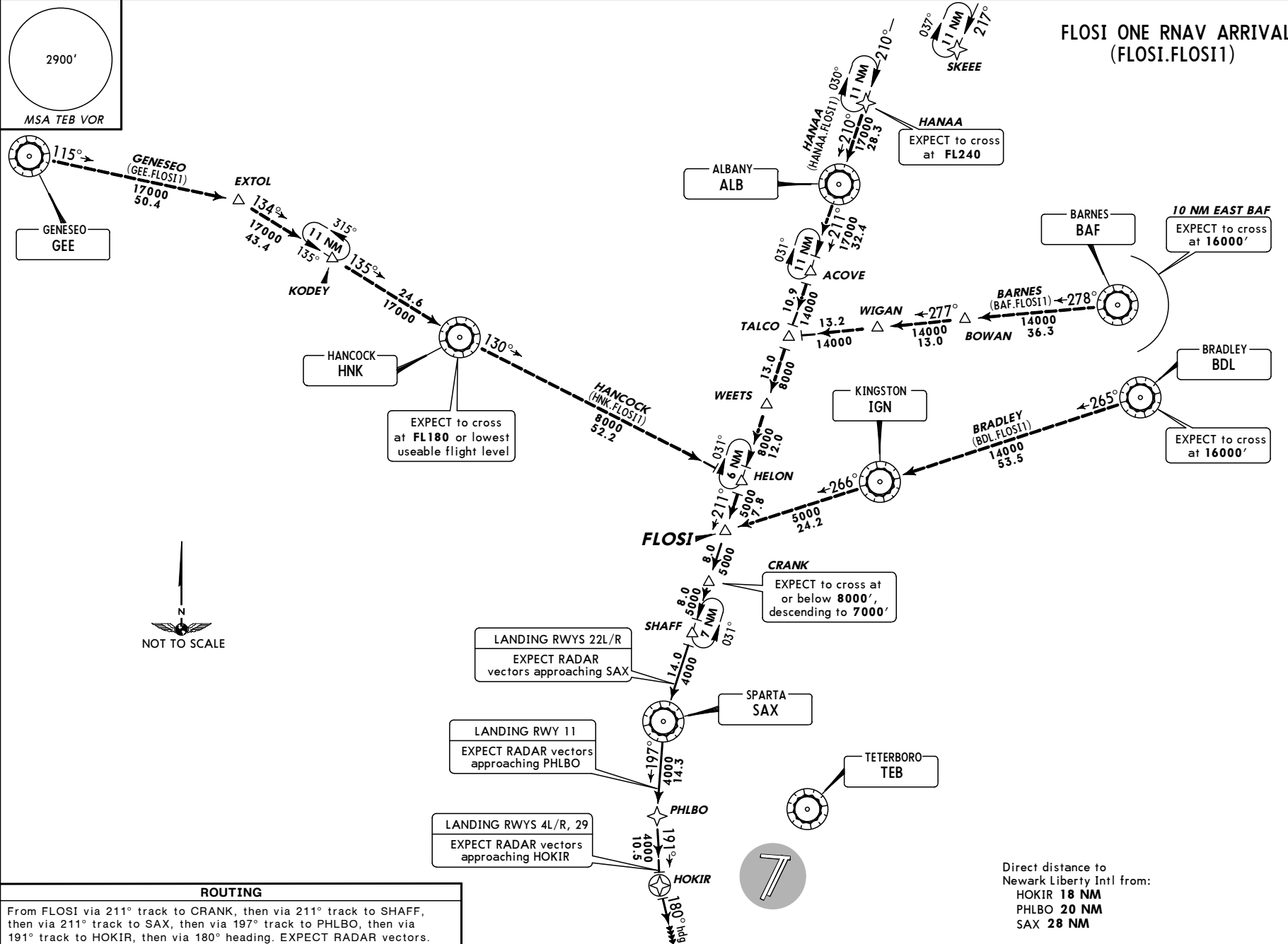


KEWR/EWR
 NEWARK LIBERTY INTL

D-ATIS 115.7 134.82	Apt Elev 18'	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. FLOSI RNAV STAR is for all runways. Aircraft can EXPECT to be assigned runway 11. Check aircraft landing performance for runway 11 prior to filing.	5. Turbojet and turboprop aircraft 250 KT or greater are authorized. 6. Domestic departures from the EAST file BRADLEY transition. 7. NORTH Atlantic arrivals via BOS file BARNES transition. 8. CAUTION: Glider activity between HELON and CRANK.
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CHANGES: New procedure at this airport.

KEWR/EWR
NEWARK LIBERTY INTL

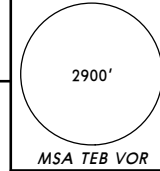
JEPPesen
25 JUL 08 (10-2B) Eff 31 Jul

NEWARK, NJ
STAR

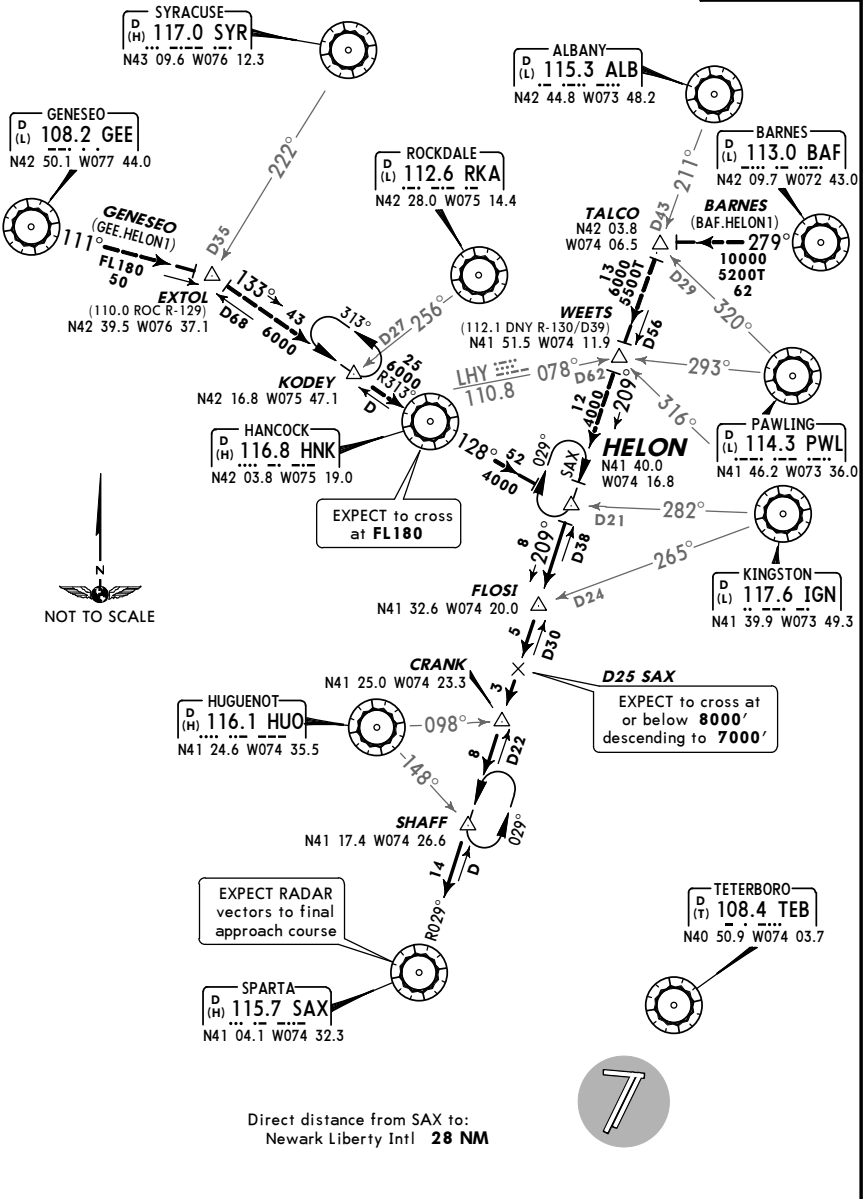
D-ATIS
115.7
134.82

Apt Elev
18'

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. Applicable to Turboprop aircraft operating at greater than 250 KT.
2. CAUTION: Glider activity between HELON and CRANK.



HELON ONE ARRIVAL (HELON.HELON1)



ROUTING

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

KEWR/EWR
NEWARK LIBERTY INTL

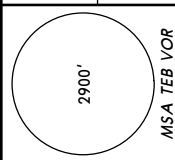
JEPPesen
25 JUL 08 (10-2C) Eff 31 Jul

NEWARK, NJ
STAR

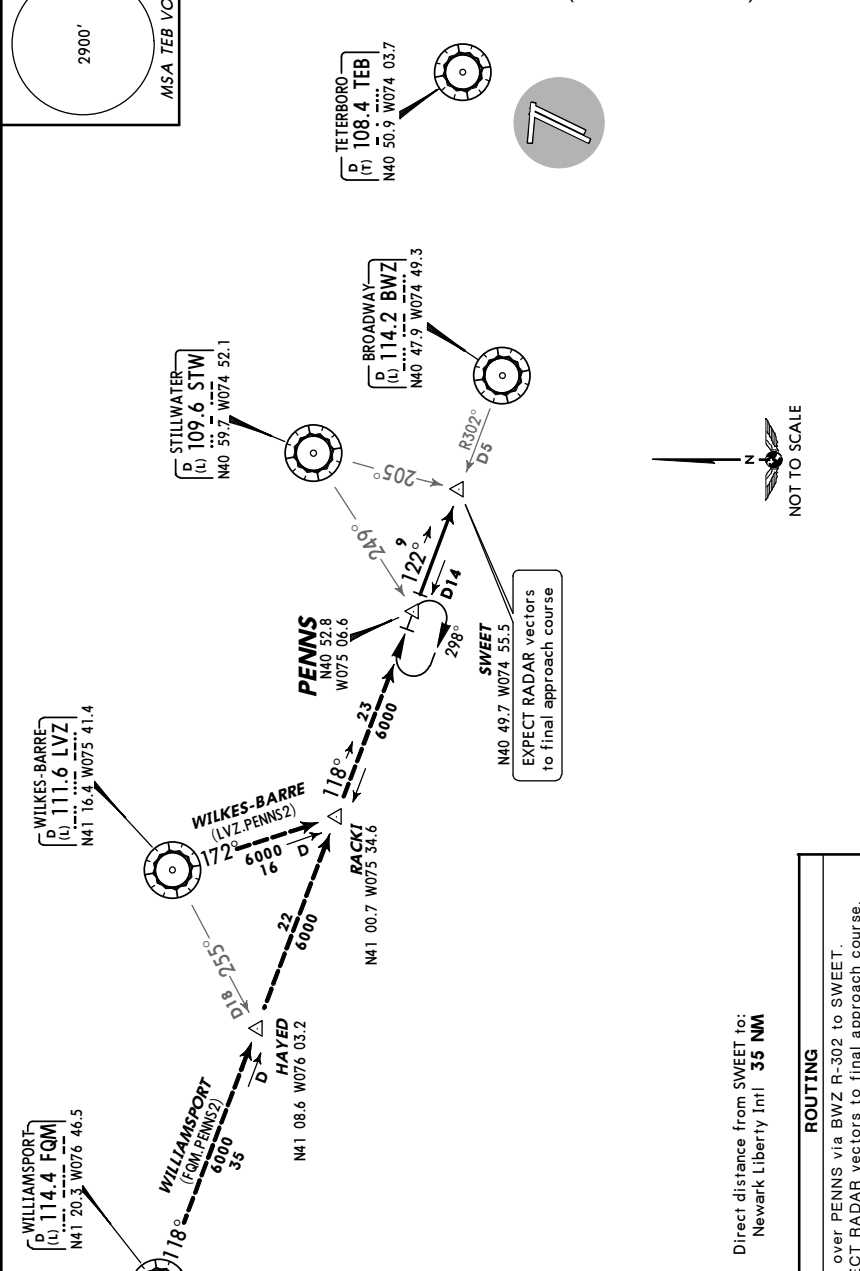
D-ATIS
115.7
134.82

Apt Elev
18'

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



PENNS TWO ARRIVAL (PENNS.PENNS2)



ROUTING

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

KEWR/EWR
NEWARK LIBERTY INTL

JEPPesen
25 JUL 08 10-2D Eff 31 Jul

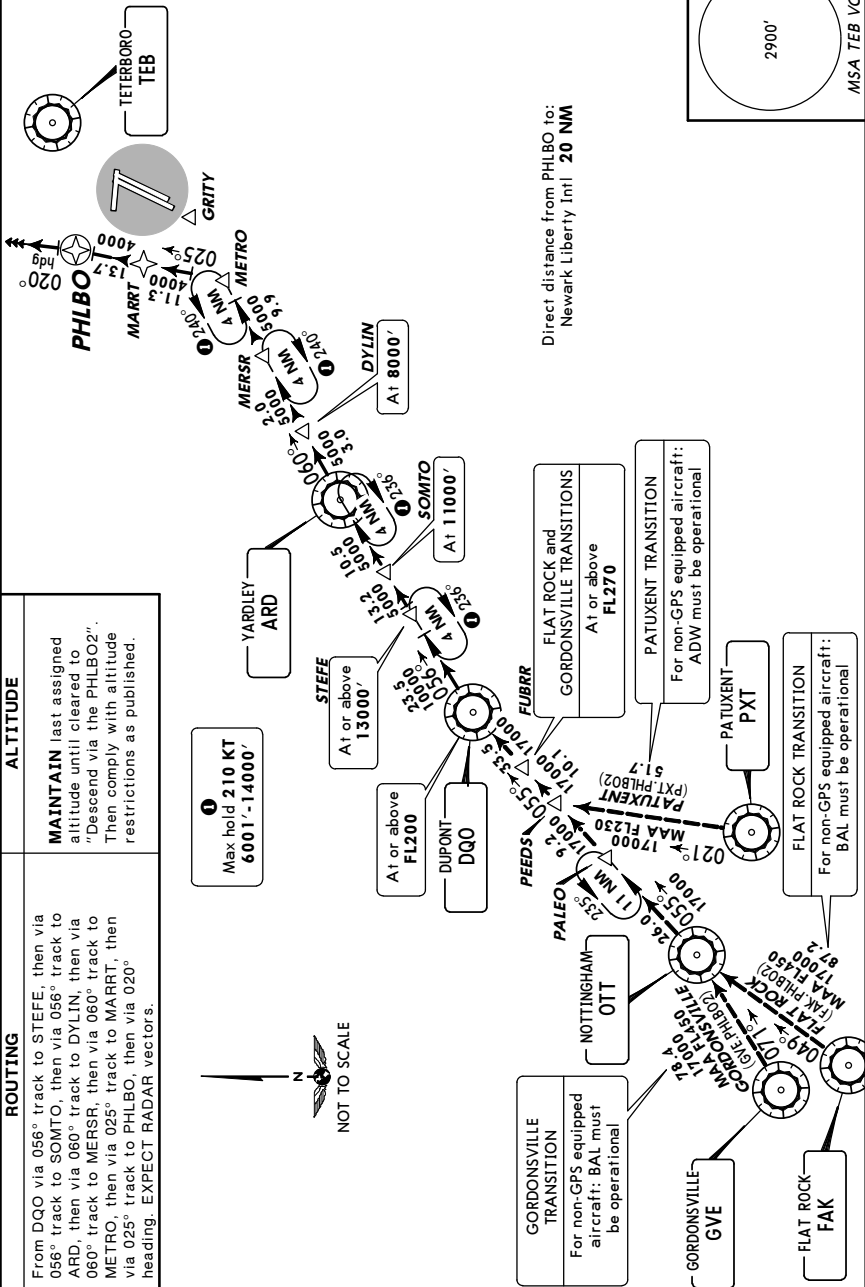
NEWARK, NJ
RNAV STAR

D-ATIS
115.7
134.82

Apt Elev
18'

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. Turbojet aircraft only. 3. The PHLB02 RNAV STAR is for all runways. Aircraft can EXPECT to be assigned Rwy 11. Check aircraft landing performance for Rwy 11 prior to filing. 4. DME/DME/IRU or GPS required. 5. RNAV 1.

