

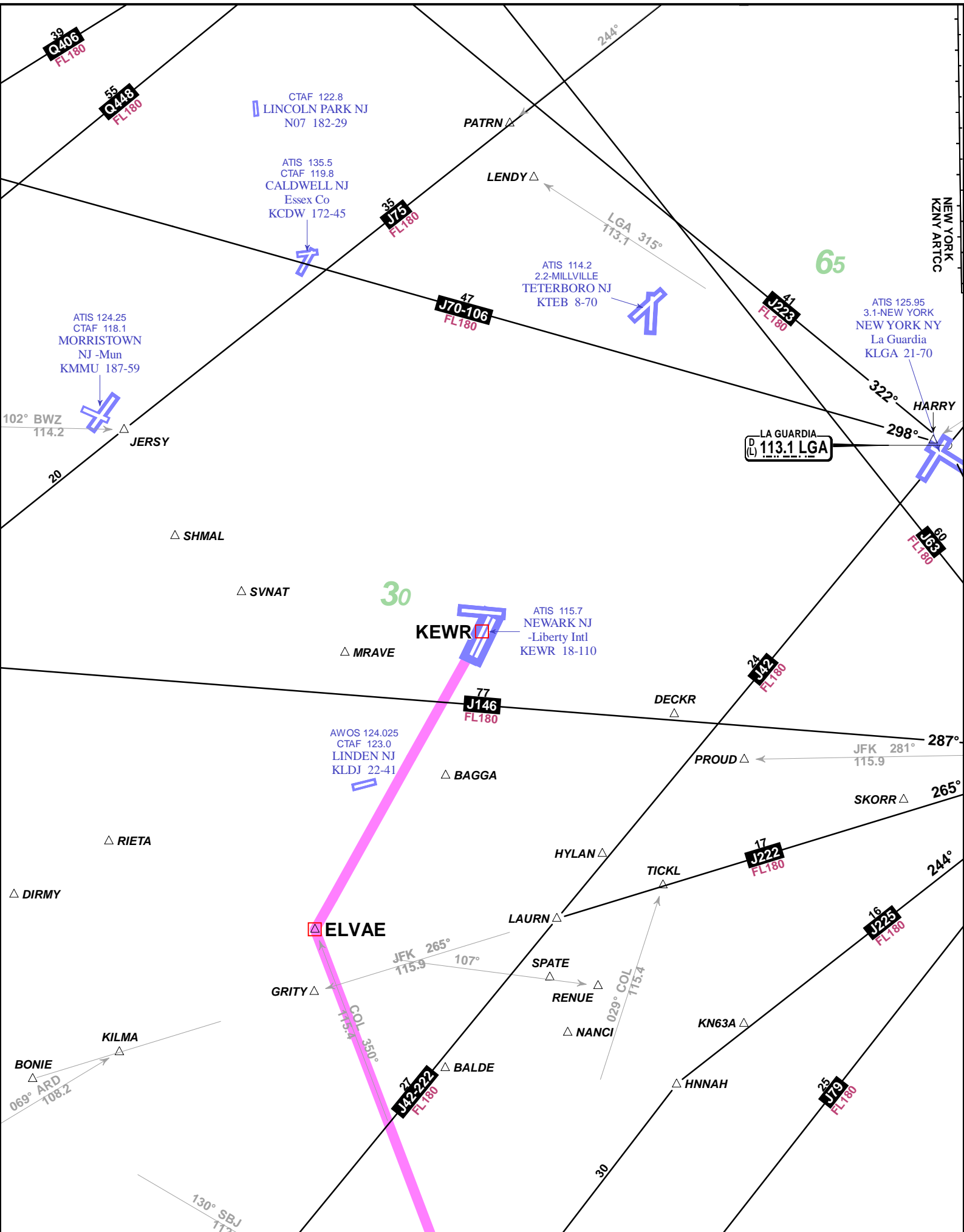
DEPARTURE (KEWR -> KRDU): KEWR (Newark Liberty Intl)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0



