

NEWARK ATIS
115.7 134.82
WASHINGTON CENTER
132.53
NEW YORK APP CON
128.55 379.9

NOTE: Radar required above FL 290.

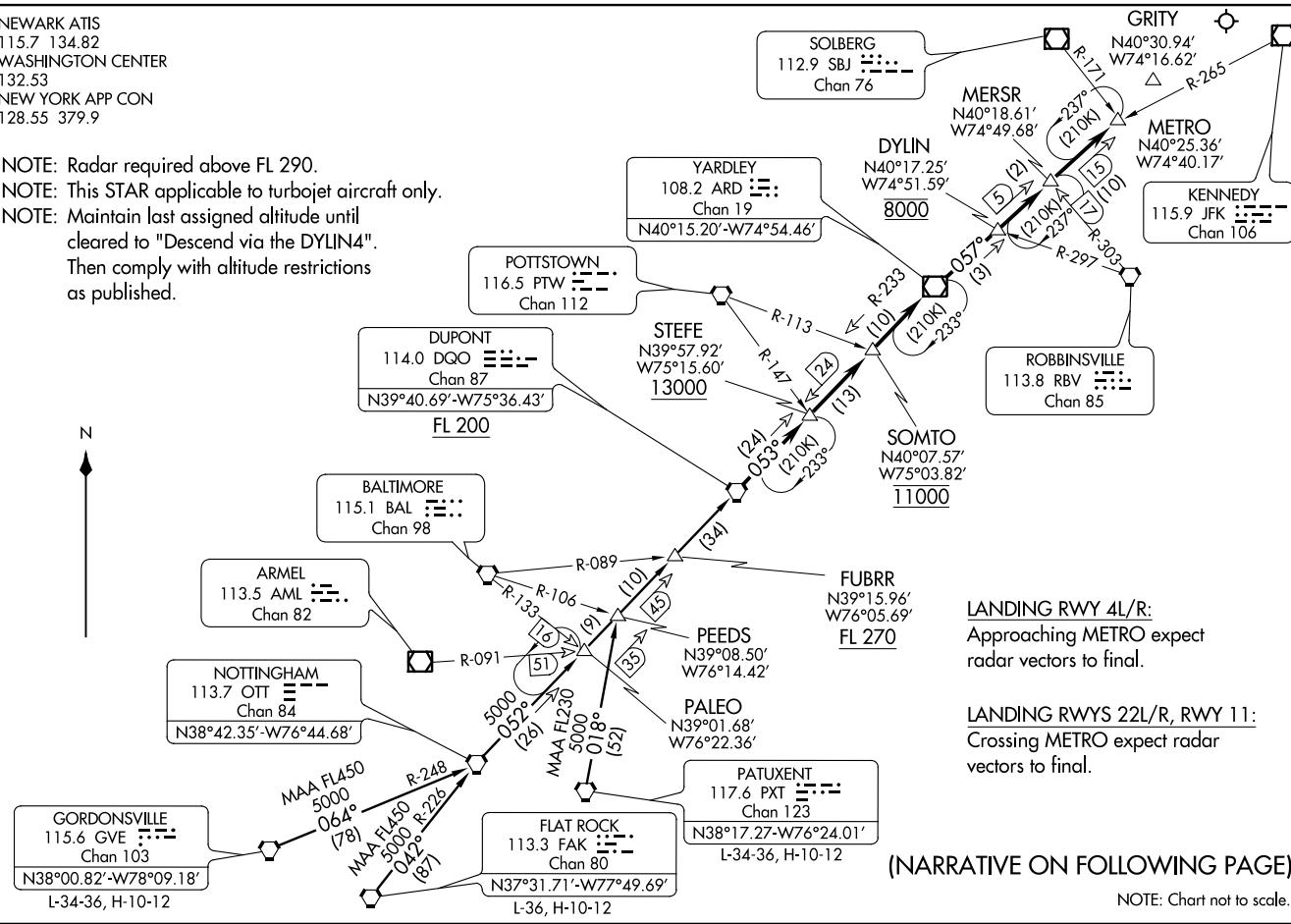
NOTE: This STAR applicable to turbojet aircraft only.

NOTE: Maintain last assigned altitude until cleared to "Descend via the DYLIN4"

Then comply with altitude restrictions as published.

DYLIN FOUR ARRIVAL
(DQO.DYLIN4) 12152

NEWARK LIBERTY INTL (EWR)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.DYLIN4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-052 to DQO VORTAC.

Thence. . . .

GORDONSVILLE TRANSITION (GVE.DYLIN4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-052 to DQO VORTAC.

Thence. . . .

PATUXENT TRANSITION (PXT.DYLIN4): From over PXT VORTAC via R-018 to PEEDS INT, then via OTT R-052 to DQO VORTAC. Thence. . . .

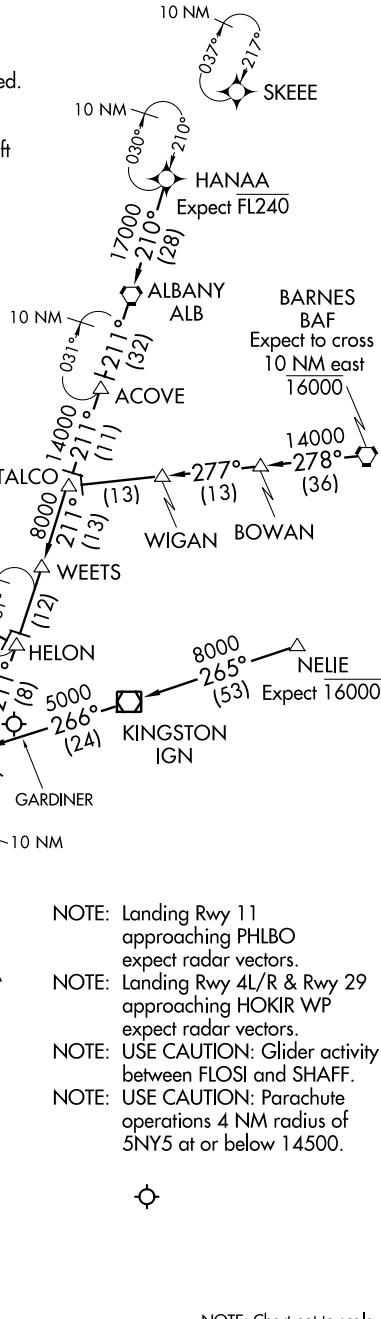
. . . . from DQO VORTAC, then via DQO R-053 and ARD R-233 to ARD VOR/DME, then via ARD R-057 to METRO INT. Expect radar vectors to final approach course.

FLOSI THREE ARRIVAL (RNAV)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

NEWARK ATIS
115.7 134.82
NEW YORK APP CON
128.55 379.9

NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: TurboJet and Turboprop aircraft
250K or greater are
authorized.
NOTE: Landing Rwy 22L/R
approaching SAX VORTAC
expect radar vectors.



ARRIVAL ROUTE DESCRIPTION

BARNES TRANSITION (BAF.FLOSI3)
GENESEO TRANSITION (GEE.FLOSI3)
HANAA TRANSITION (HANAA.FLOSI3)
HANCOCK TRANSITION (HNK.FLOSI3)
NELIE TRANSITION (NELIE.FLOSI3)

From FLOSI on track 211° to CRANK, then on track 211° to SHAFF, then on track 211° to SAX VORTAC, then on track 197° to PHLBO, then on track 191° to HOKIR, then on heading 180°. Expect radar vectors.

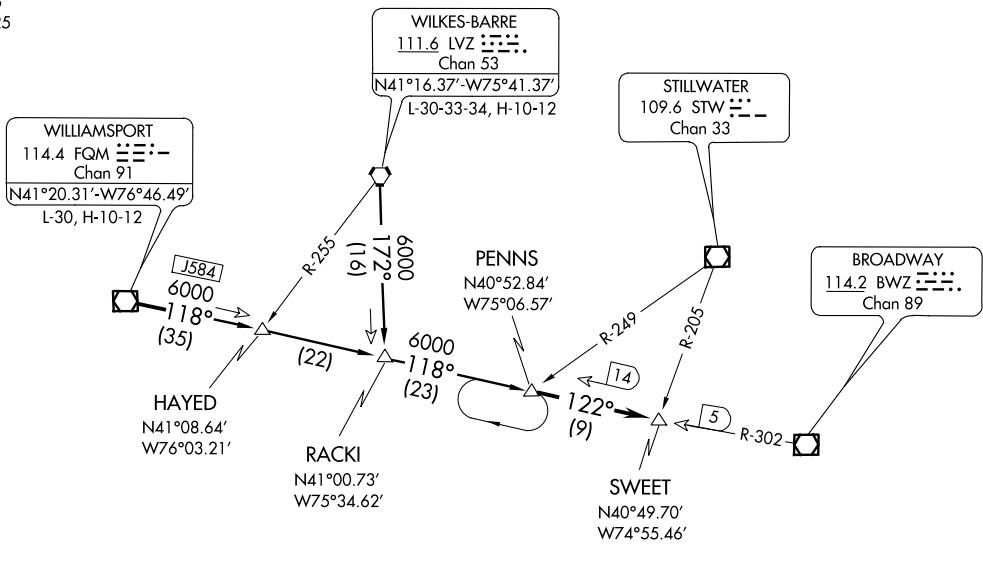
NOTE: Chart not to scale.

PENNNS TWO ARRIVAL

(PENNNS.PENNS2)
11293

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7 134.825

NE-2, 13 OCT 2016 to 10 NOV 2016



ARRIVAL ROUTE DESCRIPTION

WILKES-BARRE TRANSITION (LVZ.PENNS2): From over LVZ VORTAC via R-172 to RACKI INT, then via FQM R-118 to PENNS INT. Thence

WILLIAMSPORT TRANSITION (FQM.PENNS2): From over FQM VOR/DME via FQM R-118 to PENNS INT. Thence

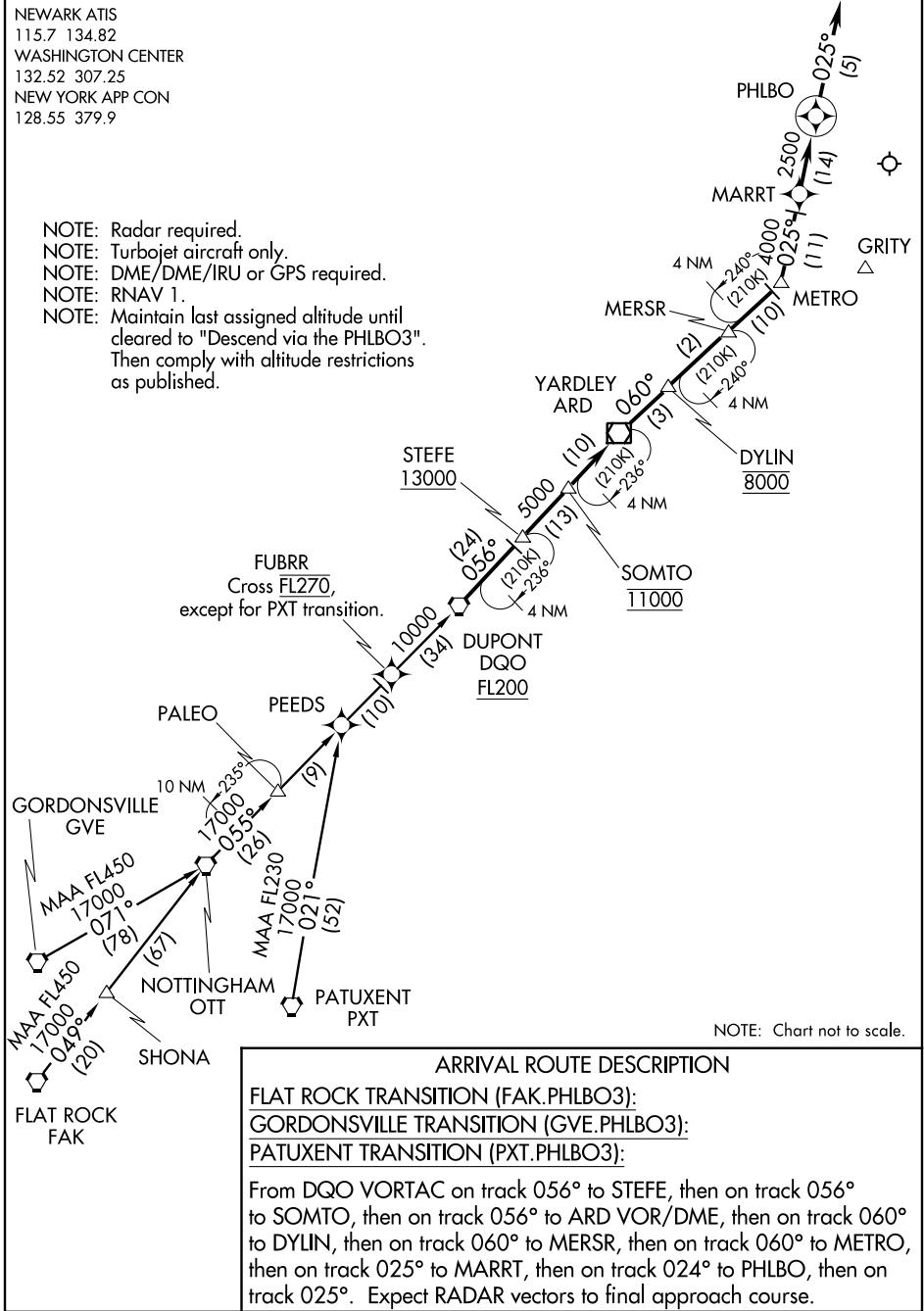
. . . . From over PENNS INT via BWZ VOR/DME R-302 to SWEET INT. Expect radar vectors to final approach course.

NOTE: This STAR is applicable to non-jet aircraft filed less than 250K landing Newark Liberty Int'l airport.

PHLBO THREE ARRIVAL (RNAV)

NEWARK ATIS
115.7 134.82
WASHINGTON CENTER
132.52 307.25
NEW YORK APP CON
128.55 379.9

- NOTE: Radar required.
- NOTE: Turbojet aircraft only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Maintain last assigned altitude until cleared to "Descend via the PHLBO3". Then comply with altitude restrictions as published.



ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK PHI BO3):

GORDONSVILLE TRANSITION (GVE PHIBO3)

PATUXENT TRANSITION (PXT PHI B03):

From DQO VORTAC on track 056° to STEFE, then on track 056° to SOMTO, then on track 056° to ARD VOR/DME, then on track 060° to DYLIN, then on track 060° to MERSR, then on track 060° to METRO, then on track 025° to MARRT, then on track 024° to PHLBO, then on track 025°. Expect RADAR vectors to final approach course.

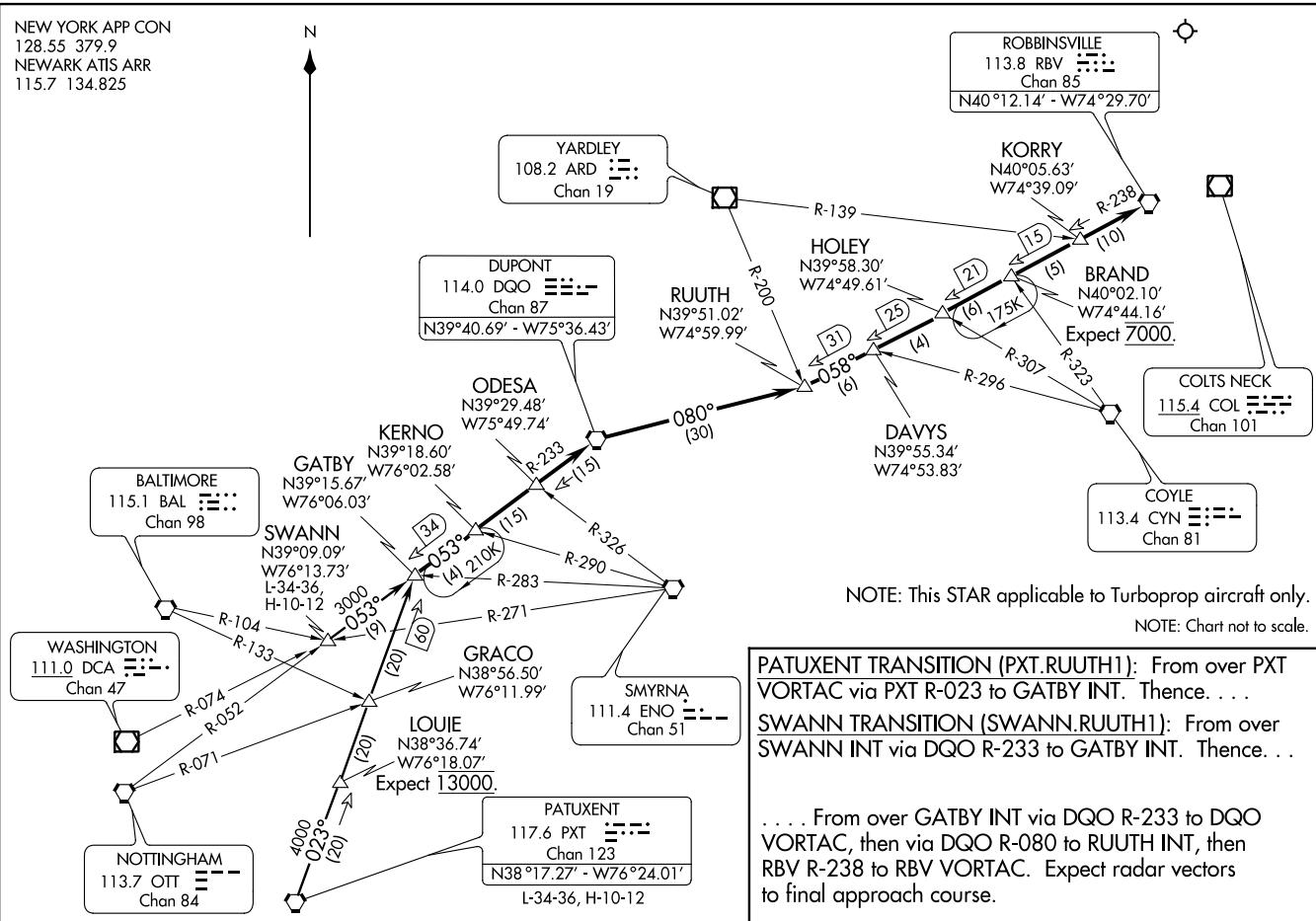
PHLBO THREE ARRIVAL (RNAV)

(DQQ PHI BO3) 12152

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NEW YORK APP CON
128.55 379.9
NEWARK ATIS ARR
115.7 134.825

RUTH ONE ARRIVAL
(GATBY.RUUTH1) 12320



NOTE: This STAR applicable to Turboprop aircraft only.

