions, Newark ATC is unable to clearly view the following areas in their entirety:

1. MOVEMENT AREAS.

- a. Taxiways Alpha and Bravo between Romeo-Hotel and Romeo-Juliet.
- b. Taxiways Romeo-Hotel and Romeo-Juliet between Alpha and Bravo.
- c. Taxiway Alpha between Romeo-Juliet and Uniform.
- d. Taxiway Alpha between Direct Access/Gate 83 and Direct Access/Gate 88.

2. NON-MOVEMENT AREAS.

- a. Portions of the Signature/General Aviation Ramp.

KEWR/EWR

NEWARK LIBERTY INTL



30 AUG 24
Eff 5 Sep

11-1

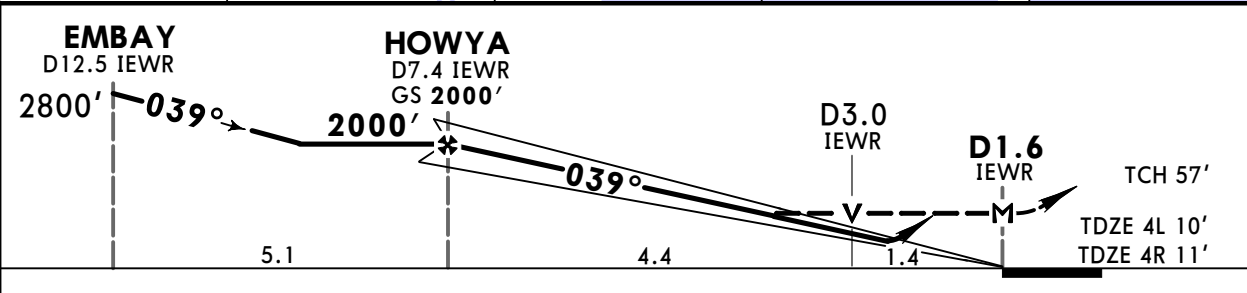
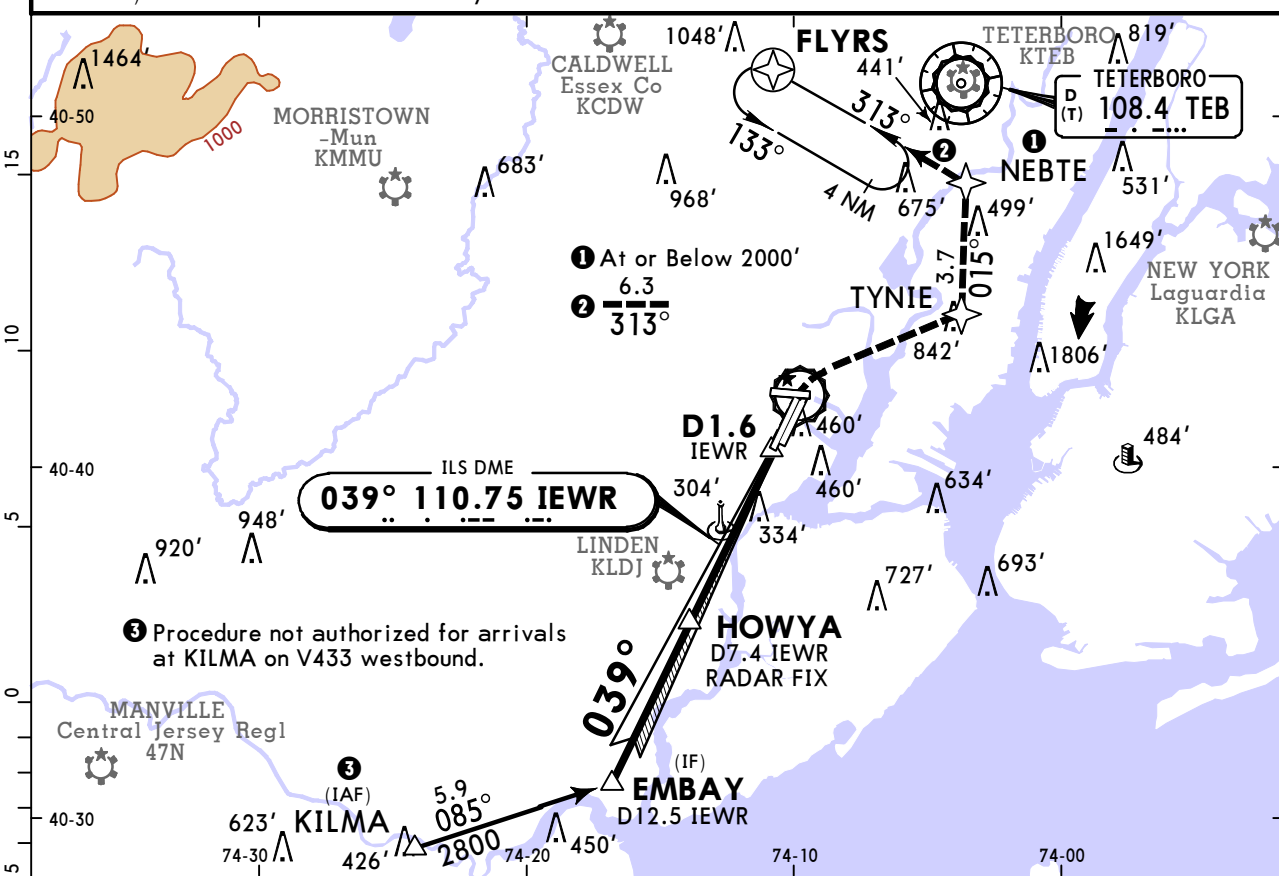
NEWARK, NJ

ILS Z or LOC Z Rwy 4L

BRIEFING STRIP™	D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55		NEWARK Tower 118.3	Ground 121.8
	LOC IEWR 110.75	Final Apch Crs 039°	HOWYA 2000' (1990')	ILS DA(H) 210' (200')	Apt Elev 17' TDZE 4L 10'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> 2900 MSA TEB VOR
	MISSED APCH: (Do not exceed 210 KT until NEBTE) Climb to 520', then climbing RIGHT turn to 2000' direct TYNIE and on track 015° to NEBTE, cross NEBTE at or below 2000', then climbing LEFT turn to 3000' on track 313° to FLYRS and hold, continue climb-in-hold to 3000'.					

RNP Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. DME and RADAR required. 2. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.10°/TCH 77'). 4. ALSF-II and PAPI-L on Rwy 4R.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	520'	2000'	↕ ↻ RT ↻	TYNIE
GS	3.10°	384	494	548	658	878					

TERPS	STRAIGHT-IN LANDING RWY 4L				SIDESTEP LANDING RWY 4R		CIRCLE-TO-LAND	
	ILS DA(H) 210' (200')		LOC (GS out) MDA(H) 560' (550')		MDA(H) 600' (589')		<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"> C </div> Max Kts. MDA(H)	
	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	ALS out			
	A	RVR 18	RVR 24	RVR 40	RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	1 1/2
B	or 1/2	or 1/2	or 3/4	RVR 60	1 3/4	RVR 60 or 1/4		120 900' (883') -2 3/4
C				or 1/4		1 1/2	2	140 900' (883') -3
D								165

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

KEWR/EWR

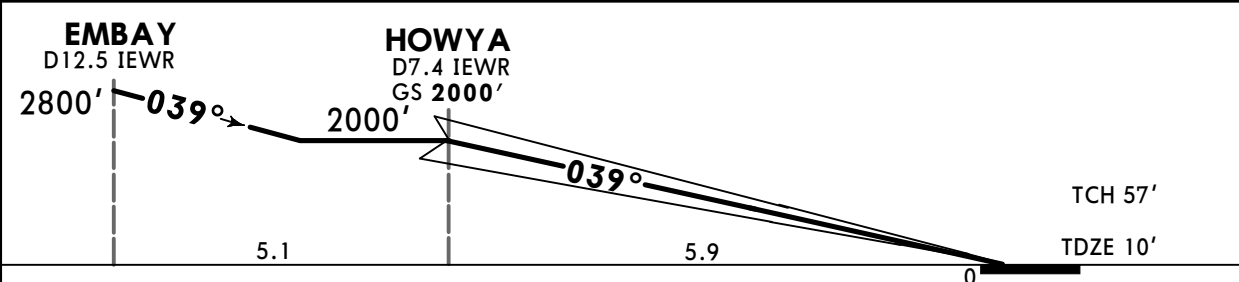
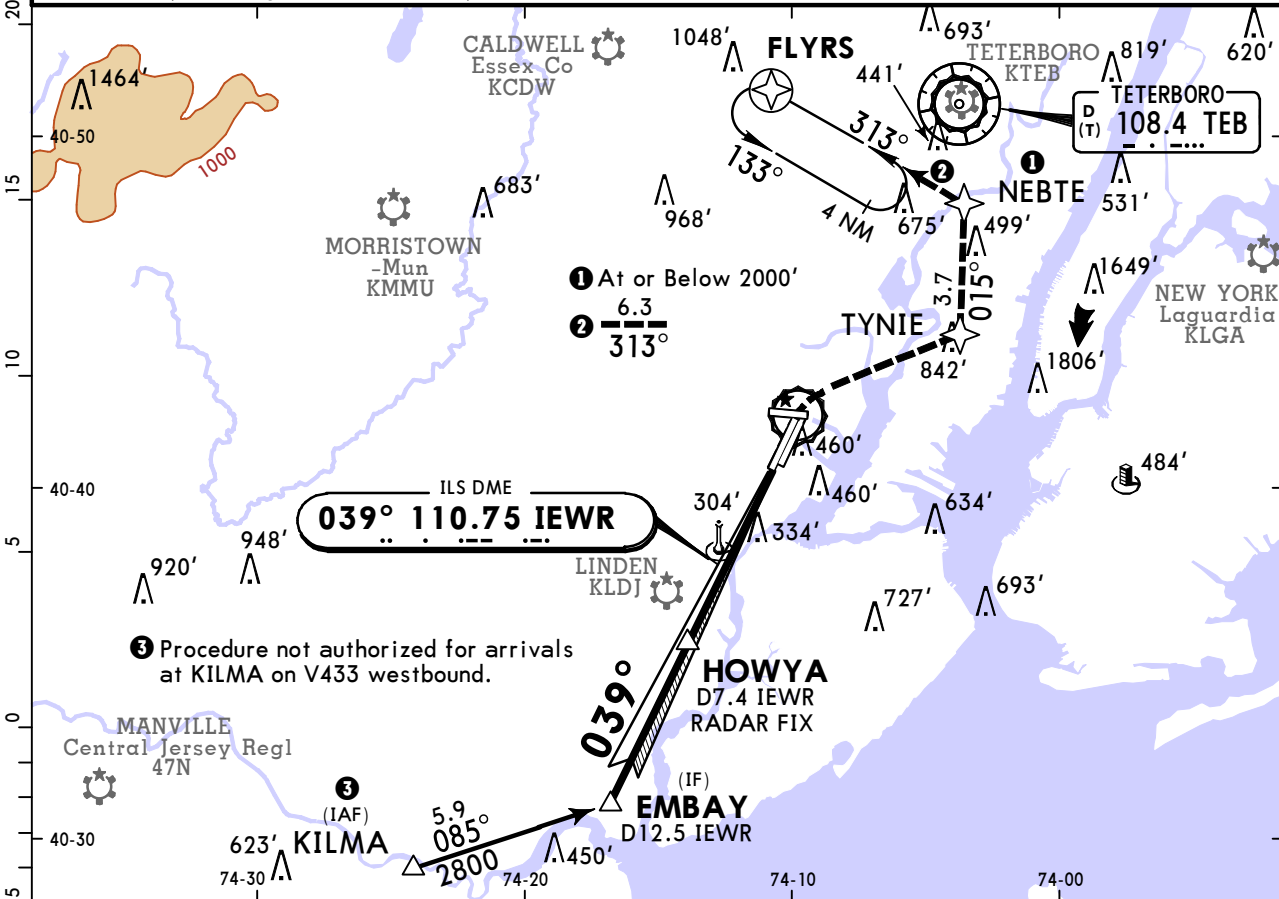
NEWARK LIBERTY INTL

JEPPESSEN
 30 AUG 24
Eff 5 Sep (11-1A)

NEWARK, NJ
 ILS Z Rwy 4L SA CAT I

BRIEFING STRIP™	D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8	
	LOC IEWR 110.75	Final Apch Crs 039°	HOWYA 2000' (1990')	SA CAT I ILS RA 150' DA(H) 160'(150')	Apch Elev 17' TDZE 10'	2900 MSA TEB VOR
	MISSED APCH: (Do not exceed 210 KT until NEBTE) Climb to 520', then climbing RIGHT turn to 2000' direct TYNIE and on track 015° to NEBTE, cross NEBTE at or below 2000', then climbing LEFT turn to 3000' on track 313° to FLYRS and hold, continue climb-in-hold to 3000'.					

RNP Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'
 1. Special Aircrew and Aircraft Certification Required. 2. DME and RADAR required. 3. VGSI and ILS coincident (VGSI angle 3.10°/TCH 77').



Gnd speed-Kts	70	90	100	120	140	160
GS	3.10°	384	494	548	658	768

MALSRS
 PAPI
 520' ↑
 2000' ↙ RT
 D → TYNIE

TERPS STRAIGHT-IN LANDING RWY4L
1 SA CAT I ILS
RA 150'
 DA(H) **160'** (150')

RVR 14

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

TERPS AMEND 16 15 JUN 2023

KEWR/EWR

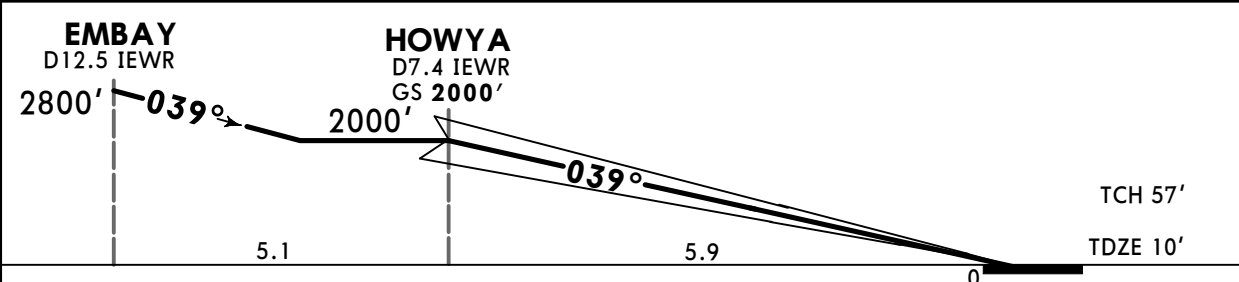
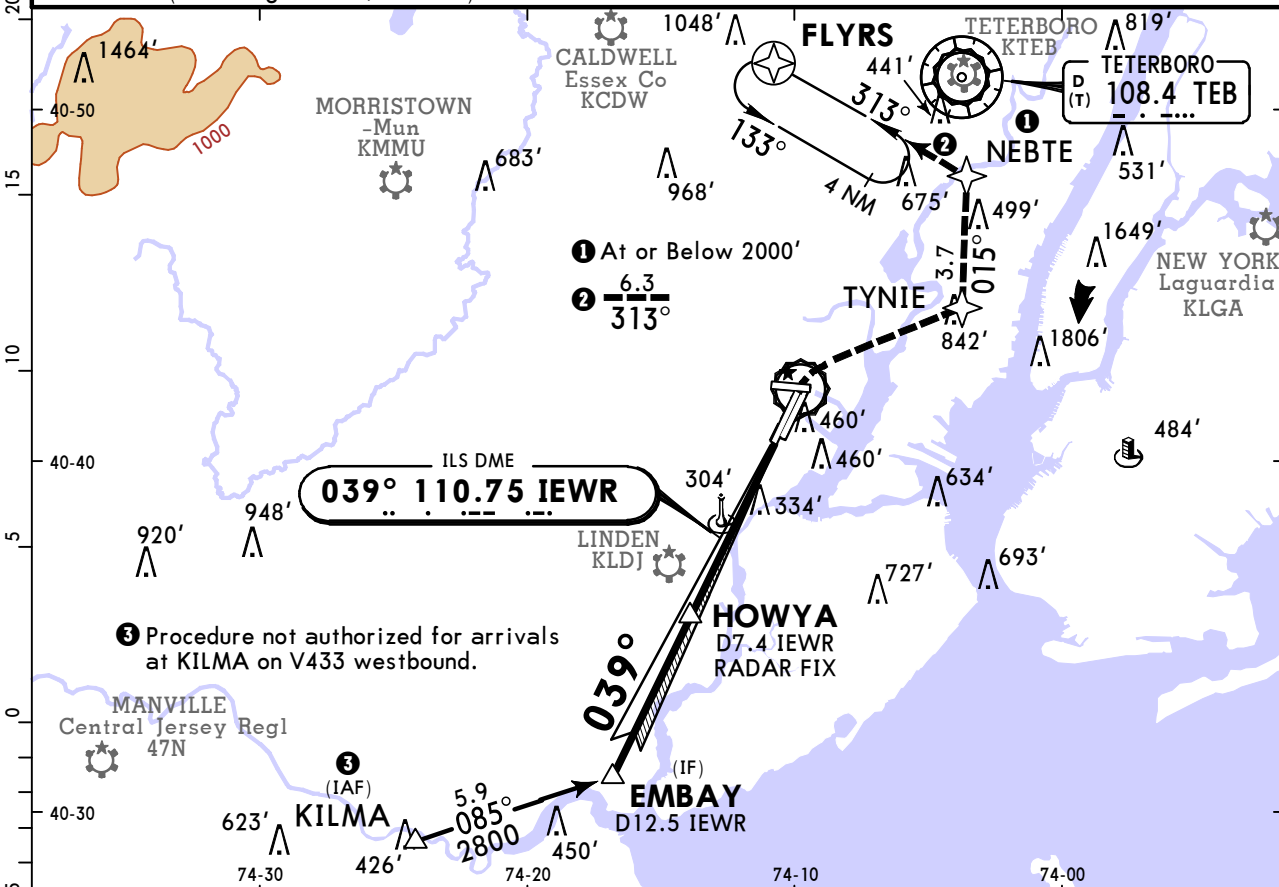
NEWARK LIBERTY INTL

JEPPesen
 30 AUG 24
 Eff 5 Sep **11-1B**

NEWARK, NJ

ILS Z Rwy 4L SA CAT II

BRIEFING STRIP™	D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8	
	LOC IEWR 110.75	Final Apch Crs 039°	HOWYA 2000' (1990')	SA CAT II ILS RA 100' DA(H) 110' (100')	Apt Elev 17' TDZE 10'	2900 MSA TEB VOR
	MISSED APCH: (Do not exceed 210 KT until NEBTE) Climb to 520', then climbing RIGHT turn to 2000' direct TYNIE and on track 015° to NEBTE, cross NEBTE at or below 2000', then climbing LEFT turn to 3000' on track 313° to FLYRS and hold, continue climb-in-hold to 3000'.					
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180		
1. Special Aircrew and Aircraft Certification Required. 2. DME and RADAR required. 3. VGSI and ILS coincident (VGSI angle 3.10°/TCH 77').						