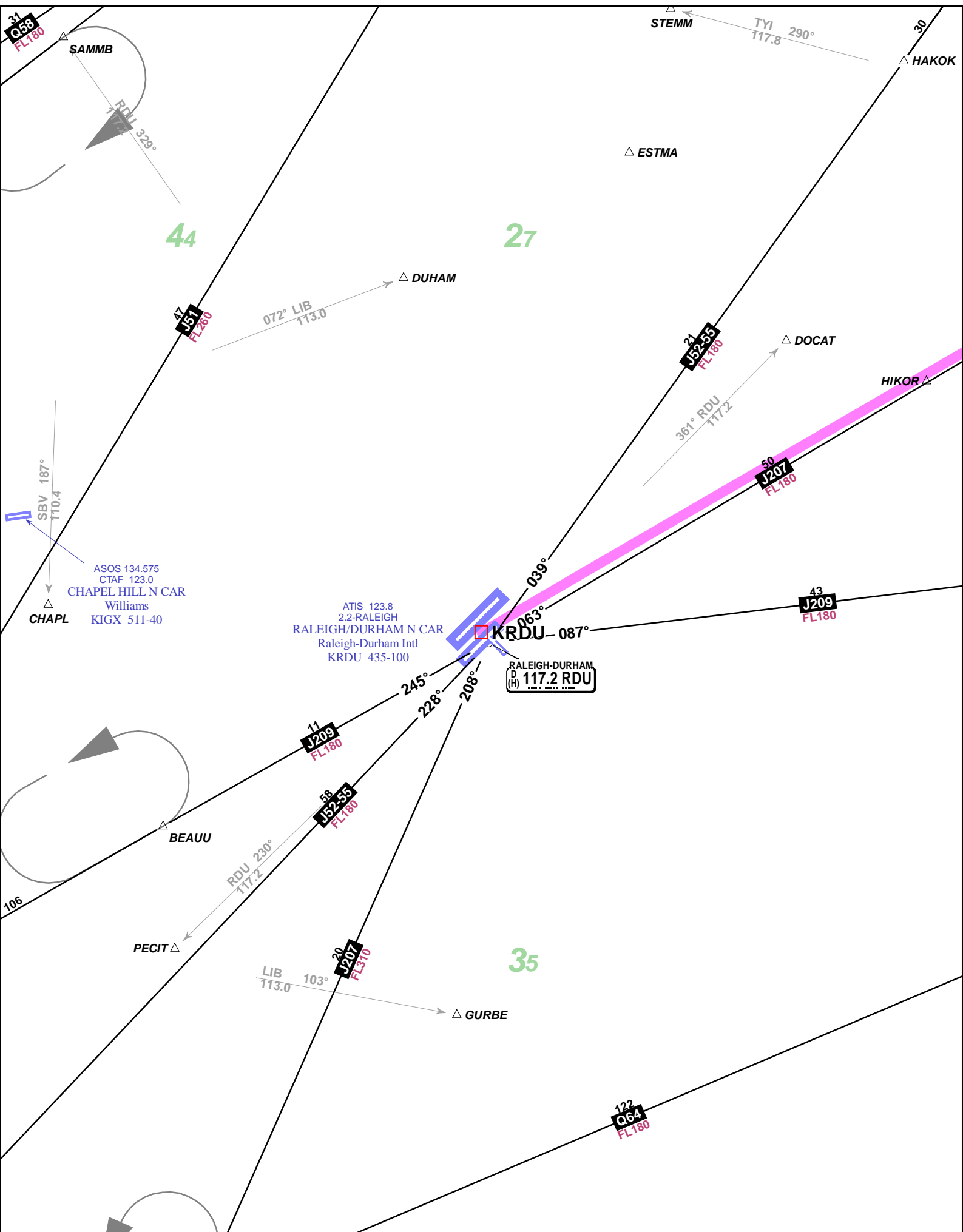
DESTINATION (KEWR -> KRDU): KRDU (Raleigh-Durham Intl)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0