NOTE: Chart not to scale.

PATUXENT TRANSITION (PXT.RUUTH1): From over PXT VORTAC via PXT R-023 to GATBY INT. Thence. . . .

SWANN TRANSITION (SWANN.RUUTH1): From over SWANN INT via DQO R-233 to GATBY INT. Thence . . .

. . . . From over GATBY INT via DQO R-233 to DQO VORTAC, then via DQO R-080 to RUUTH INT, then RBV R-238 to RBV VORTAC. Expect radar vectors to final approach course.

(SHAFF.SHAFF7) 12152
SHAFF SEVEN ARE

ST-285 (FAA)

NEWARK LIBERTY INTL (EWR)

**SHAFF SEVEN ARRIVAL
(SHAFF.SHAFF7) 12152**

**NEW YORK APP CON
120.15 379.9
NEWARK ATIS
115.7 134.825
BOSTON CENTER
126.47 388.8
134.3 256.9**

ROCHESTER
110.0 ROC 
Chan 37

SYRACUSE
117.0 SYR **:-:-**
Chan 117

ROCKDALE
112.6 RKA 
Chap 73

ALBANY
115.3 ALB :•:
Chan 100
N42°44.84' - W73°48.19'
L-32-33-34, H-10-11-12

HANAA
N43°11.87'
W73°36.77'

BARNES
113.0 BAF :•:
Chan 77
N42°09.72' - W72°42.97'
L-33-34, H-10-11-12
Expect to cross
10 NM east
16000.

DE LANCEY
DNY :•:
Chan 58
6000
128° (52)

WEETS
N41°51.45'
W74°11.86'

TALCO
N42°03.77'
W74°06.46'

ACOVE
N42°14.09'
W74°01.91'

DNY
R-107
R-323

BOW
(36)
N42°06.39'
W73°31.48'

WIGAN
N42°05.11'
W73°48.90'

PAWLING
114.3 PWL :•:
Chan 90

FLOSI
N41°32.61'
W74°20.05'

CRANK
N41°25.00'
W74°23.33'
Expect 7000

GARDINER
R-013

HELON
N41°40.05'
W74°16.83'

KINGSTON
117.6 IGN :•:
Chan 123
N41°39.93'
W73°49.33'
L-33-34, H-10-12

SHAFF
N41°17.38'
W74°26.60'

SPARTA
115.7 SAX :•:
Chan 104
N41°04.05'
W74°32.30'

NOTE: USE CAUTION:
Parachute operations
4 NM radius of 5NY5
at or below 14500 MSL.

NOTE: USE CAUTION:
Glider activity between
FLOSI and SHAFF
intersections.

NOTE: Chart not to scale.

NOTE: Radar required.

NOTE: STAR applicable to turbojet and non-turbojet aircraft capable of 250K.

NOTE: North Atlantic arrivals via BOS file
BAF transition. Domestic arrivals from the
east file IGN Transition.

NOTE: Expect to cross 10 NM east of BAF at or below 16000.

NOTE: Expect to cross HNK at or below lowest useable flight level.

NOTE: USE CAUTION:
Parachute operations
4 NM radius of 5NY5
at or below 14500 MSL.

NOTE: USE CAUTION:
Glider activity between
FLOSI and SHAFF
intersections.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.SHAFF7): From over ALB VORTAC on ALB R-211 to WEETS INT, then on SAX R-029 to FLOSI INT. Thence. . . .

BARNES TRANSITION (BAF.SHAFF7): From over BAF VORTAC on BAF R-279 to TALCO INT, then on ALB R-211 to WEETS INT, then on SAX R-029 to FLOSI INT. Thence. . . .

GENESEO TRANSITION (GEE.SHAFF7): From over GEE VOR/DME on GEE R-111 to EXTOL INT, then on HNK R-313 to HNK VOR/DME, then on HNK R-128 to HELON INT, then on SAX R-029 to FLOSI INT. Thence. . . .

HANCOCK TRANSITION (HNK.SHAFF7): From over HNK VOR/DME on HNK R-128 to HELON INT, then on SAX R-029 to FLOSI INT. Thence. . . .

KINGSTON TRANSITION (IGN.SHAFF7): From over IGN VOR/DME on IGN R-265 to FLOSI INT. Thence. . . .

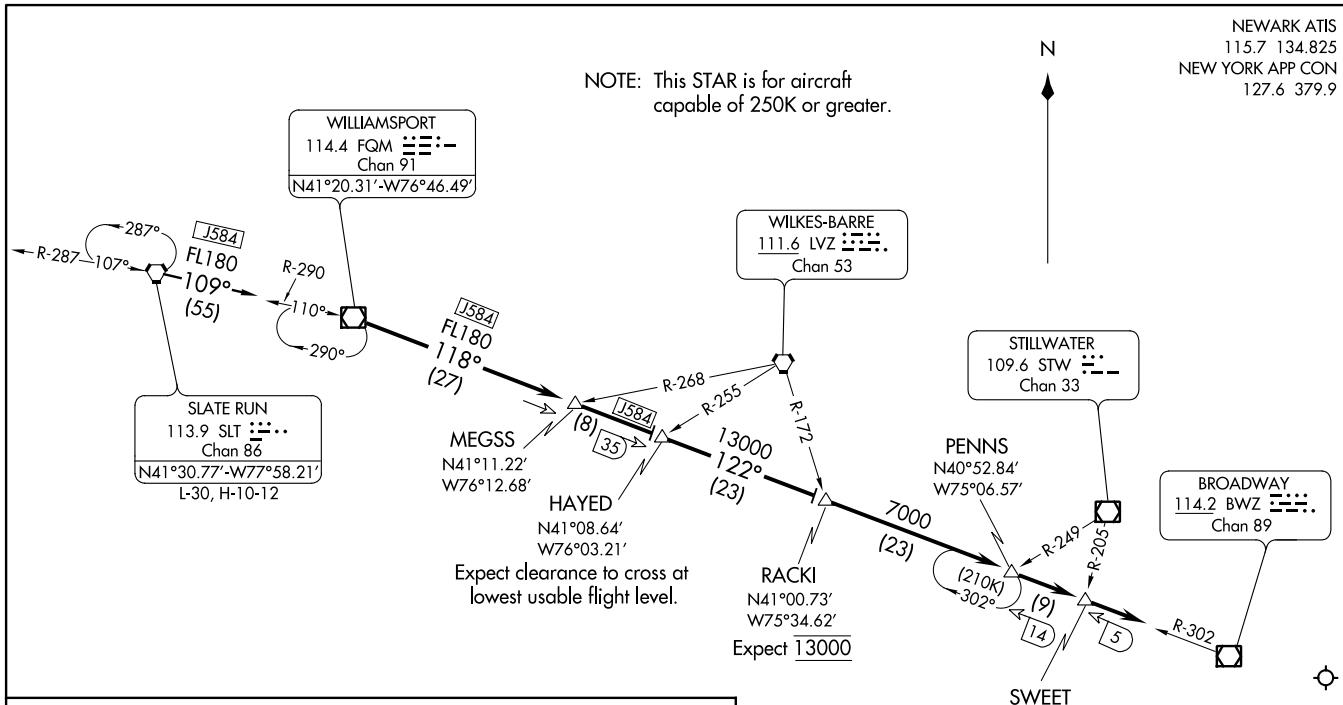
. . . . From over FLOSI INT on SAX R-029 to CRANK INT, then to SHAFF INT, then to SAX VORTAC. Expect radar vectors to final approach course.

WILLIAMSPORT THREE ARRIVAL

NEWARK ATIS
115.7 134.825
NEW YORK APP CON
127.6 379.9

N

NOTE: This STAR is for aircraft
capable of 250K or greater.

WILLIAMSPORT THREE ARRIVAL
(FQM,FQM3) 12152

ARRIVAL ROUTE DESCRIPTION

SLATE RUN TRANSITION (SLT.FQM3): From over SLT VORTAC on SLT R-109 to FQM VOR/DME.

From FQM VOR/DME on FQM R-118 to HAYED INT. Then on BWZ R-302 to RACKI INT. Then on BWZ R-302 to SWEET INT. Depart SWEET heading 122°. Expect vectors to final approach course.

A higher crossing altitude may be required between the hours of 2300 to 0700 local.

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

WAAS CH 60924 W04B	APP CRS 039°	Rwy Idg 8810 TDZE 11 Apt Elev 18
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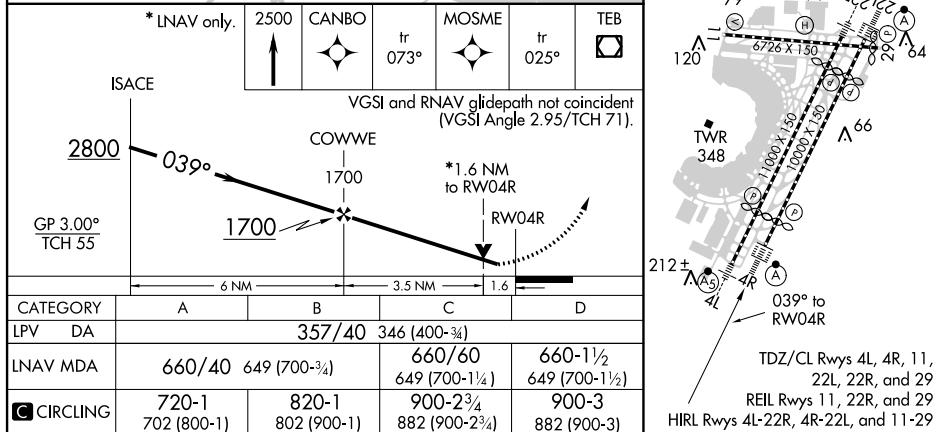
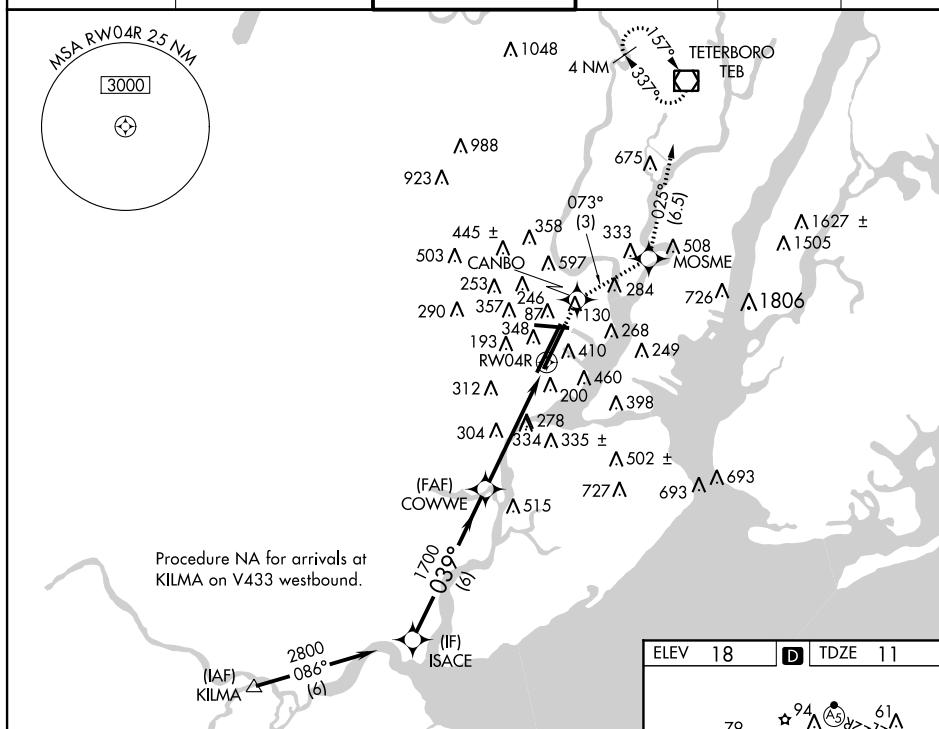
V DME/DME RNP-0.3 NA. For inop ALSF-2, increase LPV visibility to 1 1/4 mile all Cats, increase LNAV Cats A/B visibility to 1 mile, and Cat C to 1 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 29 NA.

RNAV (GPS) Y RWY 4R

NEWARK LIBERTY INTL (EWR)

ALSF-2 (A)
MISSIED APPROACH: Climb to 2500 direct CANBO and on track 073° to MOSME and on track 025° to TEB VOR/DME and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NEWARK, NEW JERSEY

Amdt 1E 18SEP14

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (GPS) Y RWY 4R

TDZ/CL Rwy 4L, 4R, 11, 22L, 22R, and 29
REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

BRIDGE VISUAL RWY 29

AL-285 (FAA)

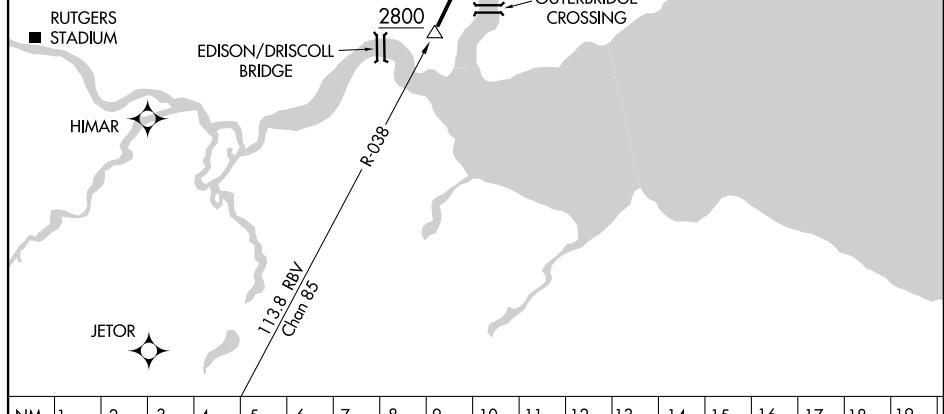
NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

ATIS
115.7 134.825
NEW YORK APP CON
128.55 132.8 379.9
NEWARK TOWER
118.3 257.6
GND CON
121.8

A 861 ±

NOTE: When Rwy 29 REILs and PAPIs are inoperative, procedure NA at night.
NOTE: In the event of a rejected landing, proceed direct MRAVE direct ROWND at 2000.

NE-2, 13 OCT 2016 to 10 NOV 2016

Vertical Guidance Navaid and Angle:
Rwy 29 PAPI, 3.00°Weather Minima:
3500' Ceiling and 5 mile visibility

BRIDGE VISUAL RUNWAY 29

When cleared for 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.

BRIDGE VISUAL RWY 29

Amdt 1 14261

40°42'N-74°10'W

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NE-2, 13 OCT 2016 to 10 NOV 2016

NEWARK, NEW JERSEY

AI-285 (FAA)

16091

LOC/DME I-GPR 109.15	APP CRS 107°	Rwy Idg 6726 TDZE 18 Apt Elev 18
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T When VGSI inop, Circling Rwy 29 NA at night.
A DME required.

MISSED APPROACH: Climb to 1700 heading 107°, at TEB VOR/DME R-208 right turn to intercept TEB VOR/DME R-199 and COL VOR/DME R-019 to COL VOR/DME and hold. At COL 13 DME climb to 3000.