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	520'	2000'	D →	TYNIE
GS	3.10°	384	494	548	658	768		↑	↘ RT		

TERPS STRAIGHT-IN LANDING RWY 4L
SA CAT II ILS
RA 100'
 DA(H) **110'** (100')

RVR 12

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

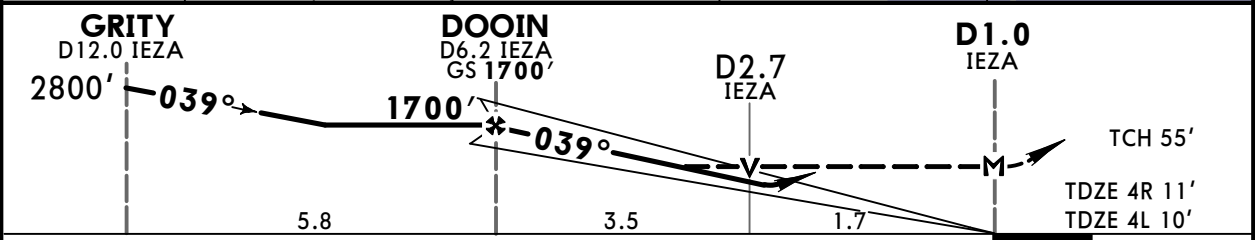
TERPS AMEND 16 15 JUN 2023

KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN
30 AUG 24
Eff 5 Sep **(11-2)**

NEWARK, NJ ILS or LOC Rwy 4R

BRIEFING STRIP™	D-ATIS Arrival	D-ATIS South Arrival	NEWARK Approach (R)	NEWARK Tower	Ground
	115.7	134.825	128.55	118.3	121.8
	LOC IEZA 108.7	Final Apch Crs 039°	DOOIN 1700' (1689')	ILS DA(H) 211' (200')	Apt Elev 17' TDZE 4R 11'
MISSED APCH: (Do not exceed 210 KT until NEBTE) Climb to 560' then climbing RIGHT turn to 2000' direct TYNIE then LEFT turn on track 015° to NEBTE, cross NEBTE at or below 2000' then climbing LEFT turn to 3000' on track 313° to FLYRS and hold, continue climb-in-hold to 3000'.					
RNP APCH-GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. Radar required. 2. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 3. VGSI and ILS glidepath not coincident (VGSI angle 2.95°/TCH 71'). 4. MALSR and PAPI-L on Rwy 4L.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	560'	2000'	D	TYNIE
GS	2.95°	365	470	522	626	835					
MAP at D1.0 IEZA or DOOIN to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				

TERPS	STRAIGHT-IN LANDING RWY 4R				SIDESTEP LANDING RWY 4L		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		MDA(H) 600' (590')		Max Kts	
	DA(H) 211' (200')		MDA(H) 600' (589')					
	TDZ/CL out	ALS out		ALS out		RAIL/ALS out		MDA(H)
A							90	760' (743') -1
B	RVR 18	RVR 24	RVR 40	RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	120	900' (883') -2 3/4
C	or 1/2	or 1/2	or 3/4	RVR 60	1 3/4	1 1/4	140	900' (883') -3
D				or 1 1/4		1 1/2	165	

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

TERPS AMEND 14 15 JUN 2023

KEWR/EWR NEWARK LIBERTY INTL

JEPPESSEN
30 AUG 24
Eff 5 Sep (11-2A)

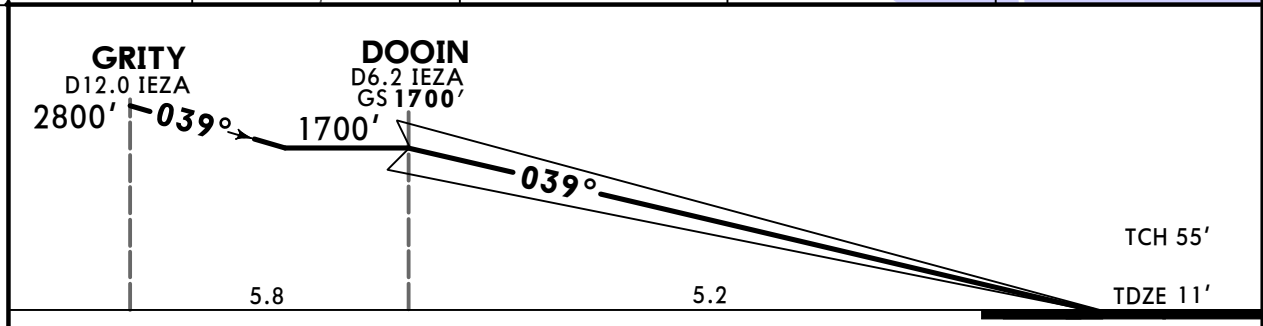
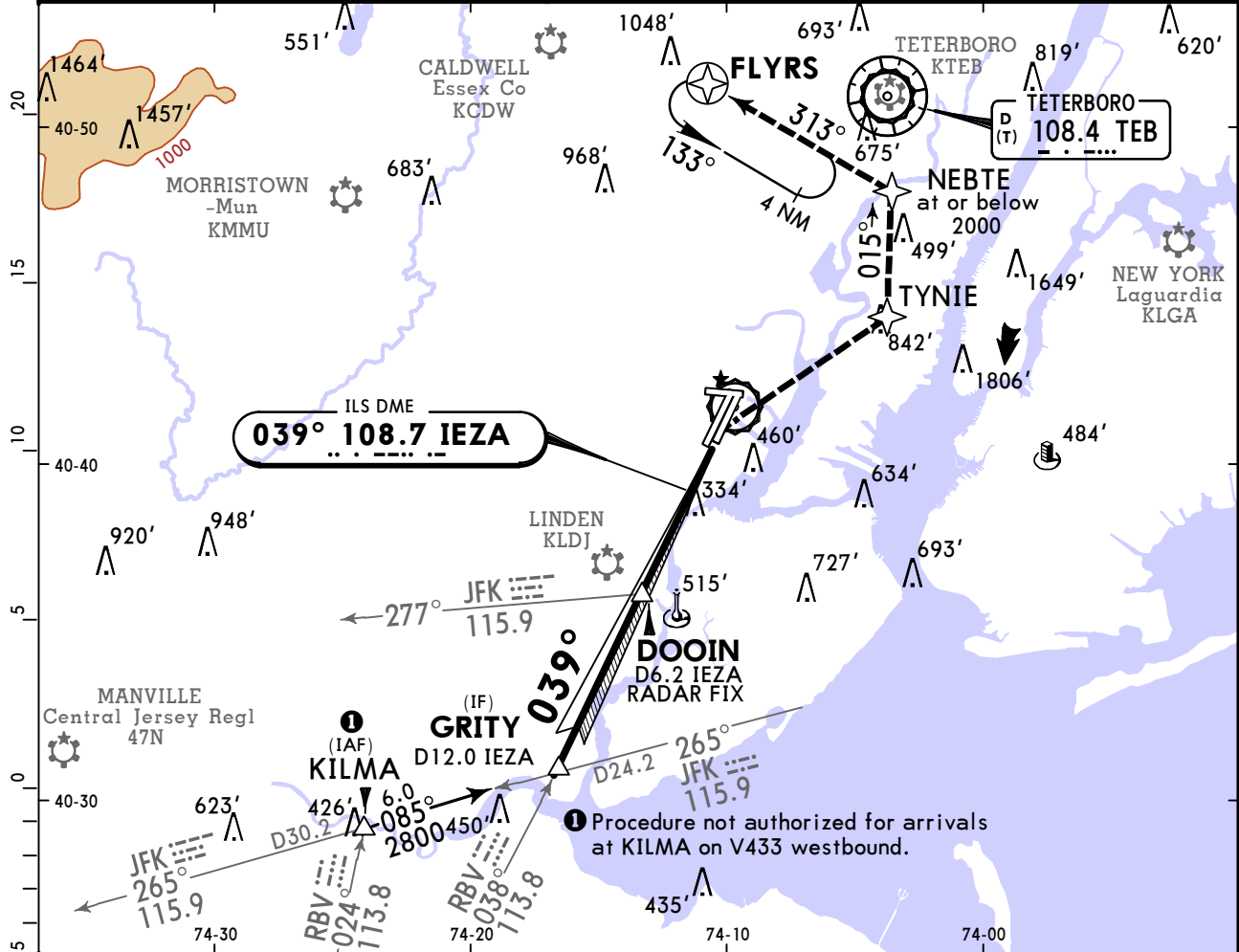
NEWARK, NJ ILS Rwy 4R CAT II & III

D-ATIS Arrival 115.7		South Arrival 134.825		NEWARK Approach (R) 128.55			NEWARK Tower 118.3		Ground 121.8	
LOC IEZA 108.7	Final Apch Crs 039°	DOOIN 1700' (1689')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 100' DA(H) 111' (100')	Apt Elev 17' TDZE 11'	2900 MSA TEB VOR		

MISSED APCH: (Do not exceed 210 KT until NEBTE) Climb to 560' then climbing RIGHT turn to 2000' direct TYNIE then LEFT turn on track 015° to NEBTE, cross NEBTE at or below 2000' then climbing LEFT turn to 3000' on track 313° to FLYRS and hold, continue climb-in-hold to 3000'.

RNP APCH-GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Aircraft Certification Required. 2. Radar required. 3. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 4. VGSI and ILS glidepath not coincident (VGSI angle 2.95°/TCH 71').



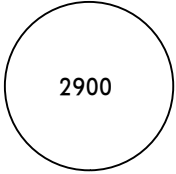
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	560'	2000'	D →	TYNIE
GS	2.95°	365	470	522	626	731					

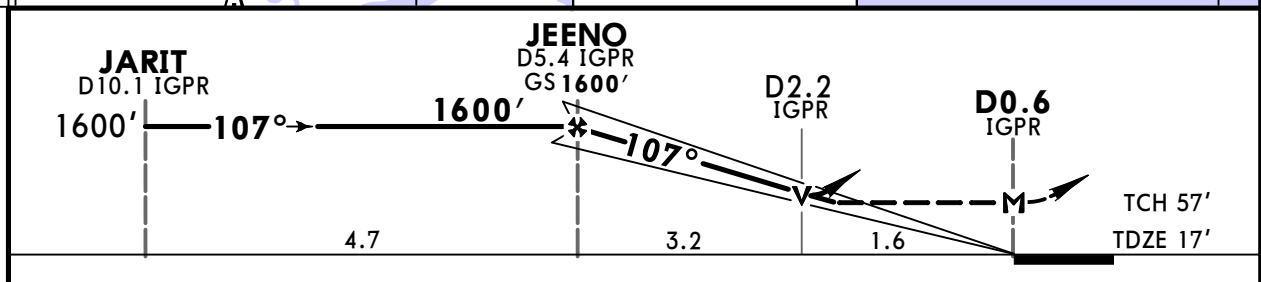
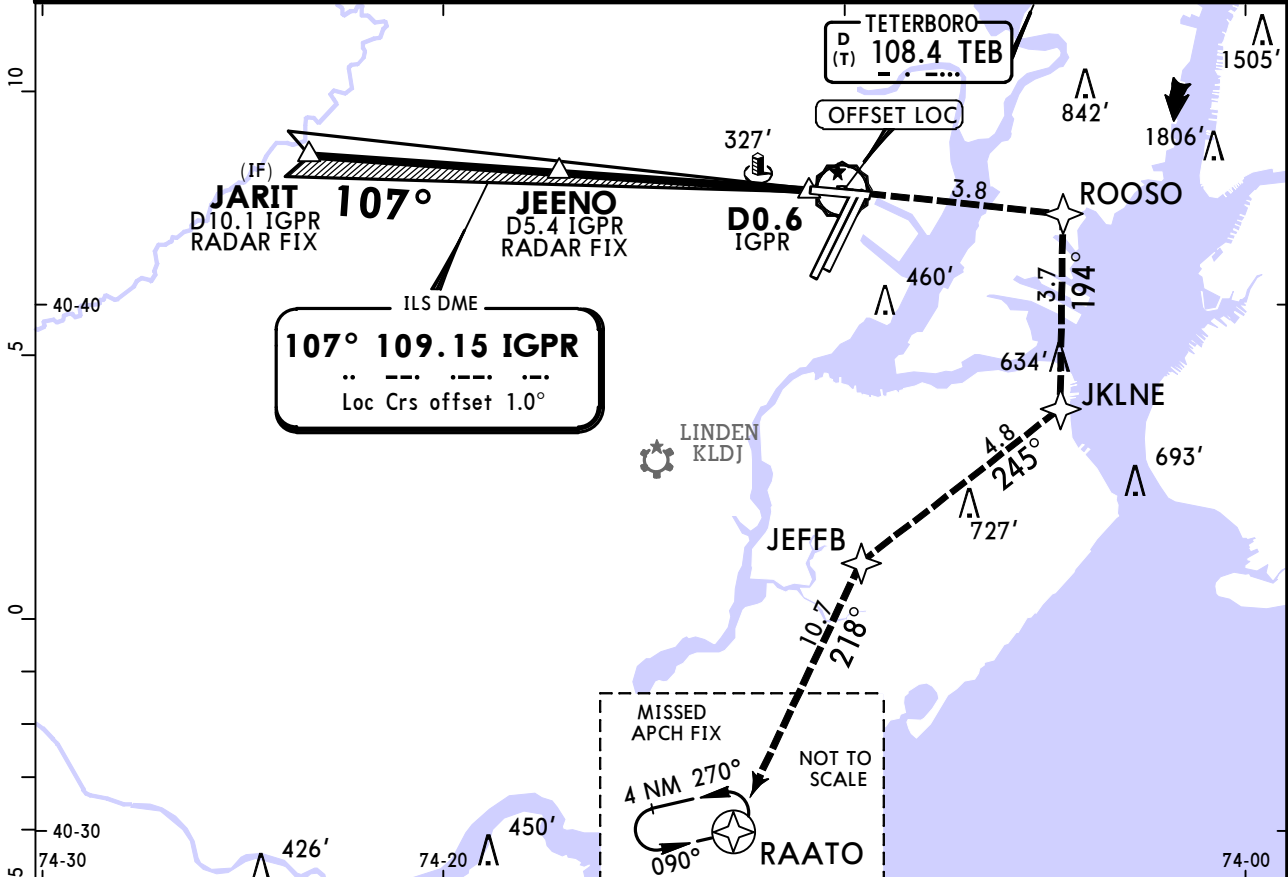
STRAIGHT-IN LANDING RWY 4R					
CAT III ILS					
RVR 6					
CAT II ILS					
RA 100'					
DA(H) 111' (100')					
RVR 12					

KEWR/EWR
NEWARK LIBERTY INTL

JEPESEN
13 SEP 24 (11-3)

NEWARK, NJ
ILS or LOC Rwy 11

BRIEFING STRIP™	D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8	
	LOC IGPR 109.15	Final Apch Crs 107°	JEENO 1600' (1583')	ILS DA(H) 618' (601')	Apt Elev 17' TDZE 17'	 2900 MSA TEB VOR
	MISSED APCH: (Do not exceed 230 KT until JKLNE) Climb to 2000' direct ROOSO and RIGHT turn on track 194° to JKLNE and RIGHT turn on track 245° to JEFFB and LEFT turn on track 218° to RAATO and hold.					
RNP Apch - GPS Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
1. DME required. 2. Radar required. 3. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 4. Rwy 11 helicopter visibility reduction below 3/4 SM not authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 60').						



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	2000'	D → ROOSO
GS	3.00°	372	478	531	637	849			
MAP at D0.6 IGPR or JEENO to MAP	4.8	4:07	3:12	2:53	2:24	2:03			

TERPS AMEND 3 15 JUN 2023	STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
	ILS DA(H) 618' (601')		LOC (GS out) MDA(H) 660' (643')		Not Authorized South of Rwy 11/29	
	1 3/4		RVR 55 or 1		Max Kts 90 120 140 165	MDA(H)
						660' (643') - 1
						900' (883') - 2 1/2
900' (883') - 2 3/4						

KEWR/EWR NEWARK LIBERTY INTL



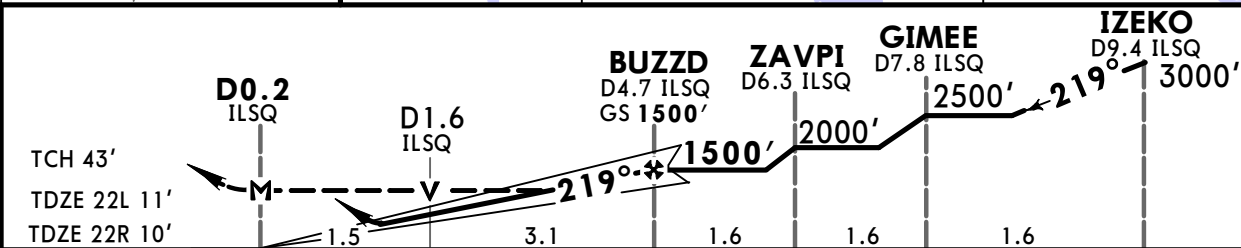
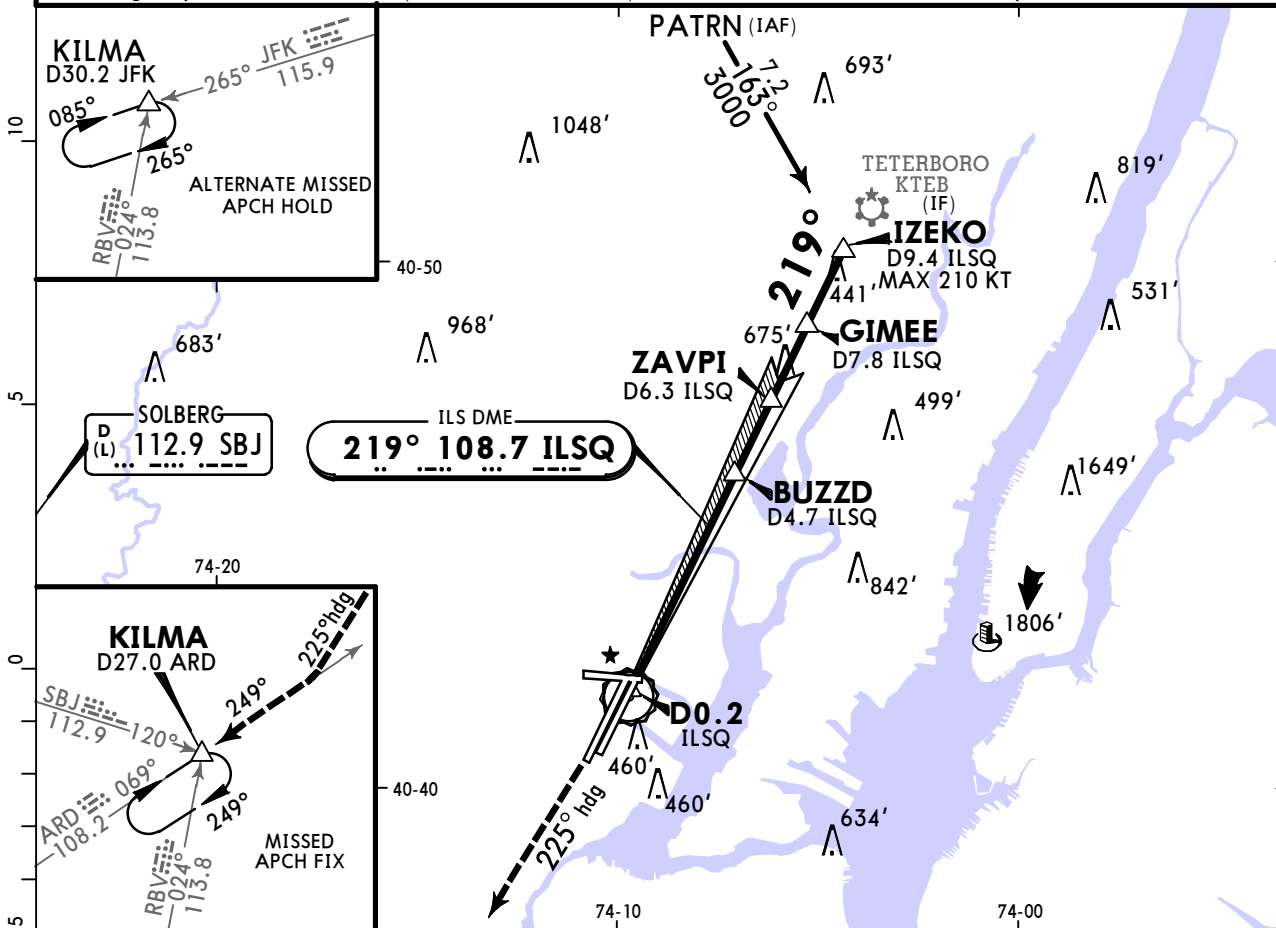
13 SEP 24 (11-4)

NEWARK, NJ ILS or LOC Rwy 22L

BRIEFING STRIP™	D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
	LOC ILSQ 108.7	Final Apch Crs 219°	BUZZD 1500' (1489')	ILS DA(H) 211' (200')	Apt Elev 17' TDZE 22L 11'
	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.				