PHLBO TWO RNAV ARRIVAL (DQO.PHLB02)

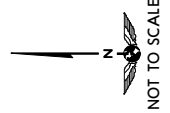


ALTITUDE

MAINTAIN last assigned altitude until cleared to "Descend via the PHLB02". Then comply with altitude restrictions as published.

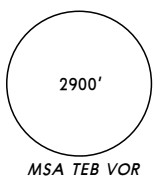
ROUTING

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

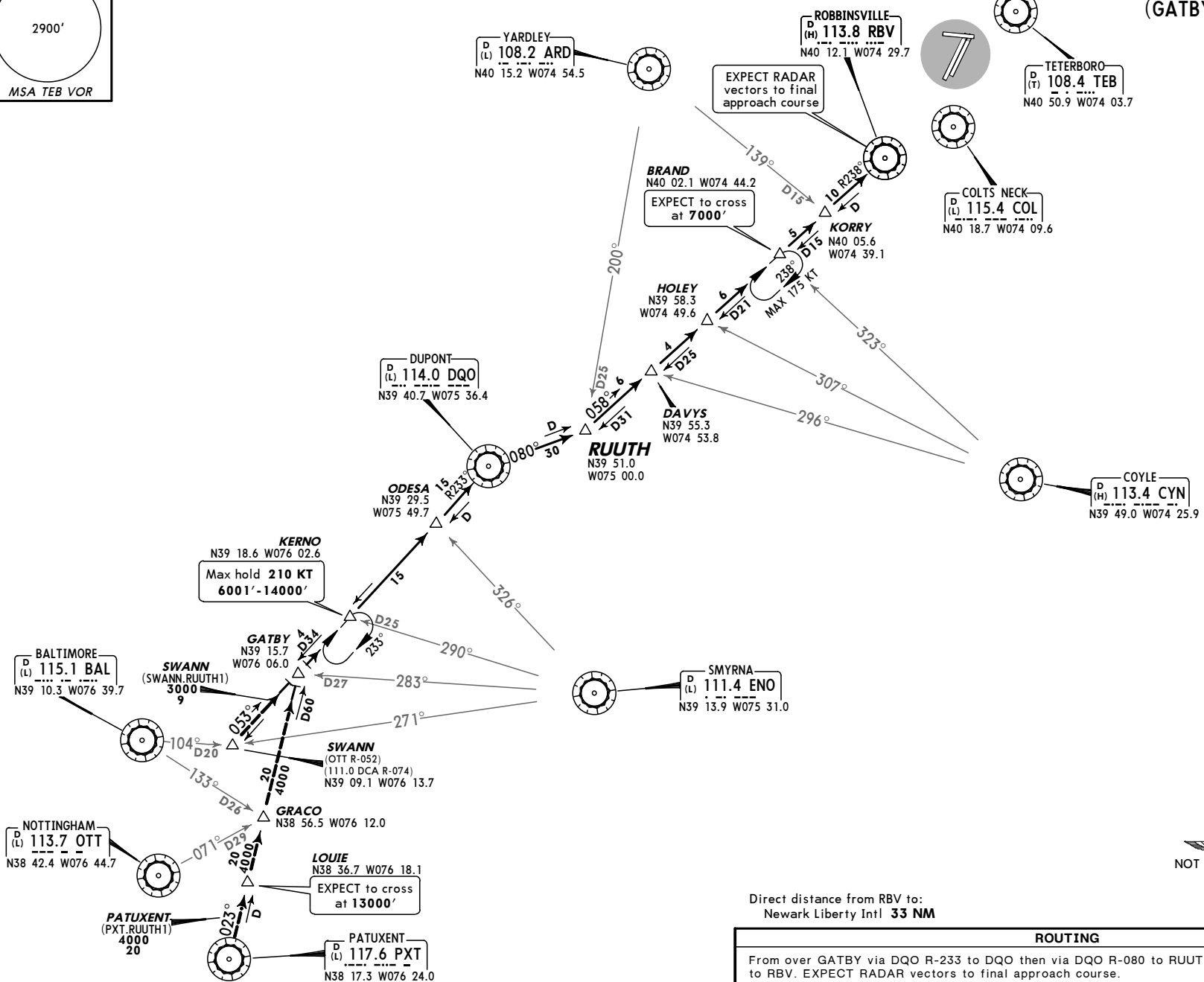


KEWR/EWR
 NEWARK LIBERTY INTL

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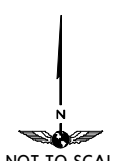


**RUUTH ONE ARRIVAL
 (GATBY.RUUTH1)**



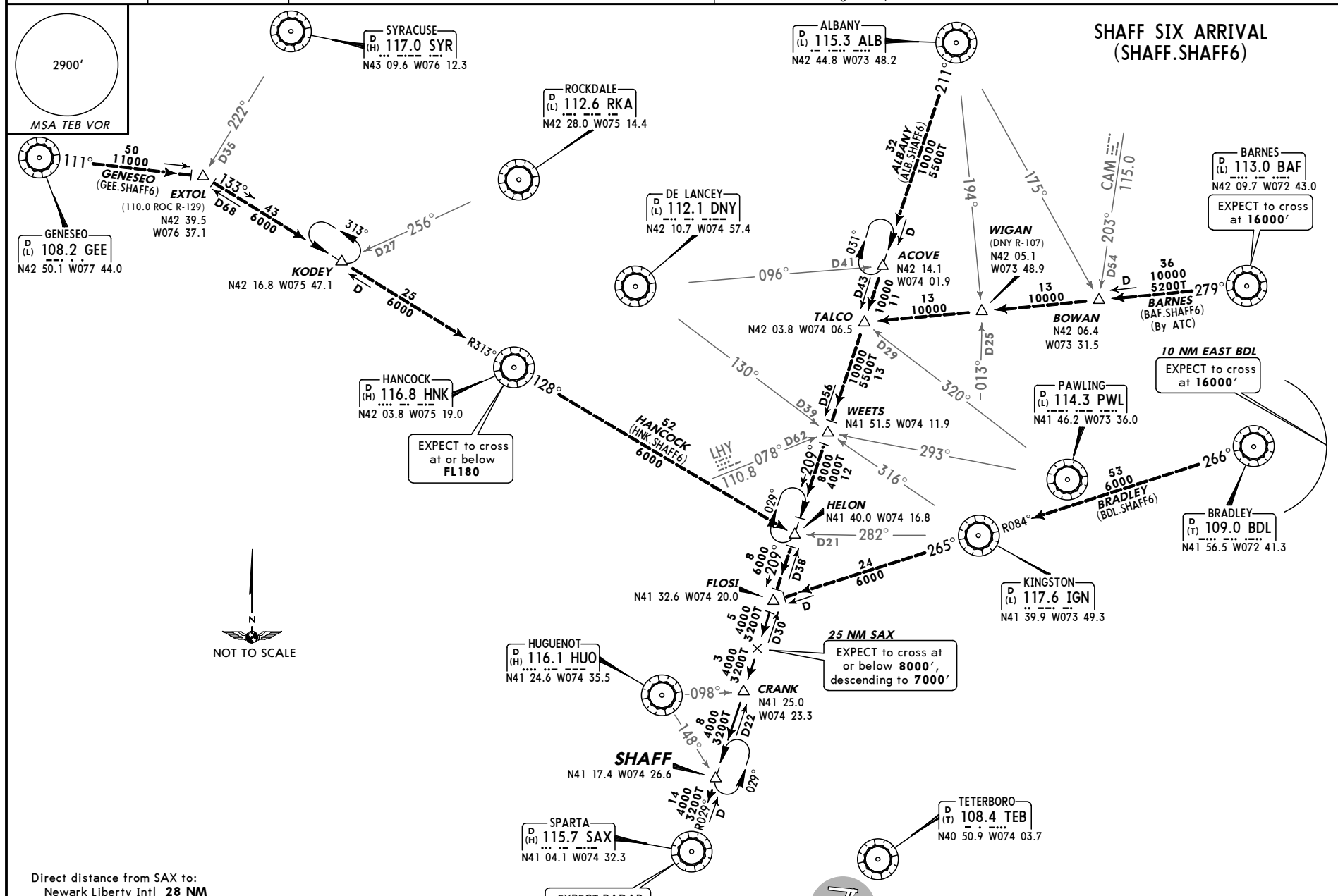
Direct distance from RBV to:
 Newark Liberty Intl **33 NM**

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



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

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



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

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

EXPECT RADAR vectors to final approach course



KEWR/EWR
NEWARK LIBERTY INTL

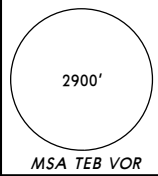
JEPPESEN
25 JUL 08 (10-2G) Eff 31 Jul

NEWARK, NJ
STAR

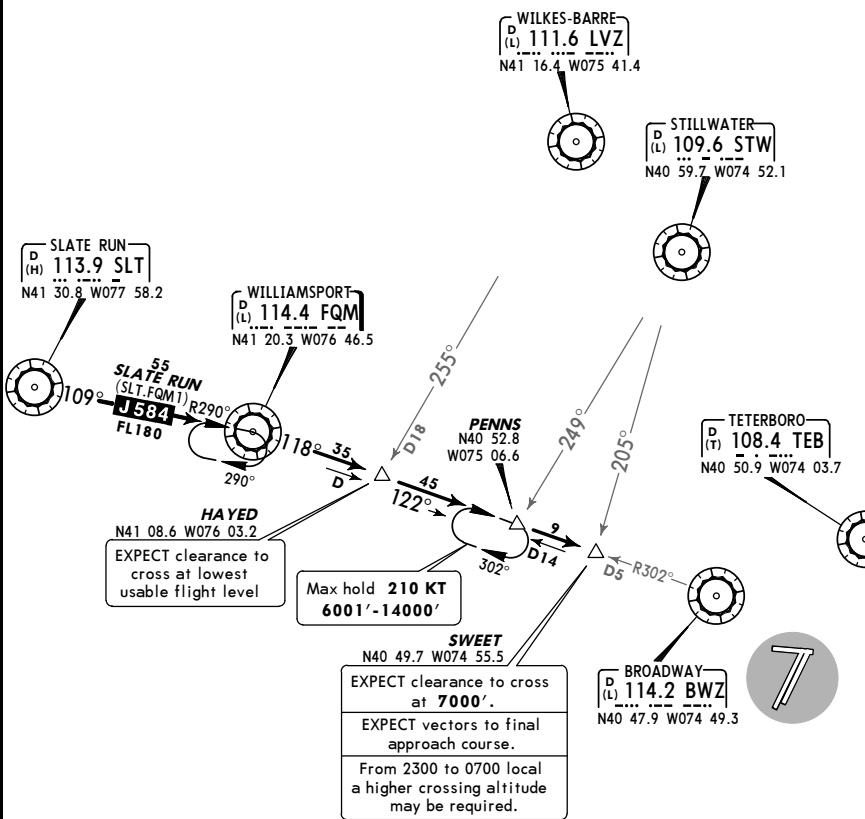
D-ATIS
115.7
134.82

Apt Elev
18'

Alt set: INCHES
Trans level: FL180 Trans alt: 18000'
For aircraft capable of 250 KT or greater.



WILLIAMSPORT ONE ARRIVAL (FQM.FQM1)



EXPECT clearance to cross at lowest usable flight level

Max hold **210 KT**
6001'-14000'

EXPECT clearance to cross at **7000'**.
EXPECT vectors to final approach course.
From 2300 to 0700 local a higher crossing altitude may be required.



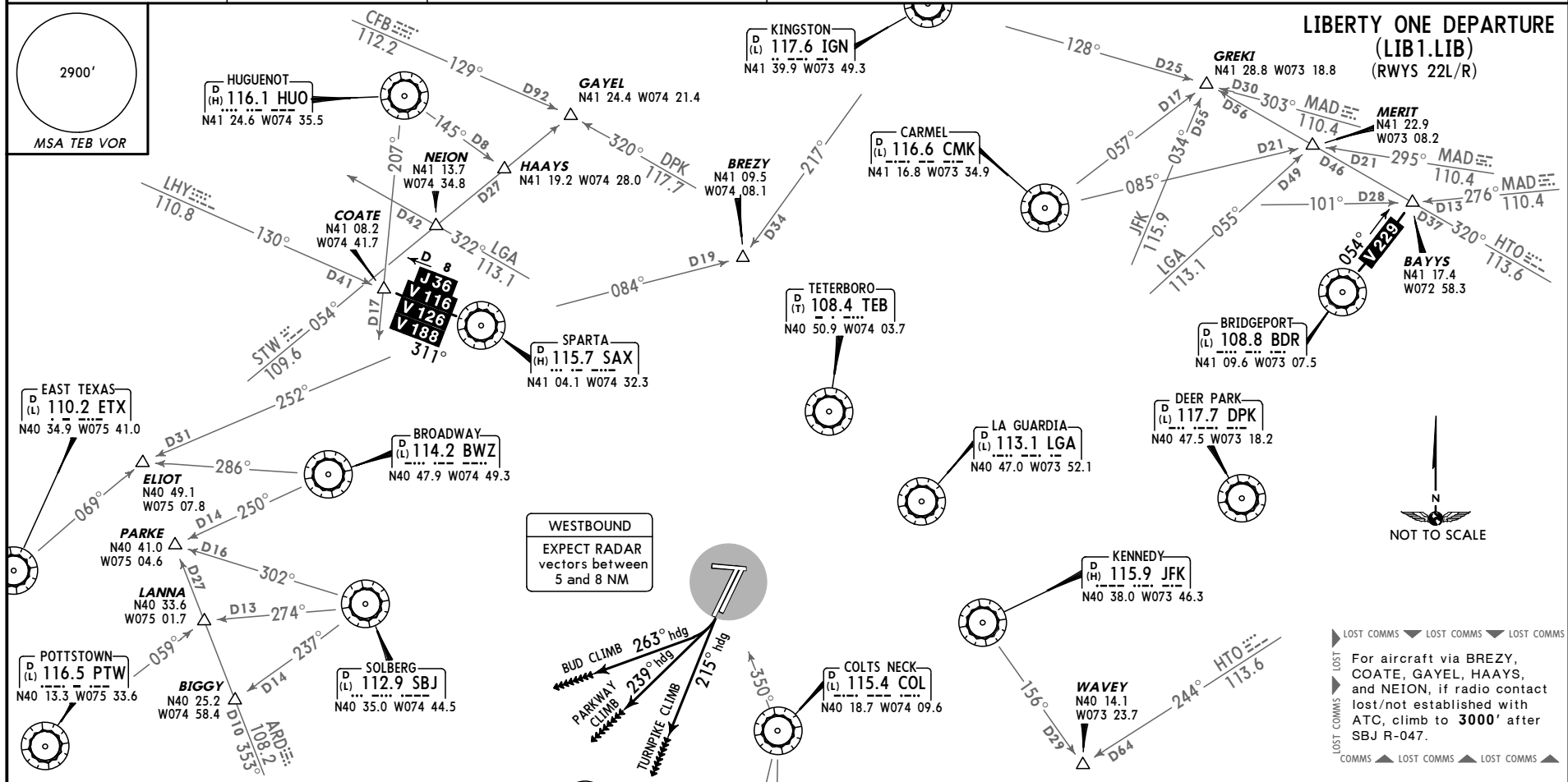
Direct distance from SWEET to:
Newark Liberty Intl **35 NM**

ROUTING

From over FQM via FQM R-118 to HAYED, then via BWZ R-302 to PENNS, then via BWZ R-302 to SWEET. EXPECT vectors to final approach course.