NEWARK ATIS
115-7 134-825

NEW YORK APP CON
128.55.379.9

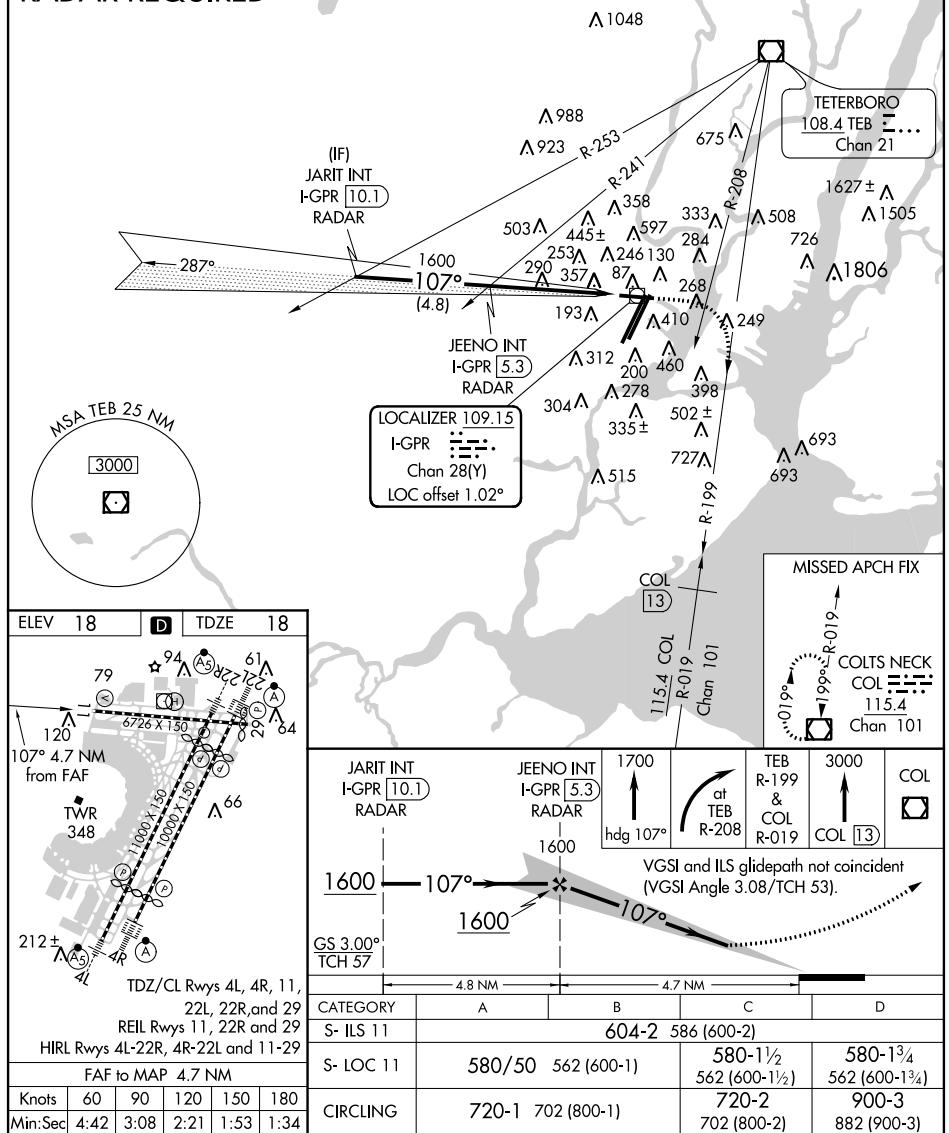
NEWARK TOWER
118.3 257.6

GND CON
121-8

IC DEL
8.85

CPDLC

RADAR REQUIRED



NEWARK, NEW JERSEY
Amdt 2D 08JAN15

40°42'N-74°10'W

NEWARK LIBERTY INTL(EWR)

ILS or LOC RWY 11

NEWARK, NEW JERSEY

AI-285 (FAA)

16091

GLS RWY 22L

NEWARK LIBERTY INTL (EWR)

LAAS	APP CRS	Rwy Idg	8207
CH 21494	219°	TDZE	10
G22A		Apt Elev	18

T GPS Required. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. DME/DME RNP-0.3 NA. Autopilot coupled approach NA below 210.

LSF-2 MISSED APPROACH: Climb to 3000 direct CIXAL and on track 236° to KILMA and hold.

NEWARK ATIS
115-7 134-825

NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

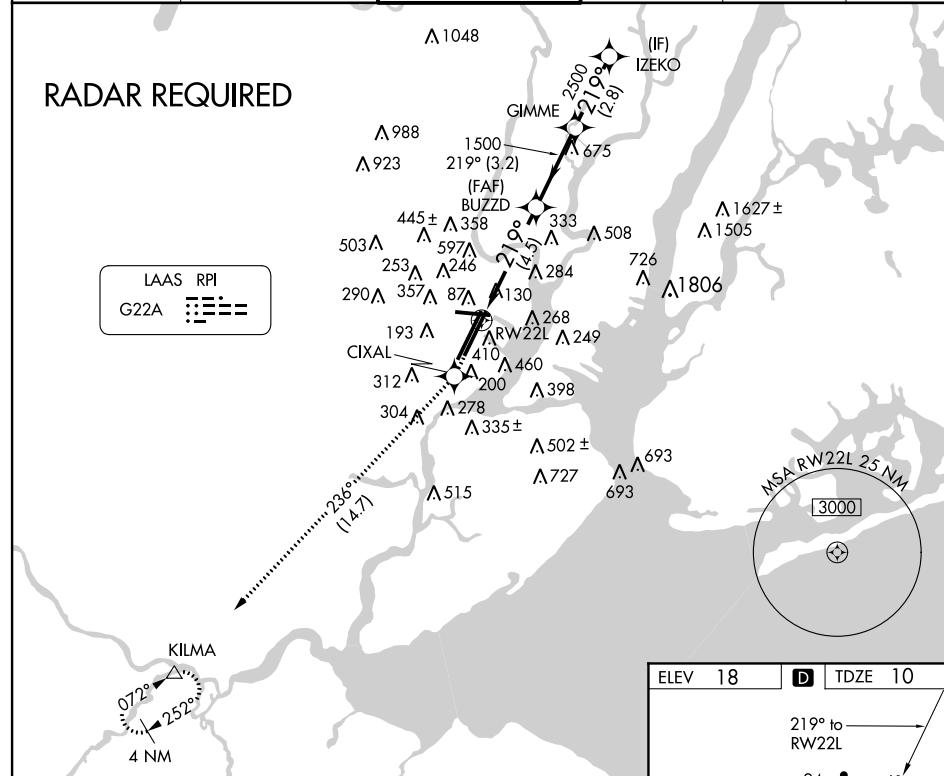
GND CON
121.8

CLNC DEL
118-85

100

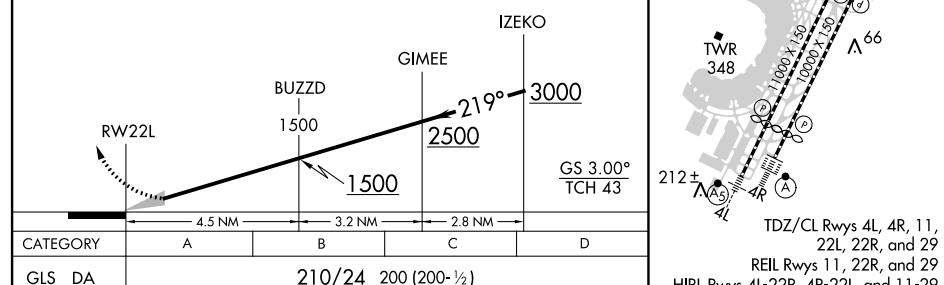
RADAR REQUIRED

LAAS RPI



3000	CIXAL	$\begin{matrix} \text{tr} \\ 236^\circ \end{matrix}$	KILMA
			

VGS1 and GLS glidepath not coincident
(VGS1 Angle 3.00/TCH 60)



NEWARK, NEW JERSEY
Orig C 14NOV13

100-10/NL7-1010016

NEWARK LIBERTY INTL (EWR)

GLS RWY 22L

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

LOC/DME I-JNN	APP CRS	Rwy Idg	22R	22L
110.75		TDZE	9560	8206
Chan 44 (Y)		Apt Elev	10 18	10 18

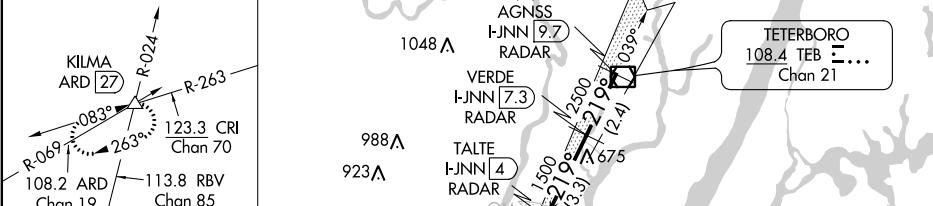
ILS or LOC RWY 22R

NEWARK LIBERTY INTL (EWR)

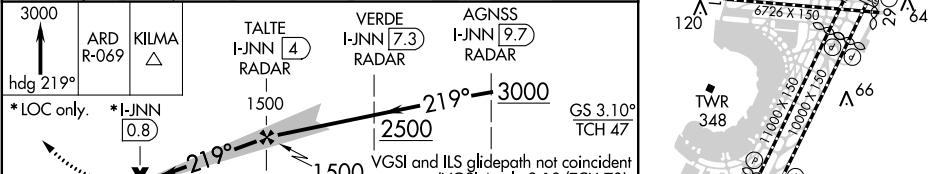
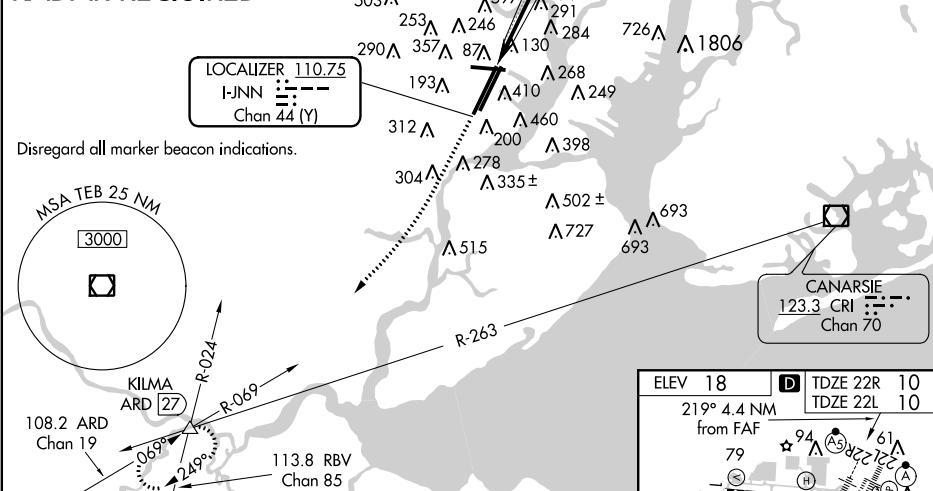
V DME or radar required. Night landing: RWY 29 NA.
A For inoperative ALSF-2, increase Sidestep 22L Cat C visibility to 1½ mile. Inoperative table does not apply to sidestep 22L Cats A and B.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CINCL DEL	CPDLC
115.7	128.55	118.3	121.8	118.85	
134.825	379.9	257.6			

ALTERNATE MISSED APCH FIX



RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 22R		210/18 200 (200-½)		

S-LOC 22R	460/24 450 (500-½)	460/45 450 (500-¾)
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SIDESTEP RWY 22L	560/50 550 (600-1)	560-1½ 550 (600-½)
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CIRCLING	720-1 702 (800-1)	820-1 802 (900-1)	900-2 ¾ 882 (900-2 ¾)	900-3 882 (900-3)
Knots	60	MAP	120	150

Min:Sec	4:24	2:56	2:12	1:46
				1:28

NEWARK, NEW JERSEY

40°42'N-74°10'W

Amdt 6A 24JUL14

NEWARK LIBERTY INTL (EWR)

ILS or LOC RWY 22R

NE-2, 13 OCT 2016 to 10 NOV 2016

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

LAAS CH 20672 G22B	APP CRS 219°	Rwy Idg 9560 TDZE 10 Apt Elev 18
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GLS RWY 22R

NEWARK LIBERTY INTL (EWR)

▼ For inoperative MALS, increase GLS all Cts visibility to RVR 4000. Autopilot coupled approach NA below 246. DME/DME RNP-0.3 NA. GPS required.



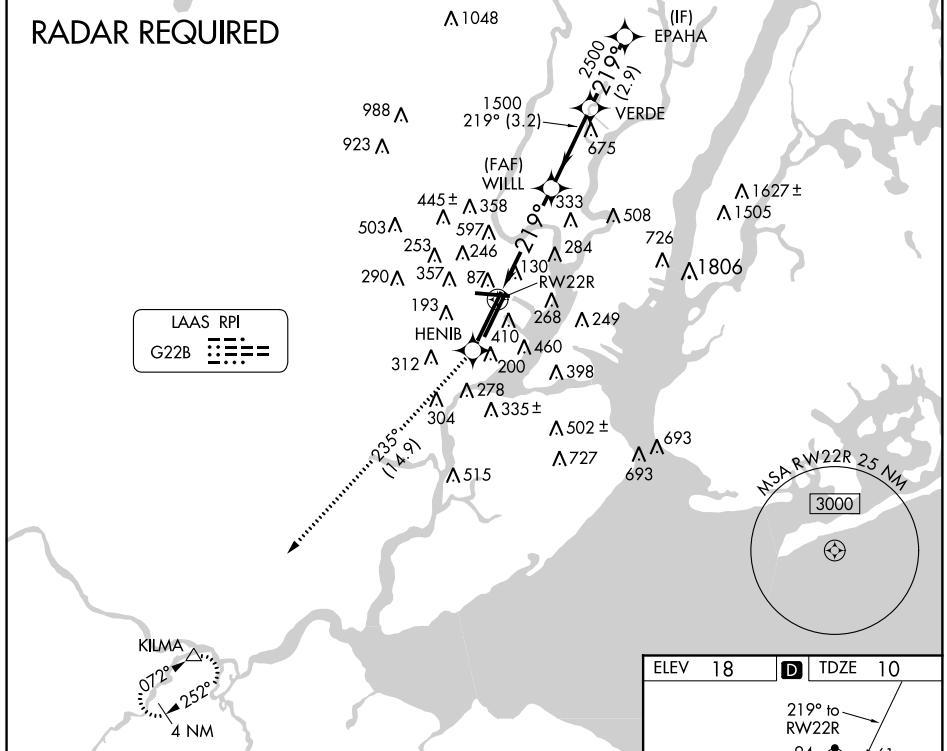
MISSED APPROACH: Climb to 3000 direct HENIB and on track 235° to KILMA and hold.

NEWARK ATIS
115.7 134.825NEW YORK APP CON
128.55 379.9NEWARK TOWER
118.3 257.6GND CON
121.8CLNC DEL
118.85

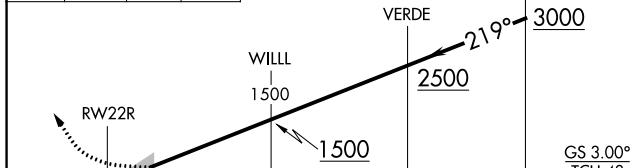
CPDLC

RADAR REQUIRED

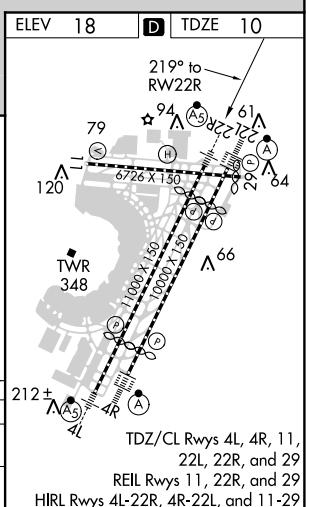
NE-2 13 OCT 2016 to 10 NOV 2016



3000	HENIB	tr 235°	KILMA	VGSi and GLS glidepath not coincident (VGSi Angle 3.10/TCH 70).
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CATEGORY	A	B	C	D
GLS DA	246/24	236 (300-½)		
CIRLING		NA		

NEWARK, NEW JERSEY
Orig-D 29MAY14

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

GLS RWY 22R

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

LAAS CH 22727 G04A	APP CRS 039°	Rwy Idg 8460 TDZE 10 Apt Elev 18
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GLS RWY 4L

NEWARK LIBERTY INTL (EWR)

V Autopilot coupled approach NA below 210. For inoperative
 ▲ NA MALSР increase GLS all Cats visibility to RVR 4000. DME/DME
 RNP-0.3 NA. GPS required.