△ *MRAVE*

11 20 22
ATIS 115.7
NEWARK NJ
-Liberty Intl
KEWR 18-110
KEWR

77
J146
FL180

△ *BAGGA*

09 27
AWOS 124.025
CTAF 123.0
LINDEN NJ
KLDJ 22-41

ELVAE

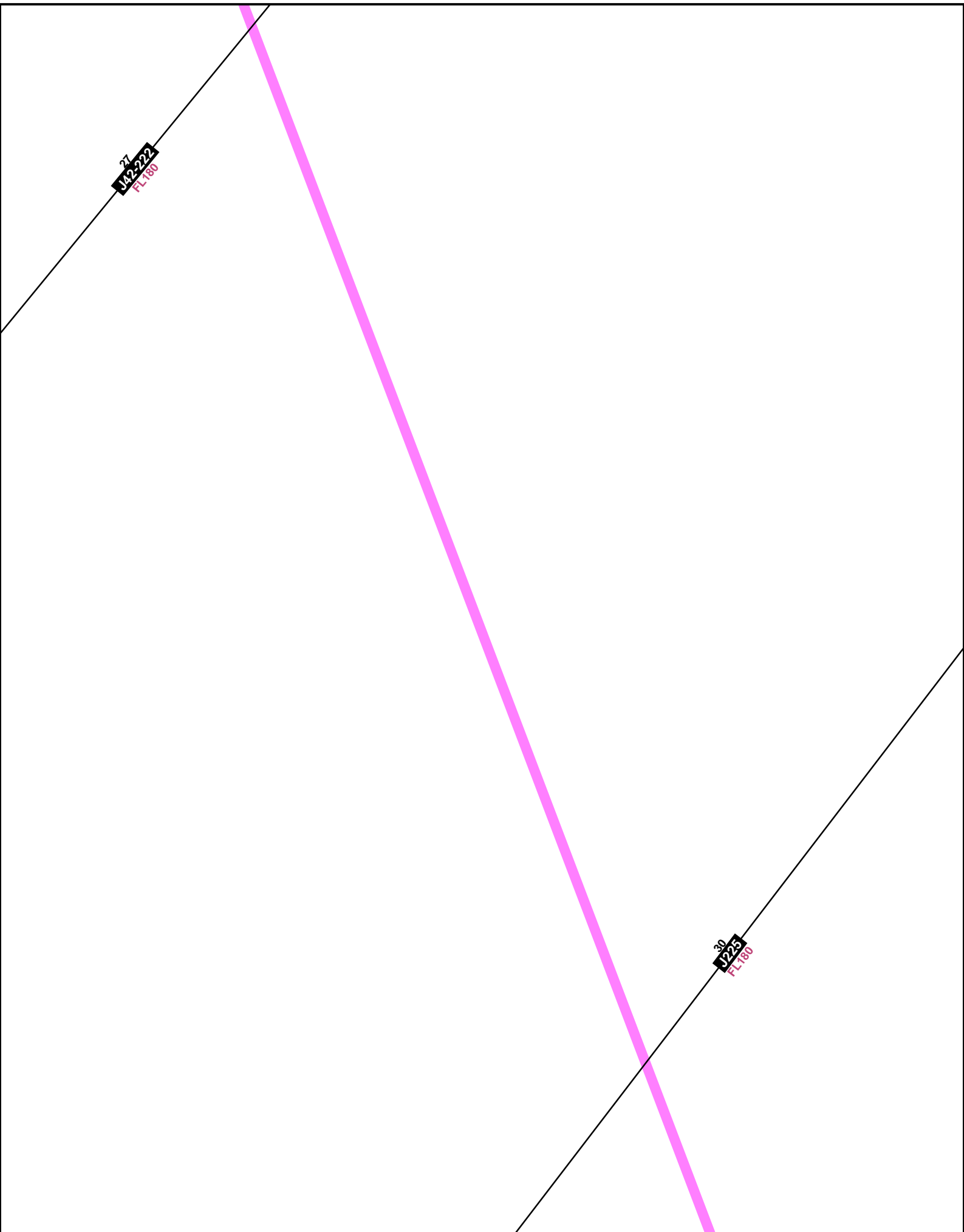