KEWR/EWR
 NEWARK LIBERTY INTL

NEW YORK Departure (R) 119.2	Apt Elev 18'	Trans level: FL180 Trans alt: 18000'	RADAR required.
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This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 4L/R, 11, 29: Not authorized - ATC.
 Rwy 22L: Standard (or lower than standard, if authorized).
 Rwy 22R: 300-1 3/4 or standard (or lower than standard, if authorized) with minimum climb of 203' per NM to **300'**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1200' prior to DER.

Gnd speed-KT	75	100	150	200	250	300
203' per NM	254	338	508	677	846	1015

	INITIAL CLIMB	ALTITUDE
BUD CLIMB	Climbing RIGHT turn heading 263°, or as assigned by ATC.	MAINTAIN 5000' or assigned lower altitude
PARKWAY CLIMB	Climbing RIGHT turn heading 239°, or as assigned by ATC.	
TURNPIKE CLIMB	Climb heading 215°, or as assigned by ATC.	

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

ROUTING	
As per notes or via RADAR vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.	
BAYYS Departure	EXPECT vectors via BDR/BDR R-054.
BIGGY Departures	EXPECT vectors via SBJ/SBJ R-237.
BREZY Departures	EXPECT vectors via IGN R-217 to BREZY.
COATE Departures	EXPECT vectors via SAX/SAX R-311.
ELIOT Departures	EXPECT vectors via SAX R-252. Between 2300 and 0700 local, EXPECT vectors via SBJ or ETX.
GAYEL Departures	EXPECT vectors via DPK R-320.
GREKI Departures	EXPECT vectors via CMK/CMK R-057.
HAAYS Departures	EXPECT vectors via HUO.
LANNA Departures	EXPECT RADAR vectors via SBJ/SBJ R-274.
MERIT Departures	EXPECT vectors via LGA R-055.
NEION Departures	EXPECT vectors via LGA R-322.
PARKE Departures	EXPECT RADAR vectors via SBJ/SBJ R-302.
WAVEY Departures	EXPECT vectors via JFK/JFK R-156.
WHITE/DIXIE Departures	EXPECT vectors to COL R-350. Then WHITE via COL R-204 or DIXIE via COL R-192.

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

KEWR/EWR
NEWARK LIBERTY INTL

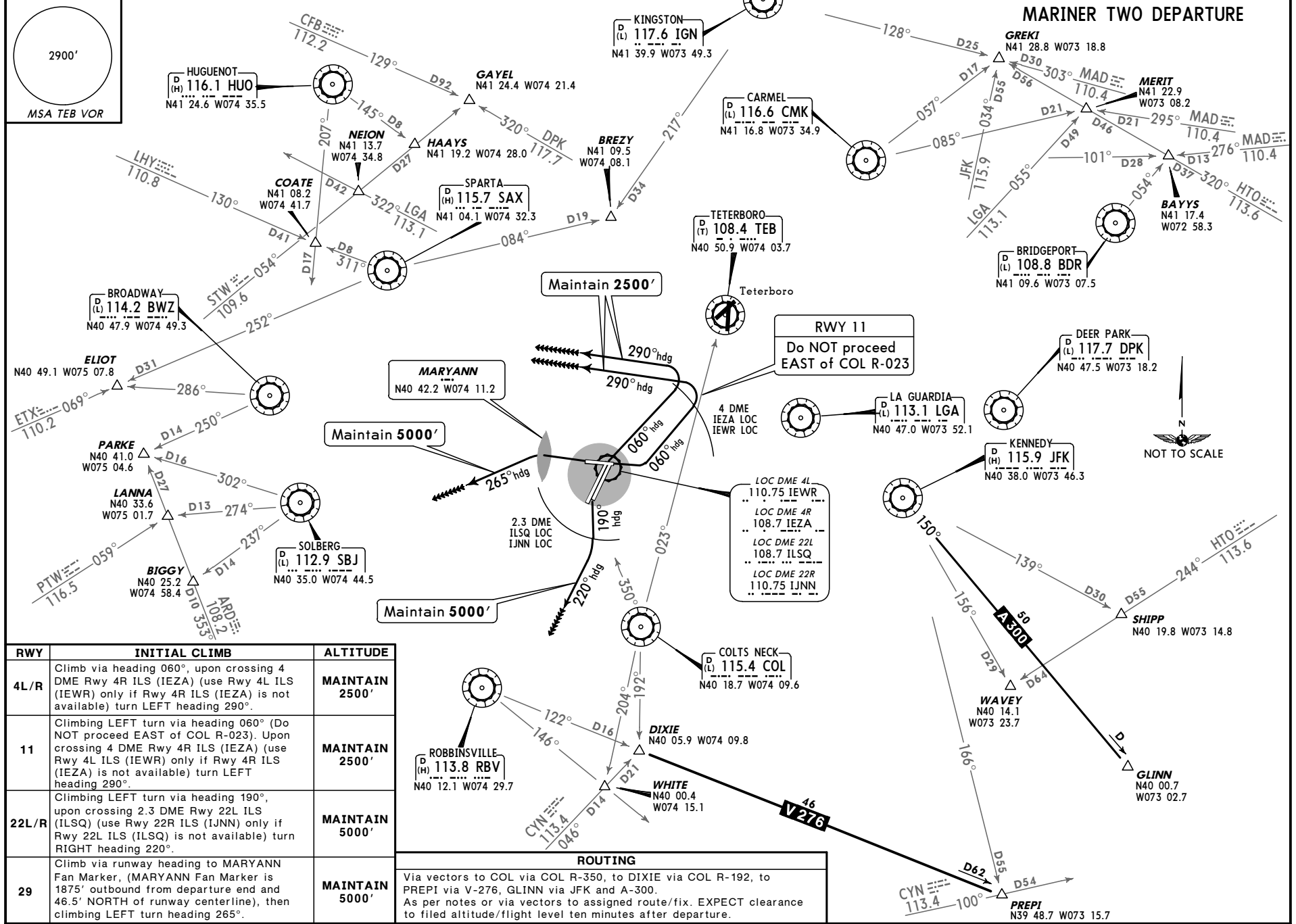
JEPPESEN
25 JUL 08 (10-3A) Eff 31 Jul

NEWARK, NJ
JeppView 3.6.3.1

SID

NEW YORK Departure (R) **119.2** Apt Elev **18'** Trans level: FL180 Trans alt: 18000'

1. This departure procedure to be used when assigned by ATC only for severe weather avoidance. 2. RNAV aircraft only. 3. Rwy 4L/R, 11, 22L/R DME required. 4. This procedure requires over water flight not to exceed 50 miles. 5. Approximate mileage from Newark airport via this routing to JFK is 150 NM. 6. All aircraft should EXPECT to fly the departure route prior to receiving vectors to assigned route or fix.



RWY	INITIAL CLIMB	ALTITUDE
4L/R	Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (IEZA) (use Rwy 4R ILS (IEWR) only if Rwy 4R ILS (IEZA) is not available) turn LEFT heading 290°.	MAINTAIN 2500'
11	Climbing LEFT turn via heading 060° (Do NOT proceed EAST of COL R-023). Upon crossing 4 DME Rwy 4R ILS (IEZA) (use Rwy 4L ILS (IEWR) only if Rwy 4R ILS (IEZA) is not available) turn LEFT heading 290°.	MAINTAIN 2500'
22L/R	Climbing LEFT turn via heading 190°, upon crossing 2.3 DME Rwy 22L ILS (ILSQ) (use Rwy 22R ILS (IJNN) only if Rwy 22L ILS (ILSQ) is not available) turn RIGHT heading 220°.	MAINTAIN 5000'
29	Climb via runway heading to MARYANN Fan Marker, (MARYANN Fan Marker is 1875' outboard from departure end and 46.5' NORTH of runway centerline), then climbing LEFT turn heading 265°.	MAINTAIN 5000'

ROUTING

Via vectors to COL via COL R-350, to DIXIE via COL R-192, to PREPI via V-276, GLINN via JFK and A-300. As per notes or via vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level ten minutes after departure.

KEWR/EWR
 NEWARK LIBERTY INTL

14 NOV 08
 Eff 20 Nov 10-3A-1

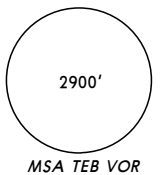
NEWARK, NJ
 RNAV SID

NEW YORK Departure (R)
119.2

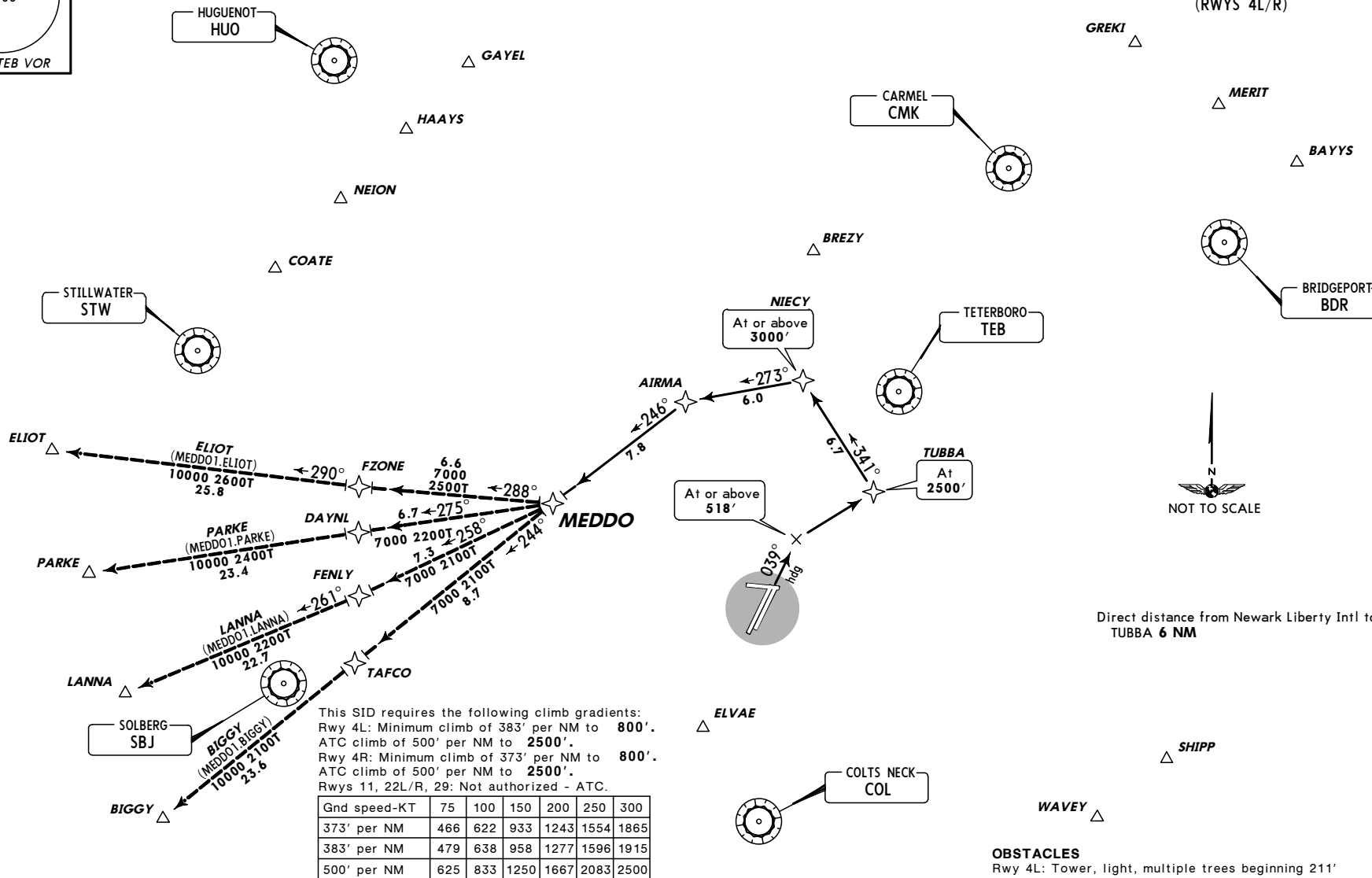
Apt Elev
18'

Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.



MEDDO ONE RNAV DEPARTURE
 (MEDDO1.MEDDO)
 (RWYS 4L/R)



Direct distance from Newark Liberty Intl to:
 TUBBA 6 NM

This SID requires the following climb gradients:
 Rwy 4L: Minimum climb of 383' per NM to **800'**.
 ATC climb of 500' per NM to **2500'**.
 Rwy 4R: Minimum climb of 373' per NM to **800'**.
 ATC climb of 500' per NM to **2500'**.
 Rws 11, 22L/R, 29: Not authorized - ATC.