RNP Apch - GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Aircraft not GPS equipped - Radar required for procedure entry. 2. DME required. 3. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 4. VGSI and ILS glidepath not coincident (VGSI 3.00°/TCH 60'). 5. MALSR, REIL and PAPI-L on Rwy 22R.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	500'	3000'	225°
Gs	3.00°	372	478	531	637	849				
MAP at D0.2 ILSQ							PAPI			

	STRAIGHT-IN LANDING RWY 22L				SIDESTEP LANDING RWY 22R		CIRCLE-TO-LAND	
	ILS DA(H)	LOC (GS out) MDA(H)	ALS out	ALS out	RAIL/ALS out	RAIL/ALS out	Max Kts	MDA(H)
A	211' (200')	540' (529')	RVR 24	RVR 50	RVR 55		90	660' (643') - 1
B	RVR 18	RVR 24	or 1/2	or 1	or 1	1 1/2	120	900' (883') - 2 3/4
C	RVR 18	RVR 24	or 1/2	or 3/4	or 1	1 1/2	140	900' (883') - 2 3/4
D	RVR 18	RVR 24	or 1/2	or 1	or 1	2	165	900' (883') - 3

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

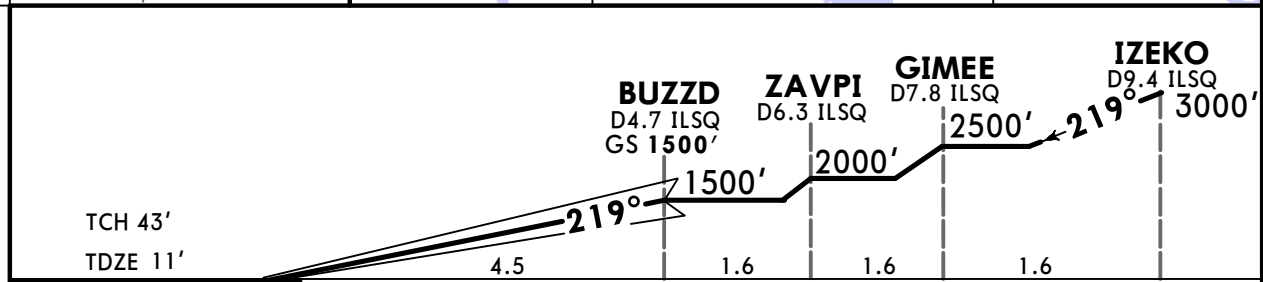
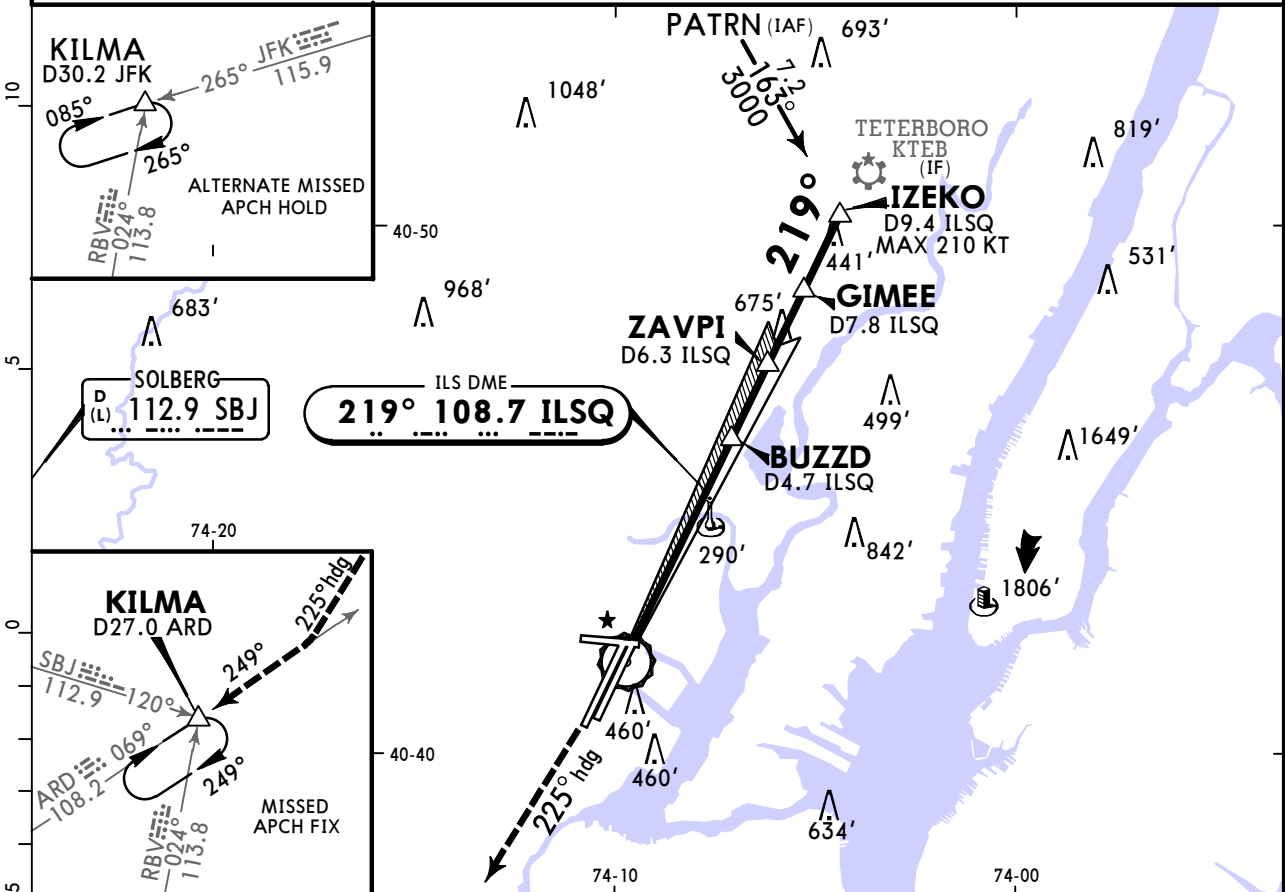
TERPS AMEND 14 23 FEB 2023

KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN
30 AUG 24
Eff 5 Sep **(11-4A)**

NEWARK, NJ
ILS Rwy 22L CAT II & III

D-ATIS Arrival 115.7 South Arrival 134.825		NEWARK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8
LOC ILSQ 108.7	Final Apch Crs 219°	BUZZD 1500' (1489')	CAT III Refer to Minimums	CAT II RA 102' DA(H) 111' (100')	Apt Elev 17' TDZE 11'	3100 MSA SBJ VOR within 28 NM
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.						
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'		
1. Special Aircrew and Aircraft Certification Required. 2. Aircraft not GPS equipped - Radar required for procedure entry. 3. DME required. 4. VGSI and ILS glidepath not coincident (VGSI 3.00°/TCH 60').						



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	on hdg

TERPS		STRAIGHT-IN LANDING RWY22L	
CAT III ILS		CAT II ILS RA 102' DA(H) 111' (100')	
RVR 6		1 RVR12	

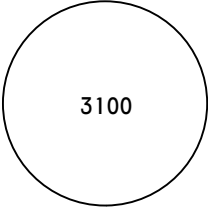
1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

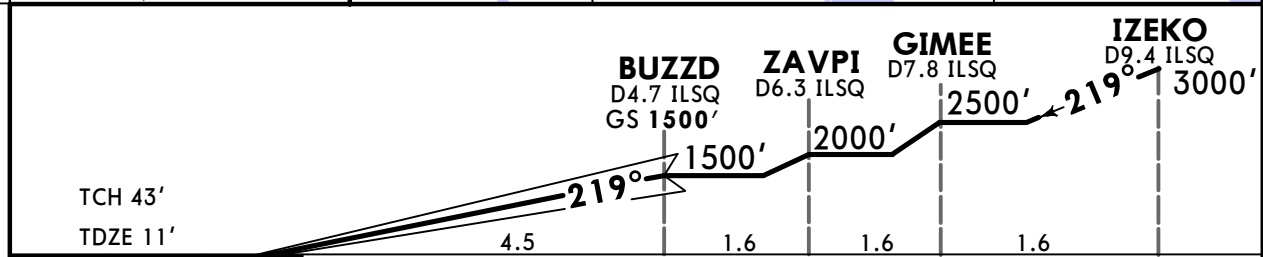
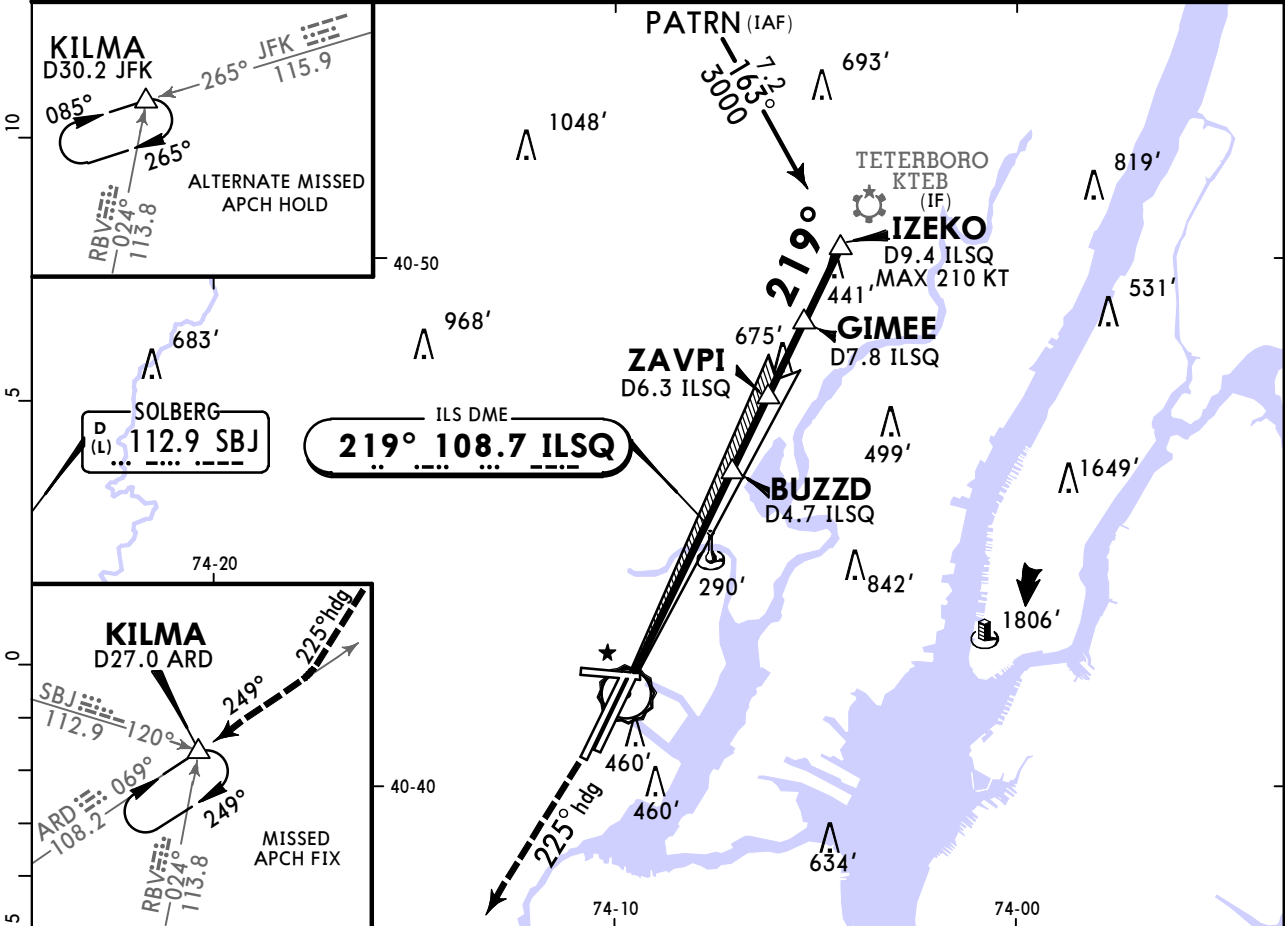
TERPS AMEND 14 23 FEB 2023

KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN
30 AUG 24
Eff 5 Sep **(11-4B)**

NEWARK, NJ
ILS Rwy 22L SA CAT I

D-ATIS Arrival 115.7 South Arrival 134.825		NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC ILSQ 108.7	Final Apch Crs 219°	BUZZD 1500' (1489')	SA CAT I ILS RA 152' DA(H) 161' (150')	Apt Elev 17' TDZE 11'
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.				
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. Special Aircrew and Aircraft Certification Required. 2. Aircraft not GPS equipped - Radar required for procedure entry. 3. DME required. 4. VGSI and ILS glidepath not coincident (VGSI 3.00°/TCH 60').				



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

TERPS STRAIGHT-IN LANDING RWY 22L
1 SA CAT I ILS
RA 152'
 DA(H) 161' (150')

RVR 16

1 Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 14 23 FEB 2023

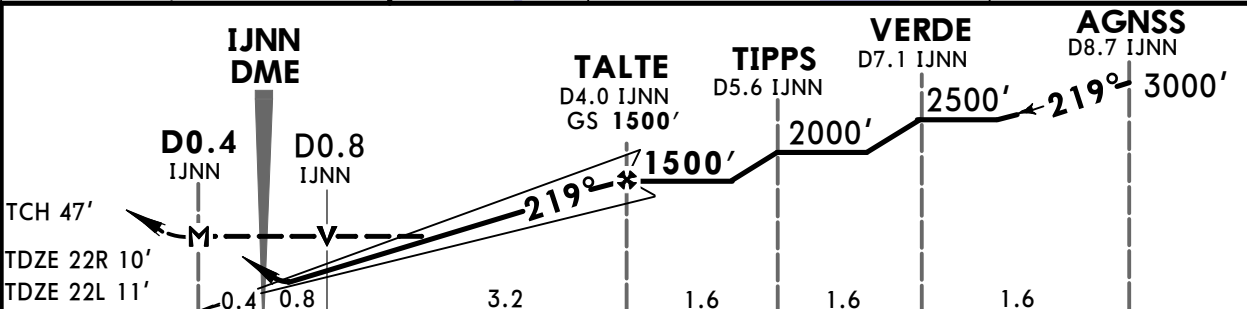
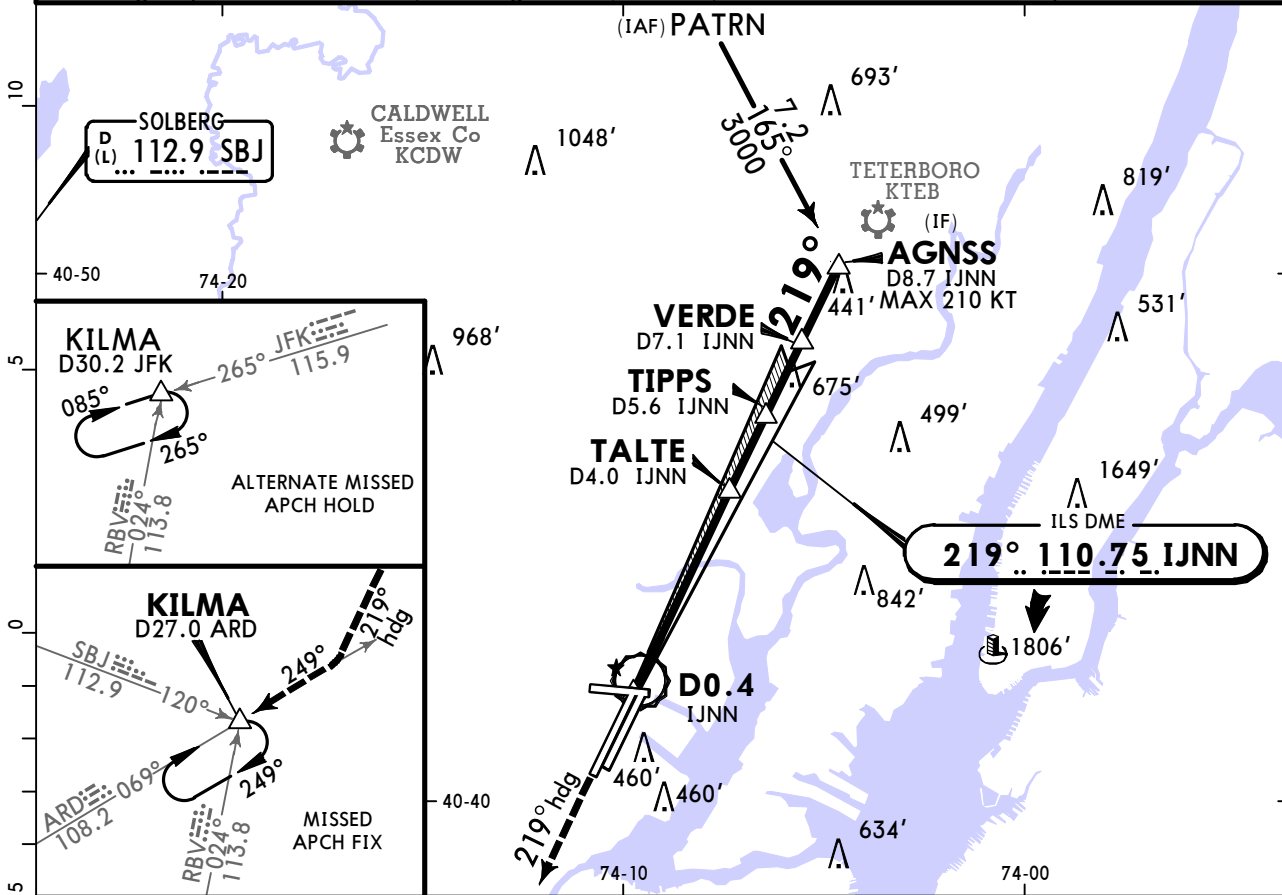
KEWR/EWR NEWARK LIBERTY INTL

JEPPESSEN
30 AUG 24
Eff 5 Sep **(11-5)**

NEWARK, NJ ILS or LOC Rwy 22R

BRIEFING STRIP™	D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8	
	LOC IJNN 110.75	Final Apch Crs 219°	TALTE 1500' (1490')	ILS DA(H) 210' (200')	Apt Elev 17' TDZE 22R 10'	3100 MSA SBJ VOR within 28 NM
	MISSED APCH: Climb to 3000' on heading 219° and inbound on ARD VOR R-069 to KILMA INT/D27.0 ARD and hold.					

RNP Apch - GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Aircraft not GPS equipped - Radar required for procedure entry. 2. DME required. 3. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.10°/TCH 70'). 5. ALSF-II and PAPI-L on Rwy 22L.



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI 3000' on 219° hdg and 108.2 KILMA R-069
GS	3.10°	384	494	548	658	768	
MAP at D0.4 IJNN or TALTE to MAP	4.4	3:46	2:56	2:38	2:12	1:53	

	STRAIGHT-IN LANDING RWY 22R		SIDESTEP LANDING RWY 22L		CIRCLE-TO-LAND
	ILS DA(H) 210' (200')	LOC (GS out) MDA(H) 480' (470')	MDA(H) 540' (529')	ALS out	
A		RVR 24 or 1/2	RVR 55 or 1	90	660' (643') -1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 50 or 1	120	900' (883') -2 3/4
C		RVR 40 or 3/4	1 3/8	140	900' (883') -3
D			1 1/2	165	

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

TERPS AMEND 7 23 FEB 2023

KEWR/EWR

NEWARK LIBERTY INTL

JEPPESEN

30 AUG 24

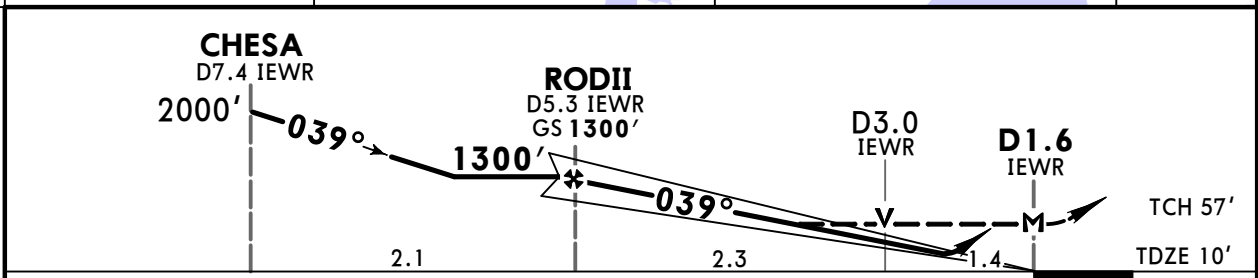
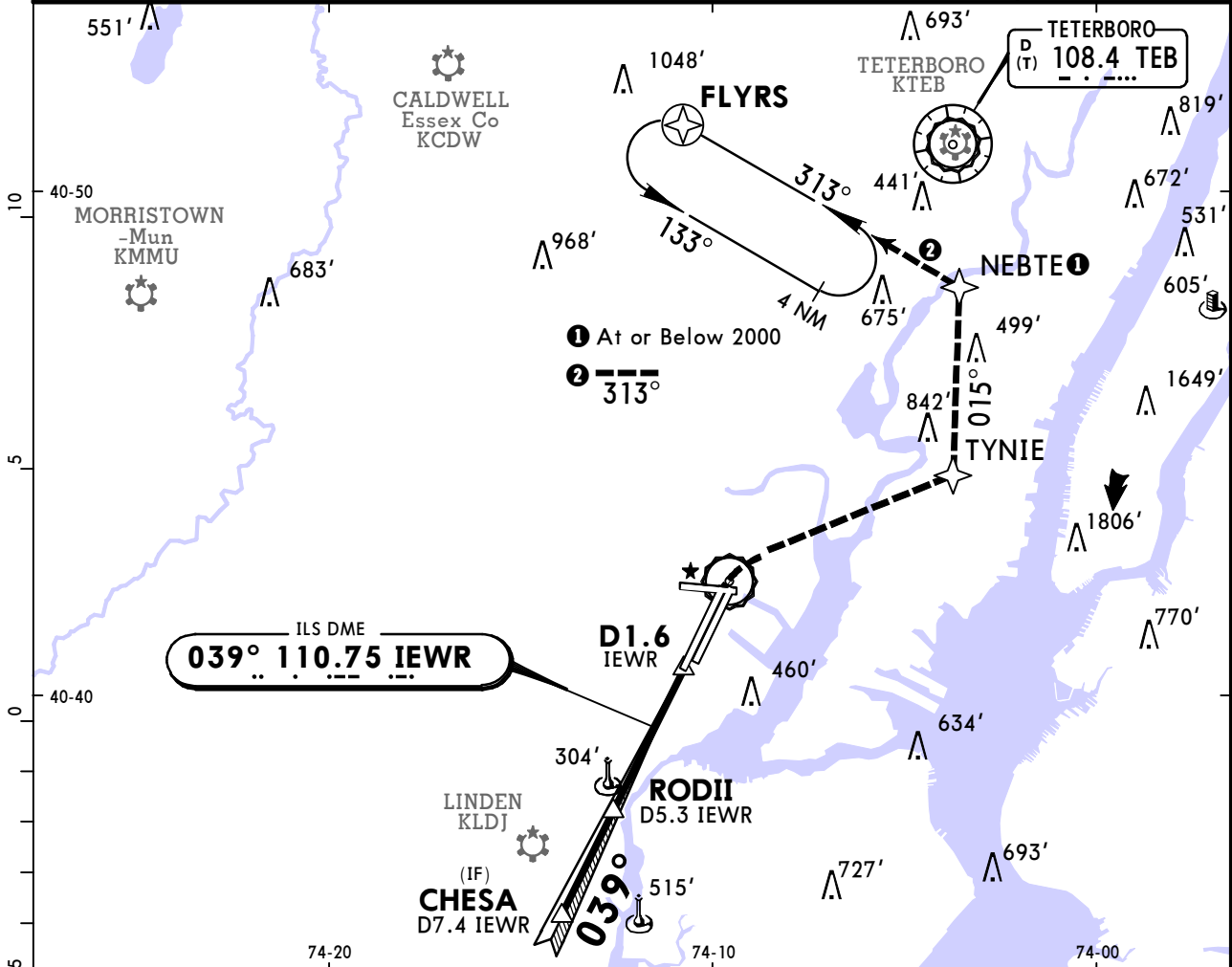
Eff 5 Sep

(11-6)

COPTER ILS Y or LOC Y Rwy 4L

NEWARK, NJ

BRIEFING STRIP™	D-ATIS Arrival 115.7 South Arrival 134.825		NEWARK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8	
	LOC IEWR 110.75		Final Apch Crs 039°		RODII 1300' (1290')		ILS DA(H) 210' (200')	
	Apt Elev 17'		TDZE 10'		2900			
	MISSED APCH: Climb to 520', then climbing RIGHT turn to 2000' direct TYNIE, then track 015° to NEBTE, cross NEBTE at or below 2000'. Then climbing LEFT turn to 3000' on track 313° to FLYRS and hold.							
RNP Apch-GPS Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA TEB VOR		
1. DME and radar required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.10°/TCH 77').								