MALSR (A5)
 MISSED APPROACH: Climb to 3000 direct EHLUN and on track 079° to MOSME and on track 025° to TEB VOR/DME and hold.

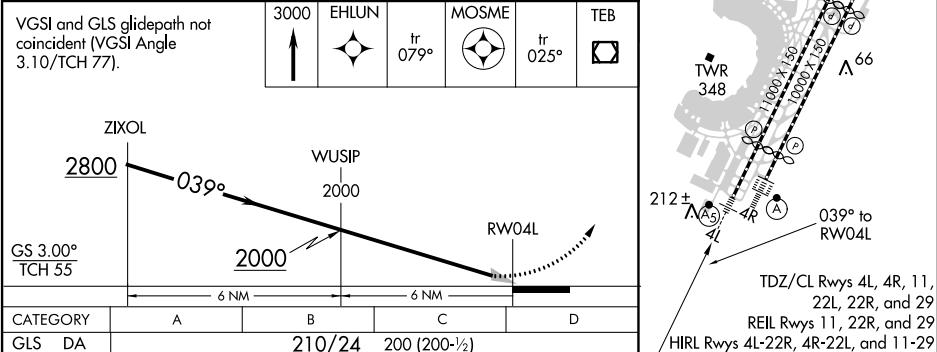
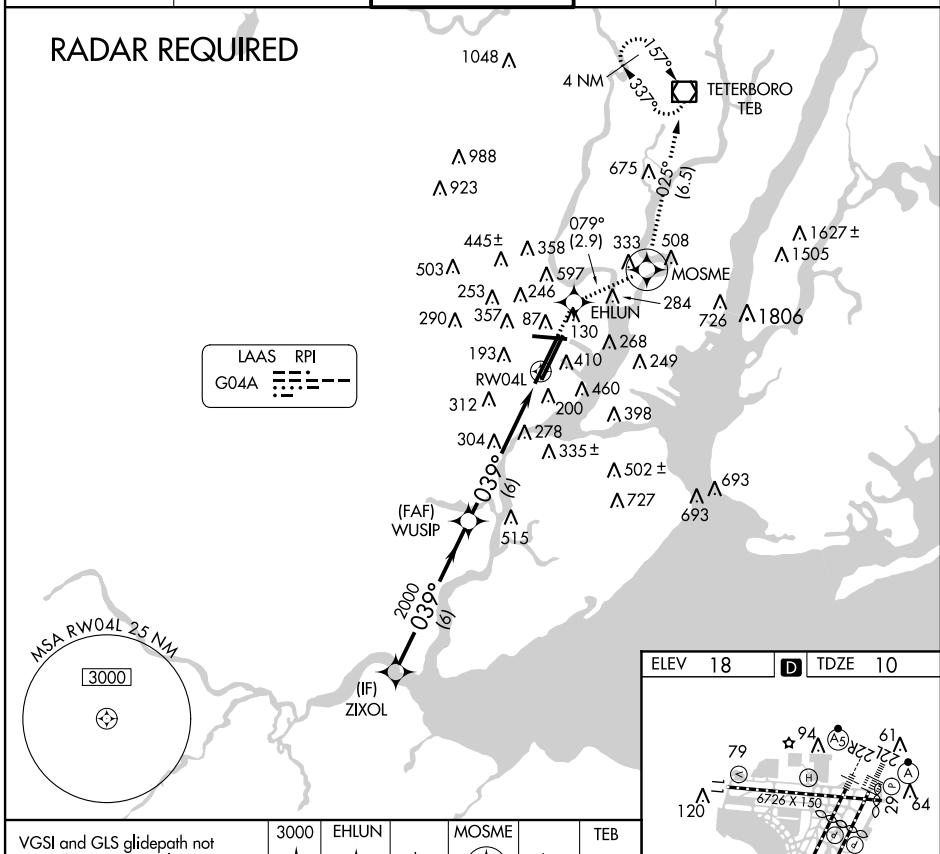
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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RADAR REQUIRED

NE-2, 13 OCT 2016 to 10 NOV 2016

NE-2, 13 OCT 2016 to 10 NOV 2016

LAAS RPI
G04A

NEWARK, NEW JERSEY
Orig-D 14NOV13

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

GLS RWY 4L

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

LAAS CH 21905 G11A	APP CRS 108°	Rwy Idg TDZE Apt Elev	6726 18 18
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GLS RWY 11

NEWARK LIBERTY INTL (EWR)

DME/DME RNP-0.3 NA. GPS required. Visibility reduction by helicopters NA. Autopilot coupled approach NA below 308.	MISSIED APPROACH: Climb to 3000 direct FOVEX and on track 193° to COGSU and right turn on track 285° to DIRMY and hold.
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9

NEWARK TOWER

118.3 257.6

GND CON

121.8

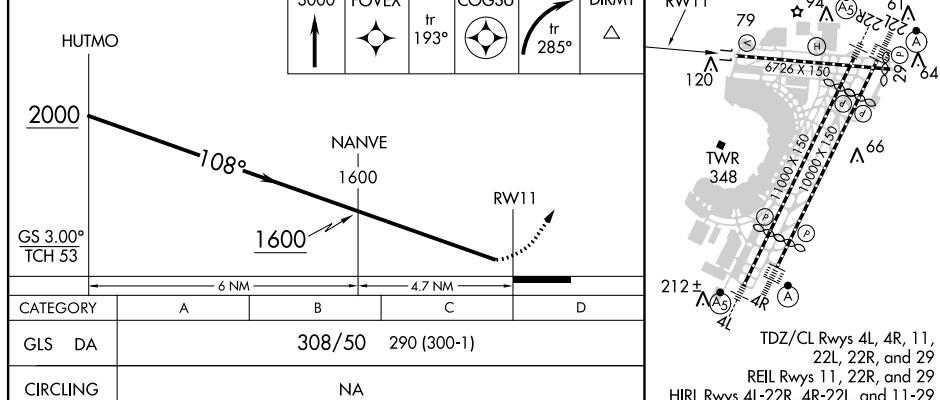
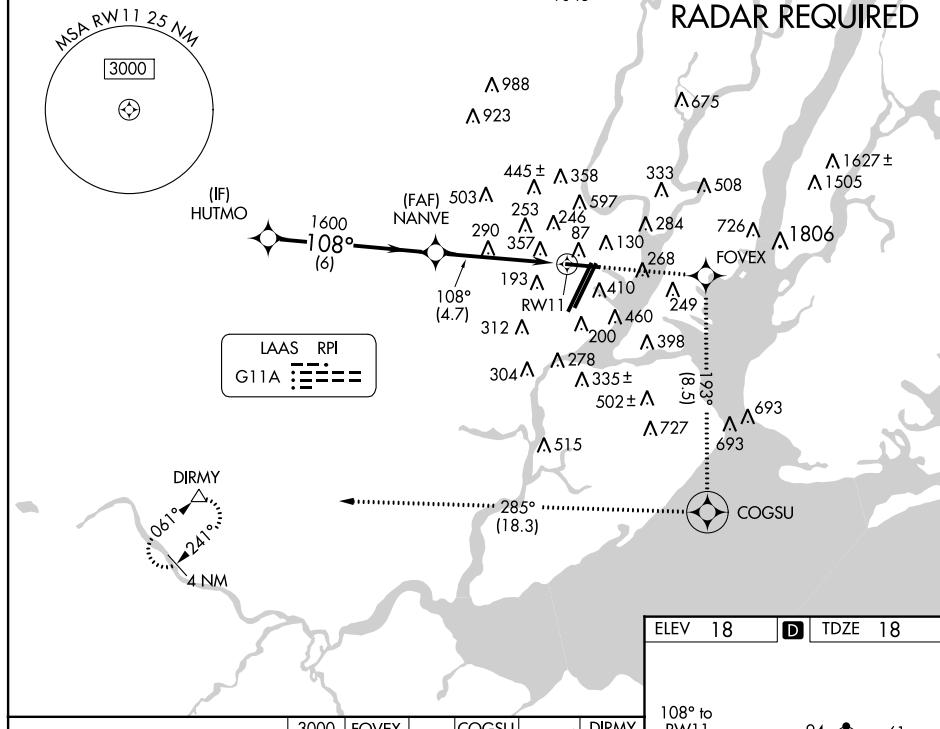
CLNC DEL

118.85

CPDLC

A1048

RADAR REQUIRED



NEWARK, NEW JERSEY

40°42'N-74°10'W

Orig-B 14NOV13

NEWARK LIBERTY INTL (EWR)

GLS RWY 11

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

LOC/DME ILSQ	APP CRS	Rwy Idg	22L	22R
108.7			8207	9560
Chan 24	2190	TDZE	10	10

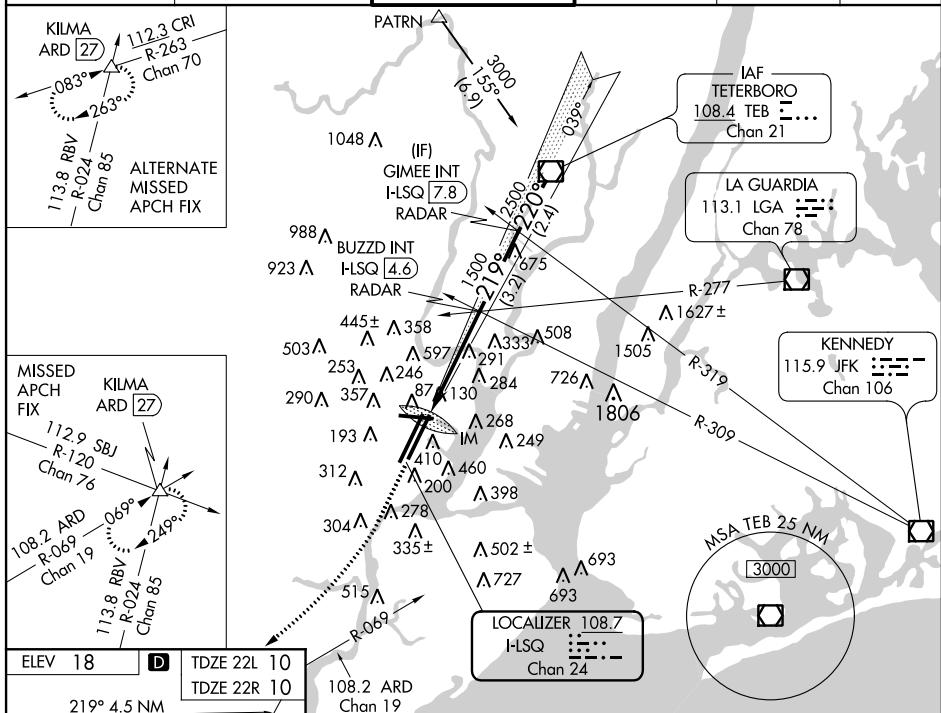
Chan 24	2190	Apt Elev	18	18
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ILS or LOC RWY 22L

NEWARK LIBERTY INTL (EWR)

MISSIED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7	134.825	128.55	379.9	118.3	257.6



ELEV 18	D	TDZE 22L 10	TDZE 22R 10
219° 4.5 NM from FAF			
79	94	61	64
120			
TWR 348			
212+	11000	150	150
TDZ/CL Rwy 4L, 4R, 11, 22L, 22R, and 29			
REIL Rwy 11, 22R, and 29			
HIRL Rwy 4L-22R, 4R-22L, and 11-29			
FAF to MAP 4.5 NM			
Knots	60	90	120
Min:Sec	4:30	3:00	2:15
	1:48	1:30	

NEWARK, NEW JERSEY

Amdt 13B 24JUL14

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

ILS or LOC RWY 22L

NE-2, 13 OCT 2016 to 10 NOV 2016

NE-2, 13 OCT 2016 to 10 NOV 2016

NEWARK, NEW JERSEY

AL-285 (FAA)

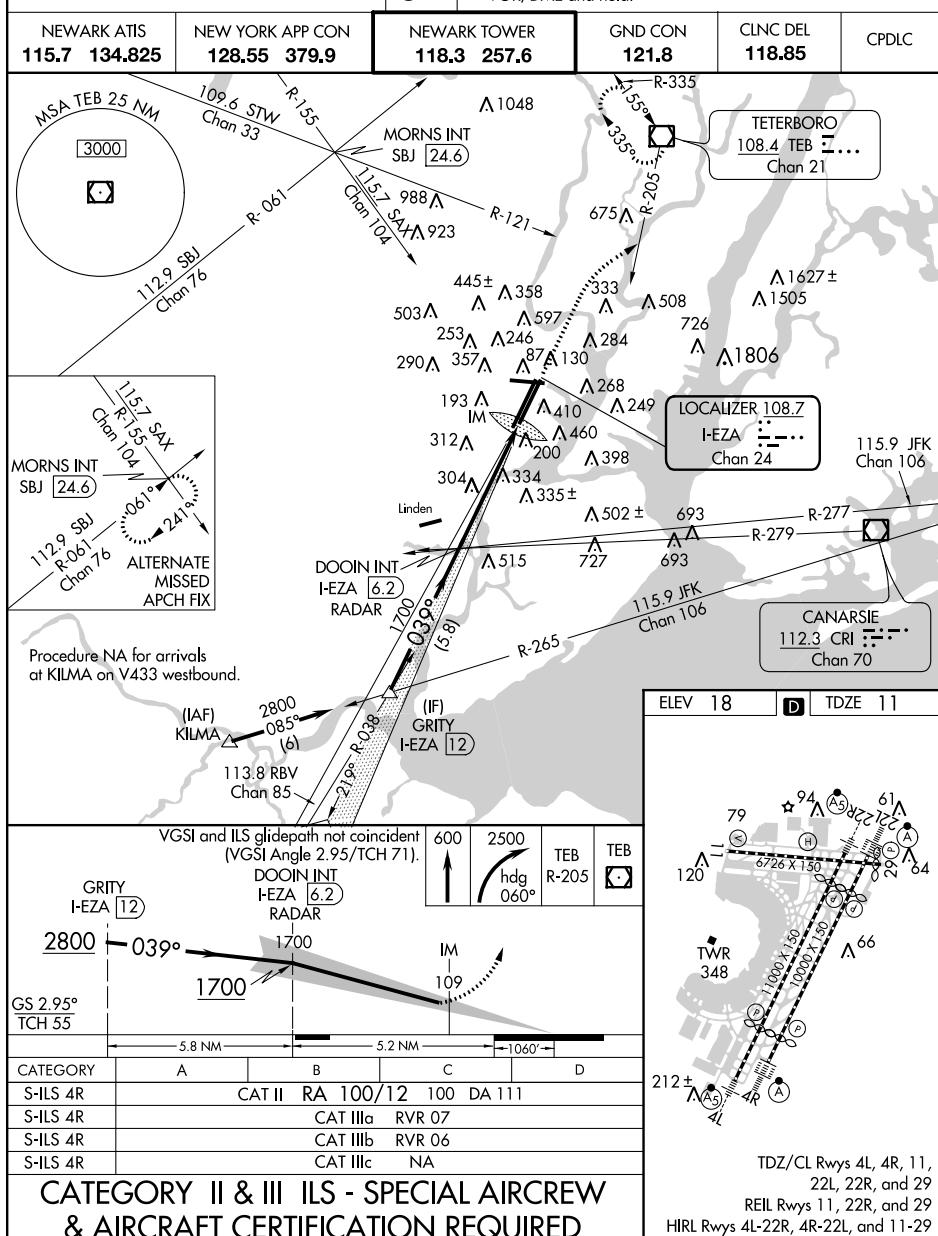
16091

LOC/DME I-EZA 108.7 Chan 24	APP CRS 039°	Rwy Idg 8810 TDZE Apt Elev 11 18
--	------------------------	--

ILS RWY 4R (CAT II & III) NEWARK LIBERTY INTL (EWR)

ALSF-2
(A)

MISSIED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 060° and TEB VOR/DME R-205 to TEB VOR/DME and hold.