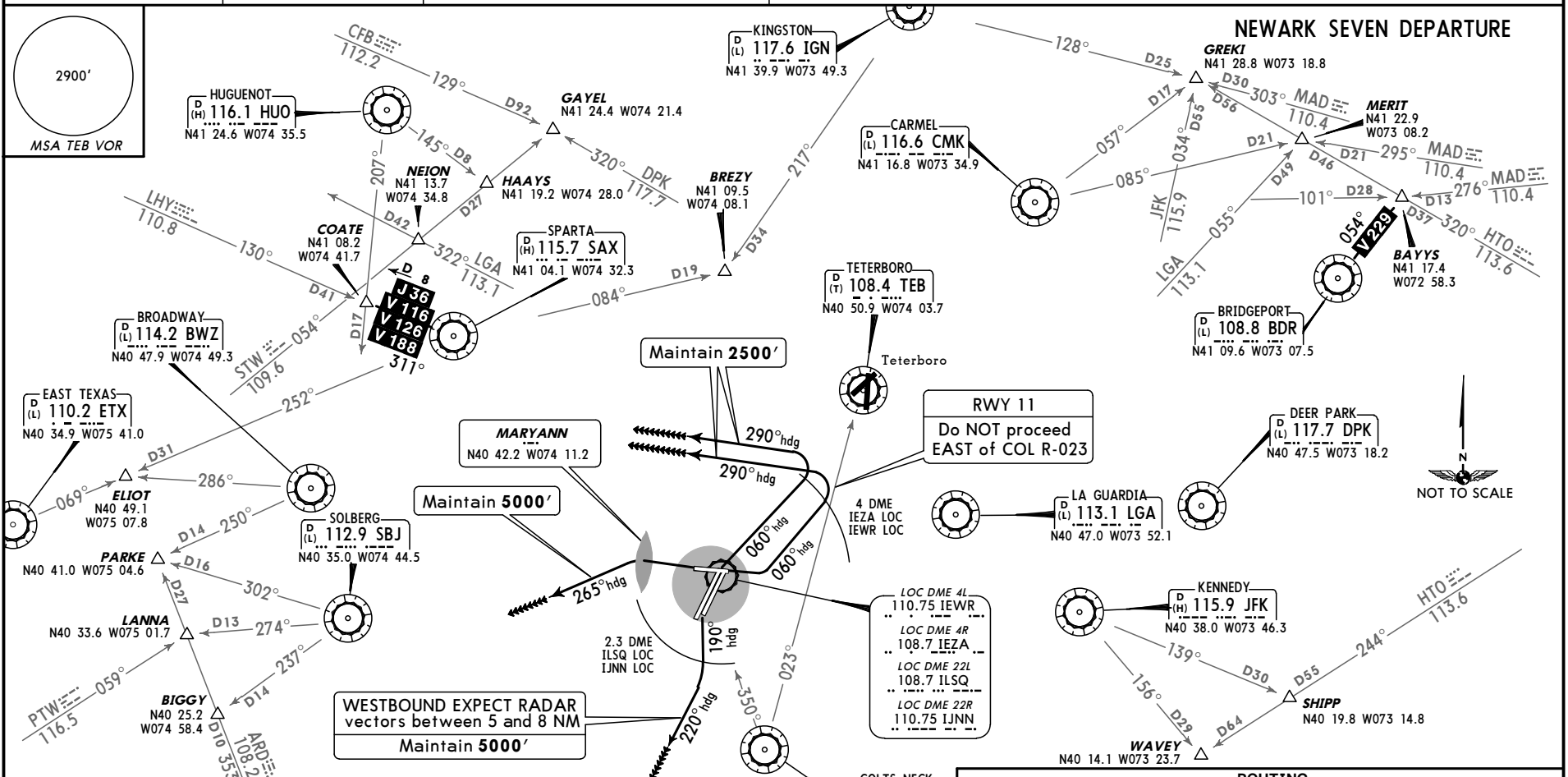
Gnd speed-KT	75	100	150	200	250	300
373' per NM	466	622	933	1243	1554	1865
383' per NM	479	638	958	1277	1596	1915
500' per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB	ALTITUDE
Climb heading 039° to 518' , then RIGHT turn direct TUBBA, then via depicted route to MEDDO.	MAINTAIN 5000'
ROUTING	
Via assigned transition. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.	

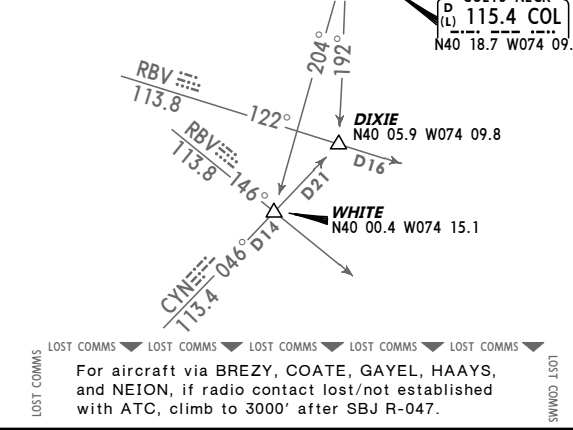
OBSTACLES
 Rwy 4L: Tower, light, multiple trees beginning 211' from DER, 198' LEFT of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' RIGHT of centerline, up to 121' AGL/131' MSL. Rwy 4R: DME antenna, tree, and multiple towers beginning 530' from DER, 477' LEFT of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' RIGHT of centerline, up to 121' AGL/131' MSL.

KEWR/EWR
NEWARK LIBERTY INTL

NEW YORK Departure (R) **119.2** Apt Elev **18'** Trans level: FL180 Trans alt: 18000' Rws 4L/R, 11, 22L/R DME required.



RWY	INITIAL CLIMB	ALTITUDE
4L/R	Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (IEZA) (use Rwy 4L ILS (IEWR) only if Rwy 4R ILS (IEZA) is not available) turn LEFT heading 290°.	MAINTAIN 2500'
11	Climbing LEFT turn heading 060° (Do NOT proceed EAST of COL R-023). Upon crossing 4 DME Rwy 4R ILS (IEZA) (use Rwy 4L ILS (IEWR) only if Rwy 4R ILS (IEZA) is not available) turn LEFT heading 290°.	MAINTAIN 2500'
22L/R	Climbing LEFT turn heading 190°, upon crossing 2.3 DME Rwy 22L ILS (ILSQ) (use Rwy 22R ILS (IJNN) only if Rwy 22L ILS (ILSQ) is not available) turn RIGHT heading 220°.	MAINTAIN 5000'
29	Climb via runway heading to MARYANN Fan Marker, (MARYANN Fan Marker is 1875' outbound from departure end and 46.5' NORTH of runway centerline), then climbing LEFT turn heading 265°.	MAINTAIN 5000'



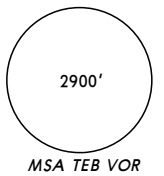
ROUTING	
As per notes or via vector or assigned route/fix. EXPECT clearance to filed altitude/flight level 10 minutes after departure.	
BAYYS Departures	EXPECT vectors via BDR/BDR R-054.
BIGGY Departures	EXPECT RADAR vectors via SBJ/SBJ R-237.
BREZY Departures	EXPECT vectors via IGN R-217 to BREZY.
COATE Departures	EXPECT vectors via SAX/SAX R-311.
ELIOT Departures	EXPECT vectors via SAX R-252. Between 2300 and 0700 LCL, Rws 22L/R EXPECT vectors via SBJ or ETX.
GAYEL Departures	EXPECT vectors via DPK R-320.
GREKI Departures	EXPECT vectors via CMK/CMK R-057.
HAAYS Departures	EXPECT vectors via HZO.
LANNA Departures	Rws 4L/R: EXPECT RADAR vectors via PTW R-059. Rws 22L/R: EXPECT RADAR vectors via SBJ/SBJ R-274.
MERIT Departures	EXPECT vectors via LGA R-055.
NEON Departures	EXPECT vectors via LGA R-322.
PARKE Departures	Rws 4L/R: EXPECT vectors via BWZ R-250. Rws 22L/R: EXPECT RADAR vectors via SBJ/SBJ R-302.
WAVEY Departures	EXPECT vectors via JFK/JFK R-156.
WHITE/DIXIE Departures	EXPECT vectors to COL R-350. Then WHITE via COL R-204 or DIXIE via COL R-192.

NEW YORK Departure (R)
119.2

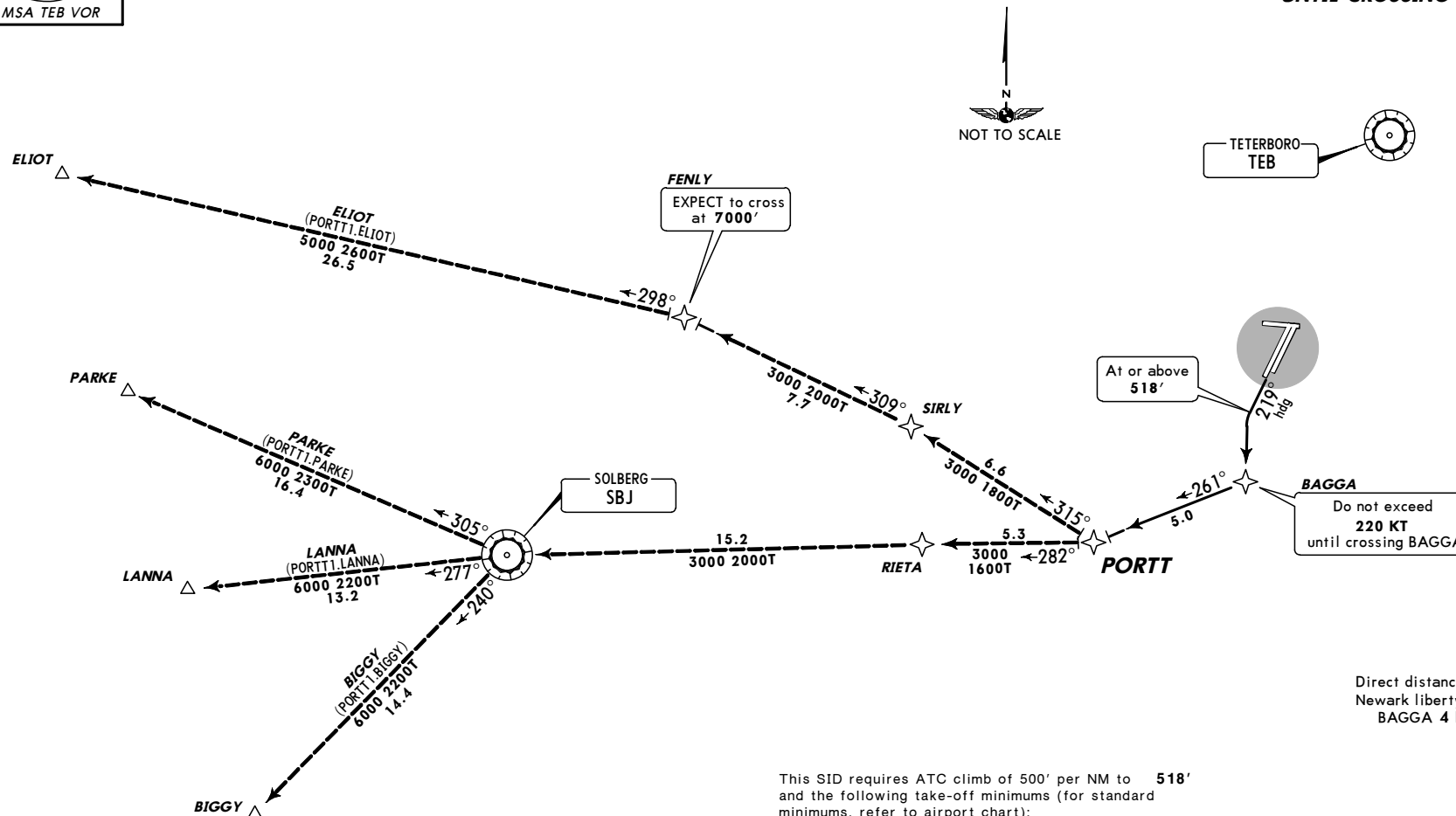
Apt Elev
18'

Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.



PORTT ONE RNAV DEPARTURE
 (PORTT1.PORTT)
 (RWYS 22L/R)
SPEED DO NOT EXCEED 220 KT
UNTIL CROSSING BAGGA



Direct distance from
 Newark liberty Intl to:
BAGGA 4 NM

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

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

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

INITIAL CLIMB		ALTITUDE
Climb heading 219° to 518' , then turn LEFT direct BAGGA.		MAINTAIN 5000'
ROUTING		
Via depicted route to PORTT. Then via assigned transition. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.		

KEWR/EWR

Apt Elev 18'
N40 41.5 W074 10.1

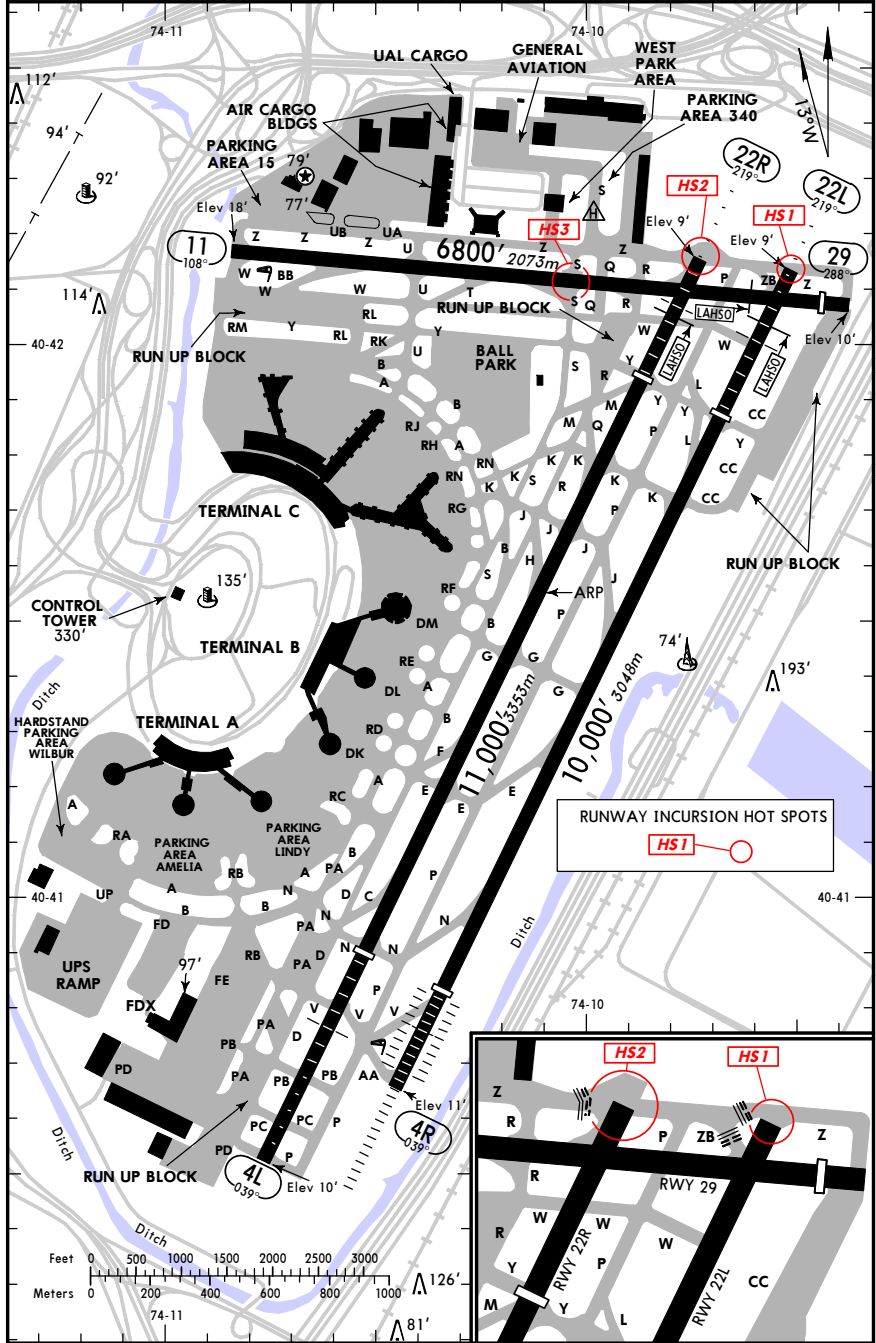
JEPPesen

6 MAR 09 (10-9) Eff 12 Mar

NEWARK, NJ

NEWARK LIBERTY INTL

D-ATIS 134.82	ACARS: D-ATIS POC TWIP	NEWARK Clearance (Cp1) 118.85	Ground 121.8
Tower 118.3	Helicopter & Seaplane 127.85	NEW YORK Departure (R) 119.2	Gate Hold 132.45



KEWR/EWR

JEPPesen

6 MAR 09 (10-9A) Eff 12 Mar

NEWARK, NJ

NEWARK LIBERTY INTL

GENERAL
 Low-level wind shear alert system.
 Terminal Doppler Weather Radar.
 Birds in vicinity of airport.
 ASDE-X Surveillance System in use. Pilots should operate transponders with mode C on all Twys and Rwy's.