Gnd speed-Kts	70	90	100	120	140	160	MALSR	520'	2000'	D	TYNIE
GS	3.10°	384	494	548	658	768		878	↑		
MAP at D1.6 IEWR											

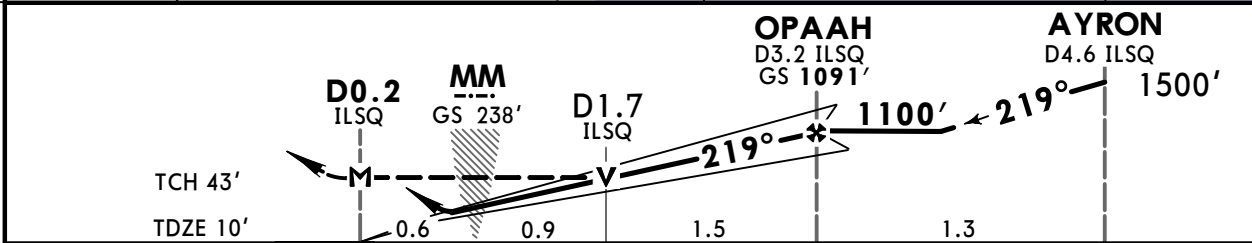
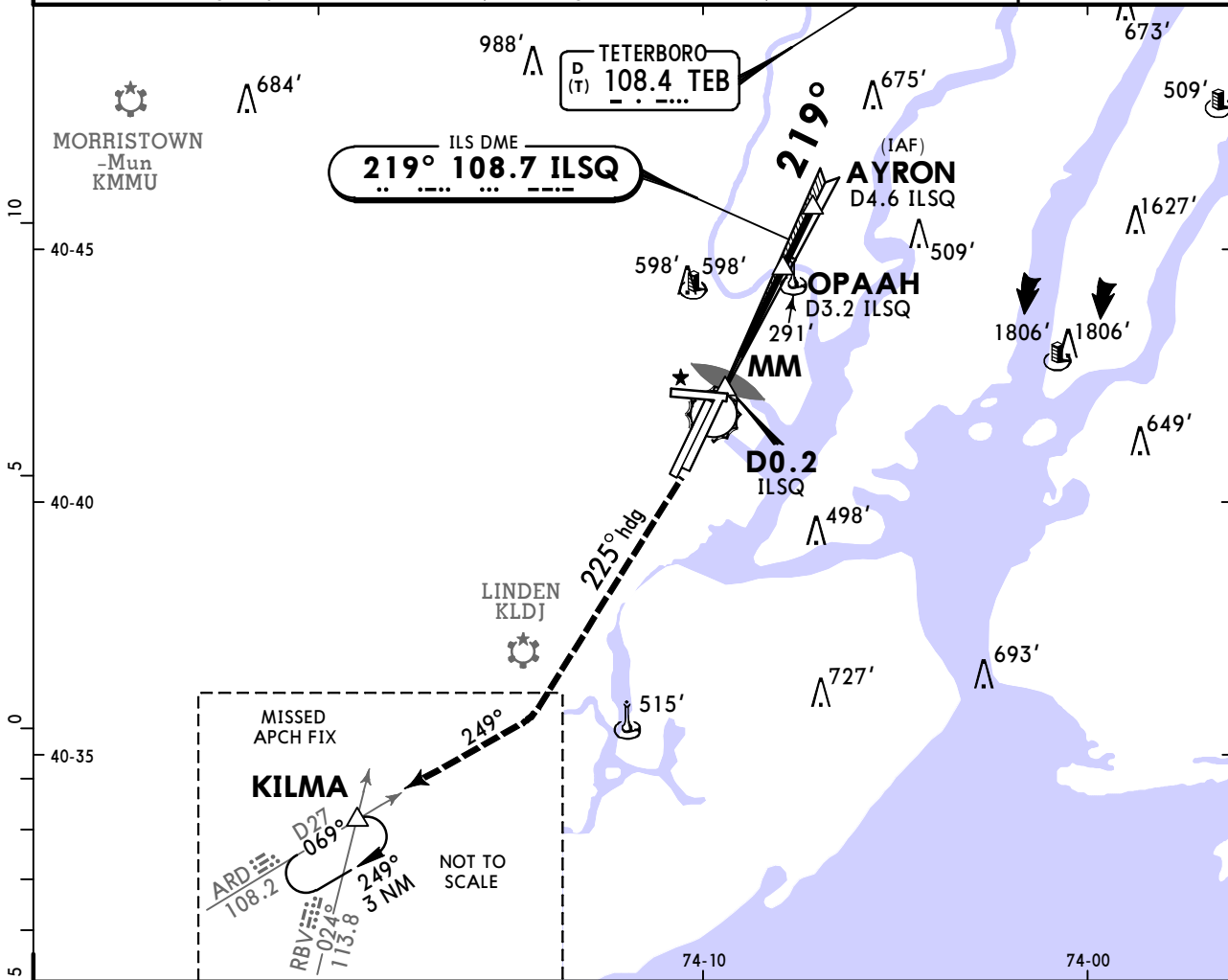
TERPS AMEND 2 15 JUN 2023	TERPS			
	STRAIGHT-IN LANDING		LOC (GS out)	
	ILS		MDA(H) 560' (550')	
	DA(H) 210' (200')			
TDZ/CL out		RAIL/ALS out		
RVR 12 or 1/4		RVR 24 or 1/2		
RVR 12 or 1/4		RVR 24 or 1/2		

KEWR/EWR
NEWARK LIBERTY INTL

JEPPesen
30 AUG 24
Eff 5 Sep (11-7)

NEWARK, NJ
COPTER ILS DME Rwy 22L

BRIEFING STRIP™	D-ATIS Arrival 115.7 South Arrival 134.825		NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8	
	LOC ILSQ 108.7	Final Apch Crs 219°	OPAAH 1091' (1081')	ILS DA(H) 210' (200')	Apt Elev 18' 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.					3000 MSA TEB VOR
	Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'		
	1. Radar required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 60').					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	2000'	225° hdg	3000'	ARD via 108.2 R-069
GS	3.00°	372	478	531	637	743		849	RT	RT	
MAP at D0.2 ILSQ											

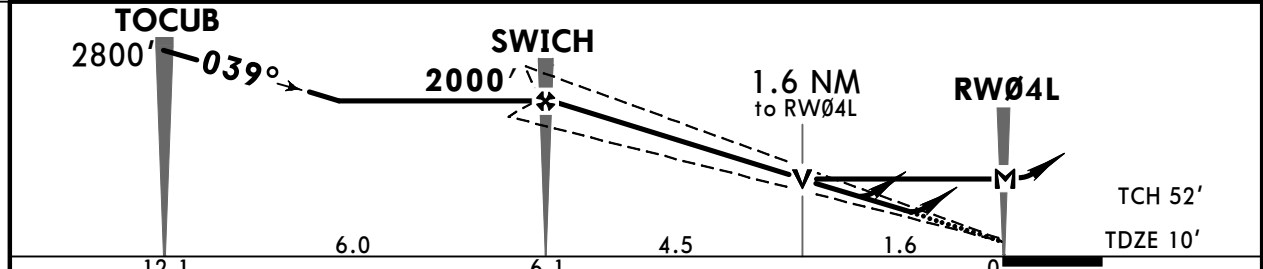
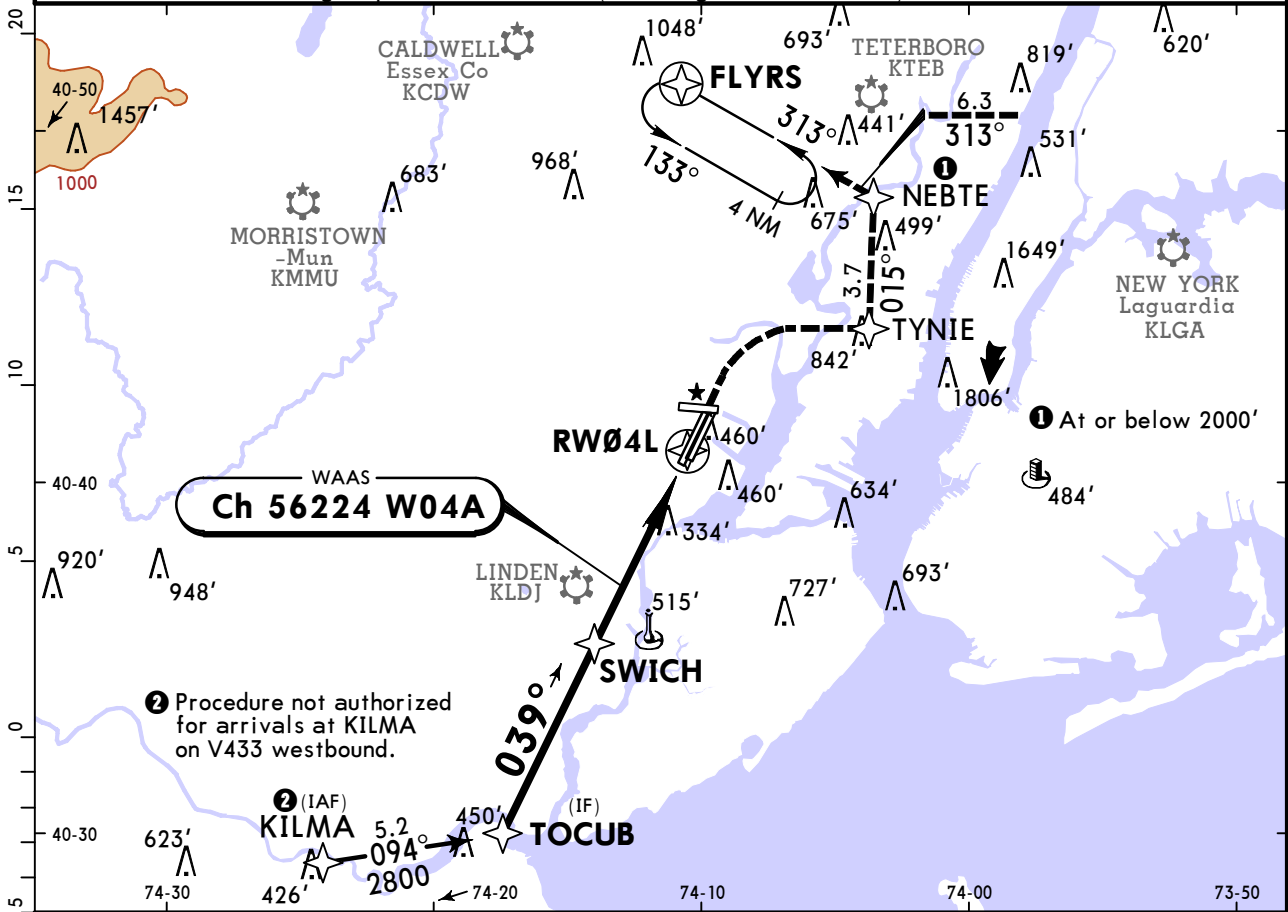
TERPS ORIG-D 21 JUL 2016	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS DA(H) 210' (200')		LOC (GS out) MDA(H) 560' (550')		NA	
	TDZ/CL out	ALS out	ALS out			
COPTER	RVR 12 or 1/4	RVR 24 or 1/2	RVR 12 or 1/4	RVR 24 or 1/2	COPTER	

KEWR/EWR NEWARK LIBERTY INTL

JEPPESSEN
30 AUG 24 (12-1) Eff 5 Sep

NEWARK, NJ RNAV (GPS) Rwy 4L

D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
WAAS Ch 56224 W04A	Final Apch Crs 039°	SWICH 2000' (1990')	LPV DA(H) 210' (200')	Apt Elev 17' TDZE 10'
MISSED APCH: (Do not exceed 210 KT until NEBTE) Climb to 520', then climbing RIGHT turn to 2000' direct TYNIE, and on track 015° to NEBTE, cross NEBTE at or below 2000', then climbing LEFT turn to 3000' on track 313° to FLYRS and hold, continue climb-in-hold to 3000'.				
RNP Apch-GPS Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.10°/TCH 77').				



Gnd Speed-Kts	70	90	100	120	140	160	MALSR	520'	2000'	→	TYNIE
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	↶	↷	
MAP at RW04L											

	STRAIGHT-IN LANDING RWY 4L						CIRCLE-TO-LAND	
	LPV DA(H) 210' (200')		LNAV/VNAV DA(H) 550' (540')		LNAV MDA(H) 600' (590')		Max Kts	MDA(H)
	TDZ/CL out	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		
A							90	760' (743') -1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1 1/2	RVR 24 or 1/2	120	900' (883') -2 3/4
C						1 1/4	140	900' (883') -3
D							165	

KEWR/EWR

NEWARK LIBERTY INTL

30 AUG 24
Eff 5 Sep

(12-2)

JEPPESEN

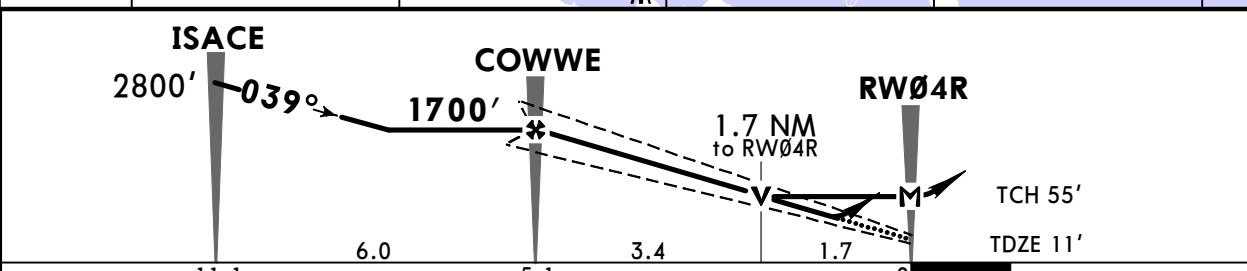
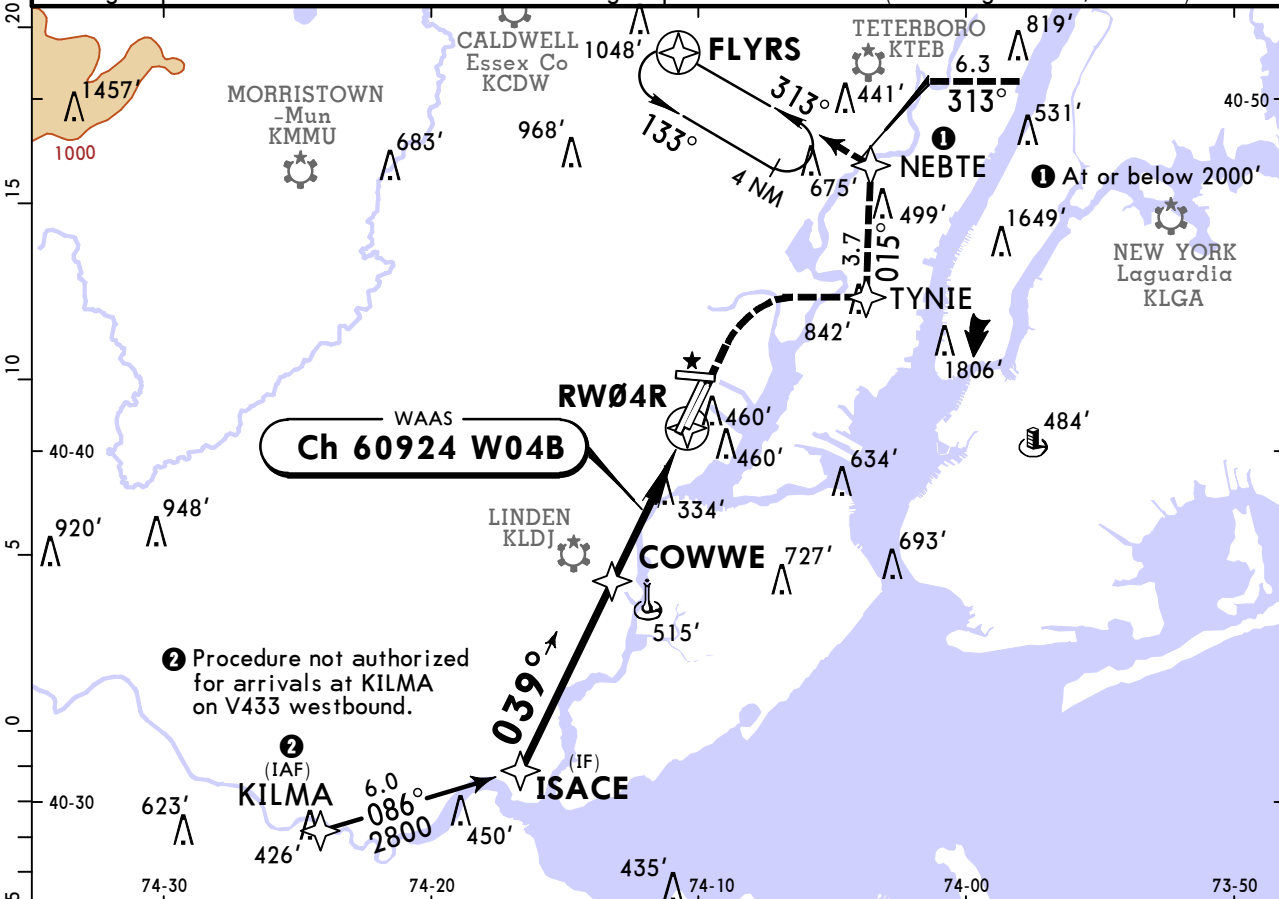
NEWARK, NJ

RNAV (GPS) Y Rwy 4R

BRIEFING STRIP™	D-ATIS Arrival	South Arrival	NEWARK Approach (R)	NEWARK Tower	Ground
	115.7	134.825	128.55	118.3	121.8
	WAAS Ch 60924 W04B	Final Apch Crs 039°	COWWE 1700' (1689')	LPV DA(H) 211' (200')	Apt Elev 17' TDZE 11'
<p>MISSED APCH: (Do not exceed 210 KT until NEBTE) Climb to 550', then climbing RIGHT turn to 2000' direct TYNIE, and on track 015° to NEBTE, cross NEBTE at or below 2000', then climbing LEFT turn to 3000' on track 313° to FLYRS and hold, continue climb-in-hold to 3000'.</p>					

RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. RADAR required. 2. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 3. VGSI and RNAV glidepath not coincident (VGSI angle 2.95°/TCH 71').