NEWARK, NEW JERSEY
Amdt 13 18SEP14

40°42'N 74°10'W

NEWARK LIBERTY INTL (EWR)

ILS RWY 4R (CAT II & III)

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

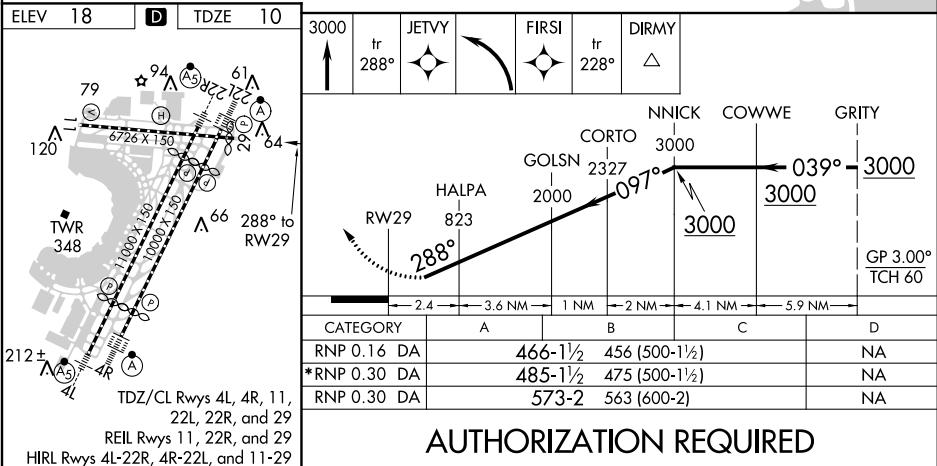
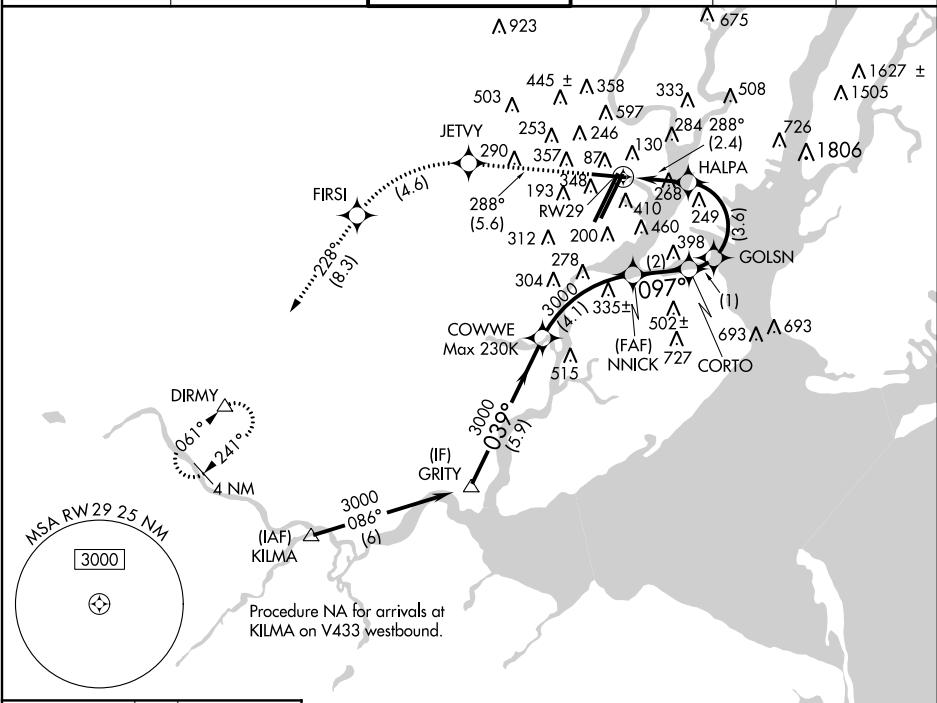
APP CRS	Rwy Idg	6502
TDZE		10
Apt Elev		18

RNAV (RNP) Z RWY 29

NEWARK LIBERTY INTL (EWR)

▼	For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). RF required. GPS required.
▲ NA	Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
*	Missed approach requires minimum climb of 340 feet per NM to 800.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NEWARK, NEW JERSEY
Orig-E 18SEP14

40°42'N 74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (RNP) Z RWY 29

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

APP CRS	Rwy Idg	6502
	TDZE	10
288°	Apt Elev	18

RNAV (RNP) Y RWY 29

NEWARK LIBERTY INTL (EWR)

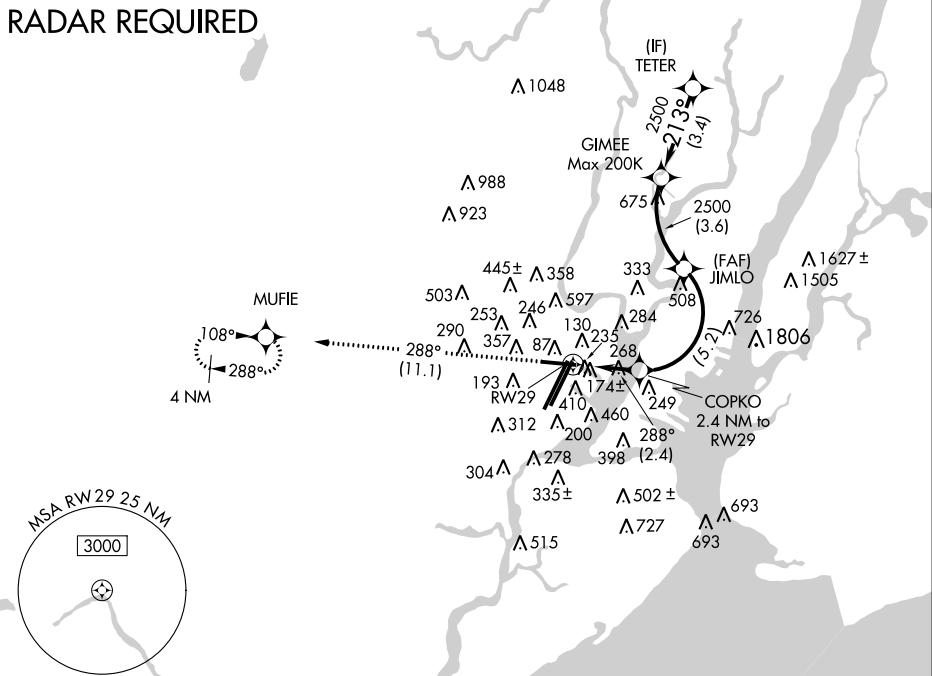
▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). When VGSI inop, procedure NA at night.
 ▲ NA RF required. GPS required.
 ** Missed approach requires a minimum climb of 417 feet per NM to 800.

MISSIED APPROACH: Climb to 2000 on track 288° to MUFIE and hold.

NEWARK ATIS
115.7 134.825NEW YORK APP CON
128.55 379.9NEWARK TOWER
118.3 257.6GND CON
121.8CLNC DEL
118.85

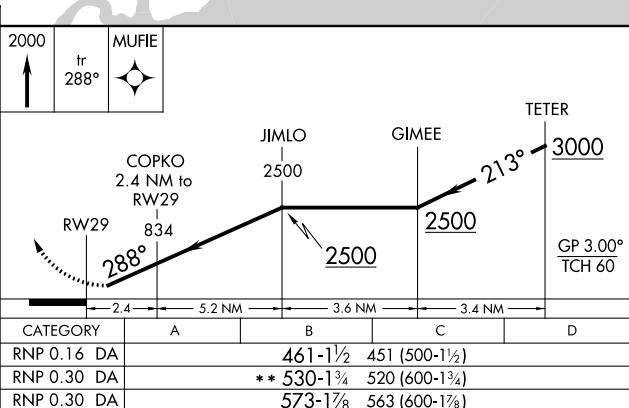
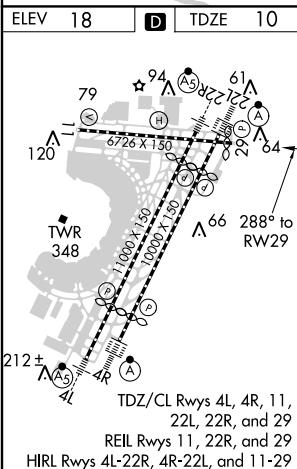
CPDLC

RADAR REQUIRED



NE-2, 13 OCT 2016 to 10 NOV 2016

NE-2, 13 OCT 2016 to 10 NOV 2016



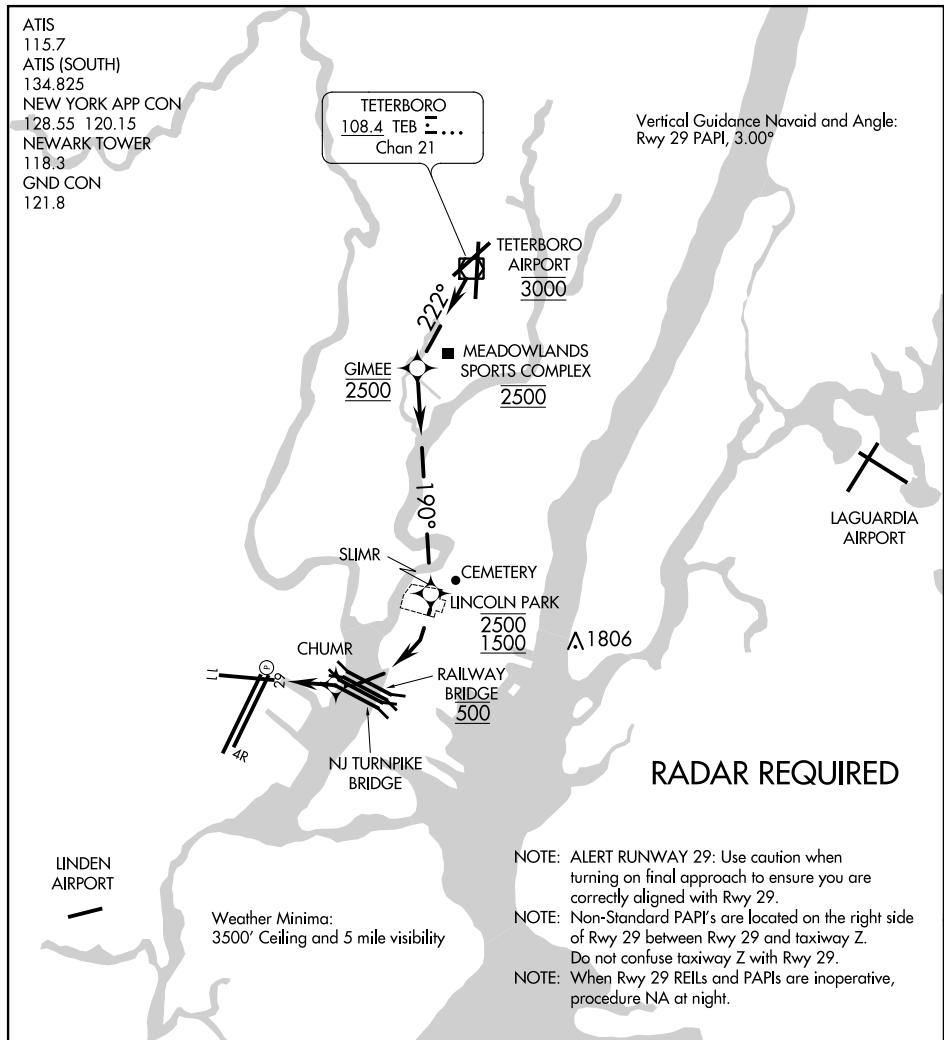
AUTHORIZATION REQUIRED

NEWARK, NEW JERSEY
Amdt 1C 08JAN15

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (RNP) Y RWY 29

STADIUM VISUAL RWY 29NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY**STADIUM VISUAL RUNWAY 29**

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

40°42'N-74°10'W

STADIUM VISUAL RWY 29

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

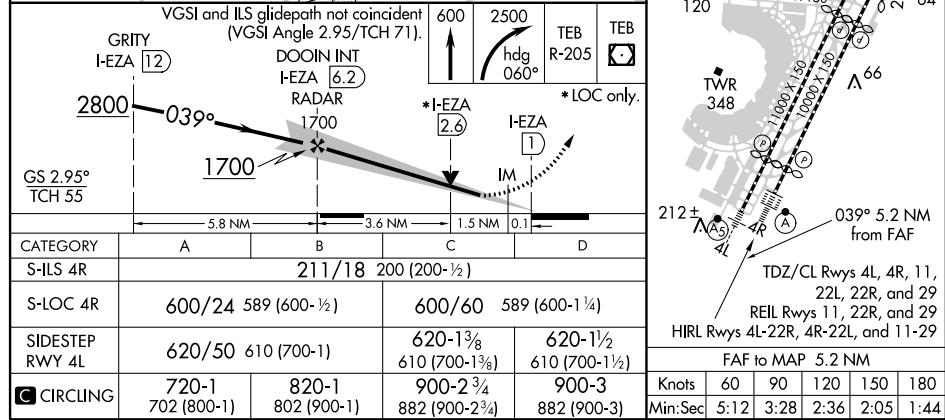
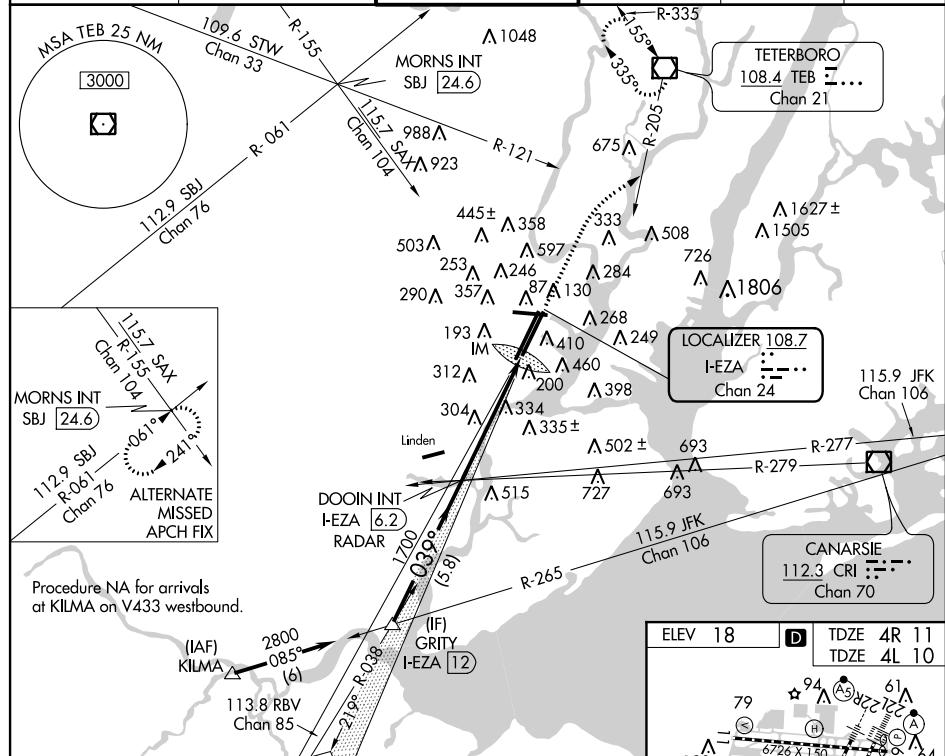
LOC/DME I-EZA 108.7 Chan 24	APP CRS 039°	Rwy Idg 8810 8460 TDZE 11 10 Apt Elev 18 18
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ILS or LOC RWY 4R

NEWARK LIBERTY INTL (EWR)

MISSIED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 060° and TEB VOR/DME R-205 to TEB VOR/DME and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NEWARK, NEW JERSEY

40°42'N-74°10'W

Amdt 13 18SEP14

NEWARK LIBERTY INTL (EWR)

ILS or LOC RWY 4R

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

LOC/DME I-EWR 110.75 Chan 44 (Y)	APP CRS 039°	Rwy Idg 8460 TDZE 10 Apt Elev 18
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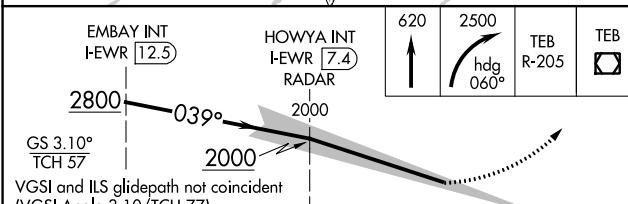
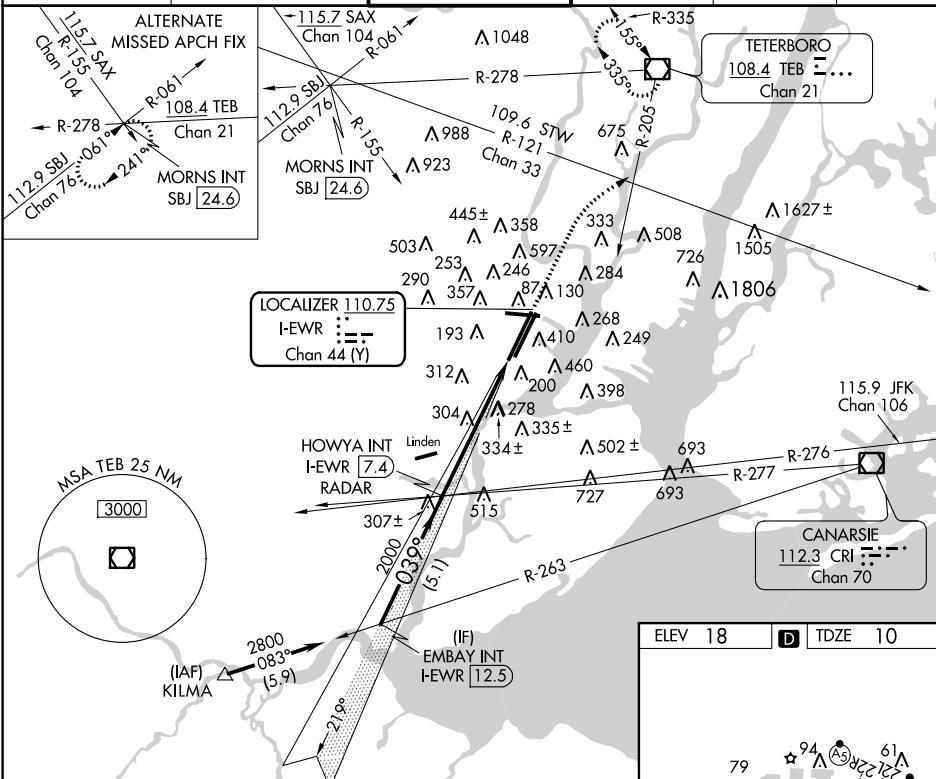
ILS RWY 4L (SA CAT I & II)