RWY	LANDING BEYOND	USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	LAHSO Distance	
4L 22R	HIRL CL MALSR TDZ ① PAPI-L grooved RVR	8460' 2579m	7400' 2256m	11/29 7750' 2362m	150' 46m
	HIRL CL MALSR REIL TDZ ① PAPI-L grooved RVR	9560' 2914m	8660' 2640m		

① Angle 3.0°

4R 22L	HIRL CL ALSF-II TDZ ② PAPI-L grooved RVR	8810' 2685m	7750' 2362m	11/29 8100' 2462m	150' 46m
	HIRL CL MALSR LDIN TDZ ② PAPI-L grooved RVR	8206' 2501m	7391' 2253m		

② Angle 3.0°

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

③ Angle 3.08°

TAKE-OFF
 Rwys ① 4L, ② 4R, 22L, ③ 22R

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

① With Min climb of 383'/NM to 800'. ② With Min climb of 373'/NM to 800'.
 ③ 800-1 3/4 or standard with minimum climb of 203' /NM to 300', or alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

Rwy 11		Rwy 29		Other
With Min climb of 240' /NM to 2000'		With Min climb of 444' /NM to 500'		
Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng RVR 16 or 1/4	RVR 50 or 1	1/4	1	400-2
3 & 4 Eng	RVR 24 or 1/2		1/2	

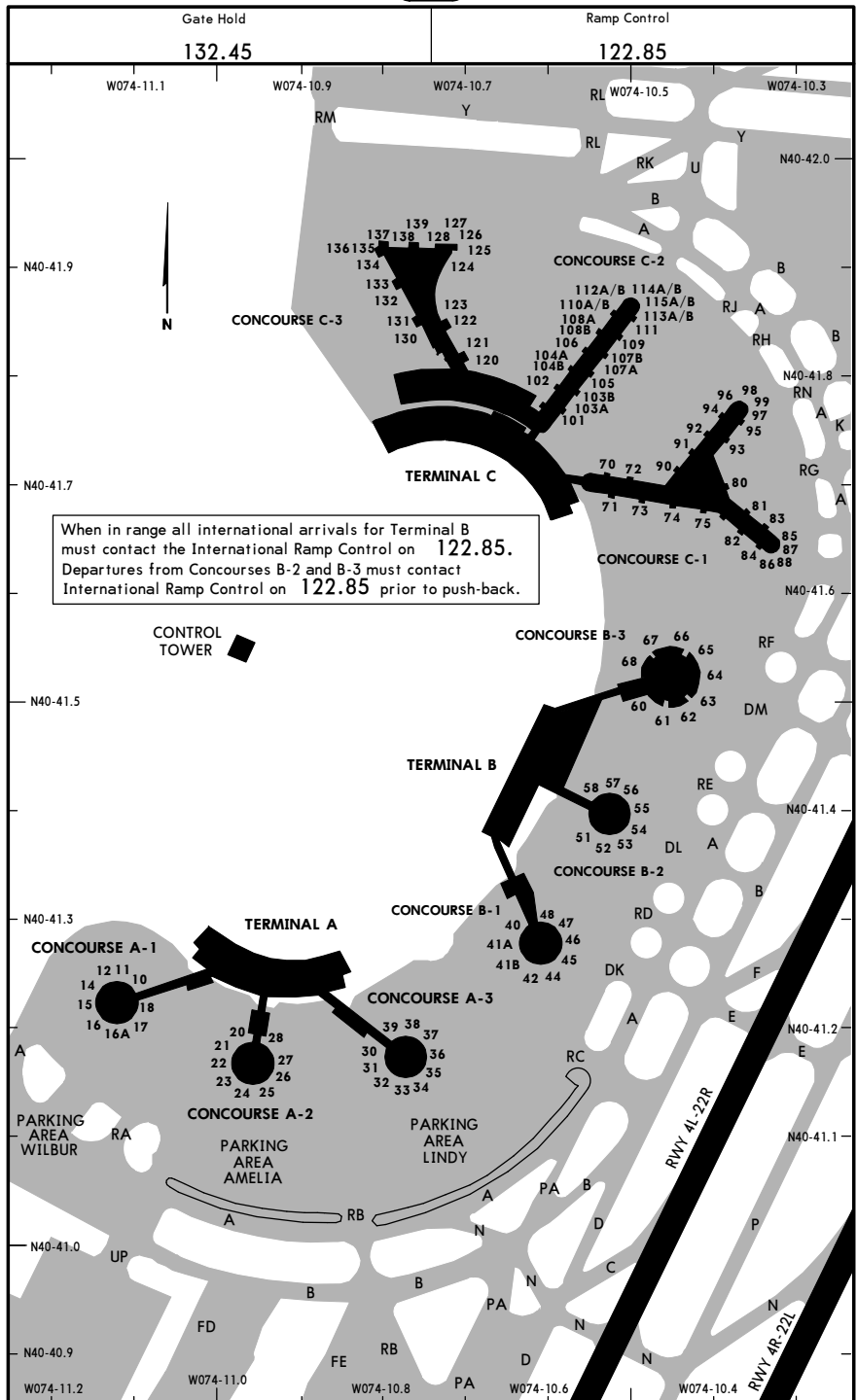
FOR FILING AS ALTERNATE

ILS Rwy 4L ILS Rwy 4R ILS Rwy 11 ILS Rwy 22L ILS Rwy 22R	RNAV (RNP) Y Rwy 29	RNAV (GPS) Rwy 4L RNAV (GPS) Y Rwy 4R RNAV (GPS) Z Rwy 22L RNAV (GPS) Rwy 22R	RNAV (RNP) Z Rwy 29	VOR DME Rwy 22L VOR DME Rwy 22R	VOR Rwy 11	Other
A	800-2	800-2	800-2	900-2	1000-2	NA
B				700-2	900-3	
C				900-3	1000-3	
D		900-3	NA			

KEWR/EWR

JEPPESEN
21 SEP 07 (10-9B)

NEWARK, NJ
NEWARK LIBERTY INTL



KEWR/EWR

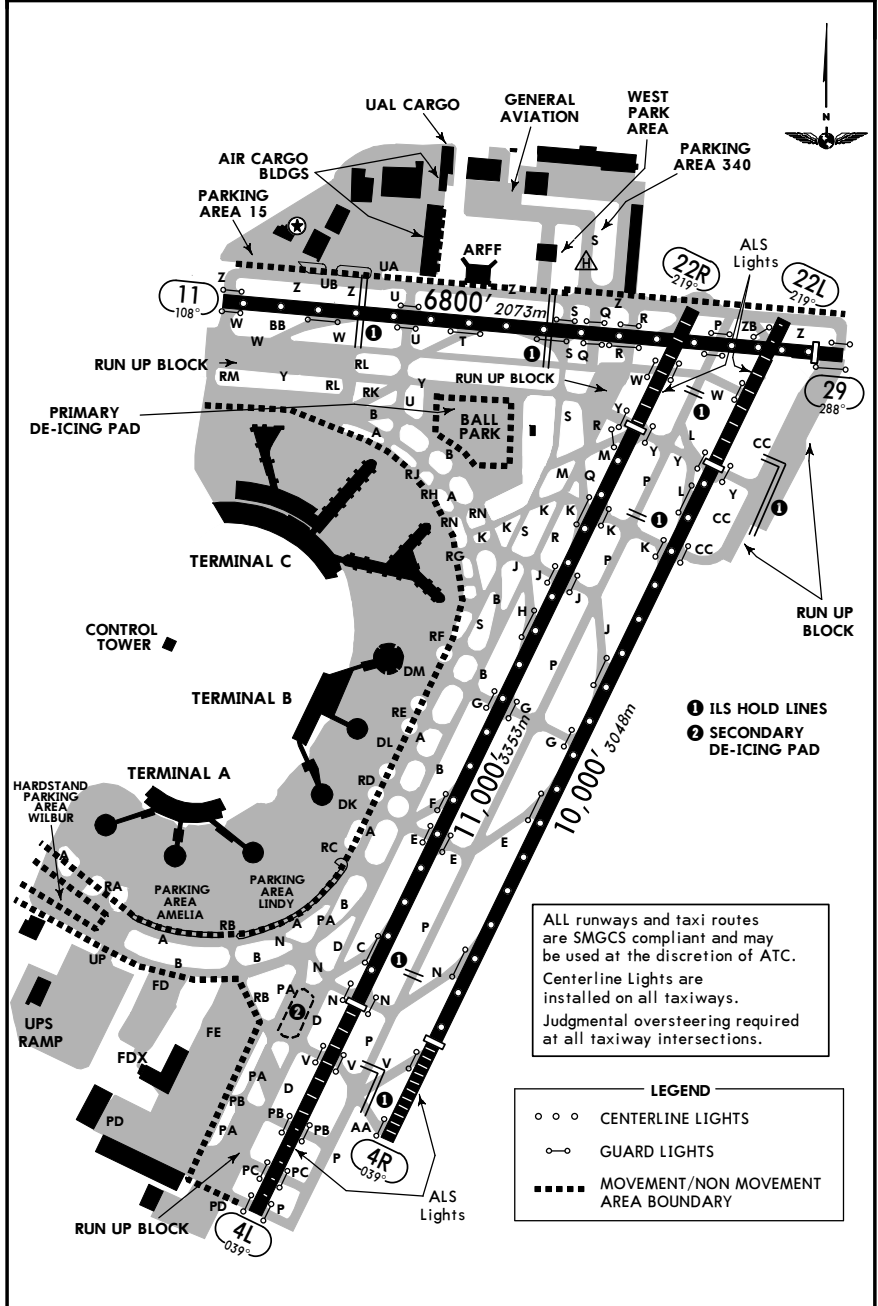
JEPPESEN
21 SEP 07 (10-9C)

NEWARK, NJ
NEWARK LIBERTY INTL

PARKING GATE COORDINATES			
GATE No.	COORDINATES	GATE No.	COORDINATES
Concourse A-1		Concourse C-1	
10 thru 12	N40 41.2 W074 11.1	70 thru 74	N40 41.7 W074 10.5
14 thru 18	N40 41.2 W074 11.1	75, 80, 81, 82	N40 41.7 W074 10.4
Concourse A-2		83	N40 41.7 W074 10.3
20 thru 23	N40 41.2 W074 11.0	84	N40 41.6 W074 10.3
24	N40 41.1 W074 11.0	85	N40 41.7 W074 10.3
25	N40 41.1 W074 10.9	Concourse C-2	
26 thru 28	N40 41.2 W074 10.9	86 thru 88	N40 41.6 W074 10.3
Concourse A-3		90 thru 93	N40 41.7 W074 10.4
30 thru 34	N40 41.2 W074 10.8	94 thru 99	N40 41.8 W074 10.4
35, 36	N40 41.2 W074 10.7	Concourse B-1	
37 thru 39	N40 41.2 W074 10.8	40 thru 42	N40 41.3 W074 10.6
Concourse B-1		44 thru 48	N40 41.3 W074 10.6
40 thru 42	N40 41.3 W074 10.6	Concourse B-2	
44 thru 48	N40 41.3 W074 10.6	51 thru 58	N40 41.4 W074 10.5
Concourse B-2		Concourse B-3	
51 thru 58	N40 41.4 W074 10.5	60, 61	N40 41.5 W074 10.5
Concourse B-3		62 thru 65	N40 41.5 W074 10.4
60, 61	N40 41.5 W074 10.5	66	N40 41.6 W074 10.4
62 thru 65	N40 41.5 W074 10.4	67	N40 41.6 W074 10.5
66	N40 41.6 W074 10.4	68	N40 41.5 W074 10.5
67	N40 41.6 W074 10.5	Concourse C-3	
68	N40 41.5 W074 10.5	120, 121	N40 41.8 W074 10.7
Concourse C-1		122 thru 128	N40 41.9 W074 10.7
70 thru 74	N40 41.7 W074 10.5	130, 131	N40 41.8 W074 10.8
75, 80, 81, 82	N40 41.7 W074 10.4	132 thru 139	N40 41.9 W074 10.8
83	N40 41.7 W074 10.3	Concourse C-2	
84	N40 41.6 W074 10.3	101 thru 104B	N40 41.8 W074 10.6
85	N40 41.7 W074 10.3	105	N40 41.8 W074 10.5
Concourse C-2		106	N40 41.8 W074 10.6
101 thru 104B	N40 41.8 W074 10.6	107A thru 109	N40 41.8 W074 10.5
105	N40 41.8 W074 10.5	110A thru 115B	N40 41.9 W074 10.5
106	N40 41.8 W074 10.6	Concourse C-3	
107A thru 109	N40 41.8 W074 10.5	120, 121	N40 41.8 W074 10.7
110A thru 115B	N40 41.9 W074 10.5	122 thru 128	N40 41.9 W074 10.7
Concourse C-3		130, 131	N40 41.8 W074 10.8
120, 121	N40 41.8 W074 10.7	132 thru 139	N40 41.9 W074 10.8
122 thru 128	N40 41.9 W074 10.7	Concourse C-2	
130, 131	N40 41.8 W074 10.8	101 thru 104B	N40 41.8 W074 10.6
132 thru 139	N40 41.9 W074 10.8	105	N40 41.8 W074 10.5

KEWR/EWR **JEPPESEN** **SMGCS**
 NEWARK LIBERTY INTL 12 DEC 08 (10-9D) NEWARK, NJ
LESS THAN RVR 1200 to 600 **LOW VISIBILITY PROCEDURES**

D-ATIS 134.82	ACARS: D-ATIS PDC TWIP	NEWARK Clearance (Cpt) 118.85	Ground 121.8
Tower 118.3	Helicopter & Seaplane 127.85	NEW YORK Departure (R) 119.2	Gate Hold 132.45



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

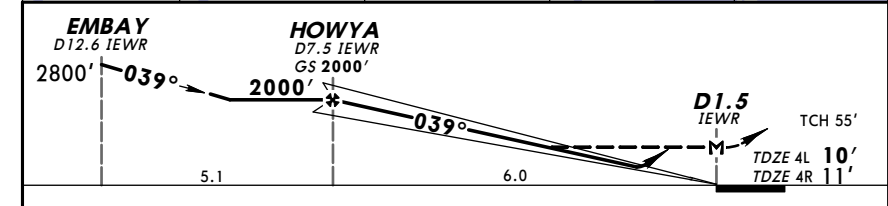
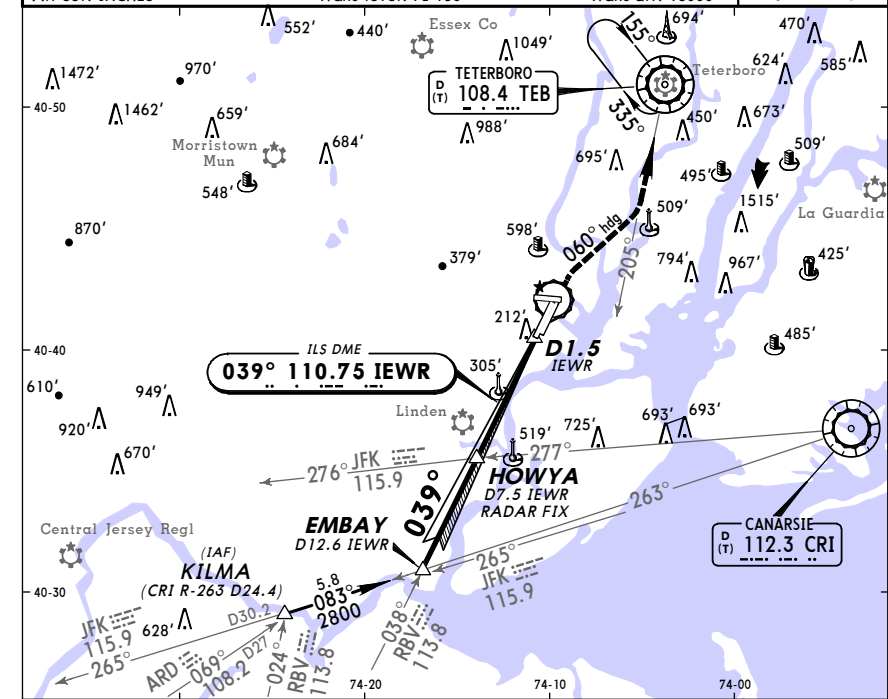
- ○ ○ CENTERLINE LIGHTS
- ○ ○ GUARD LIGHTS
- MOVEMENT/NON MOVEMENT AREA BOUNDARY