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	550'	2000'	D → TYNIE
Glide Path Angle	3.04°	376	484	538	645	753		861	↑	

TERPS			STRAIGHT-IN LANDING RWY 4R			CIRCLE-TO-LAND		
LPV			LNAV			Max Kts	MDA(H)	
DA(H)	TDZ/CL out	ALS out	DA(H)	MDA(H)	ALS out			
211' (200')			600' (589')			90	760' (743') - 1	
	RVR 18	RVR 24	RVR 24	RVR 24	RVR 50	120	900' (883') - 2¾	
	or 1/2	or 1/2	or 3/4	or 1/2	or 1	140	900' (883') - 3	
			1¼	1¼	1¾	165		

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

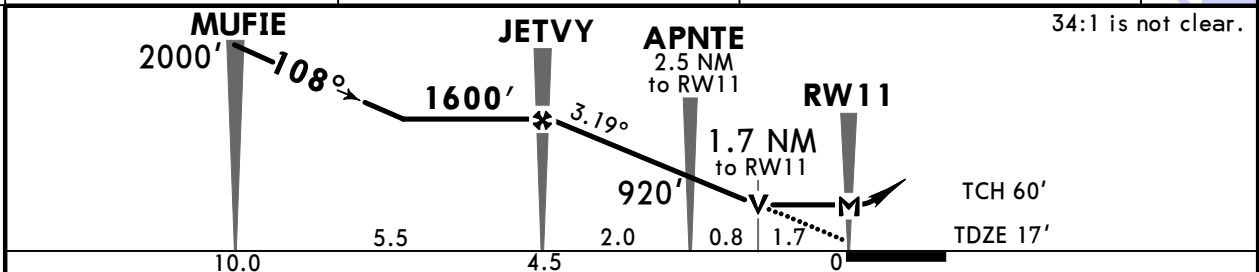
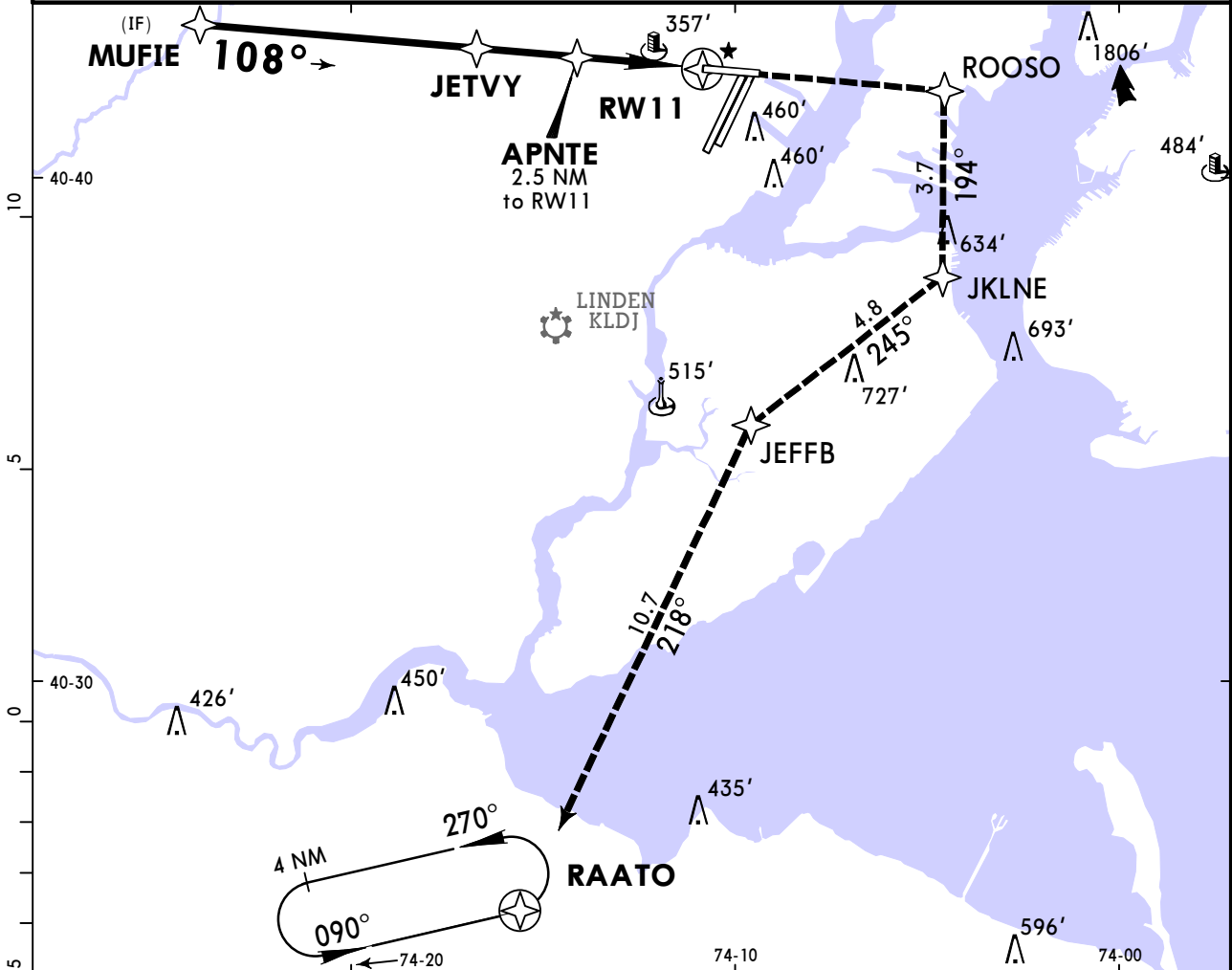
TERPS AMEND 2 15 JUN 2023

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NEWARK LIBERTY INTL

JEPPESEN
30 AUG 24 **(12-3)** Eff 5 Sep

NEWARK, NJ
RNAV (GPS) Rwy 11

D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
RNAV	Final Apch Crs 108°	JETVY 1600' (1583')	MDA(H) 620' (603')	Apt Elev 17' TDZE 17'
MISSED APCH: (Do not exceed 230 KT until JKLNE) Climb to 2000' direct ROOSO and RIGHT turn on track 194° to JKLNE and RIGHT turn on track 245° to JEFFB and LEFT turn on track 218° to RAATO and hold.				
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 2. Rwy 11 helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.				



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	3.19°	395	508	564	677	790	903	REIL	2000'	
								PAPI-R	↑	→ ROOSO

TERPS STRAIGHT-IN LANDING RWY 11 LNAV MDA(H) 620' (603')			CIRCLE-TO-LAND Not Authorized South of Rwy 11/29 MDA(H) _____	
A	RVR 55 or 1		90	660' (643') - 1
B		120	900' (883') - 2¾	
C	1¾	140	900' (883') - 3	
D		165		

TERPS AMEND 1 15 JUN 2023

KEWR/EWR

NEWARK LIBERTY INTL

30 AUG 24

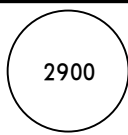
JEPPESSEN

12-4

Eff 5 Sep

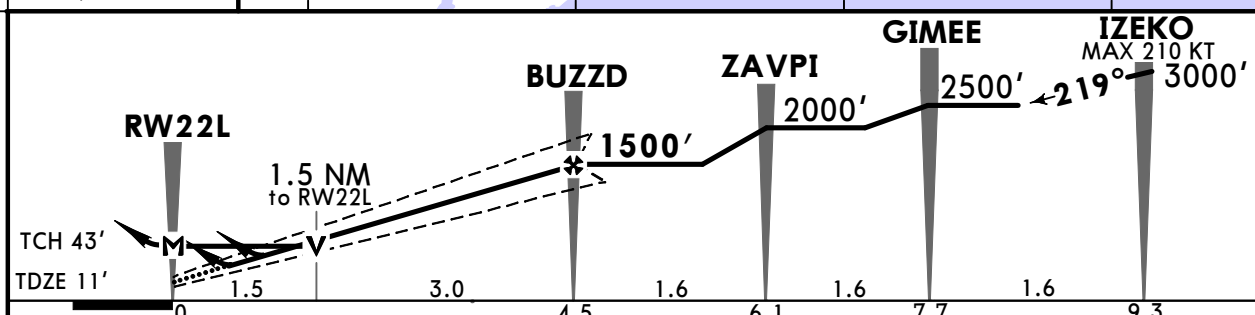
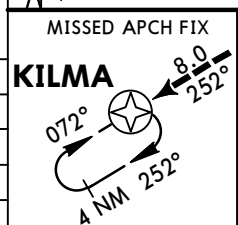
NEWARK, NJ

RNAV (GPS) Z Rwy 22L

D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
WAAS Ch 70324 W22A	Final Apch Crs 219°	BUZZD 1500' (1489')	LPV DA(H) 211' (200')	Apt Elev 17' TDZE 11'
MISSED APCH: Climb to 3000' direct TAYCU and on track 252° to KILMA and hold.				 MSA RW22L

RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI 3.00°/TCH 60').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000'	D → TAYCU
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW22L									

	TERPS					STRAIGHT-IN LANDING RWY 22L		CIRCLE-TO-LAND		
	LPV		LNAV/VNAV			LNAV		Not Authorized South of Rwy 11/29		
	DA(H)	211' (200')	DA(H)	462' (451')	MDA(H)	560' (549')	Max Kts	MDA(H)		
A							90	660' (643') - 1		
B	RVR 18	RVR 24	RVR 40	RVR 45	1 3/8	RVR 24 or 1/2	RVR 50 or 1	120	900' (883') - 2 3/4	
C	or 1/2	or 1/2	or 3/4	or 7/8		RVR 60 or 1 1/4	1 3/4	140	900' (883') - 3	
D							165			

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

CHANGES: Communications, chart format.

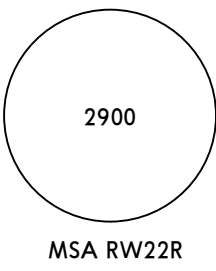
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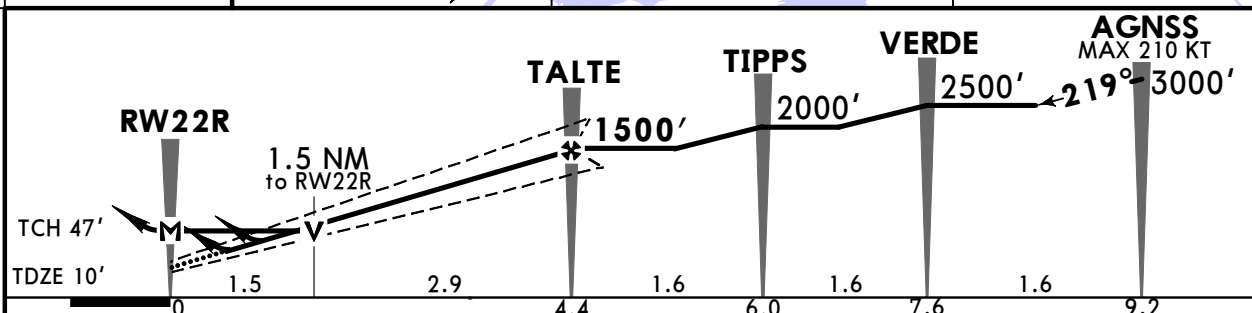
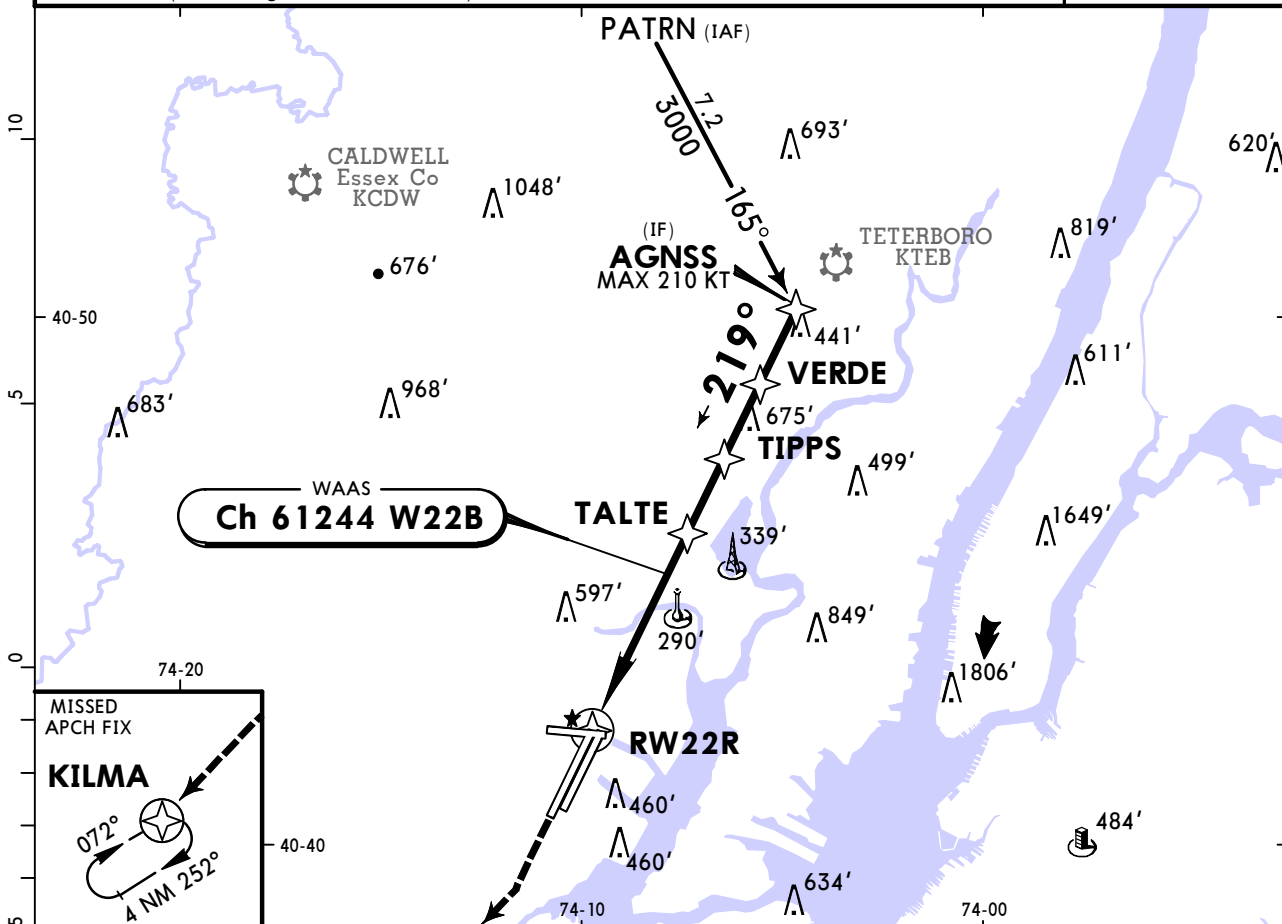
TERPS AMEND 3 23 FEB 2023


KEWR/EWR NEWARK LIBERTY INTL


JEPPESSEN
30 AUG 24 (12-5) Eff 5 Sep

NEWARK, NJ RNAV (GPS) Rwy 22R

BRIEFING STRIP™	D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8	
	WAAS Ch 61244 W22B	Final Apch Crs 219°	TALTE 1500' (1490')	LPV DA(H) 210' (200')	Apt Elev 17' TDZE 10'	
	MISSED APCH: Climb to 2000', then climbing RIGHT turn to 3000' direct KILMA and hold.					
	RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. When circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.10°/TCH 70').						



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	3000'	 KILMA
Glide Path Angle	3.10°	384	494	548	658	768	878	↑	↗ RT	
MAP at RW22R										

TERPS	STRAIGHT-IN LANDING RWY 22R						CIRCLE-TO-LAND	
	LPV DA(H) 210' (200')		LNAV/VNAV DA(H) 468' (458')			LNAV MDA(H) 560' (550')		 Not Authorized South of Rwy 11/29 MDA(H) _____
	TDZ/ CL out	RAIL/ALS out	RAIL/ALS out		RAIL/ALS out			
	A					RVR 24 or 1/2	RVR 50 or 1	90
	B	RVR 18	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 3/8		120
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 3/8	RVR 60 or 1 1/4	140	
D						1 3/4	165	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.								

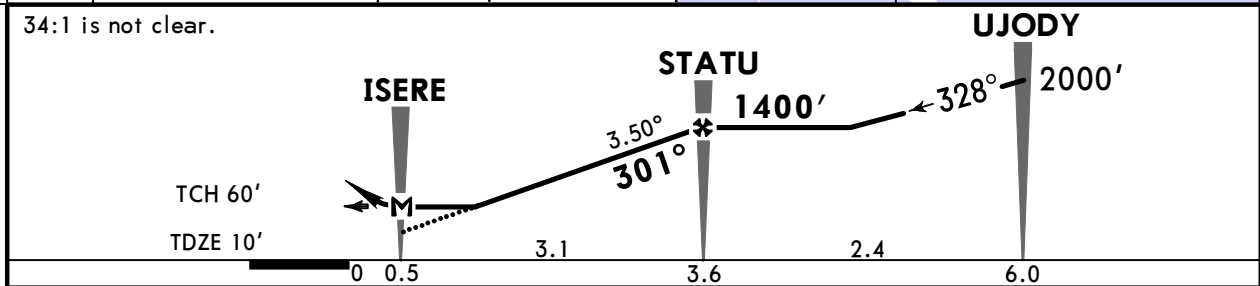
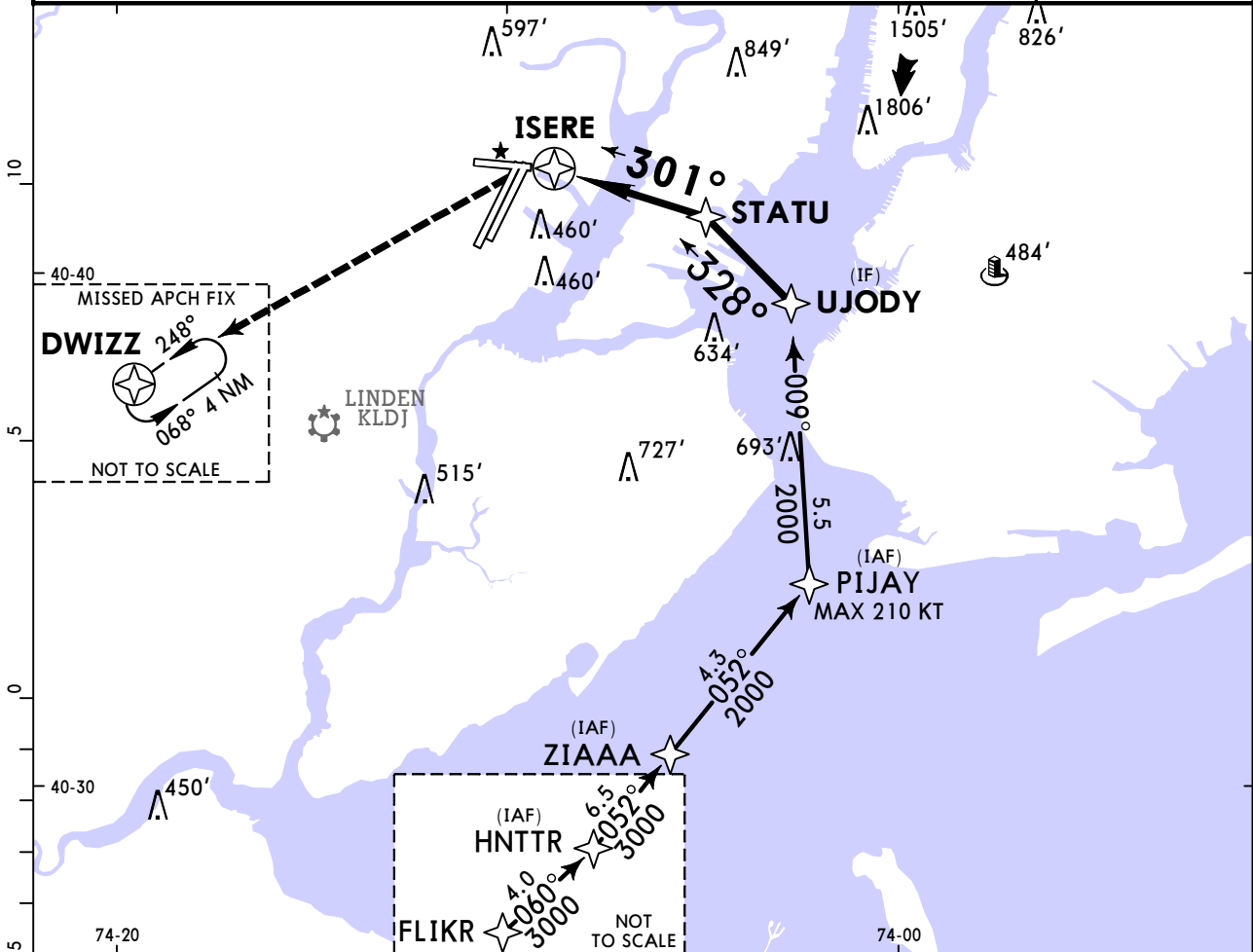
TERPS AMEND 2 23 FEB 2023

KEWR/EWR
NEWARK LIBERTY INTL

JEPPESSEN
30 AUG 24
Eff 5 Sep (12-6)

NEWARK, NJ
RNAV (GPS) X Rwy 29

D-ATIS Arrival 115.7 South Arrival 134.825		NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
RNAV	Final Apch Crs 301°	STATU 1400' (1390')	MDA(H) 520' (510')	Apt Elev 17' TDZE 10'
MISSED APCH: Climbing LEFT turn to 2000' direct DWIZZ and hold.				2900 MSA ISERE
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. Straight-in Rwy 29 at night, and when circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 2. Rwy 29 helicopter visibility reduction below 1 SM not authorized. 3. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 60'). 4. Final approach course offset 12.68°.				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	2000' LT	D	DWIZZ
Descent Angle	3.50°	434	557	619	743	867				
MAP at ISERE										

TERPS		LANDING RWY 29		CIRCLE-TO-LAND	
		LNAV		Max Kts	
		MDA(H) 520' (510')		MDA(H)	
A		1		90	760' (743') - 1
B		1		120	820' (803') - 1
C		1 3/8		140	900' (883') - 2 3/4
D		1 3/8		165	900' (883') - 3