NEWARK LIBERTY INTL (EWR)

- ▼ SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
 ▲ SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MISSIED APPROACH: Climb to 620 then climbing right turn to 2500 on heading 060° and TEB VOR/DME R-205 to TEB VOR/DME and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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S-ILS 4L	SA CAT I	RA 150/14	150	DA 160
S-ILS 4L	SA CAT II	RA 100/12	100	DA 110

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NEWARK, NEW JERSEY
Amdt 15 29MAY14

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

ILS RWY 4L (SA CAT I & II)

TDZ/CL Rwy 4L, 4R, 11,
22L, 22R, and 29
REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

NEWARK, NEW JERSEY

AL-285 (FAA)

16259

WAAS CH 70324 W22A	APP CRS 219°	Rwy Idg 8207 TDZE 11 Apt Elev 17
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RNAV (GPS) Z RWY 22L

NEWARK LIBERTY INTL (EWR)

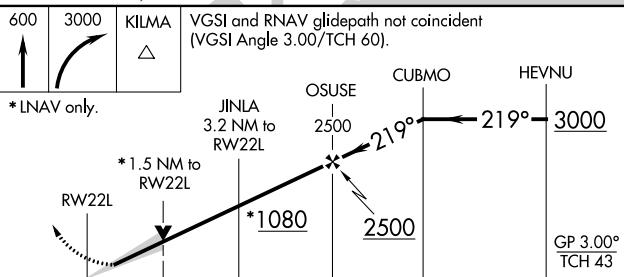
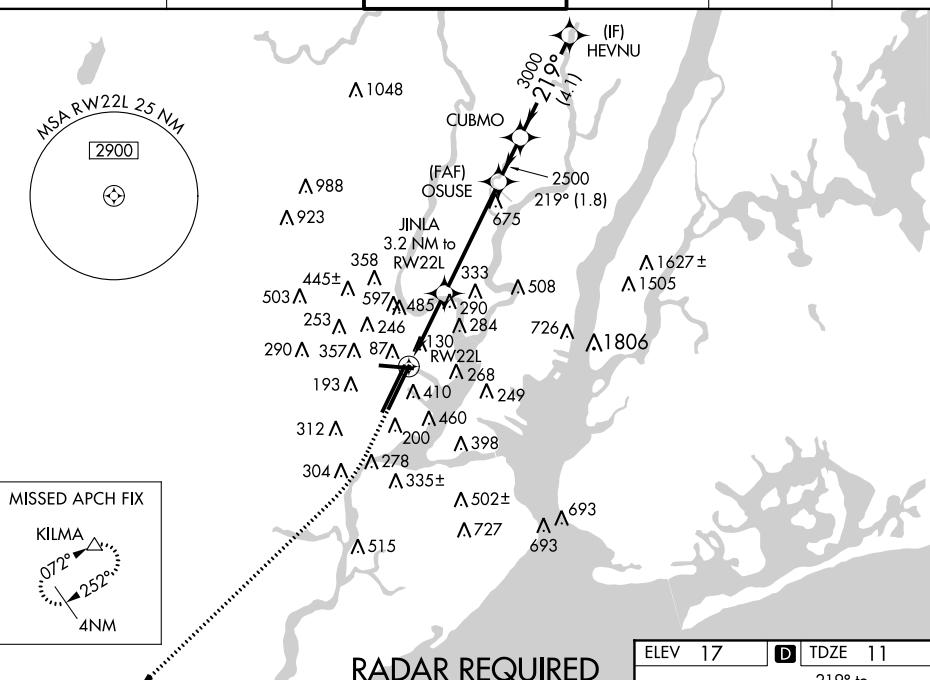
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
 ▲ Circling Rwy 29 NA at night. For inoperative ALSF-2, increase LNAV/VNAV all Cnts visibility to 1 1/8 mile.



MISSIED APPROACH: Climb to 600 then climbing right turn to 3000 direct to KILMA and hold.

NEWARK ATIS
115.7 134.825NEW YORK APP CON
128.55 379.9NEWARK TOWER
118.3 257.6GND CON
121.8CLNC DEL
118.85

CPDLC



CATEGORY

A

B

C

D

LPV DA

211/24 200 (200-1/2)

LNAV / VNAV DA

430/50 419 (500-1)

LNAV MDA

540/24 529 (600-1/2)

540/55 529 (600-1 1/4)

CIRCLING

720-1 820-1

900-2 883 (900-2 3/4)

703 (800-1)

803 (900-1)

900-3 883 (900-3)

NEWARK, NEW JERSEY

Amdt 2 15SEP16

40°42'N - 74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (GPS) Z RWY 22L

TDZ/CL Rwy 4L, 4R, 11, 22L, 22R, and 29
REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

NE-2, 13 OCT 2016 to 10 NOV 2016

NEWARK, NEW JERSEY

AL-285 (FAA)

16203

LOC/DME I-LSQ	APP CRS	Rwy Idg	8207
108.7	219°	TDZE	11
Chan 24		Apt Elev	18

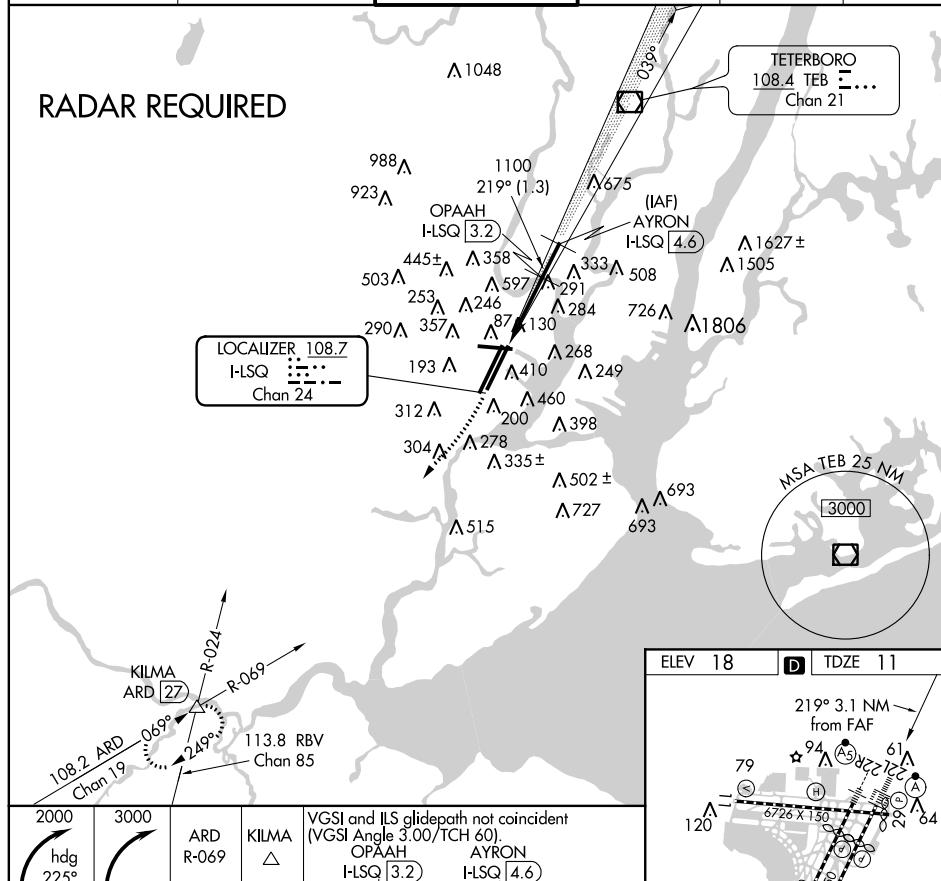
ALSF-2



MISSIED APPROACH: Climbing right turn to 2000 heading 225° then climbing right turn to 3000 via ARD R-069 to KILMA INT and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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RADAR REQUIRED



CATEGORY	COPTER	B	C	D
H-ILS 22L	211/12 200 (200- $\frac{1}{4}$)		NA	
H-LOC 22L	560/12 549 (600- $\frac{1}{4}$)		NA	

NEWARK, NEW JERSEY

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

Orig-D 21JUL16

COPTER ILS/DME RWY 22L

TDZ/CL Rwy 4L, 4R, 11,
22L, 22R, and 29
REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

LOC/DME ILSQ	APP CRS	Rwy Idg	8207
108.7		TDZE	10
Chan 24		Apt Elev	18

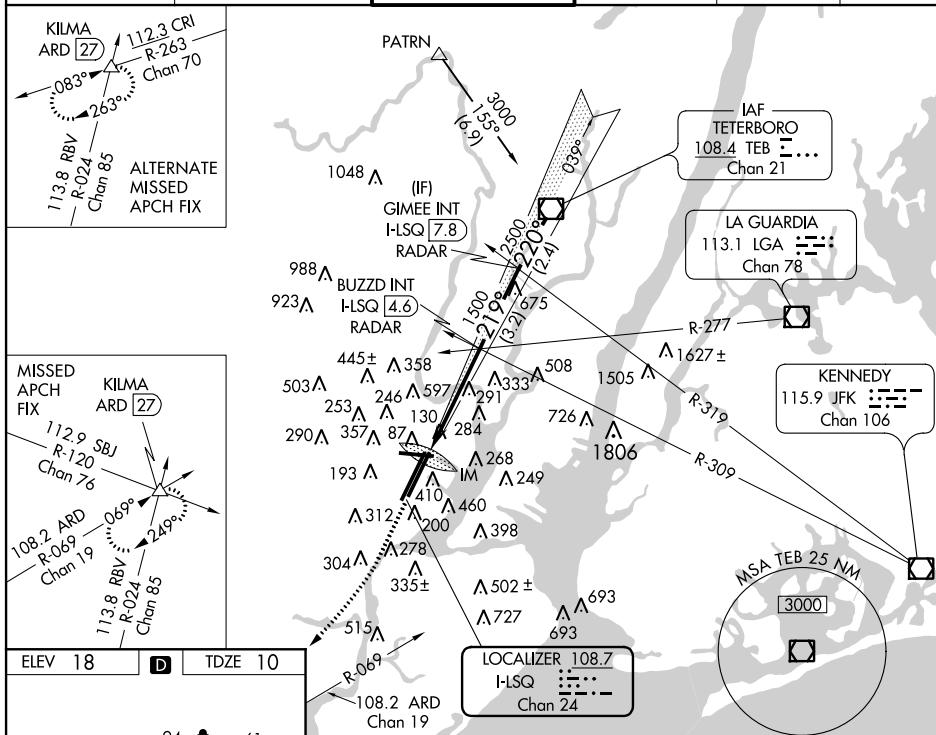
ILS RWY 22L (CAT II & III) NEWARK LIBERTY INTL (EWR)

- ▼ CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or ▲ HUD to touchdown.

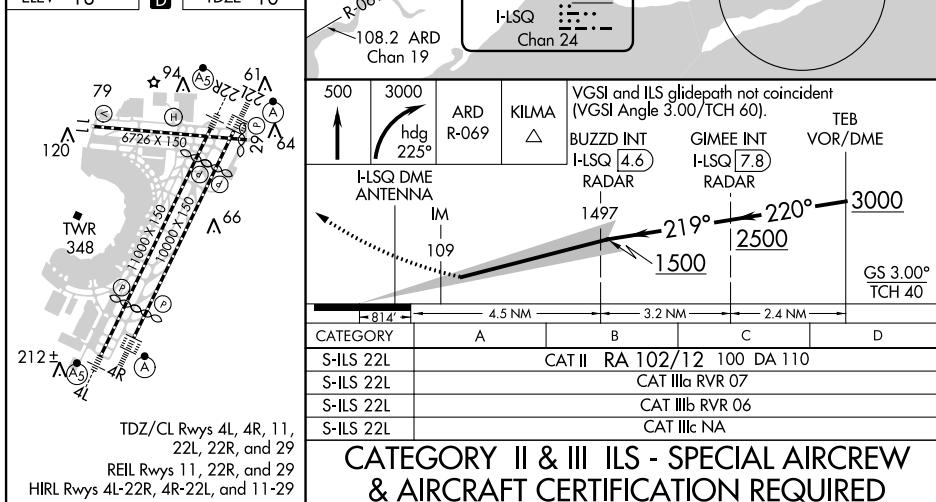
ALSF-2
(A)

MISSIED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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ELEV 18 D TDZE 10

NEWARK, NEW JERSEY
Amdt 13B 24JUL14

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)
ILS RWY 22L (CAT II & III)

NEWARK, NEW JERSEY

AL-285 (FAA)

16203

APP CRS 108°	Rwy Idg TDZE 17	6726 17 17
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RNAV (GPS) RWY 11

NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climbing right turn to 3000 direct DIRMY WP and hold.

NEWARK ATIS
115.7 134.825

NEW YORK APP CON
128.55 379.9

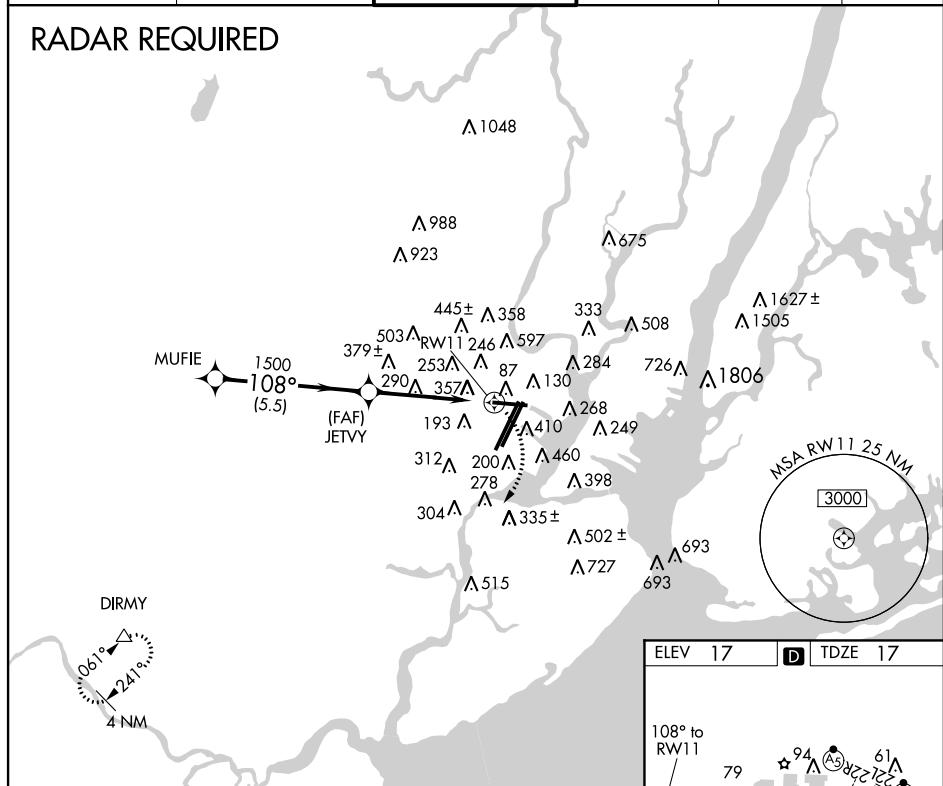
NEWARK TOWER
118.3 257.6

GND CON
121.8

CLNC DEL
118.85

CPDLC

RADAR REQUIRED



MUFIE 2000 108° JETVY 1.7 NM to RWY 11

1.7 NM to RWY 11

2.99° TCH 53

5.5 NM 2.8 NM 1.7

CATEGORY	A	B	C	D
LNAV MDA	620/55 603 (700-1 1/4)		620-1 3/4 603 (700-1 1/4)	
CIRCLING	720-1 703 (800-1)		820-2 1/4 803 (900-2 1/4)	900-3 883 (900-3)

NEWARK, NEW JERSEY

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

Orig-E 21JUL16

RNAV (GPS) RWY 11

NEWARK, NEW JERSEY

LOC/DME I-EWR
110.75
Chan 44(Y)APP CRS
039°
Rwy Idg 8460
TDZE 11
Apt Elev 18

AL-285 (FAA)