KEWR/EWR **JEPPESEN** **NEWARK, NJ**
 NEWARK LIBERTY INTL 24 FEB 06 (11-1) **ILS Rwy 4L**

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8	Helicopter & Seaplane 127.85
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LOC IEWWR 110.75	Final Apch Crs 039°	GS HOWYA 2000' (1990')	ILS DA(H) 210' (200')	Apt Elev 18' TDZE 4L 10'	2900'
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MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' via heading 060° and inbound TEB VOR R-205 to TEB VOR and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' MSA TEB VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	600'	2500'	060°	TEB	TEB
GS	3.00°	377	484	538	646	753	861	PAPI	↑	RT	108.4	108.4
MAP at D1.5 IEWWR or HOWYA to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15				R-205	

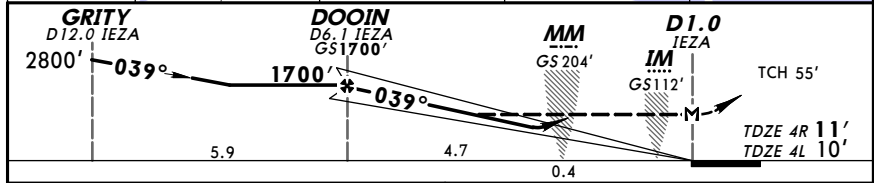
STRAIGHT-IN LANDING RWY 4L			LOC (GS out)			SIDESTEP LANDING RWY 4R			CIRCLE-TO-LAND		
DA(H) 210' (200')			MDA(H) 560' (550')			MDA(H) 560' (549')			MDA(H)		
FULL			RAIL or ALS out			ALS out			Max Kts.		
RVR 24 or 1/2			RVR 40 or 1/4			RVR 50 or 1			90		
RVR 18 or 1/2			RVR 24 or 1/2			RVR 50 or 1			120		
RVR 40 or 3/4			1 1/2			1 1/2			140		
RVR 50 or 1			1 3/4			2			165		
RVR 60 or 1 1/4											

KEWR/EWR **JEPPESEN** **NEWARK, NJ**
 NEWARK LIBERTY INTL 24 FEB 06 (11-2) **ILS Rwy 4R**

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
LOC IEZA	Final Apch Crs	GS DOOIN	ILS DA(H)	Apt Elev 18'	2900'
108.7	039°	1700' (1689')	213' (202')	TDZE 4R 11'	

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

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' MSA TEB VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	600'	2500'	060° and	TEB	TEB
GS	3.00°	377	484	538	646	753	861	PAPI	↑	via	108.4	108.4
MAP at D1.0 IEZA or DOOIN to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55			hdg	R-205	

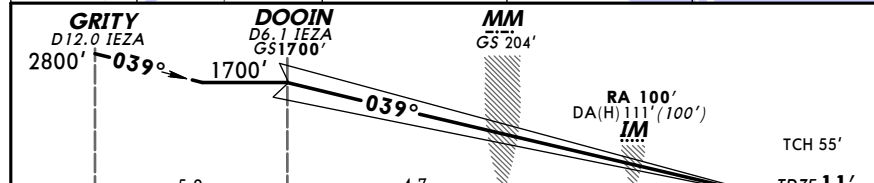
STRAIGHT-IN LANDING RWY4R				SIDESTEP LANDING RWY 4L		CIRCLE-TO-LAND	
ILS DA(H) 213' (202')		LOC (GS out) MDA(H) 560' (549')		RAIL or ALS out		Max Kts MDA(H)	
FULL	TDZ or CL out	ALS out	RVR	ALS out	RVR	120	660' (642') -1
A			24 or 1/2	50 or 1	50 or 1	140	660' (642') -1 3/4
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	50 or 1	50 or 1	165	900' (882') -3
C			60 or 1/4	1 3/4	1 1/2		
D					2		

KEWR/EWR **JEPPESEN** **NEWARK, NJ**
 NEWARK LIBERTY INTL 24 FEB 06 (11-2A) **ILS Rwy 4R CAT II & III**

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
LOC IEZA	Final Apch Crs	GS DOOIN	CAT IIIC	CAT IIIB	CAT IIIA
108.7	039°	1700' (1689')	NA	Refer to Minimums	CAT II RA 100' DA(H) 111' (100')
					Apt Elev 18' TDZE 11'

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

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' MSA TEB VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	600'	2500'	060° and	TEB	TEB
GS	3.00°	377	484	538	646	753	861	PAPI	↑	via	108.4	108.4
MAP at D1.0 IEZA or DOOIN to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55			hdg	R-205	

STRAIGHT-IN LANDING RWY4R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100' DA(H) 111' (100')
NA	RVR 6	RVR 7	RVR 12

KEWR/EWR
 NEWARK LIBERTY INTL 8 AUG 08 (11-3) **NEWARK, NJ**
 ILS or LOC Rwy 11

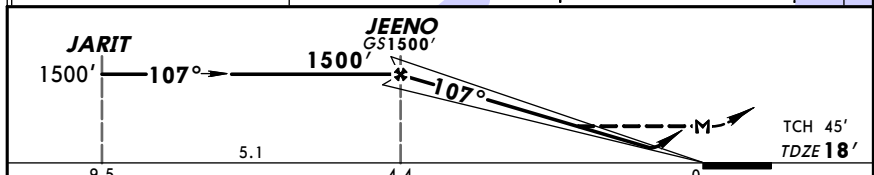
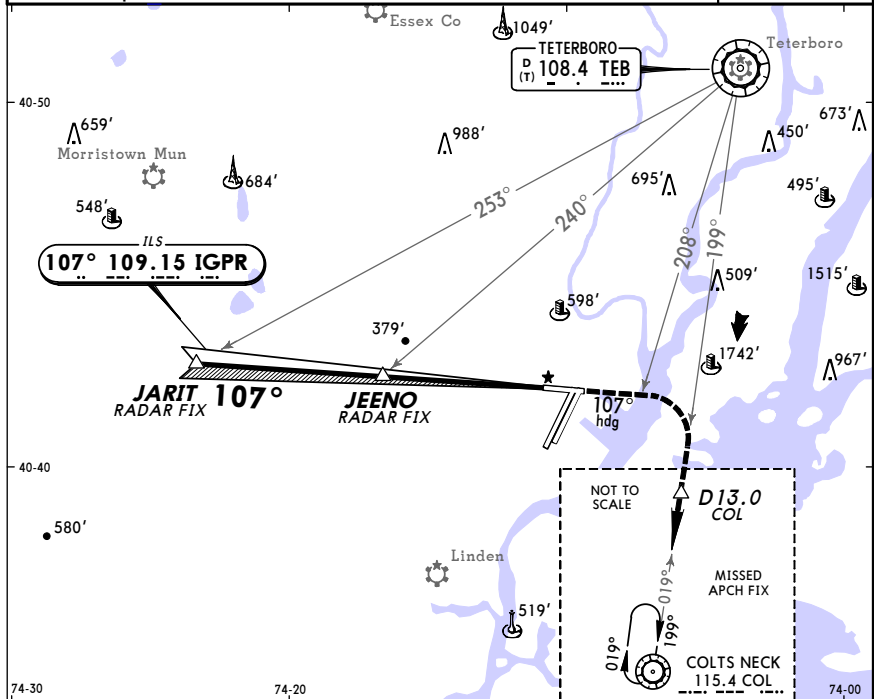
D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
LOC ILSQ	Final Apch Crs	GS JEENO	ILS DA(H)	Apt Elev 18'	
109.15	107°	1500' (1482')	604' (586')	TDZE 18'	

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

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

1. RADAR required.

MSA TEB VOR



Gnd speed-Kts	70	90	100	120	140	160		REIL	1700'	107°
GS	3.00°	377	484	538	646	753	861	VASI-L		hdg
JEENO to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39			

STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND	
ILS	LOC (GS out)	Max Kts	MDA(H)
DA(H) 604' (586')	MDA(H) 620' (602')	90	660' (642') - 1
A	1	120	660' (642') - 1 3/4
B	1 3/4	140	900' (882') - 3
C	2	165	
D			

KEWR/EWR
 NEWARK LIBERTY INTL 8 AUG 08 (11-4) **NEWARK, NJ**
 ILS Rwy 22L

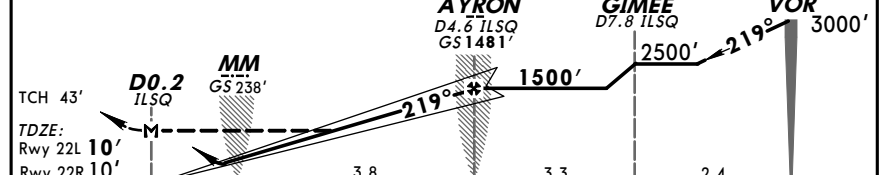
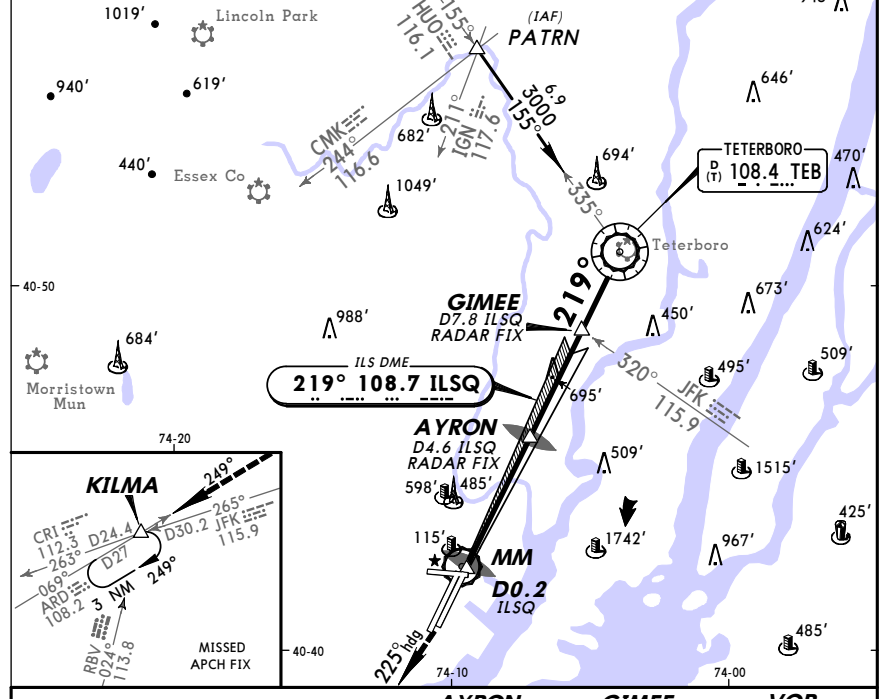
D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
LOC ILSQ	Final Apch Crs	GS AYRON	ILS DA(H)	Apt Elev 18'	
108.7	219°	1481' (1471')	226' (216')	TDZE 10'	

MISSED APCH: Climb to 500' then climbing RIGHT turn to 2000' heading 225° then climbing RIGHT turn to 3000' inbound via ARD VOR R-069 to KILMA INT and hold.

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

1. MALSR, REIL and PAPI-L on Rwy 22R.

MSA TEB VOR



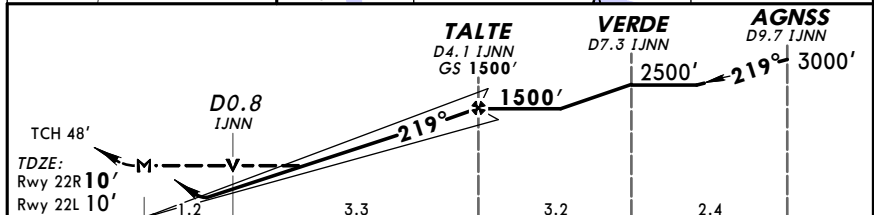
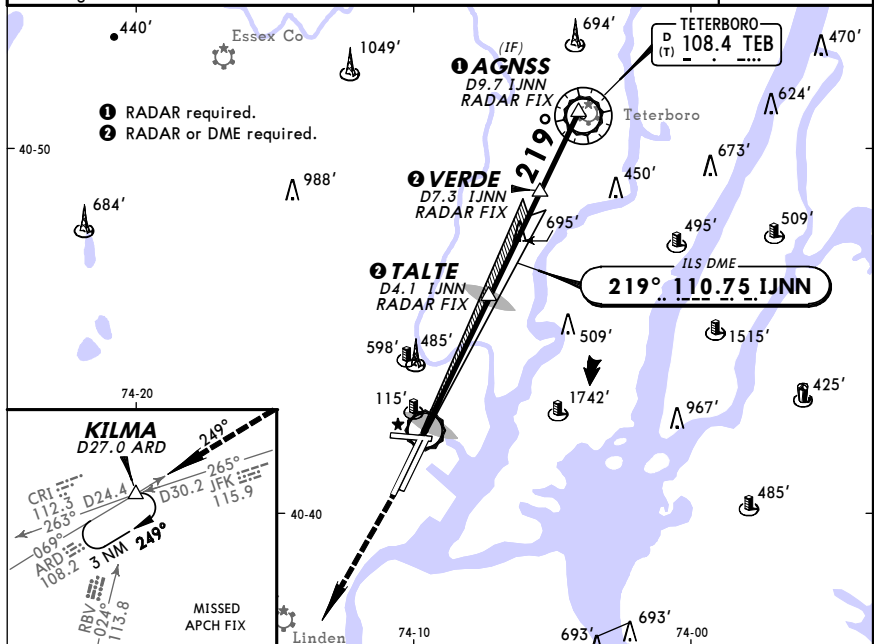
Gnd speed-Kts	70	90	100	120	140	160		MALSR	500'	2000'	225°
GS	3.00°	377	484	538	646	753	861	PAPI			hdg
MAP at DO.2 ILSQ or AYRON to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39				

STRAIGHT-IN LANDING RWY 22L		SIDESTEP LANDING RWY 22R		CIRCLE-TO-LAND	
ILS	LOC (GS out)	Max Kts	MDA(H)	Max Kts	MDA(H)
DA(H) 226' (216')	MDA(H) 560' (550')	90	660' (642') - 1	90	660' (642') - 1
A	1	120	660' (642') - 1 3/4	120	660' (642') - 1 3/4
B	1 3/4	140	900' (882') - 3	140	900' (882') - 3
C	2	165		165	
D					