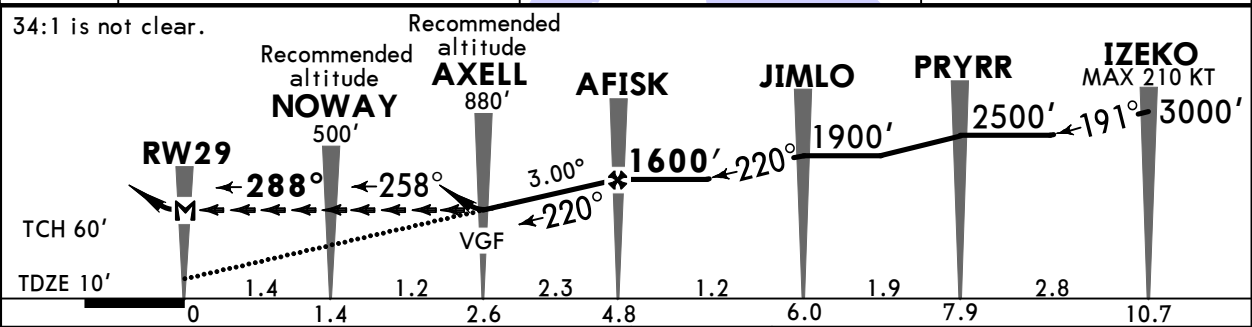
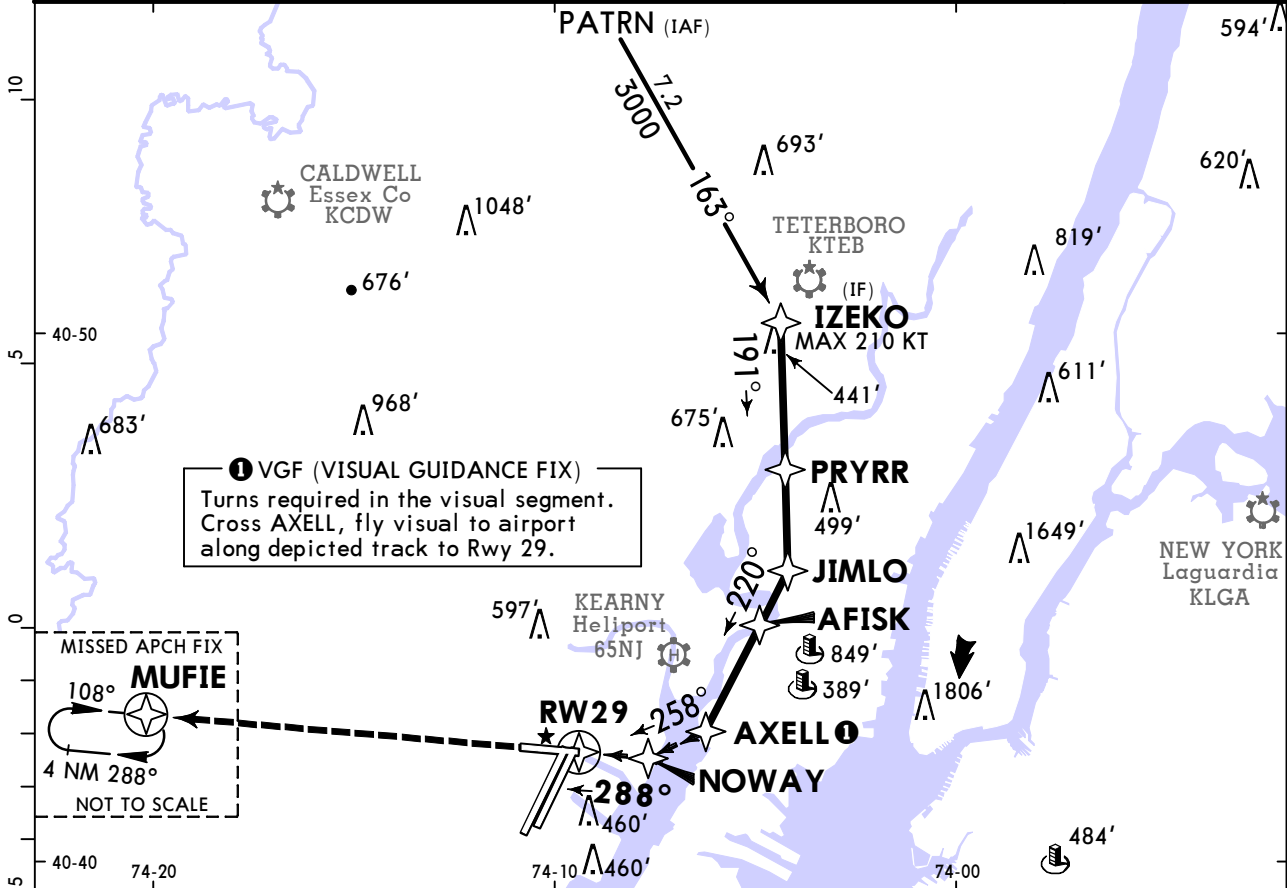
TERPS ORIG-C 5 SEP 2024

KEWR/EWR NEWARK LIBERTY INTL

JEPPESSEN
14 FEB 25 (12-7)

NEWARK, NJ RNAV (GPS) W Rwy 29

BRIEFING STRIP™	D-ATIS		NEWARK Approach (R)		NEWARK Tower		Ground	
	Arrival	South Arrival						
	115.7	134.825	128.55		118.3		121.8	
	RNAV	Final Apch Crs	AFISK	MDA(H)	Apt Elev 17'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">2900</div>	
		288°	1600' (1590')	920' (910')	TDZE 10'			
MISSED APCH: (Do not exceed 165 KT until Rwy 29) Climb to 2000' on the extended visual approach track to Rwy 29, then climb to 3000' direct MUFIE and hold.								
RNP Apch-GPS	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA RW29	
1. RADAR required. 2. Straight-in Rwy 29 at night, operational VGSI required, remain at or above VGSI glidepath until threshold. 3. Rwy 29 helicopter visibility reduction below 1 SM not authorized.								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	2000' on Extended Visual Approach Track	RW29
Descent Angle 3.00°	372	478	531	637	743	849			

TERPS STRAIGHT-IN LANDING RWY29
LNAV
MDA(H) **920'** (910')

A	3
B	
C	
D	

TERPS ORIG-A 5 SEP 2024

KEWR/EWR
NEWARK LIBERTY INTL

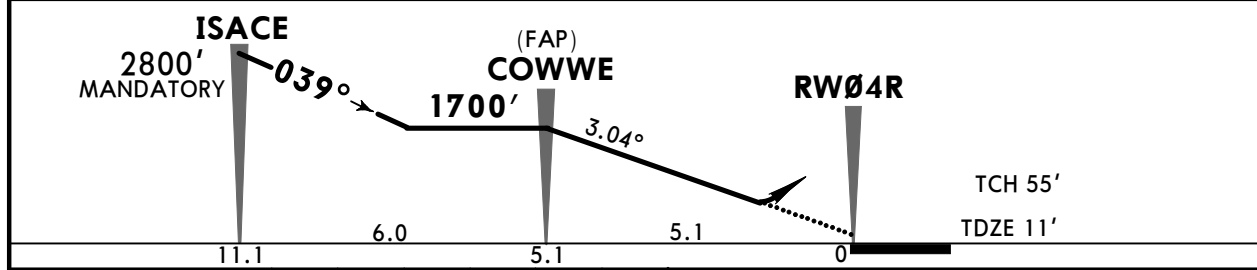
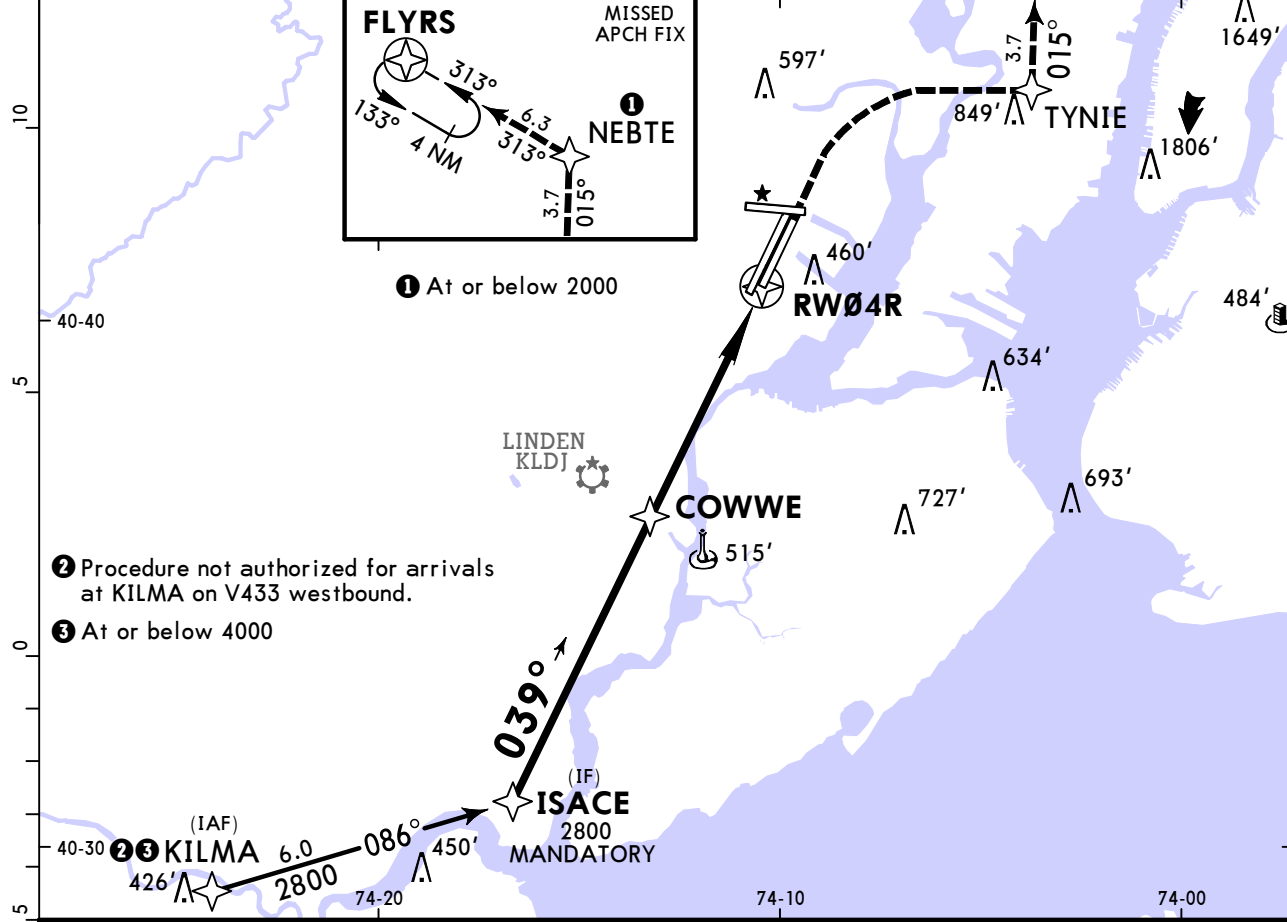
JEPPesen
30 AUG 24
Eff 5 Sep (12-20)

NEWARK, NJ
RNAV (RNP) Z Rwy 4R

D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
RNAV	Final Apch Crs 039°	COWWE 1700' (1689')	RNP 0.15 DA(H) (CONDITIONAL) 396' (385')	Appt Elev 17' TDZE 11'
MISSED APCH: (Do not exceed 210 KT until NEBTE) Climb to 560', then climbing RIGHT turn to 2000' direct TYNIE, and on track 015° to NEBTE, cross NEBTE at or below 2000', then climbing LEFT turn to 3000' on track 313° to FLYRS and hold, continue climb-in-hold to 3000'.				2900 MSA RW04R

RNP AR Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. Authorization required. 2. RADAR required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C or above 54°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 2.95°/TCH 71').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	560'	2000'	→	TYNIE
Glide Path Angle	3.04°	376	484	538	645	753	PAPI	↑	↖ RT	→	

TERPS				STRAIGHT-IN LANDING RWY 4R			
RNP 0.15 DA(H) 396' (385')				RNP 0.30 DA(H) 490' (479')			
ALS out				ALS out			
A	RVR 35 or 5/8		RVR 60 or 1 1/4		RVR 50 or 1		1 3/8
B							
C							
D							

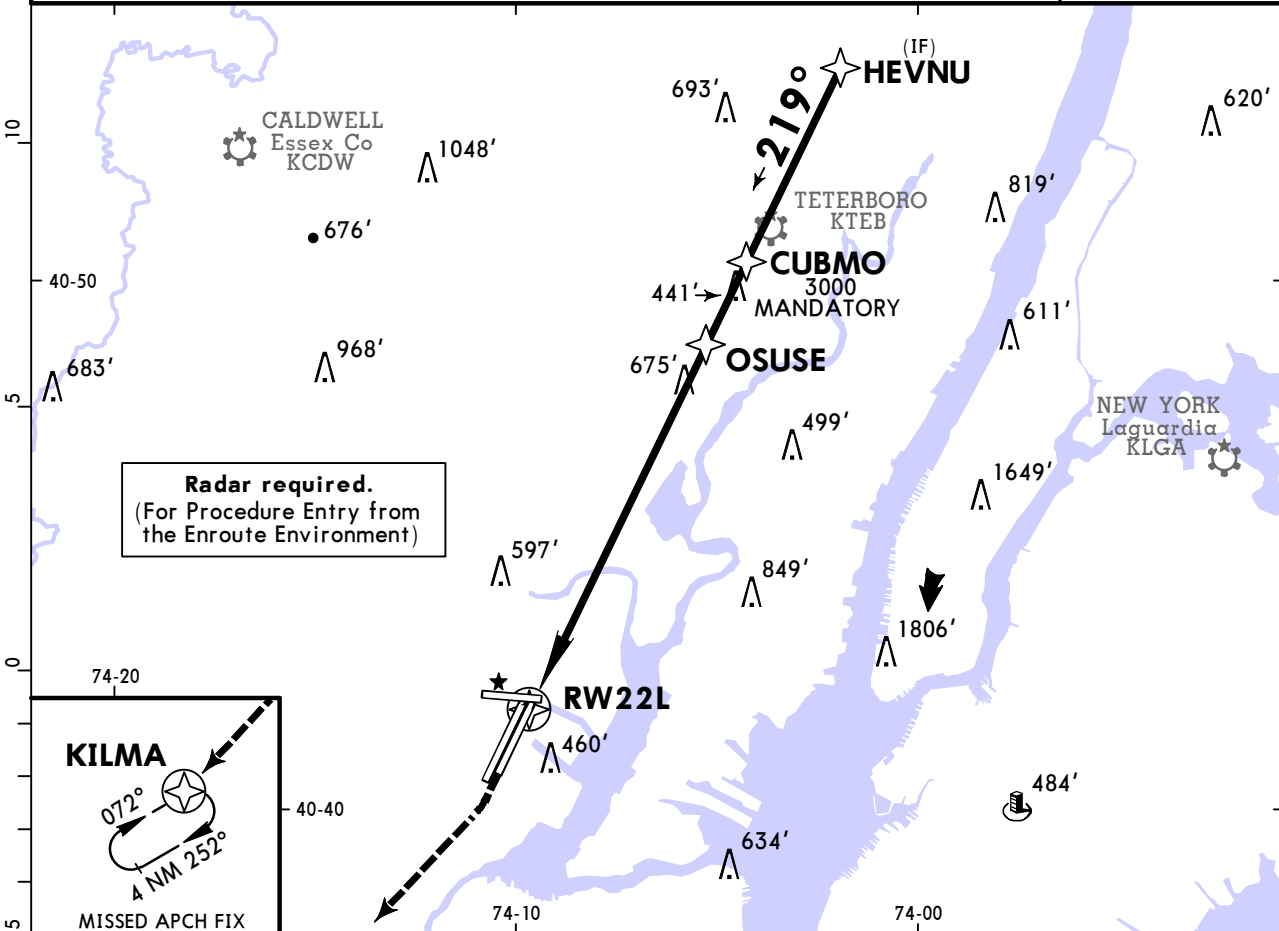
1 Missed approach requires minimum climb of 351'/NM to 660'.
CHANGES: Communications, chart format. © JEPPESEN, 2006, 2024. ALL RIGHTS RESERVED.

KEWR/EWR
NEWARK LIBERTY INTL

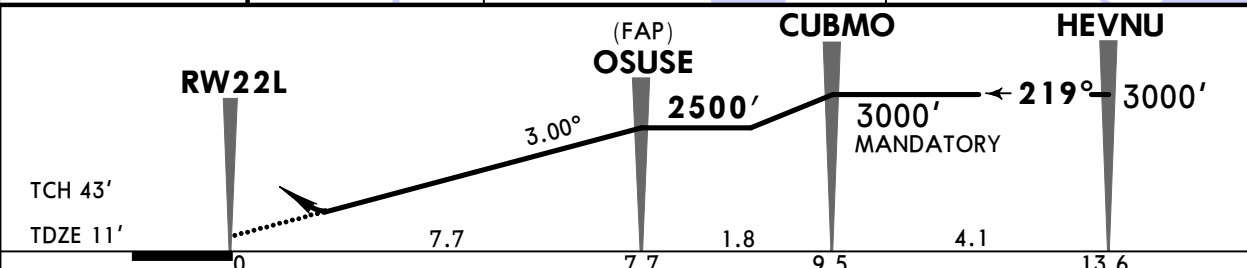
JEPPESEN
30 AUG 24
Eff 5 Sep (12-21)

NEWARK, NJ
RNAV (RNP) Y Rwy 22L

BRIEFING STRIP™	D-ATIS Arrival	South Arrival	NEWARK Approach (R)	NEWARK Tower	Ground	
	115.7	134.825	128.55	118.3	121.8	
	RNAV	Final Apch Crs 219°	OSUSE 2500' (2489')	RNP 0.30 DA(H) 462' (451')	Apt Elev 17' TDZE 11'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>2900</p> <p>MSA RW22L</p>
	MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' direct KILMA and hold.					
RNP AR Apch-GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI 3.00°/TCH 60').						



Radar required.
(For Procedure Entry from the Enroute Environment)



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	600'	3000'	D → KILMA
Glide Path Angle 3.00°	372	478	531	637	743	849				

TERPS STRAIGHT-IN LANDING RWY 22L
RNP 0.30
DA(H) **462'** (451')

		ALS out	
A			
B			
C	RVR 50 or 1		1½
D			

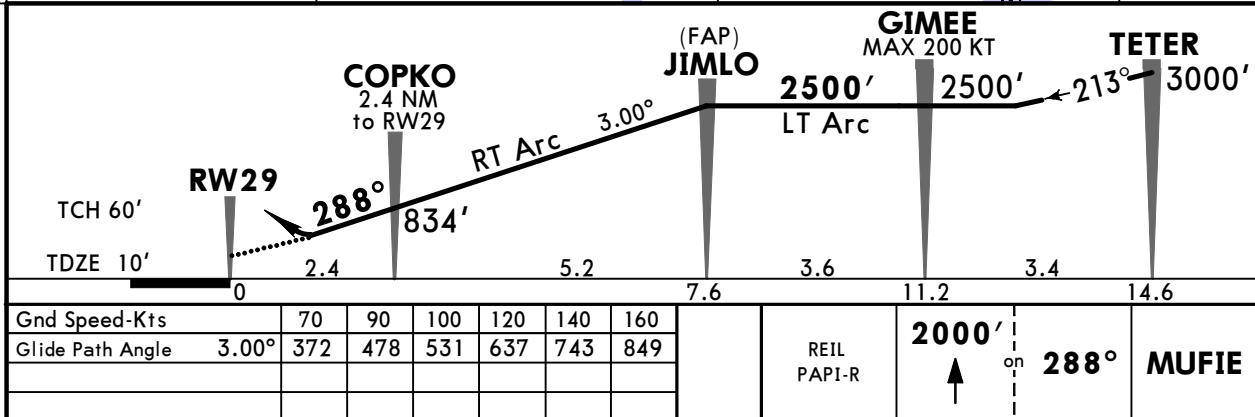
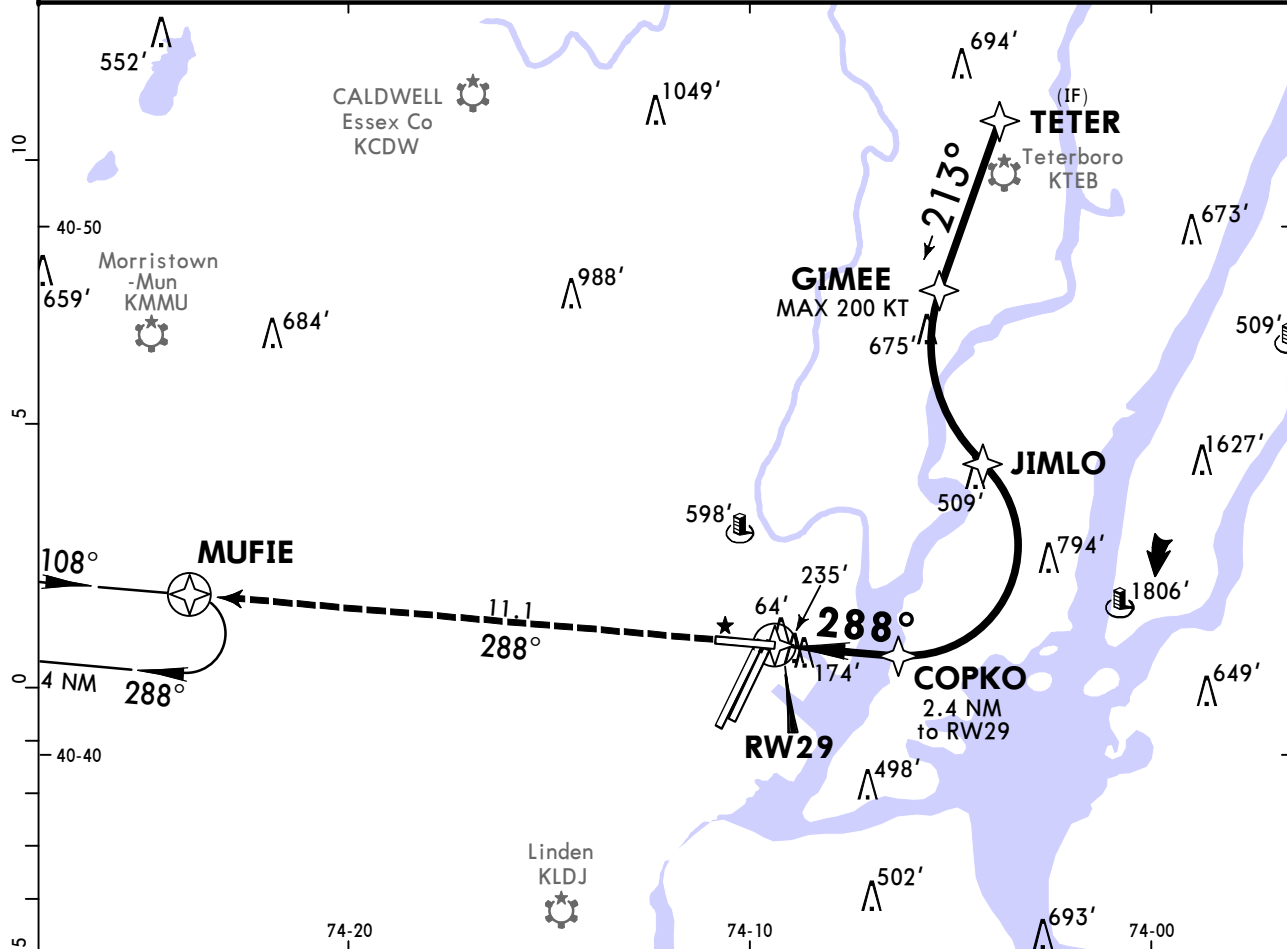
TERPS AMEND 1A 15 SEP 2016

KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN
30 AUG 24
Eff 5 Sep (12-22)

NEWARK, NJ
RNAV (RNP) Y Rwy 29

BRIEFING STRIP™	D-ATIS Arrival	South Arrival	NEWARK Approach (R)	NEWARK Tower	Ground
	115.7	134.825	128.55	118.3	121.8
	RNAV	Final Apch Crs 288°	JIMLO 2500' (2490')	RNP 0.16 DA(H) 461' (451')	Apt Elev 17' TDZE 10'
MISSED APCH: Climb to 2000' on track 288° to MUFIE, and hold.					MSA RW29
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'
RNP AR Apch RF required.					
1. Authorization required. 2. Straight-in Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C or above 54°C.					