COL 350°
715.4

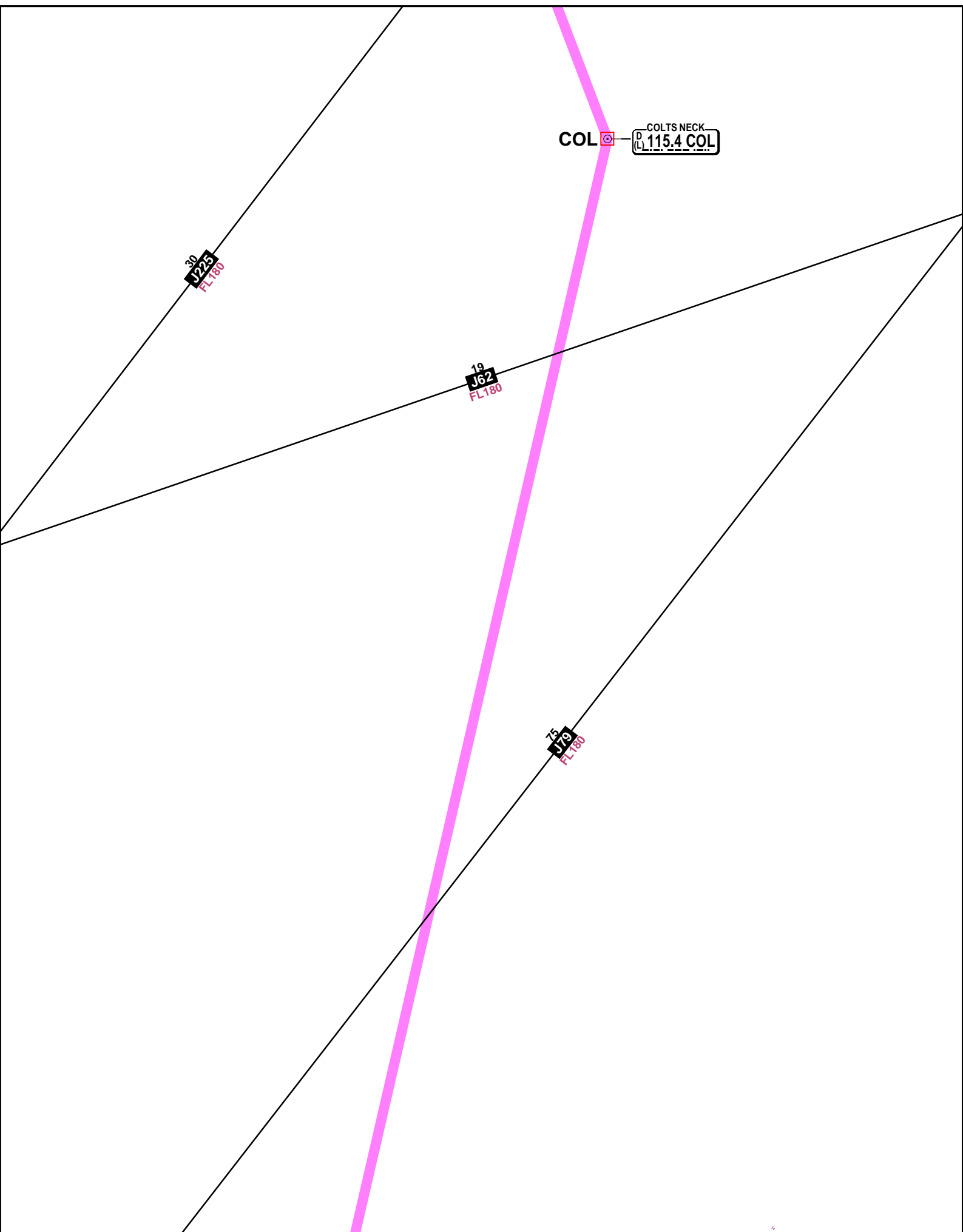
GRITY