KEWR/EWR
NEWARK LIBERTY INTL
8 AUG 08 (11-5)
NEWARK, NJ
ILS or LOC Rwy 22R

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
LOC IJNN	Final Apch Crs	GS TALTE	ILS DA(H)	Apt Elev 18'	2900'
110.75	219°	1500' (1490')	210' (200')	TDZE 10'	

MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' inbound via ARD VOR R-069 to KILMA INT/D27.0 ARD and hold.
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. VGSI and ILS glidepath not coincident. 2. MALSR and PAPI-L on Rwy 22L.
3. Disregard all marker beacon indications.
MSA TEB VOR



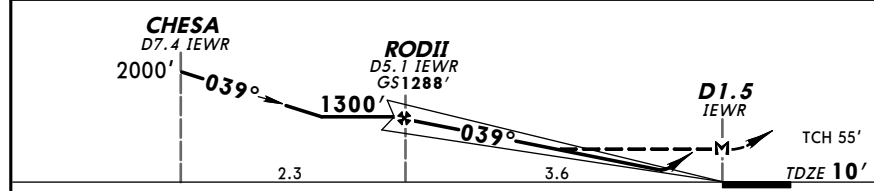
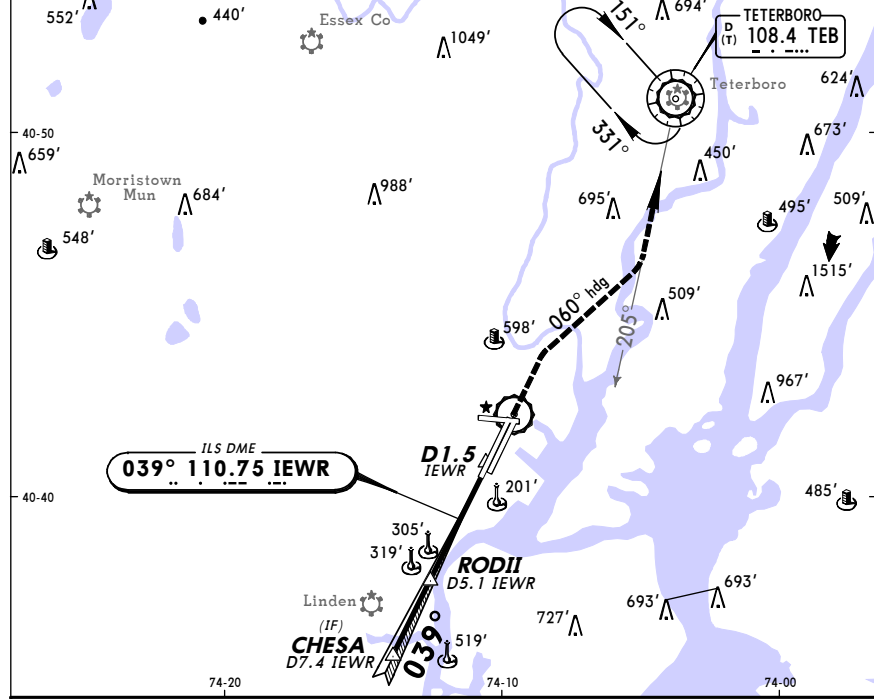
Gnd speed-Kts	70	90	100	120	140	160	MALSR 2000'	3000'	ARD via 108.2
GS	3.00°	377	484	538	646	753			
TALTE to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41	R-069	

STRAIGHT-IN LANDING RWY 22R				SIDESTEP LANDING RWY 22L				CIRCLE-TO-LAND	
ILS DA(H) 210' (200')		LOC (GS out) MDA(H) 460' (450')		MDA(H) 560' (550')		Not Authorized to Rwy 29 at Night			
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	90	660' (642') -1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	120	660' (642') -1 3/4	
C							140	900' (882') -3	
D							165		

KEWR/EWR
NEWARK LIBERTY INTL
21 MAR 08 (11-6)
NEWARK, NJ
COPTER ILS or LOC DME Rwy 4L

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
LOC IEWR	Final Apch Crs	GS RODII	ILS DA(H)	Apt Elev 18'	2900'
110.75	039°	1288' (1278')	210' (200')	TDZE 10'	

MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' via 060° heading and inbound via TEB R-205 to TEB VOR and hold.
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. RADAR required. 2. VGSI and descent angles not coincident.
MSA TEB VOR

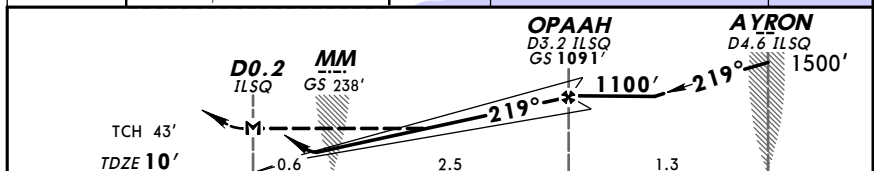


Gnd speed-Kts	70	90	100	120	140	160	MALSR 600'	2500'	060° and 108.4	TEB 108.4
GS	3.00°	377	484	538	646	753				
MAP at D1.5 IEWR									R-205	

STRAIGHT-IN LANDING RWY 4L				CIRCLE-TO-LAND			
ILS DA(H) 210' (200')		LOC (GS out) MDA(H) 560' (550')					
FULL	TDZ or CL out	RAIL or ALS out	RAIL or ALS out				
A							
B	RVR 12 or 1/4	RVR 24 or 1/2	RVR 24 or 1/2	RVR 12 or 1/4	RVR 24 or 1/2	NA	
C							
D							

KEWR/EWR **NEWARK LIBERTY INTL** 21 MAR 08 **(11-7)** **NEWARK, NJ**
COPTER ILS DME Rwy 22L

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
LOC ILSQ	Final Apch Crs	GS OPAAH	ILS DA(H)	Apt Elev 18'	2900'
108.7	219°	1091' (1081')	210' (200')	TDZE 10'	
MISSED APCH: Climbing RIGHT turn to 2000' heading 225° then climbing RIGHT turn to 3000' inbound via ARD VOR R-069 to KILMA INT and hold.					MSA TEB VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. RADAR required.					

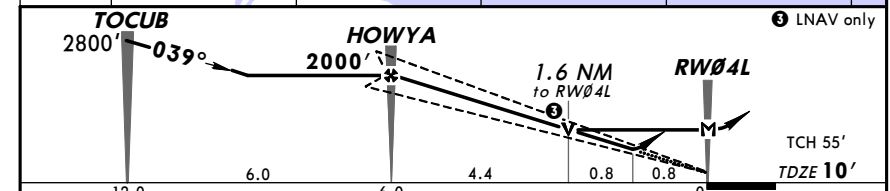
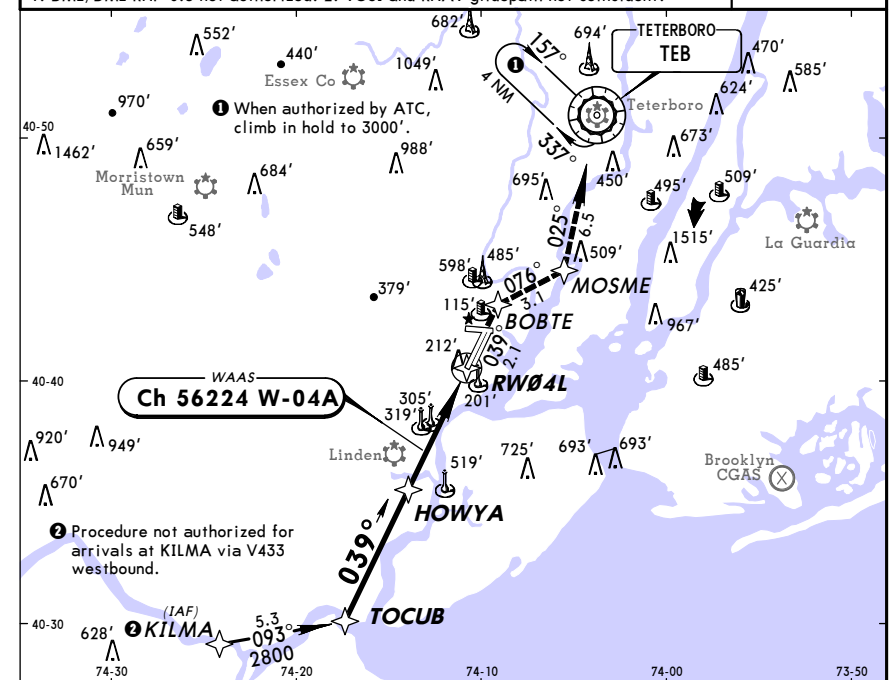


Gnd speed-Kts	70	90	100	120	140	160	MALS R	2000'	via	225°	3000'	via	108.2
GS	3.00°	377	484	538	646	861	PAPI			hdg			
MAP at D0.2 ILSQ													R-069

STRAIGHT-IN LANDING RWY22L				CIRCLE-TO-LAND	
ILS DA(H) 210' (200')		LOC (GS out) MDA(H) 560' (550')		NA	
FULL	TDZ or CL out	RAIL or ALS out	RAIL or 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** 21 APR 06 **(12-1)** **NEWARK, NJ**
RNAV (GPS) Rwy 4L

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
WAAS Ch 56224	Final Apch Crs	Minimum Alt	LPV (CONDITIONAL) DA(H)	Apt Elev 18'	2700'
W-04A	039°	2000' (1990')	334' (324')	TDZE 10'	
MISSED APCH: Climb to 2500' direct BOBTE and via 076° track to MOSME and via 025° track to TEB VOR and hold.					MSA RW04L
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME/DME RNP-0.3 not authorized. 2. VGSI and RNAV glidepath not coincident.					

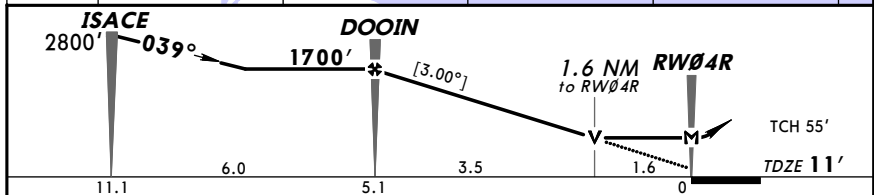
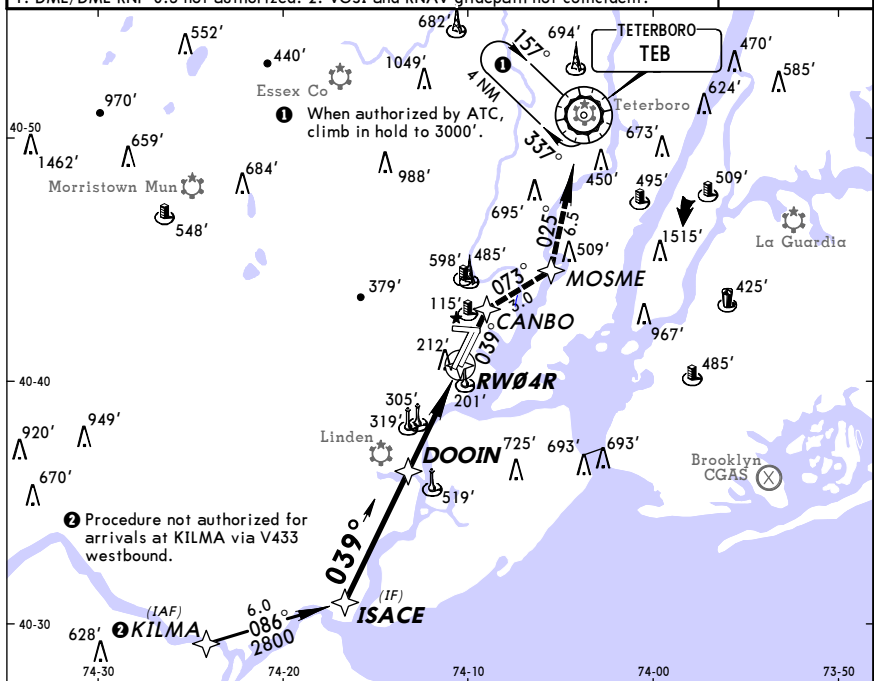


Gnd Speed-Kts	70	90	100	120	140	160	MALS R	2500'		
Glide Path Angle	3.00°	372	478	531	637	849	PAPI			BOBTE
MAP at RW04L										

STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND		
LPV DA(H) 334' (324')		LNNAV/VNAV		LNNAV MDA(H) 580' (570')	Max Kts
RAIL or ALS out		RAIL out	ALS out		
RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 50 or 1		90
					120
					140
					165

KEWR/EWR **NEWARK, NJ**
 NEWARK LIBERTY INTL 21 APR 06 (12-2) **RNAV (GPS) Y Rwy 4R**

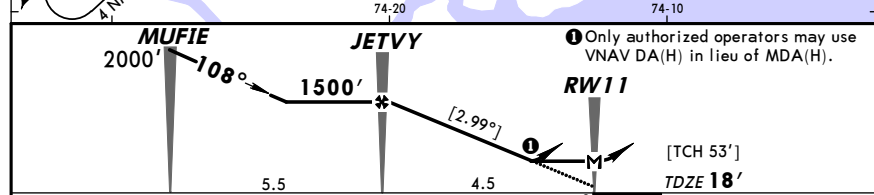
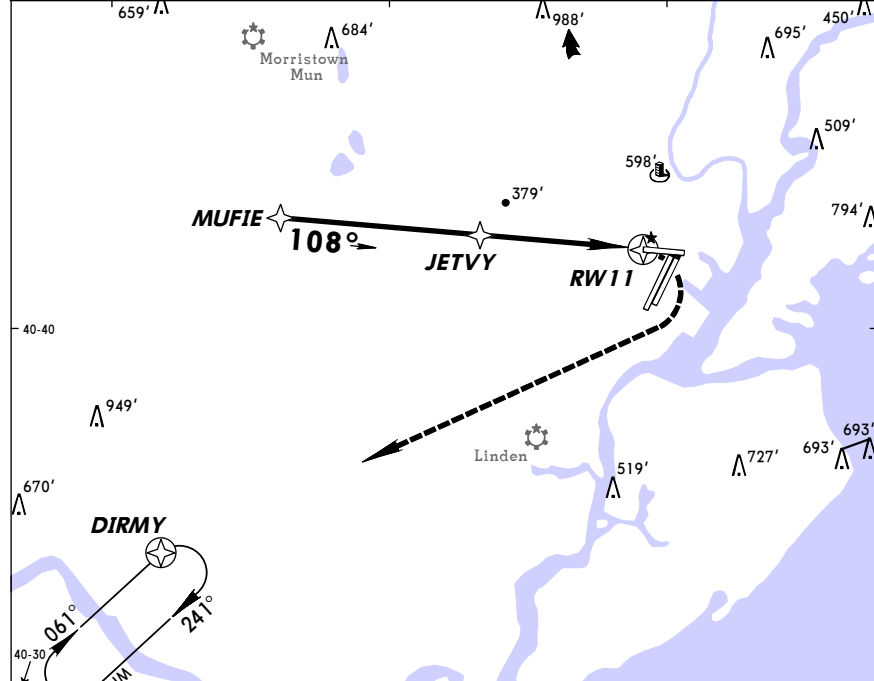
D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
RNAV	Final Apch Crs 039°	Minimum Alt DOOIN 1700' (1689')	LNAV MDA(H) 580' (569')	Apt Elev 18' TDZE 11'	2700'
MISSED APCH: Climb to 2500' direct CANBO and via 073° track to MOSME and via 025° track to TEB VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					MSA RW04R
1. DME/DME RNP-0.3 not authorized. 2. VGSB and RNAV glidepath not coincident.					