16091

COPTER ILS or LOC/DME RWY 4L

NEWARK LIBERTY INTL (EWR)

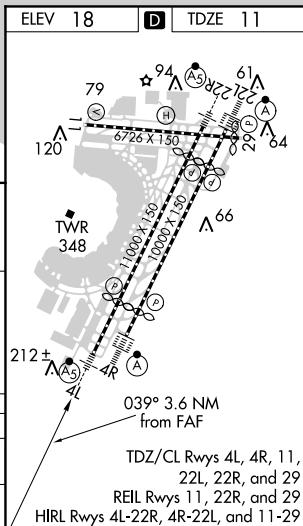
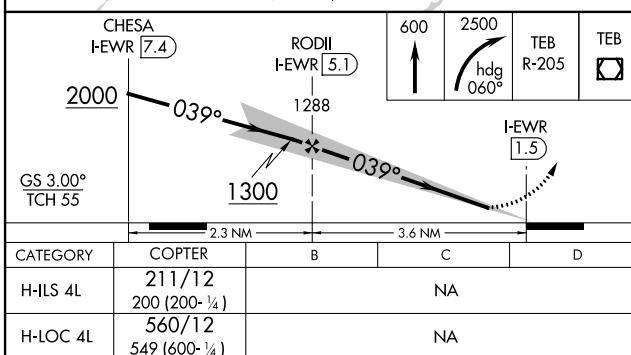
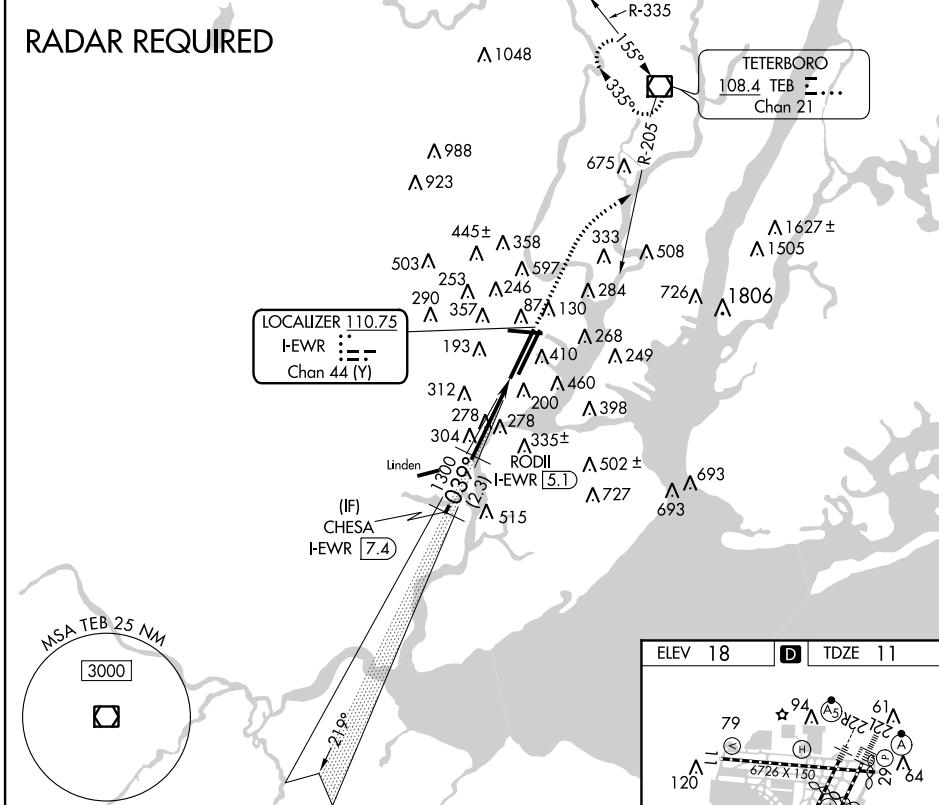
MALSR

NA

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

NEWARK ATIS
115.7 134.825NEW YORK APP CON
128.55 379.9NEWARK TOWER
118.3 257.6GND CON
121.8CLNC DEL
118.85

CPDLC

RADAR REQUIREDNEWARK, NEW JERSEY
Amdt 1E 14NOV13

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

COPTER ILS or LOC/DME RWY 4L

NEWARK, NEW JERSEY

AL-285 (FAA)

16259

APP CRS 219°	Rwy Idg 8207
TDZE 11	
Apt Elev 17	

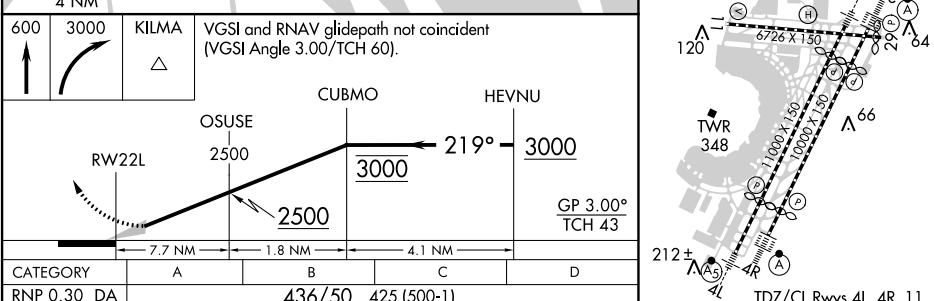
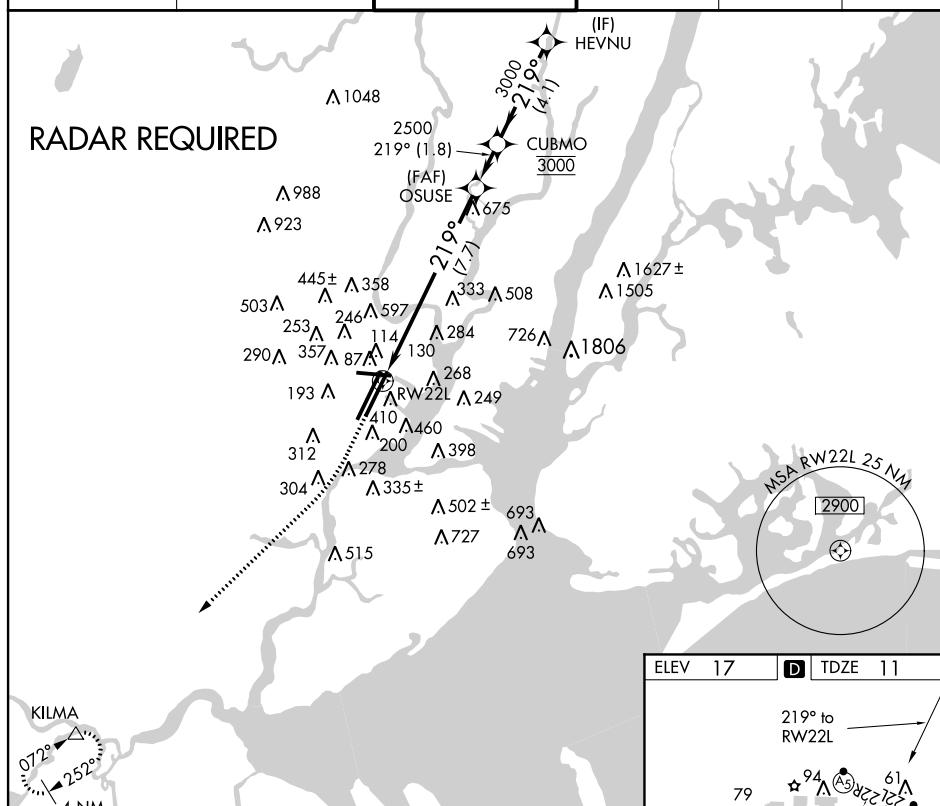
RNAV (RNP) Y RWY 22L

NEWARK LIBERTY INTL (EWR)

▼ For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 54°C (130°F). GPS required.

ALSF-2 (A) MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct KILMA and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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RADAR REQUIRED**AUTHORIZATION REQUIRED**NEWARK, NEW JERSEY
Amdt 1 15SEP16

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (RNP) Y RWY 22LTDZ/CL Rwy 4L, 4R, 11,
22L, 22R, and 29REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

NE-2, 13 OCT 2016 to 10 NOV 2016

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

VOR/DME JFK	APP CRS	Rwy Idg 6726
115.9		TDZE 18
Chan 106		Apt Elev 18

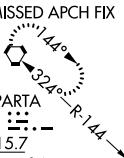
VOR RWY 11
NEWARK LIBERTY INTL (EWR)

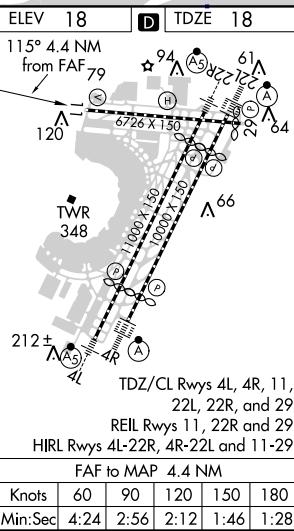
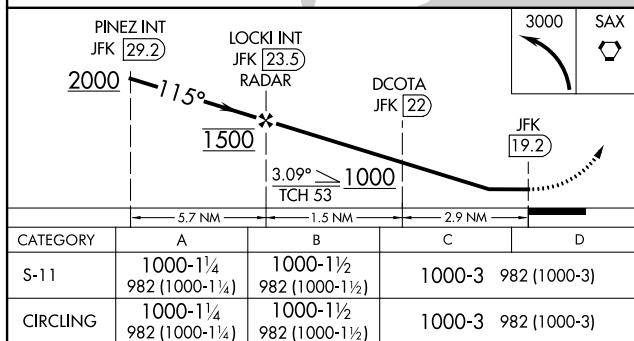
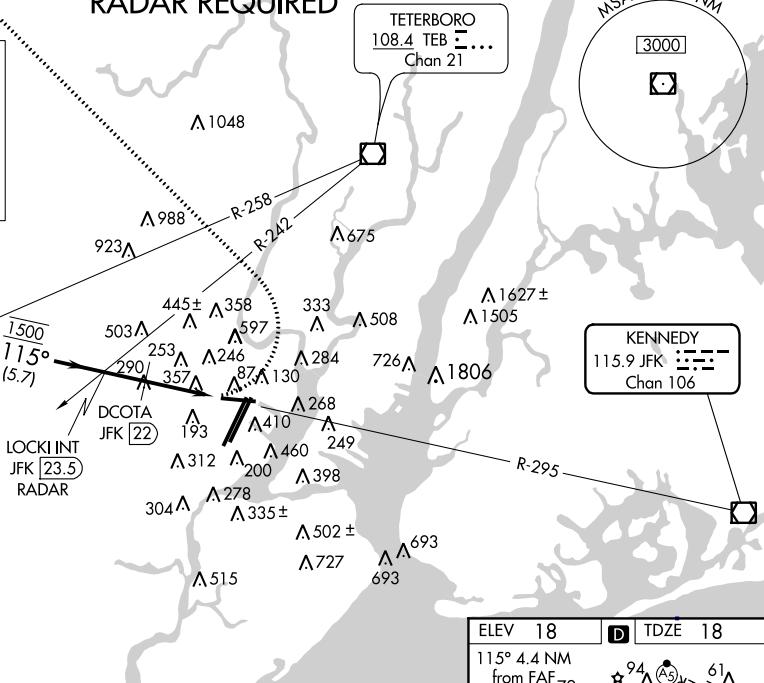
T When VGSI inop, Circling Rwy 29 NA at night.
A

MISSIED APPROACH: Climbing left turn to 3000 direct SAX VORTAC and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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RADAR REQUIRED

MISSIED APCH FIX

 SPARTA SAX  **115.7**
Chan 104



NEWARK, NEW JERSEY
Amdt 2D 14NOV13

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

VOR RWY 11

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

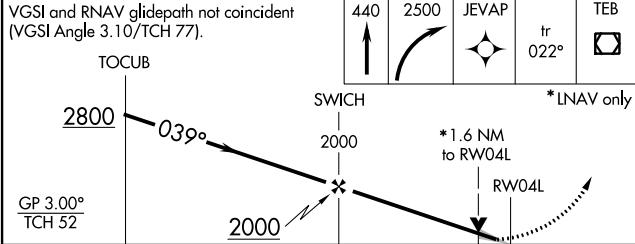
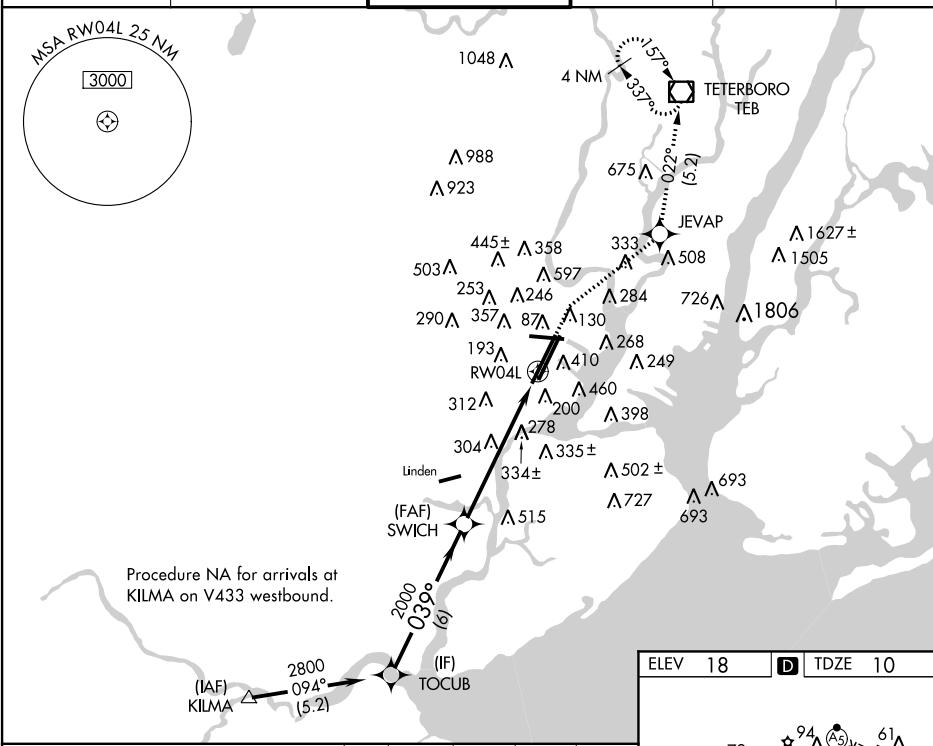
WAAS CH 56224 W04A	APP CRS 039°	Rwy Idg 8460 TDZE 10 Apt Elev 18
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RNAV (GPS) RWY 4L

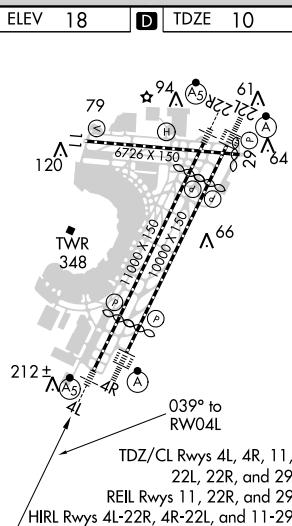
NEWARK LIBERTY INTL (EWR)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cat's visibility to RVR 4500. Night landing: Rwy 29 NA.		MISSSED APPROACH: Climb to 440 then climbing right turn to 2500 direct JEVAP and on track 022° to TEB VOR/DME and hold.
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6

GND CON 121.8	CLNC DEL 118.85	CPDLC
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CATEGORY	A	B	C	D
LPV DA		299/24 289 (300-½)		
LNAV/ VNAV		441/50 431 (500-1)		
LNAV MDA	600/24 590 (600-½)		600-1½ 590 (600-1½)	
C CIRCLING	720-1 702 (800-1)	820-1 802 (900-1)	900-2¾ 882 (900-2¾)	900-3 882 (900-3)



NEWARK, NEW JERSEY
Amdt 2B 29MAY14

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)
RNAV (GPS) RWY 4L

NE-2, 13 OCT 2016 to 10 NOV 2016

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

APP CRS 039°	Rwy Idg 8810
TDZE 11	Apt Elev 18

RNAV (RNP) Z RWY 4R

NEWARK LIBERTY INTL (EWR)