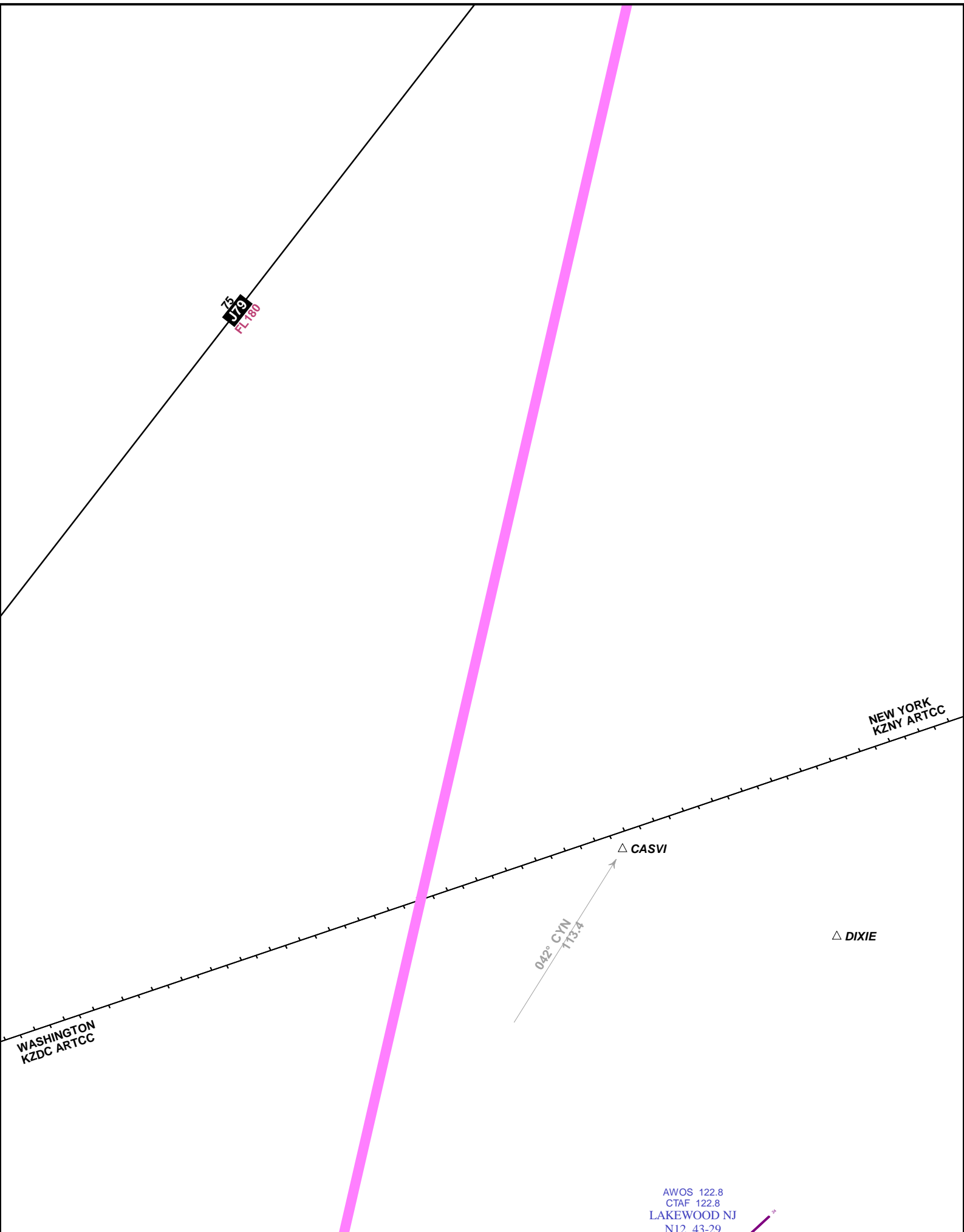
JFK 265°
115.9

BALDE

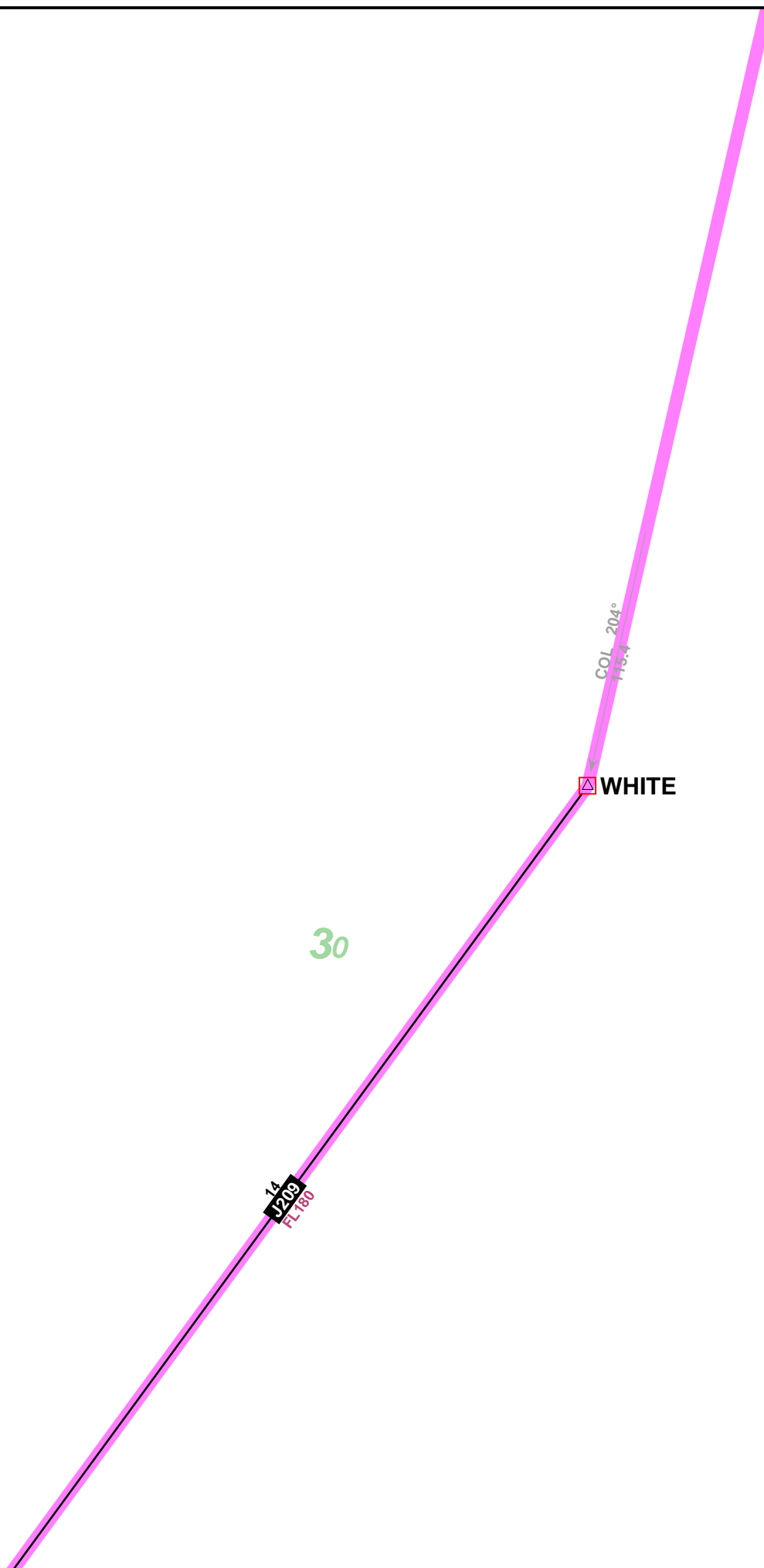
27