STRAIGHT-IN LANDING RWY 4R LNAV MDA(H) 580' (569')			CIRCLE-TO-LAND Circling to Rwy 29 Not Authorized at Night		
TERPS	A	RVR 24 or 1/2	ALS out	Max Kts	MDA(H)
	B	RVR 50 or 1	RVR 50 or 1	90	660' (642') - 1 1/4
	C	RVR 50 or 1	1 1/2	140	660' (642') - 1 3/4
	D	RVR 60 or 1 1/4	1 3/4	165	900' (882') - 3

KEWR/EWR **NEWARK, NJ**
 NEWARK LIBERTY INTL 29 MAY 09 (12-3) **RNAV (GPS) Rwy 11**

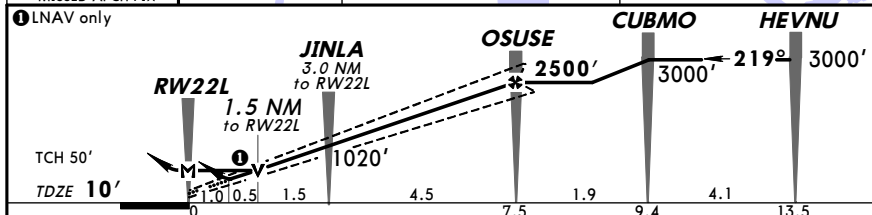
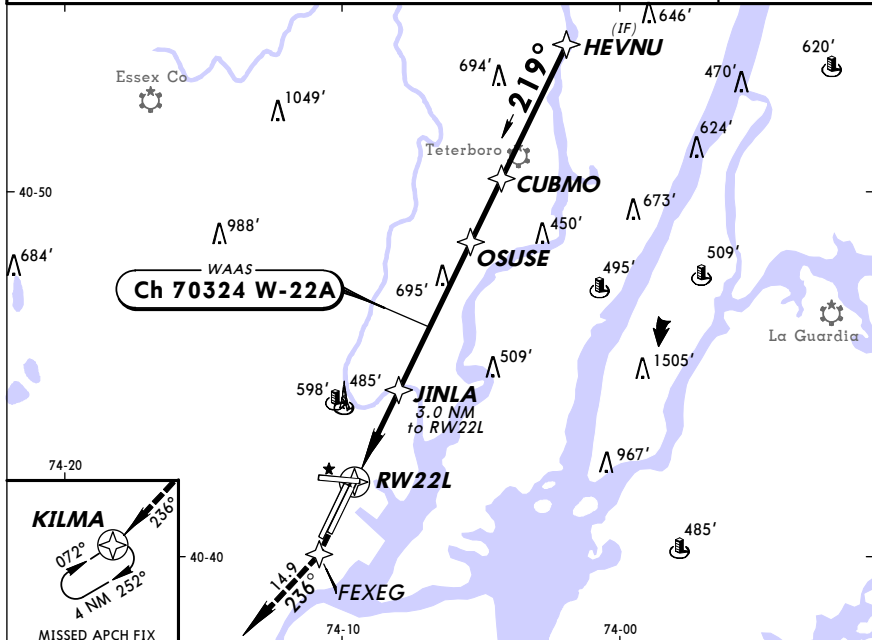
D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
RNAV	Final Apch Crs 108°	Minimum Alt JETVY 1500' (1482')	LNAV MDA(H) 620' (602')	Apt Elev 18' TDZE 18'	2800'
MISSED APCH: Climbing RIGHT turn to 3000' direct DIRMY and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					MSA RW11
1. RADAR required. 2. GPS or RNP-0.30 required. 3. DME/DME RNP-0.30 not authorized.					



STRAIGHT-IN LANDING RWY 11 LNAV MDA(H) 620' (602')			CIRCLE-TO-LAND Circling to Rwy 29 Not Authorized at Night		
TERPS	A	1	Max Kts	MDA(H)	
	B	1	90	660' (642') - 1	
	C	1 3/4	140	660' (642') - 1 3/4	
	D	2	165	900' (882') - 3	

KEWR/EWR **JEPPESEN** **NEWARK, NJ**
 NEWARK LIBERTY INTL 29 MAY 09 (12-4) **RNAV (GPS) Z Rwy 22L**

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
WAAS Ch 70324 W-22A	Final Apch Crs 219°	Minimum Alt OSUSE 2500' (2490')	LPV DA(H) 368' (358')	Apt Elev 18'	
MISSED APCH: Climb to 3000' direct FEEXG and via 236° track to KILMA and hold. When authorized by ATC, climb in hold to 4000'.					2700'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. RADAR required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.					
					MSA RW22L

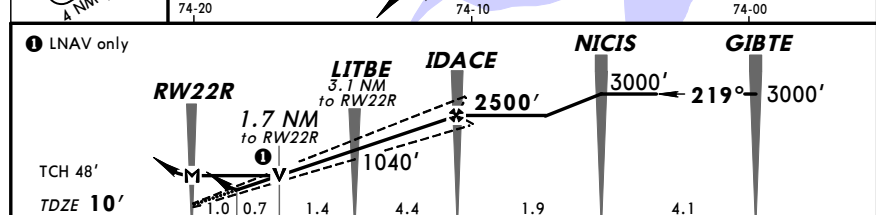
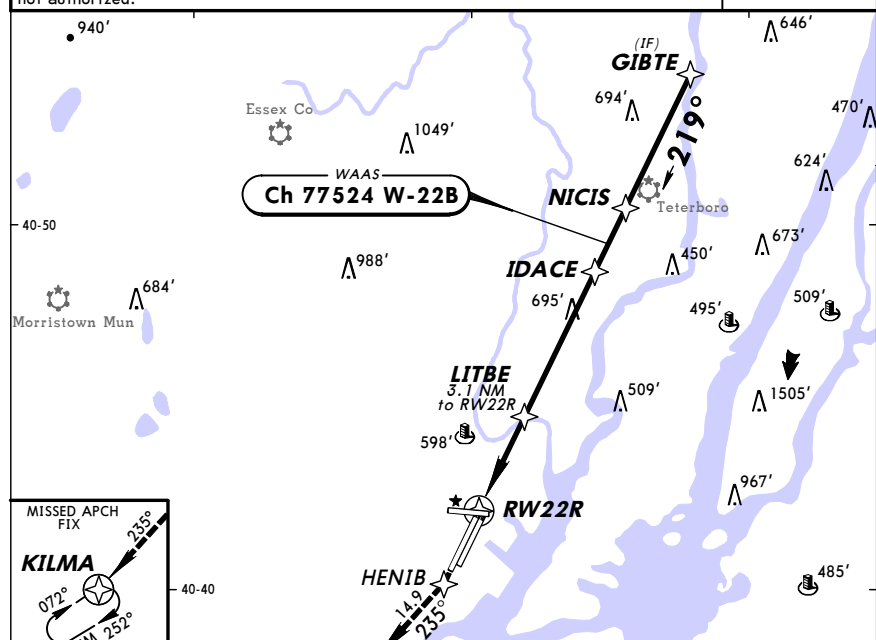


Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	→	FEEXG
Glide Path Angle 3.00°	372	478	531	637	743	849		PAPI			

STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND	
LPV		LNAV		Circling to Rwy 29	
DA(H) 368' (358')		MDA(H) 560' (550')		Not Authorized at Night	
RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A				90	660' (642') - 1
B				120	
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	140	660' (642') - 1 3/4
D			RVR 60 or 1/4	165	900' (882') - 3

KEWR/EWR **JEPPESEN** **NEWARK, NJ**
 NEWARK LIBERTY INTL 29 MAY 09 (12-5) **RNAV (GPS) Rwy 22R**

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
WAAS Ch 77524 W-22B	Final Apch Crs 219°	Minimum Alt IDACE 2500' (2490')	LPV DA(H) 361' (351')	Apt Elev 18'	
MISSED APCH: Climb to 3000' direct HENIB and via 235° track to KILMA and hold. When authorized by ATC, climb in hold to 4000'.					2700'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. RADAR required. 2. VGSI and RNAV glidepath not coincident. 3. DME/DME RNP-0.30 not authorized.					
					MSA RW22R



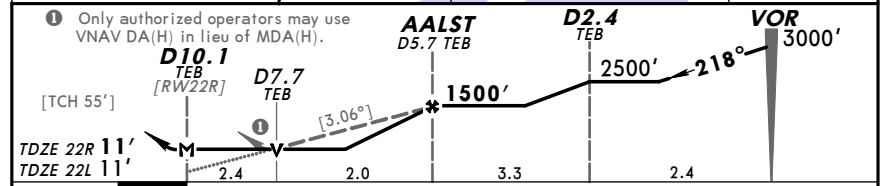
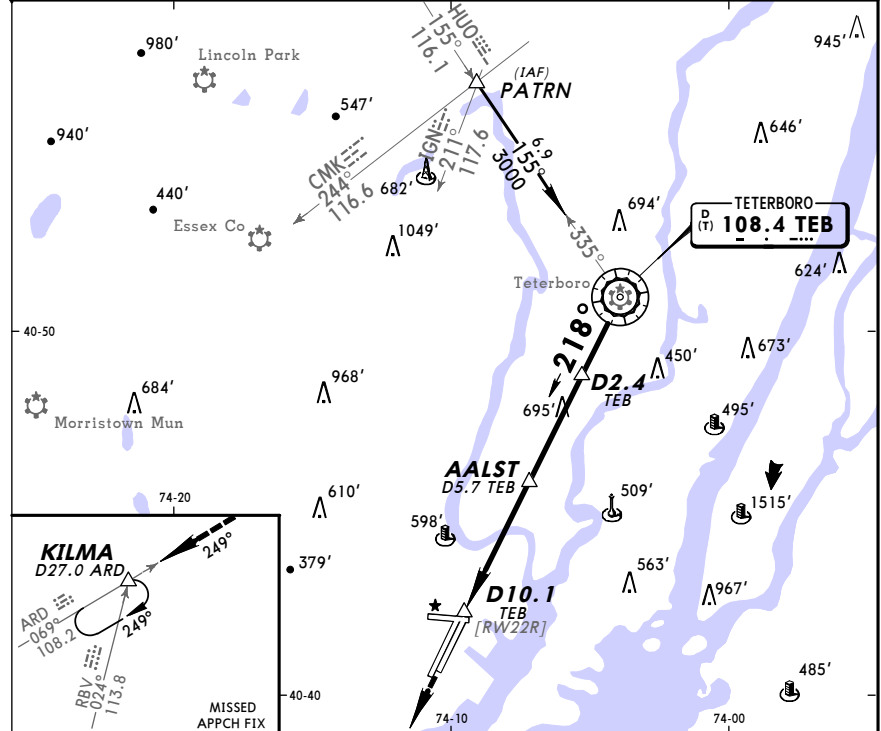
Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	→	HENIB
Glide path angle 3.00°	372	478	531	637	743	849		REIL PAPI			

STRAIGHT-IN LANDING RWY 22R				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		Circling to Rwy 29	
DA(H) 361' (351')		MDA(H) 620' (610')		Not Authorized at Night	
RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A				90	660' (642') - 1 1/4
B				120	
C	RVR 40 or 3/4	RVR 60 or 1/4	NA	140	660' (642') - 1 3/4
D			1 1/2	165	900' (882') - 3

KEWR/EWR **NEWARK, NJ**
 NEWARK LIBERTY INTL 1 JUL 05 **(13-3)** **Eff 7 Jul** **VOR DME Rwy 22R**

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
VOR TEB	Final Apch Crs	Minimum Alt AALST	MDA(H)	Apt Elev 18'	2900'
108.4	218°	1500' (1489')	860' (849')	TDZE 22R 11'	

MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' inbound via ARD VOR R-069 to KILMA INT/D27.0 ARD and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. VGSI and descent angles not coincident. 2. MALS, PAPI-L on Rwy 22L.



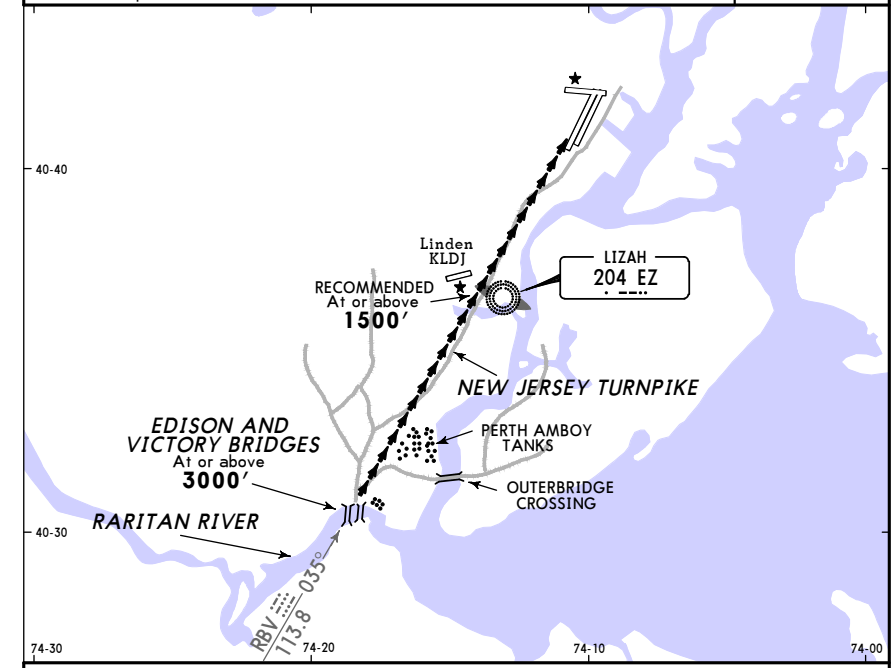
Grd speed-Kts	70	90	100	120	140	160	MALS	2000'	3000'	ARD	KILMA
Descent angle [3.06°]	379	487	541	650	758	866	REIL PAPI	↑	↖	via 108.2 R-069	

STRAIGHT-IN LANDING RWY 22R			SIDESTEP LANDING RWY 22L			CIRCLE-TO-LAND				
MDA(H) 860' (849')						MDA(H) 860' (849')			Max Kts	MDA(H)
RAIL out		ALS out		RAIL out		ALS out				
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	90	860' (842') -1			
B	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	RVR 50 or 1	RVR 60 or 1/4	120	860' (842') -1 1/4			
C	2	2 1/2	2	2 1/2	2	140	860' (842') -2 1/2			
D	2 1/4	2 3/4	2 1/4	2 3/4	2 3/4	165	900' (882') -3			

KEWR/EWR **NEWARK, NJ**
 NEWARK LIBERTY INTL 1 JUL 05 **(19-1)** **Eff 7 Jul** **TURNPIKE VISUAL Rwy 4L/4R**

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground	Helicopter & Seaplane
115.7	134.82	128.55	118.3	121.8	127.85
NAVAIDS-Refer to Planview	Final Apch Crs-Refer to Planview	No FAF	CEIL-VIS	Apt Elev 18'	2800' 270° 2100'
			3500' -5		

MISSED APCH: No Missed Approach Procedure
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. RADAR required.



TURNPIKE VISUAL APPROACH RWYS 4L/4R

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

WEATHER MINIMUMS	
Ceiling 3500' Vis -5	