TERPS			STRAIGHT-IN LANDING RWY 29		
RNP 0.16 DA(H) 461' (451')		RNP 0.30 DA(H) 530' (520')		RNP 0.30 DA(H) 573' (563')	
A					
B	1½		1¾		1⅞
C					
D					

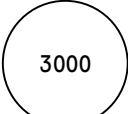
1 Missed approach requires a minimum climb of 417'/NM to 800'.

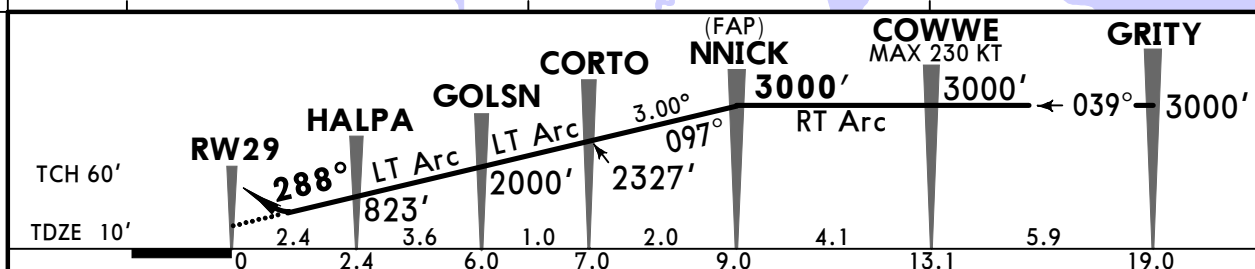
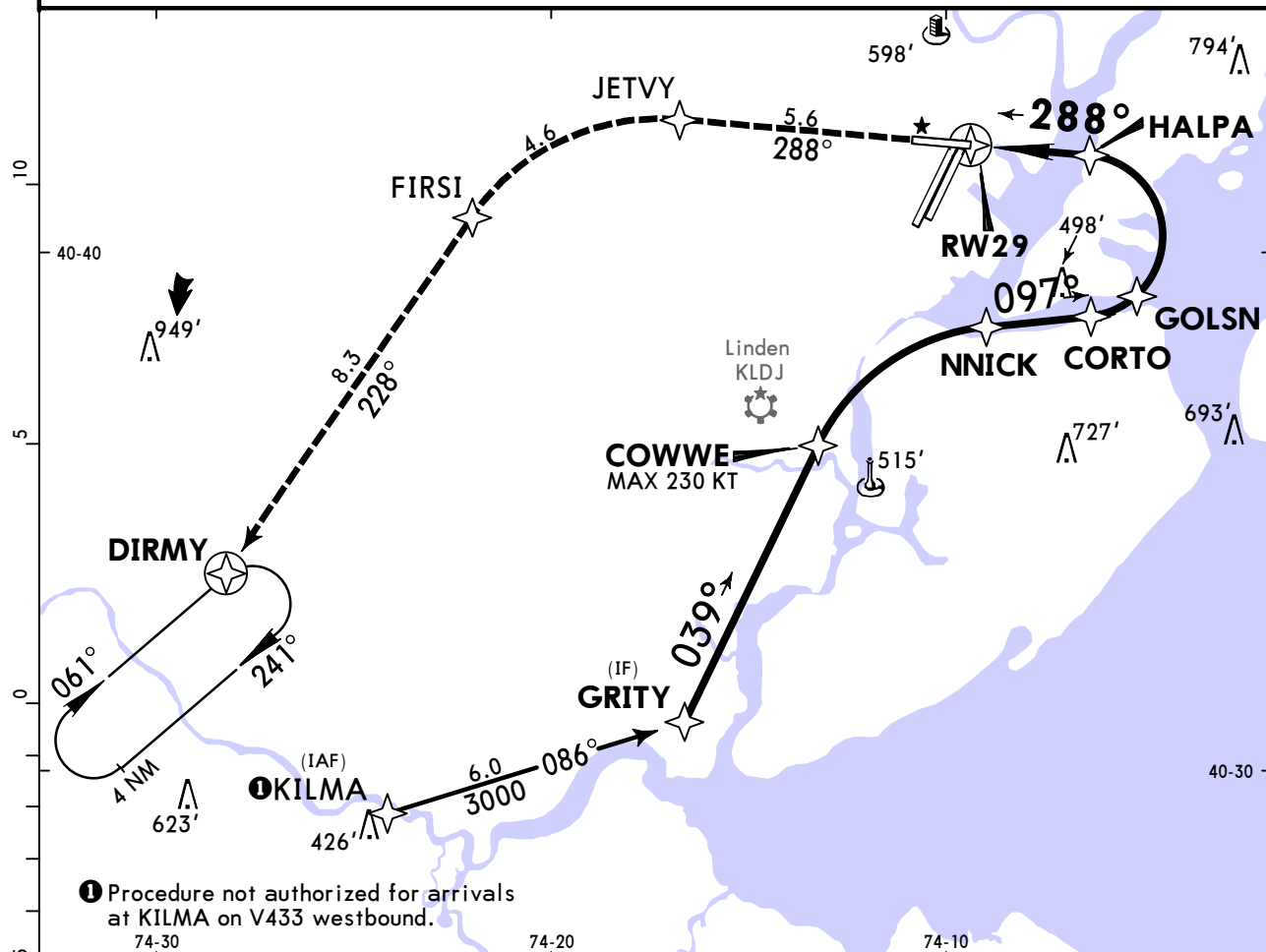
TERPS AMEND 1E 8 JAN 2015

KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN
30 AUG 24
Eff 5 Sep

CAT A, B & C
NEWARK, NJ
RNAV (RNP) Z Rwy 29

D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
RNAV	Final Apch Crs 288°	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.				 MSA RW29
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
RNP AR Apch RF required.				
1. Authorization required. 2. Straight-in Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C or above 54°C.				



Gnd Speed-Kts	70	90	100	120	140	160	REIL PAPI-R	3000' ↑ on 288°	JETVY
Glide Path Angle	3.00°	372	478	531	637	849			

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		
B	1½	2
C		
D	NA	NA

1 Missed approach requires minimum climb of 340'/NM to 800'.
CHANGES: Communications, chart format. © JEPPESEN, 2009, 2024. ALL RIGHTS RESERVED.

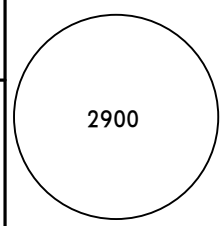
TERPS ORIG-G 18 SEP 2014

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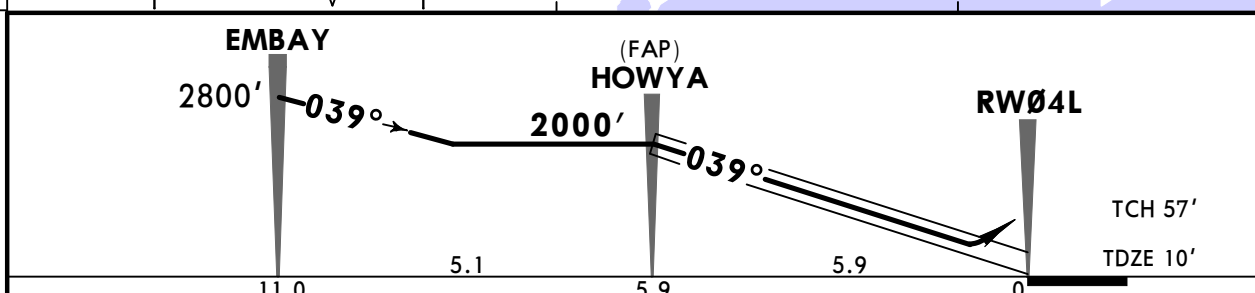
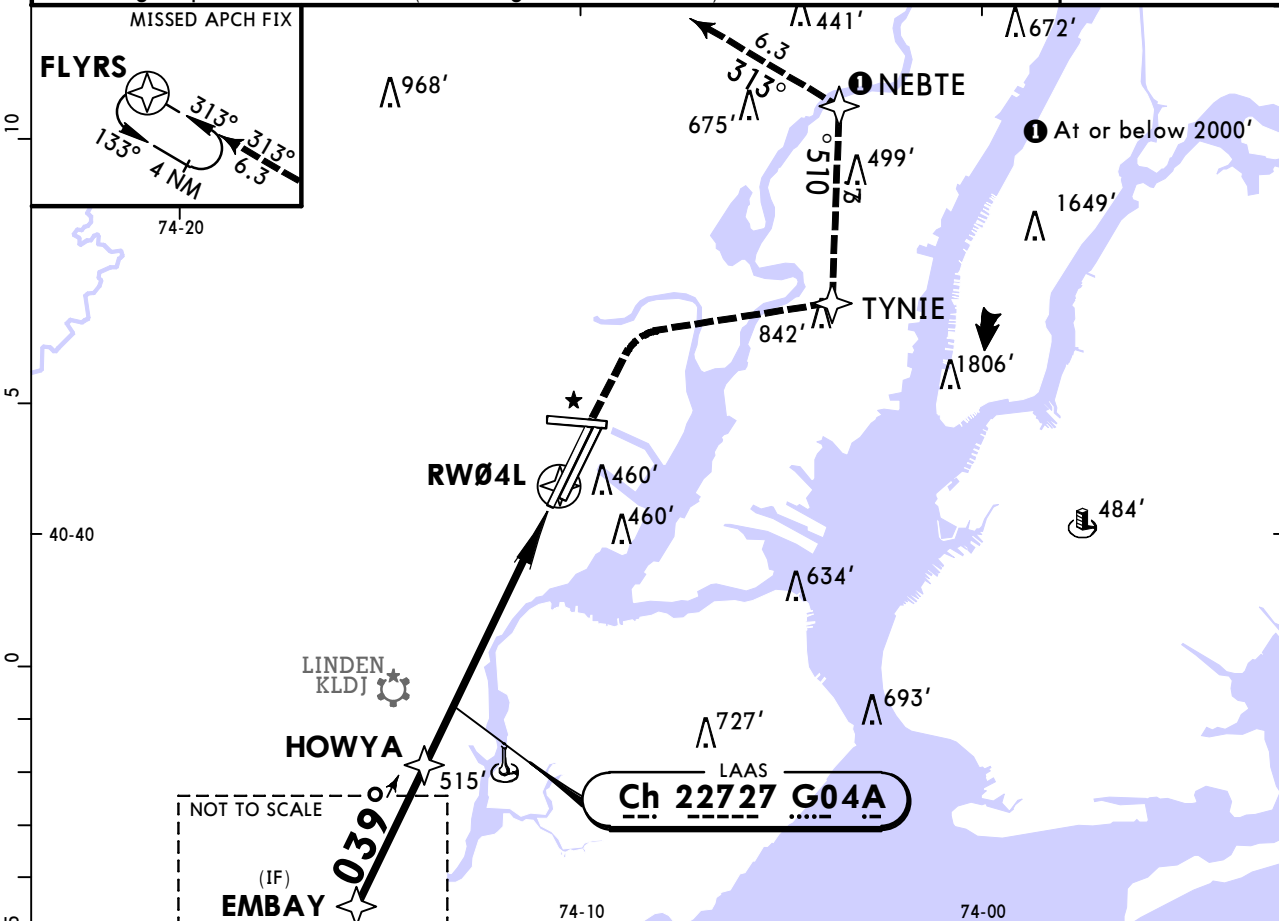
JEPPESEN
30 AUG 24 (12-40) Eff 5 Sep

NEWARK, NJ GLS Rwy 4L

BRIEFING STRIP™	D-ATIS Arrival 115.7 South Arrival 134.825		NEWARK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
	LAAS Ch 22727 G04A	Final Apch Crs 039°	HOWYA 2000' (1990')	DA(H) 210' (200')	Apt Elev 17' TDZE 10'
	MISSED APCH: (Do not exceed 210 KT until NEBTE). Climb to 550' then climbing RIGHT turn to 2000' direct TYNIE and on track 015° to NEBTE, cross NEBTE at or below 2000' then climbing LEFT turn to 3000' on track 313° to FLYRS and hold, continue climb-in-hold to 3000'.				
	RNP Apch - GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
	1. Radar required. 2. Autopilot coupled approach not authorized below 210'. 3. VGSI and GLS glidepath not coincident (VGSI angle 3.10°/TCH 77').				



MSA RW04L



Gnd speed-Kts	70	90	100	120	140	160	MALSR	550'	2000'	↻	TYNIE
Glide Path Angle	3.10°	384	494	548	658	768	PAPI	↑	↻ RT	↻	

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

	TDZ/CL out	RAIL/ALS out
A		
B		
C	RVR 18 or 1/2	RVR 40 or 3/4
D	1 RVR 24 or 1/2	

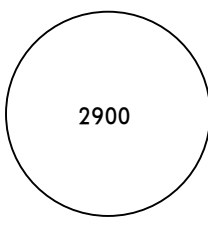
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 2 15 JUN 2023

KEWR/EWR NEWARK LIBERTY INTL

JEPPESSEN
30 AUG 24 **(12-41)** **Eff 5 Sep**

NEWARK, NJ
GLS Rwy 4R

D-ATIS Arrival 115.7		South Arrival 134.825		NEWARK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8	
LAAS Ch 21083 G04B		Final Apch Crs 039°		DOOIN 1700' (1689')		DA(H) 211' (200')		Apt Elev 17' TDZE 11'	
MISSED APCH: (Do not exceed 210 KT until NEBTE). Climb to 560' then climbing RIGHT turn to 2000' direct TYNIE and on track 015° to NEBTE, cross NEBTE at or below 2000' then climbing LEFT turn to 3000' on track 313° to FLYRS and hold, continue climb-in-hold to 3000'.								 2900 MSA RW04R	
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Radar required. 2. Autopilot coupled approach not authorized below 211'. 3. VGSI and GLS glidepath not coincident (VGSI angle 2.95°/TCH 71').									



GRITY		DOOIN (FAP)		RW04R		TCH 55'		TDZE 11'			
2800'		1700'		0							
039°		039°									
11.0		5.8		5.2		0					
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	560'	2000'	→	TYNIE
Glide Path Angle	2.95°	365	470	522	626	731	PAPI	↑	↖ RT		

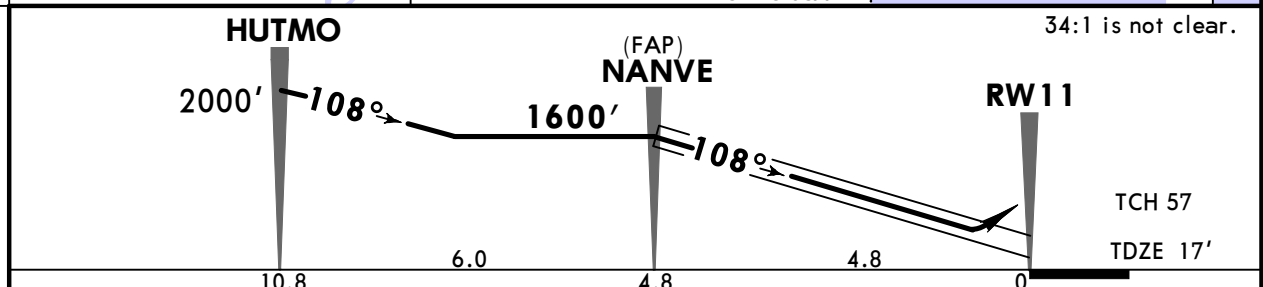
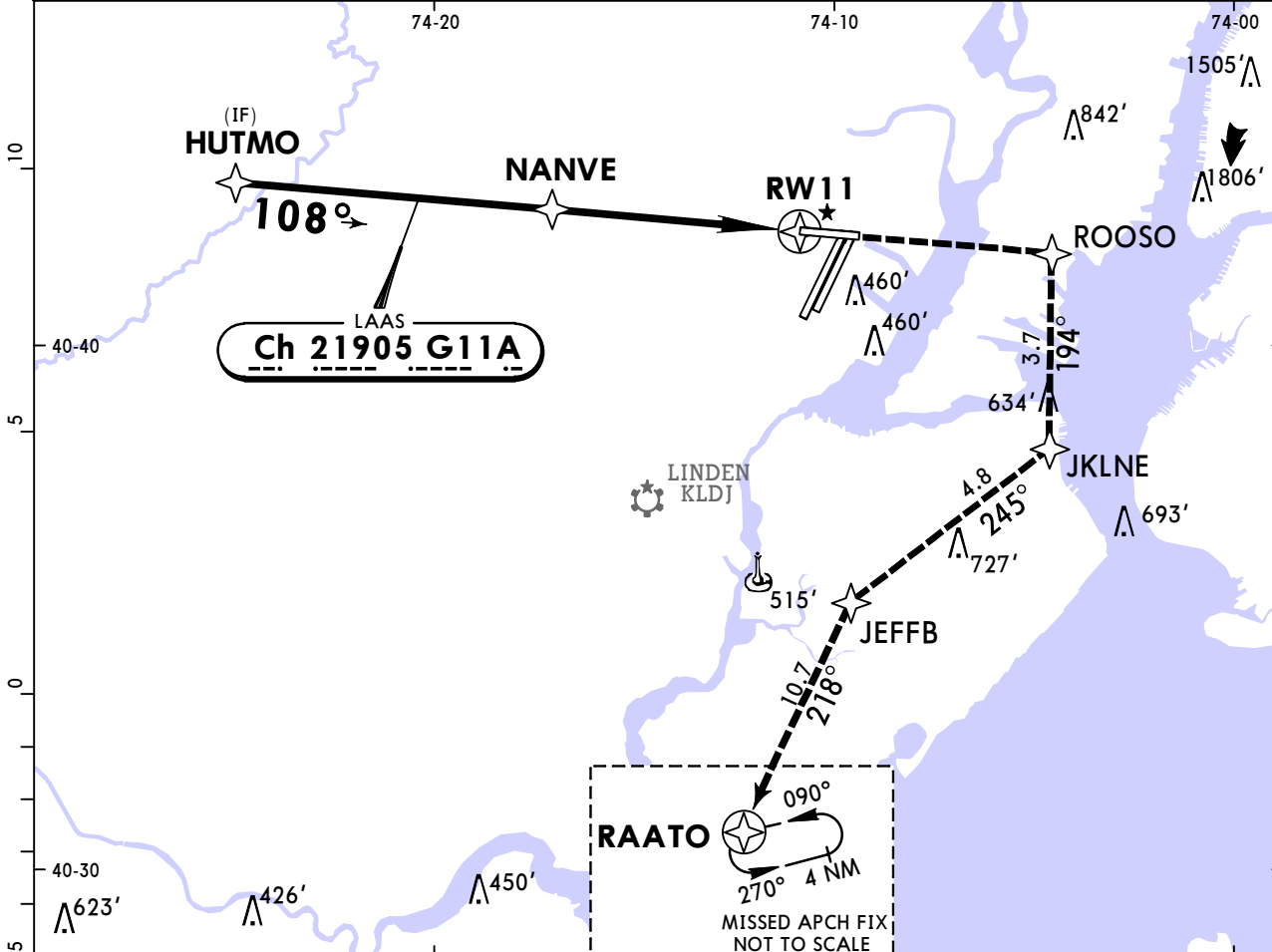
TERPS			STRAIGHT-IN LANDING RWY 4R		
GLS			DA(H) 211' (200')		
TDZ/CL out		ALS out			
A					
B					
C	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4		
D	1 RVR 18 with Flight Director or Autopilot or HUD to DA.				

KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN
30 AUG 24 **(12-42)** **Eff 5 Sep**

NEWARK, NJ
GLS Rwy 11

D-ATIS Arrival 115.7 South Arrival 134.825		NEWARK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8	
LAAS Ch 21905 G11A		Final Apch Crs 108°		NANVE 1600' (1583')		DA(H) 312' (295')	
				Apt Elev 17'		TDZE 17'	
MISSED APCH: (Do not exceed 230 KT until JKLNE). Climb to 2000' direct ROOSO and RIGHT turn on track 194° to JKLNE and RIGHT turn on track 245° to JEFFB and LEFT turn on track 218° to RAATO and hold.							
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Radar required. 2. Autopilot coupled approach not authorized below 312'. 3. Rwy 11 helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.							MSA RW11



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	2000'	D → ROOSO
Glide Path Angle 3.00°	372	478	531	637	743	849			

TERPS STRAIGHT-IN LANDING RWY 11
GLS
DA(H) **312'** (295')

A	RVR 45 or 7/8
B	
C	
D	

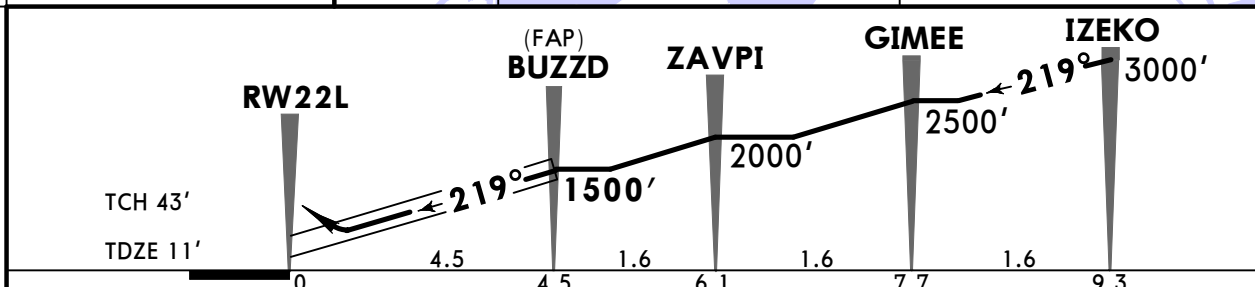
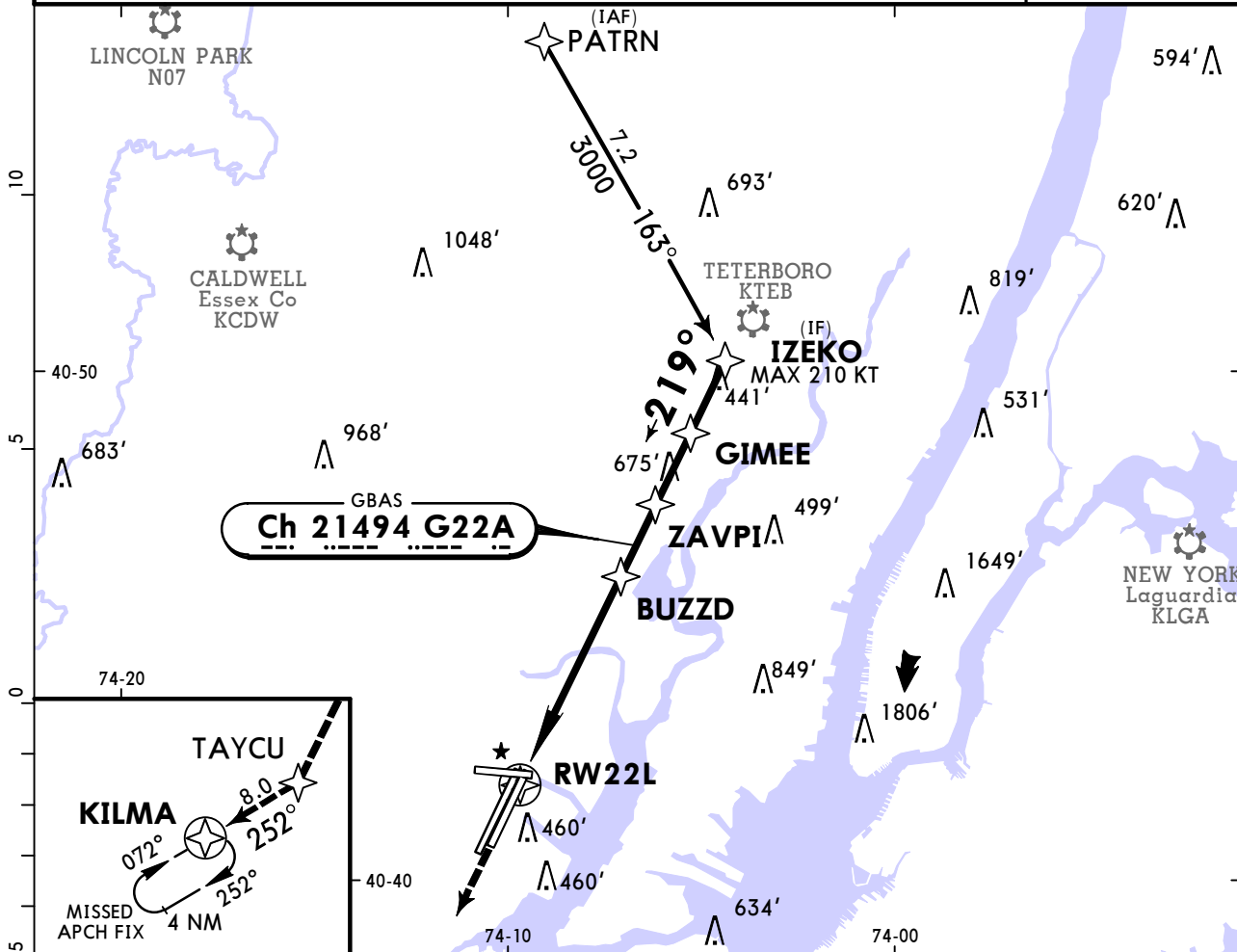
TERPS AMEND 1 15 JUNE 2023

KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN
30 AUG 24 **(12-43)** **Eff 5 Sep**

NEWARK, NJ
GLS Rwy 22L

D-ATIS Arrival 115.7 South Arrival 134.825		NEWARK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8		
GBAS Ch 21494 G22A		Final Apch Crs 219°		BUZZD 1500' (1489')		DA(H) 211' (200')		
				Apt Elev 17'		TDZE 11'		
MISSED APCH: Climb to 3000' direct TAYCU and on track 252° to KILMA and hold.								
RNP Apch - GPS				Alt Set: INCHES		Trans level: FL 180		
						Trans alt: 18000'		
1. Autopilot coupled approach not authorized below 211'. 2. VGSI and GLS glidepath not coincident (VGSI angle 3.00°/TCH 60').							MSA RW22L	



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

TERPS			STRAIGHT-IN LANDING RWY 22L		
GLS			GLS		
DA(H) 211' (200')			DA(H) 211' (200')		
TDZ/CL out		ALS out			
A					
B	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4
C					
D					
RVR 18 with Flight Director or Autopilot or HUD to DA.					

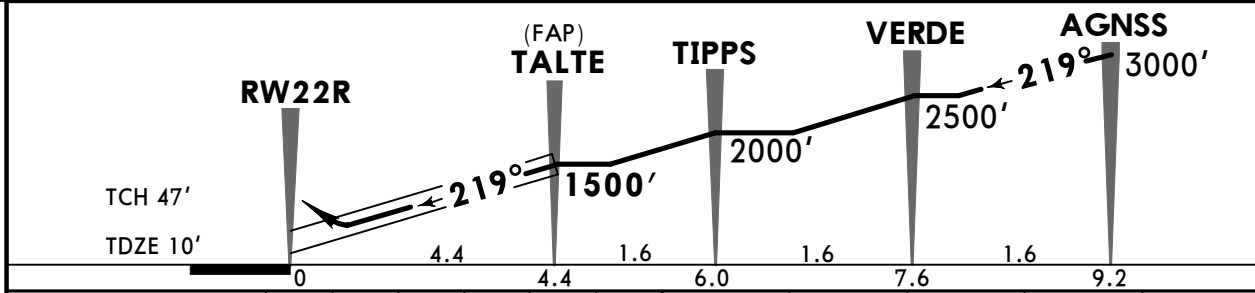
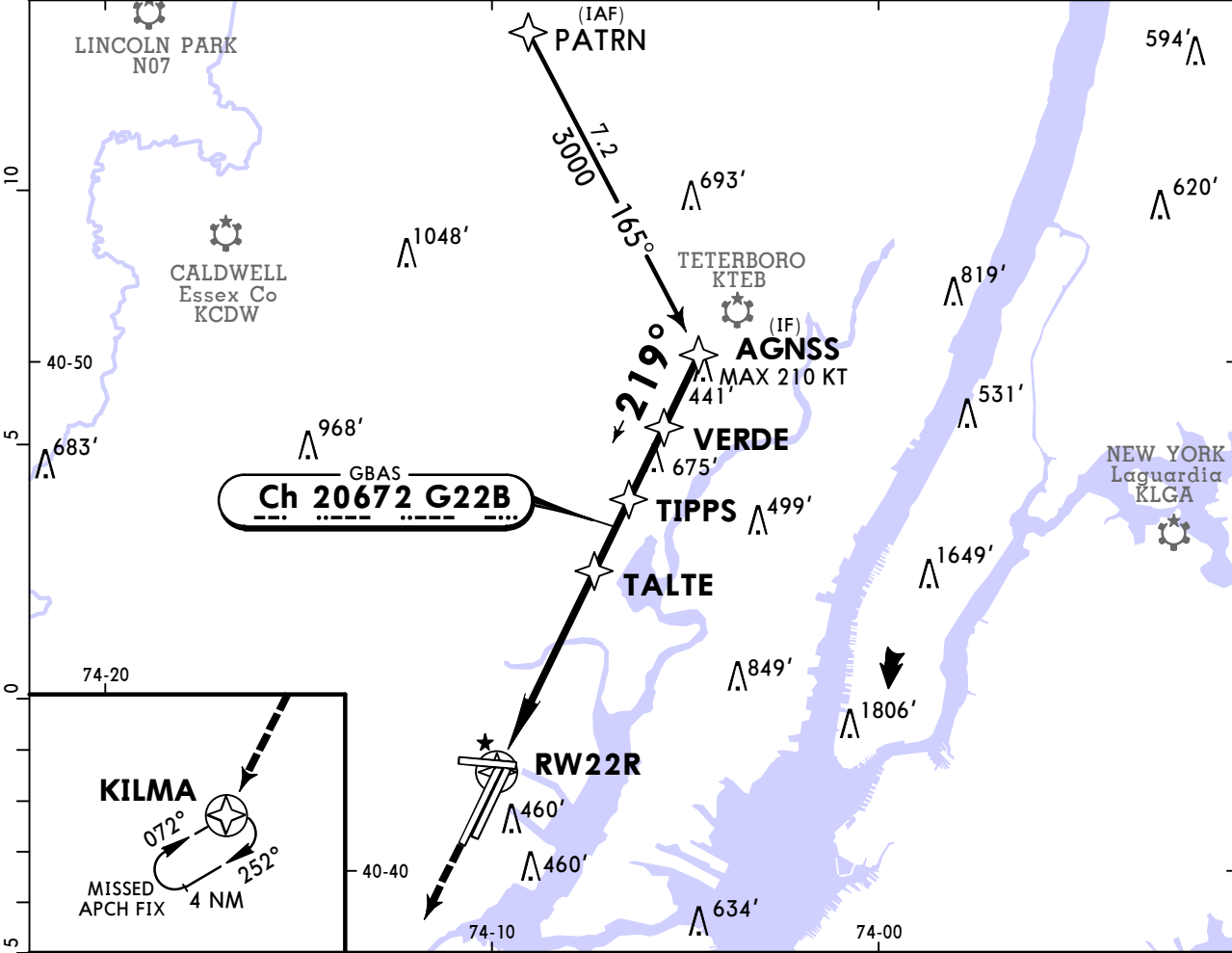
TERPS AMEND 1A 20 APR 2023

KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN
30 AUG 24 **(12-44)** Eff 5 Sep

NEWARK, NJ GLS Rwy 22R

BRIEFING STRIP™	Arrival	D-ATIS South Arrival	NEWARK Approach (R)	NEWARK Tower	Ground	
	115.7	134.825	128.55	118.3	121.8	
	GBAS Ch 20672 G22B	Final Apch Crs 219°	TALTE 1500' (1490')	DA(H) 210' (200')	Apt Elev 17' TDZE 10'	2900
	MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' direct KILMA and hold.					
	RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
VGSI and GLS glidepath not coincident (VGSI angle 3.10°/TCH 70').					MSA RW22R	



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	2000'	3000'	D → KILMA
Glide Path Angle	3.10°	384	494	548	658	768		878	↑	

TERPS STRAIGHT-IN LANDING RWY 22R
GLS
1 DA(H) 210' (200')
TDZ/CL out RAIL/ALS out

A			
B			
C	RVR 18 or 1/2	2 RVR 24 or 1/2	RVR 40 or 3/4
D			

1 Autopilot coupled approach not authorized below 210'.
2 RVR 18 with Flight Director or Autopilot or HUD to DA.

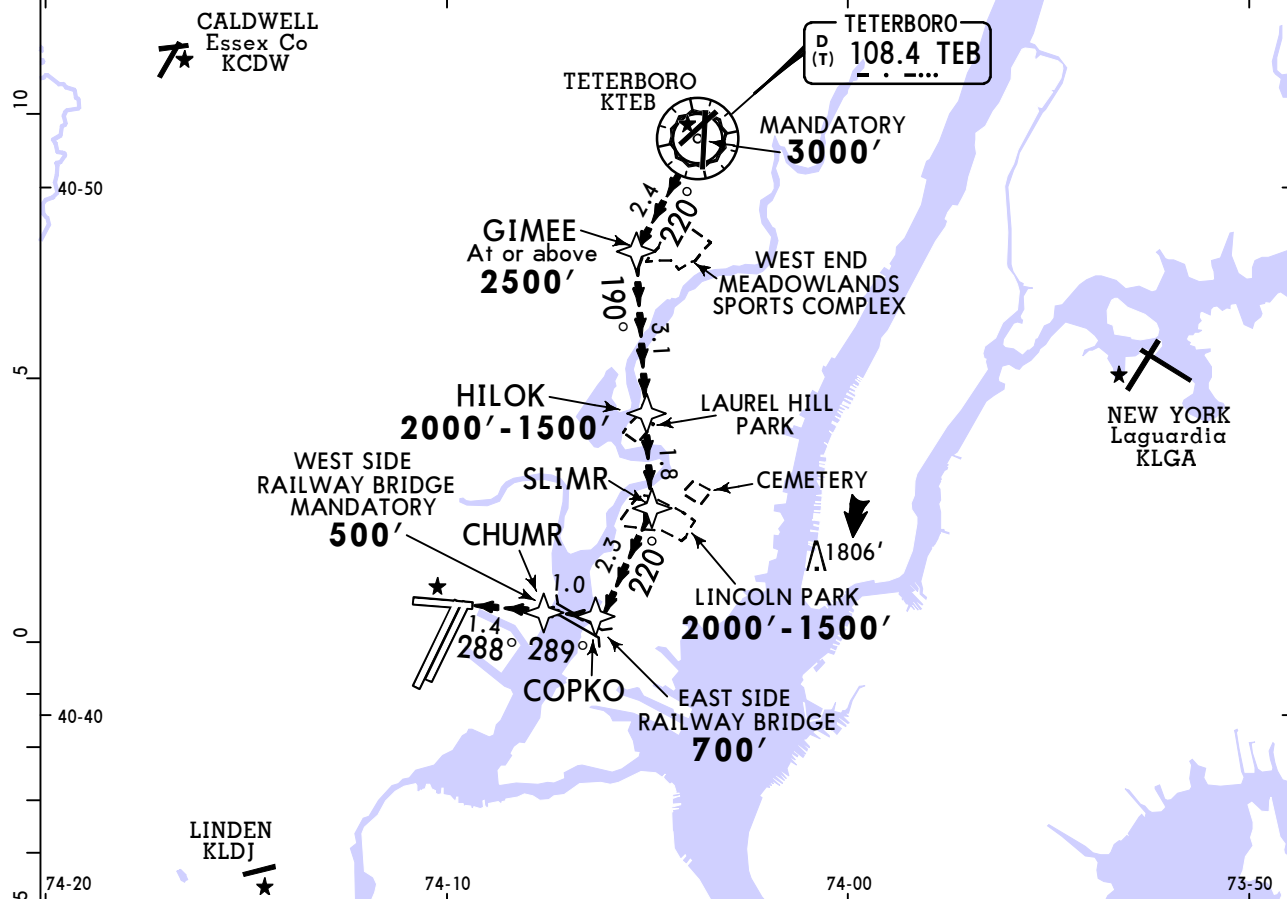
TERPS AMEND 2 23 FEB 2023

KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN
30 AUG 24
Eff 5 Sep (19-1)

NEWARK, NJ
STADIUM VISUAL Rwy 29

BRIEFING STRIP™	D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK 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 17'
	MISSED APCH: No Missed Approach Procedure				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
<p>1. Radar required. 2. ALERT RWY 29: Use caution when turning on final approach to ensure you are correctly aligned with Rwy 29. 3. PAPI's are located on the right side of Rwy 29 between Rwy 29 and Taxiway Z. Do not confuse Taxiway Z with Rwy 29. 4. When Rwy 29 REIL's or PAPI's are inoperative procedure not authorized at night. 5. All altitudes are for noise abatement. 6. Vertical Guidance Navaid and Angle: Rwy 29 PAPI 3.00°.</p>					



STADIUM VISUAL APPROACH RWY 29

When cleared for the Stadium Visual Approach, proceed direct to Teterboro Airport/VOR/DME and cross it at 3000'. Proceed on 220° heading to west end of Meadowland Sports Complex (GIMEE), cross GIMEE at or above 2500'. Turn left at the west end of Meadowland Sports Complex (GIMEE) on heading 190° and continue along left (east) side of river to Laurel Hill Park (HILOK), cross HILOK between 2000' and 1500'. Continue along left (east) side of river heading 190° to Lincoln Park (SLIMR), cross SLIMR between 2000' and 1500'. Continue southwest along the east side heading 220° to the east side of the Railway Bridge (COPKO) at or above 700' then turn right heading 288° to cross the west side of the Railway Bridge (CHUMR) at 500'. Plan to be in final landing configuration by Lincoln Park.

REIL
PAPI-R

WEATHER MINIMUMS

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

TERPS AMEND 6 15 JUN 2023

KEWR/EWR
NEWARK LIBERTY INTL

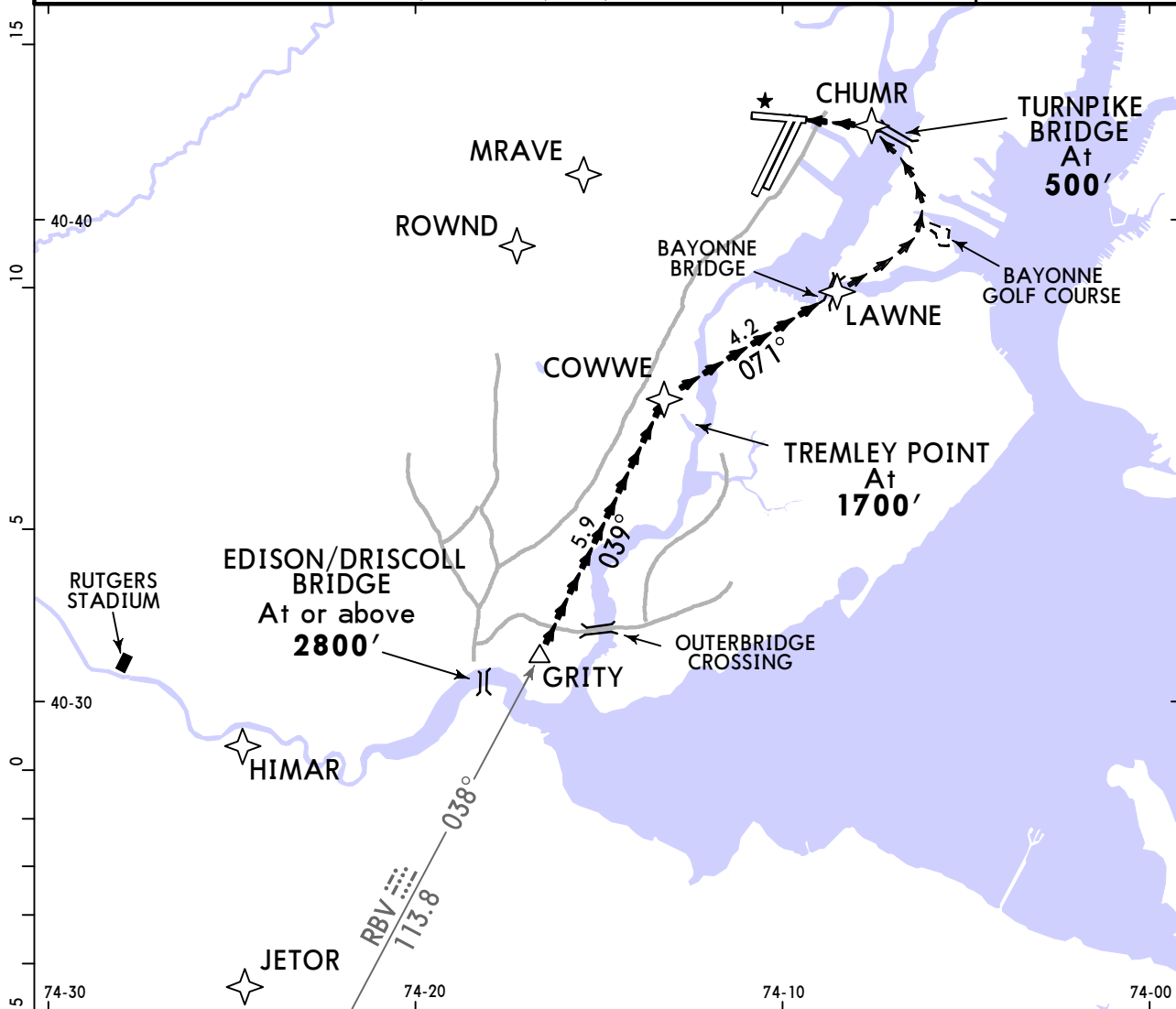


30 AUG 24 (19-2) Eff 5 Sep

NEWARK, NJ

BRIDGE VISUAL Rwy 29

BRIEFING STRIP™	D-ATIS Arrival 115.7	South Arrival 134.825	NEWARK 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 17'	
	MISSED APCH: No Missed Approach Procedure					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 3000 </div> <p>MSA TEB VOR</p>
	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°).						



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'.

TERPS AMEND 1 18 SEP 2014

REIL
PAPI-R

WEATHER MINIMUMS

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

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NEWARK, NJ (NEWARK LIBERTY INTL - KEWR)				
REV	CONSTRUCTION (TEMP)	10-8	28 Feb 2025	
ADD	CONSTRUCTION (TEMP) (CONT...	10-8A	28 Feb 2025	
ADD	CONSTRUCTION (TEMP) (CONT...	10-8B	28 Feb 2025	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KEWR

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.