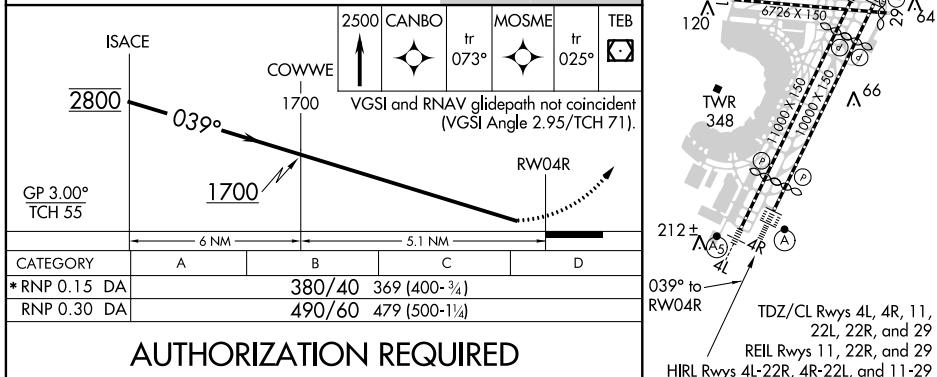
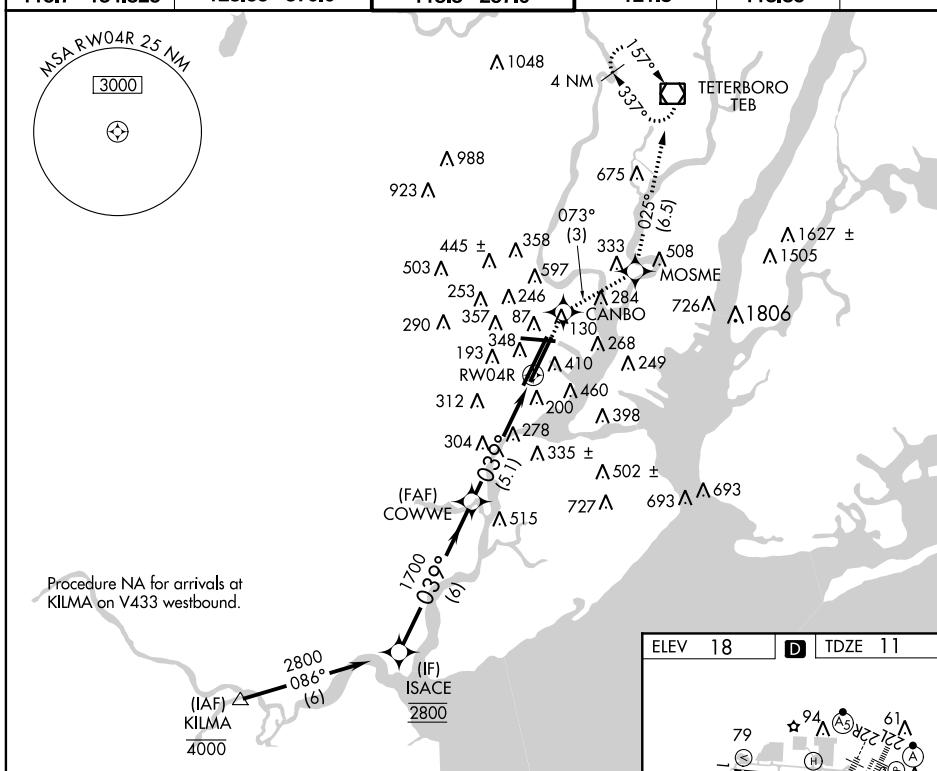
▼ For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 54°C (130°F). GPS required. For inop ALSF-2, increase RNP 0.15 visibility to RVR 6000 all Cats and RNP 0.30 visibility to 1 1/4 all Cats.

* Missed approach requires minimum climb of 317 feet per NM to 700.



MISSIED APPROACH: Climb to 2500 direct CANBO and on track 073° to MOSME and on track 025° to TEB VOR/DME and hold. When authorized by ATC, climb-in hold to 3000.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NEWARK, NEW JERSEY
Orig-D 18SEP14

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (RNP) Z RWY 4R

TDZ/CL Rwy 4L, 4R, 11, 22L, 22R, and 29
REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

NEWARK, NEW JERSEY

AL-285 (FAA)

16203

WAAS CH 77524 W22B	APP CRS 219°	Rwy Idg 9560 TDZE 10 Apt Elev 17
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RNAV (GPS) RWY 22R

NEWARK LIBERTY INTL (EWR)

MISSSED APPROACH: Climb to 3000 direct HENIB and on track 235° to KILMA and hold.

- ▼ DME/DME RNP-0.3 NA. For inoperative MALS, increase LPV visibility to RVR 6000 all Cats.
 ▲ Circling Rwy 29 NA at night.



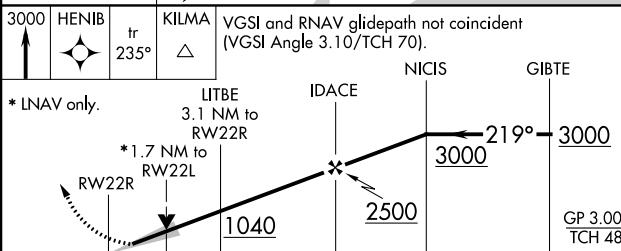
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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RADAR REQUIRED

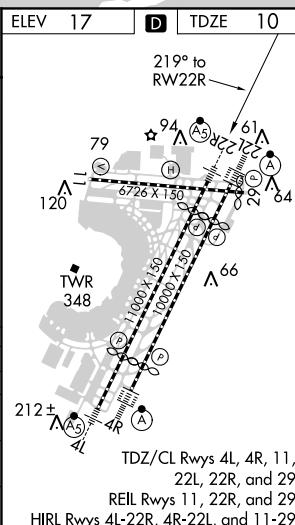
NE-2, 13 OCT 2016 to 10 NOV 2016

NE-2, 13 OCT 2016 to 10 NOV 2016

MISSSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	361/40	351 (400-¾)		
LNAV/ VNAV DA		NA		
LNAV MDA	620/24 610 (700-½)	620/60 610 (700-¼)	620-1½ 610 (700-½)	
CIRCLING	720-1¼ 703 (800-1¼)	820-2¼ 803 (900-2¼)	900-3 883 (900-3)	



NEWARK, NEW JERSEY
Amdt 1D 21JUL16

40°42'N 74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (GPS) RWY 22R

NEWARK, NEW JERSEY

AL-285 (FAA)

16119

APP CRS 301°	Rwy Idg 6502
TDZE	10
Apt Elev	17

RNAV (GPS) X RWY 29

NEWARK LIBERTY INTL (EWR)

▼ DME/DME RNP-0.3 NA.
 ▲ Night landing: Rwy 29 NA.
 Helicopter visibility reduction below 1 SM NA.

MISSSED APPROACH: Climbing left turn to 2000 direct DWIZZ and hold.

NEWARK ATIS
115.7 134.825

NEW YORK APP CON
128.55 379.9

NEWARK TOWER
118.3 257.6

GND CON
121.8

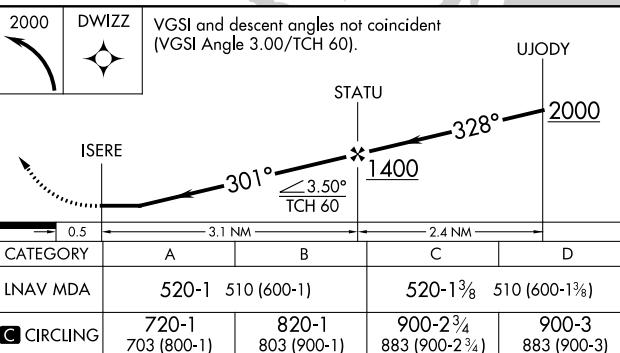
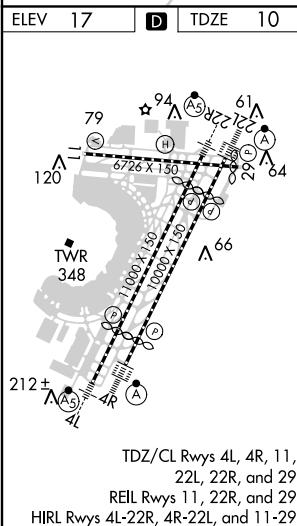
CLNC DEL
118.85

CPDLC

RADAR REQUIRED

NE-2, 13 OCT 2016 to 10 NOV 2016

NE-2, 13 OCT 2016 to 10 NOV 2016



NEWARK, NEW JERSEY

Orig 20AUG15

40°42'N 74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (GPS) X RWY 29

NEWARK, NEW JERSEY

AL-285 (FAA)

16091

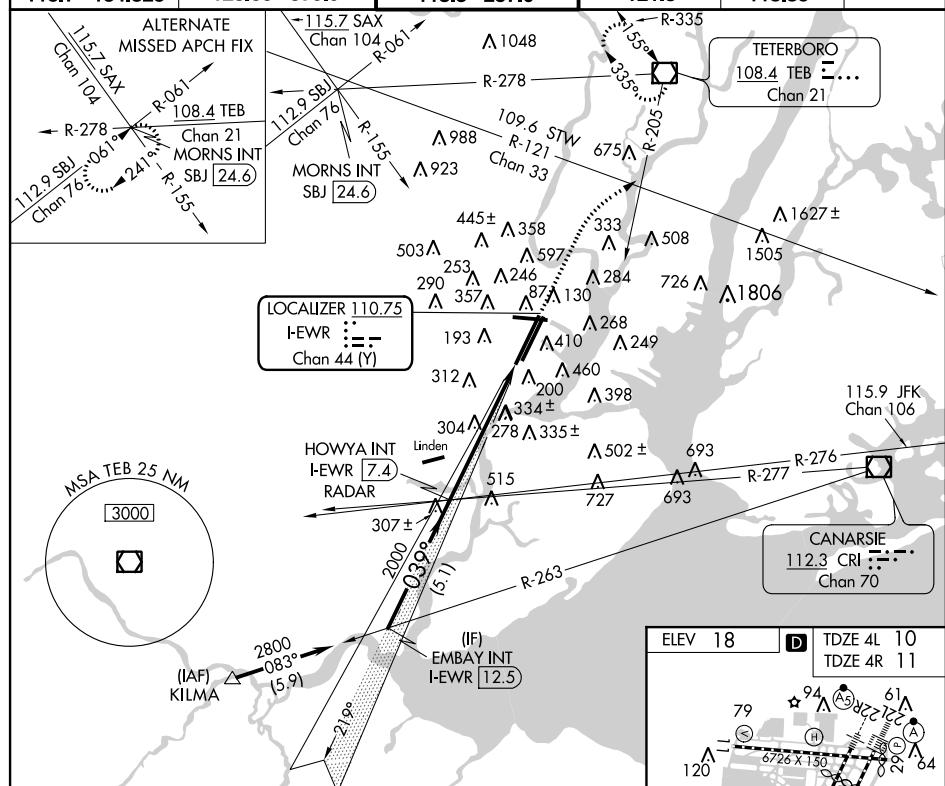
LOC/DME I-EWR 110.75 Chan 44 (Y)	APP CRS 0390	Rwy Idg 4L 4R TDZE Apt Elev 8460 8810 10 11 18 18
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ILS or LOC RWY 4L

NEWARK LIBERTY INT'L (EWR)

For inoperative MALSR, increase S-LOC 4L and Sidestep 4R Cat C visibility to 1½ mile. Inoperative table does not apply to Sidestep Rwy 4R Cats A and B. Night landing: Rwy 29 NA.

NEWAR ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CINCL DEL 118.85	CPDLC
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EMBAY INT I-EWR [12.5]
HOWYA INT I-EWR [7.4] RADAR
2800 - 039°
GS 3.10° TCH 57
2000
VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 77).
2000
5.1 NM 4.2 NM 1.7 NM

620 2500
hdg 060°
TEB R-205
TEB

* I-EWR [3.2]
* I-EWR [1.6]

CATEGORY	A	B	C	D
S-ILS 4L	210/18 200 (200-½)			
S-LOC 4L	620/24 610 (700-½)		620-1 ½	610 (700-½)
SIDESTEP 4R	620/50 609 (700-1)	620-1 ½ 609 (700-½)		620-1 ½ 609 (700-½)
C CIRCLING	720-1 702 (800-1)	820-1 802 (900-1)	900-2 ¾ 882 (900-2 ¾)	900-3 882 (900-3)
FAF to MAP 5.9 NM				
Knots	60	90	120	150
Min:Sec	5:54	3:56	2:57	2:22
				1:58

NEWARK, NEW JERSEY

40°42'N-74°10'W

Amdt 15 29MAY14

NEWARK LIBERTY INT'L (EWR)

ILS or LOC RWY 4L

16091

NE-2, 13 OCT 2016 to 10 NOV 2016

NE-2, 13 OCT 2016 to 10 NOV 2016

NEWARK, NEW JERSEY

AL-285 (FAA)

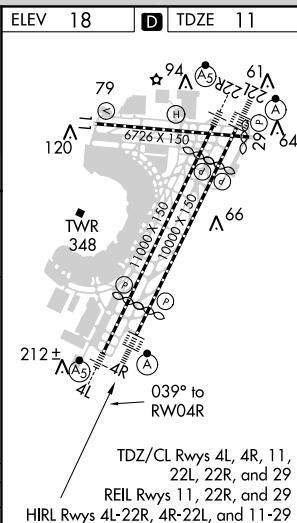
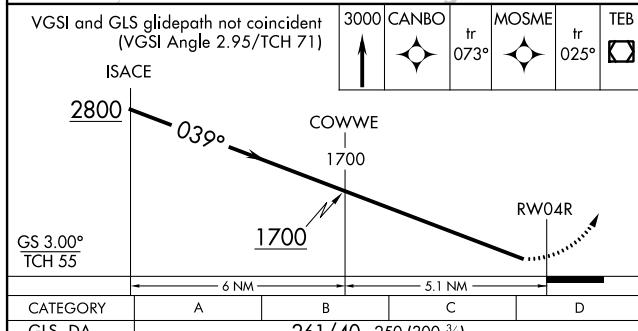
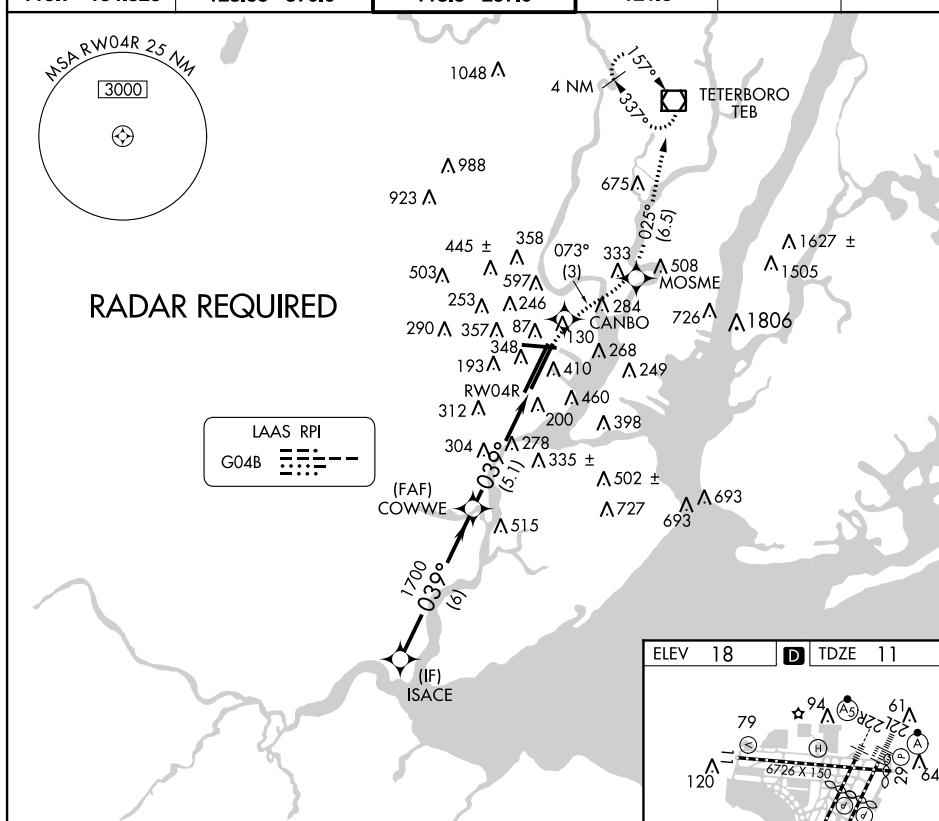
16091

LAAS CH 21083 G04B	APP CRS 039°	Rwy Idg 8810 TDZE 11 Apt Elev 18
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GLS RWY 4R

NEWARK LIBERTY INTL (EWR)

▼ Autopilot coupled approach NA below 261. ▲ NA DME/DME RNP-0.3 NA. GPS required. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.	ALSF-2 (A)	MISSED APPROACH: Climb to 3000 direct CANBO and on track 073° to MOSME and on track 025° to TEB VOR/DME and hold.
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6



NEWARK, NEW JERSEY

Orig-D 18SEP14

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

GLS RWY 4R

16091 AIRPORT PLACE

AIRPORT DIAGRAM

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

ATIS
115.7 134.825
NEWARK TOWER
118.3 257.6
GND CON
121.8
CLNC DEL
118.85
CPDCL

AIRPORT DIAGRAM

16091

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)