J42-222
FL180

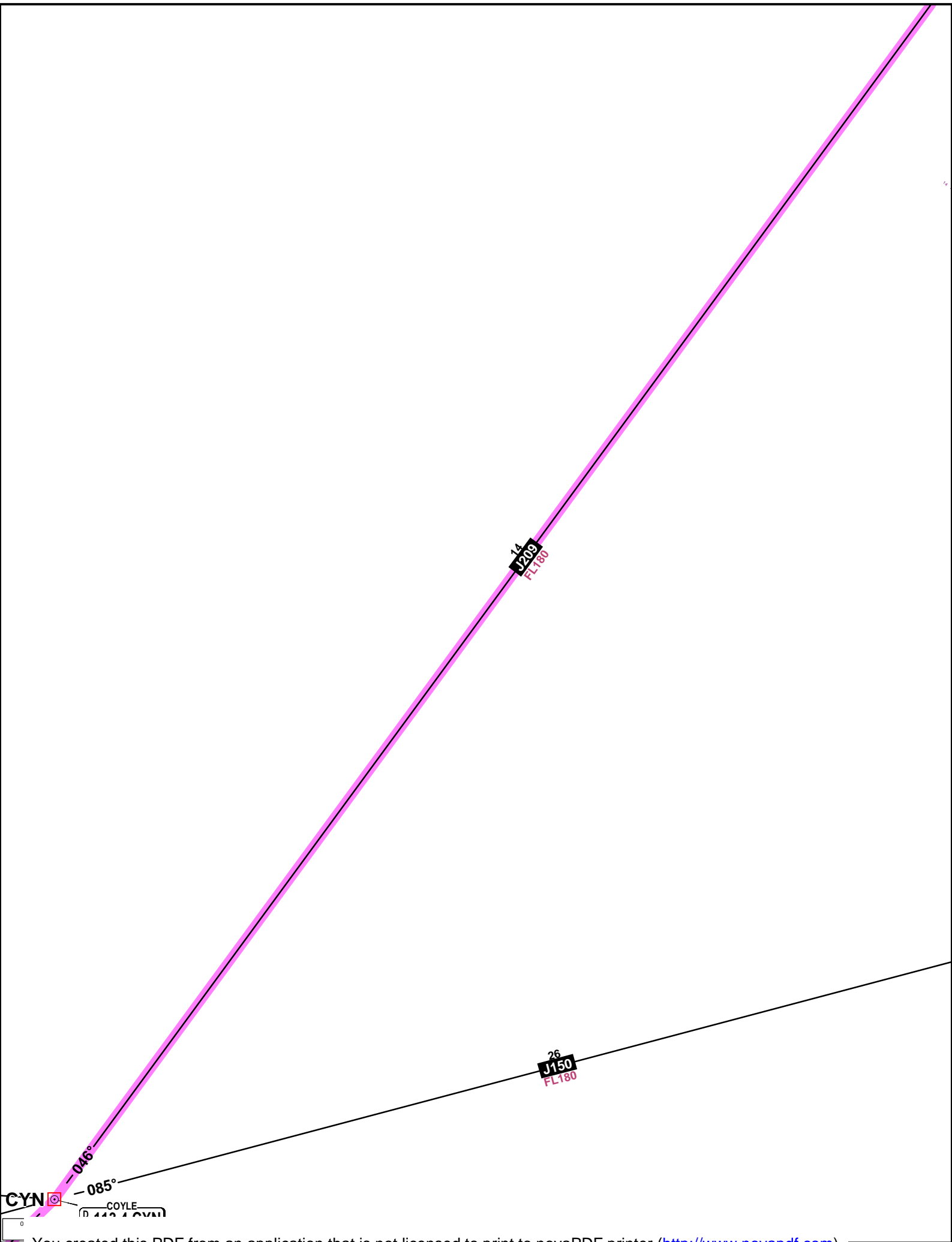


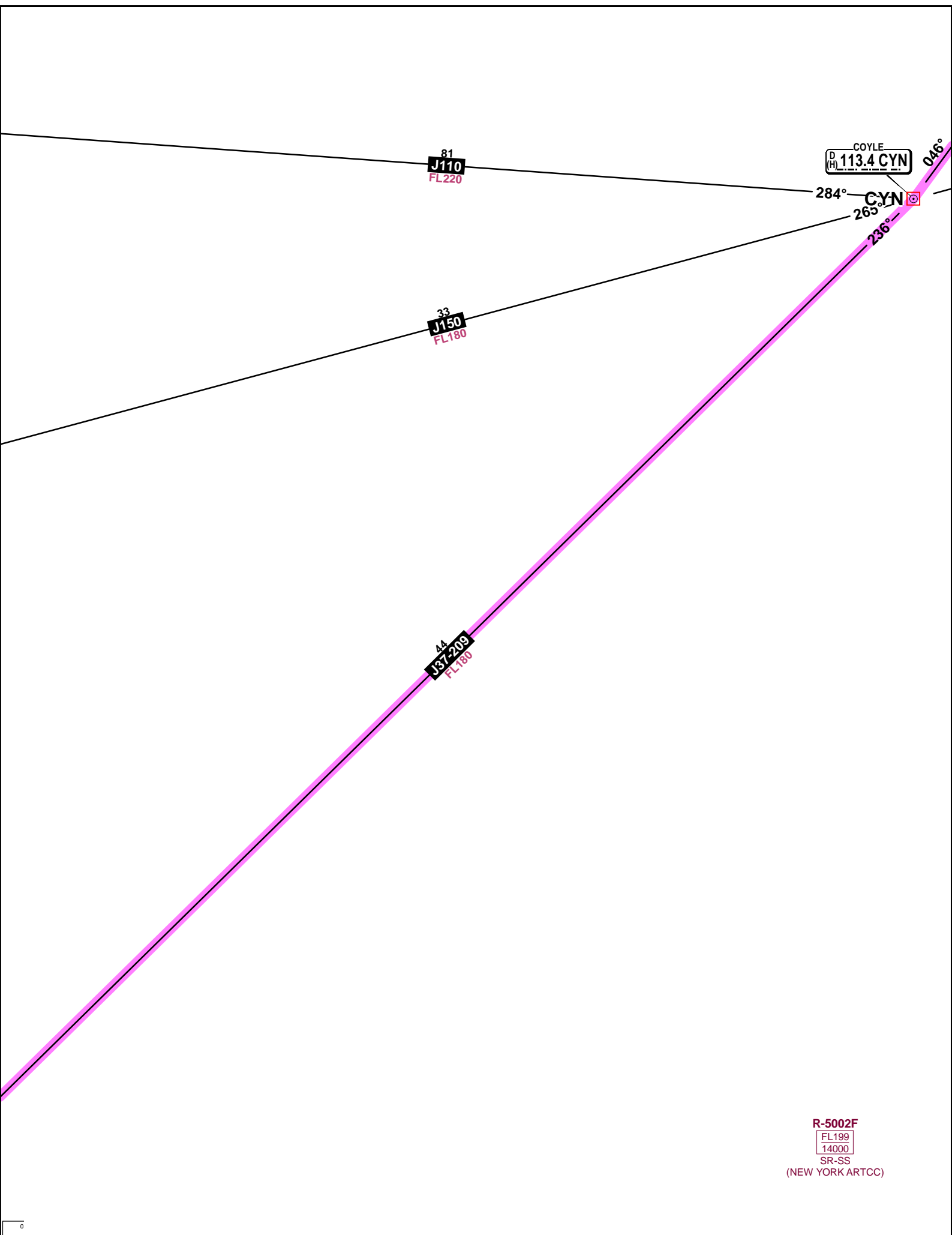




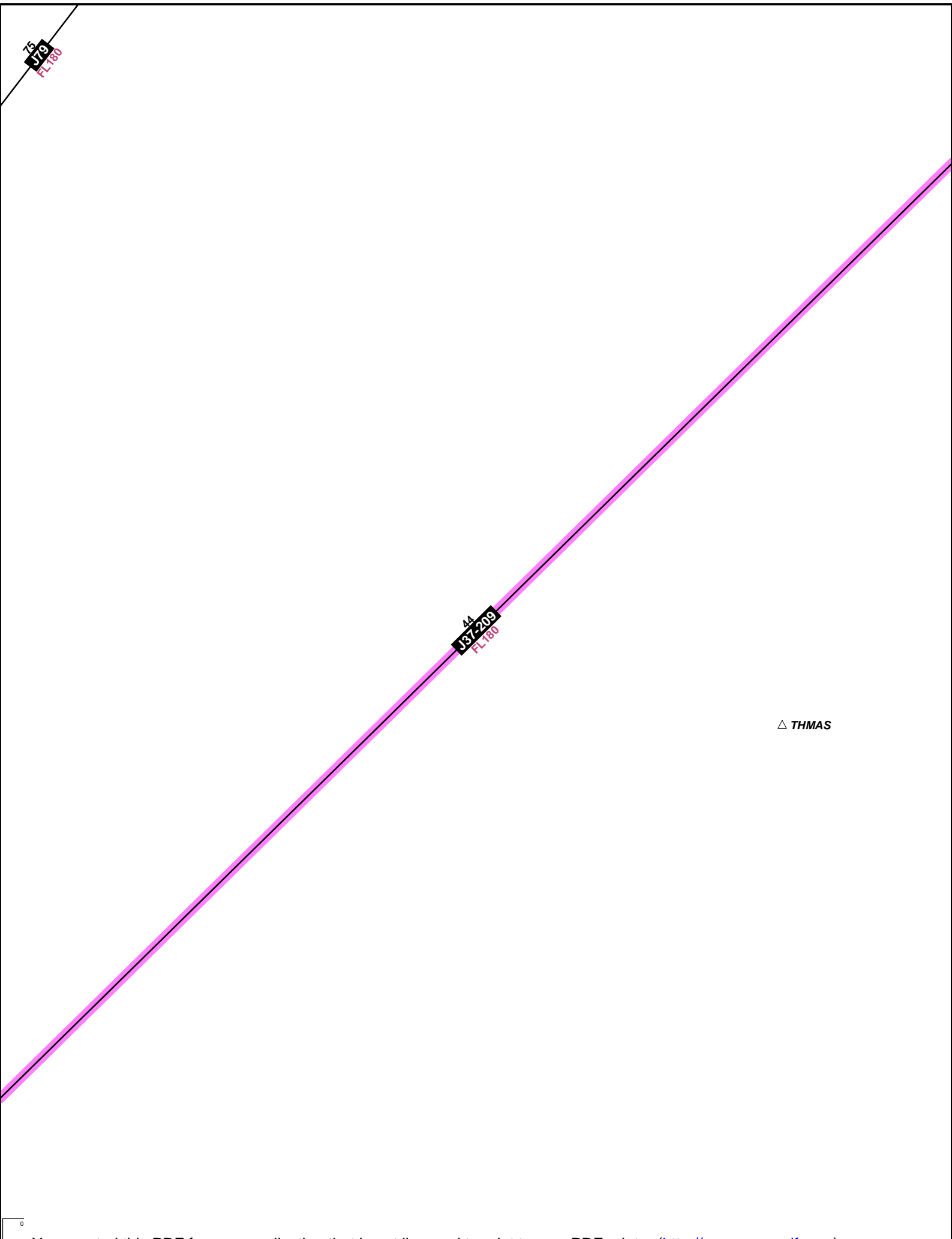
AWOS 122.8
CTAF 122.8
LAKEWOOD NJ
N12 43-29

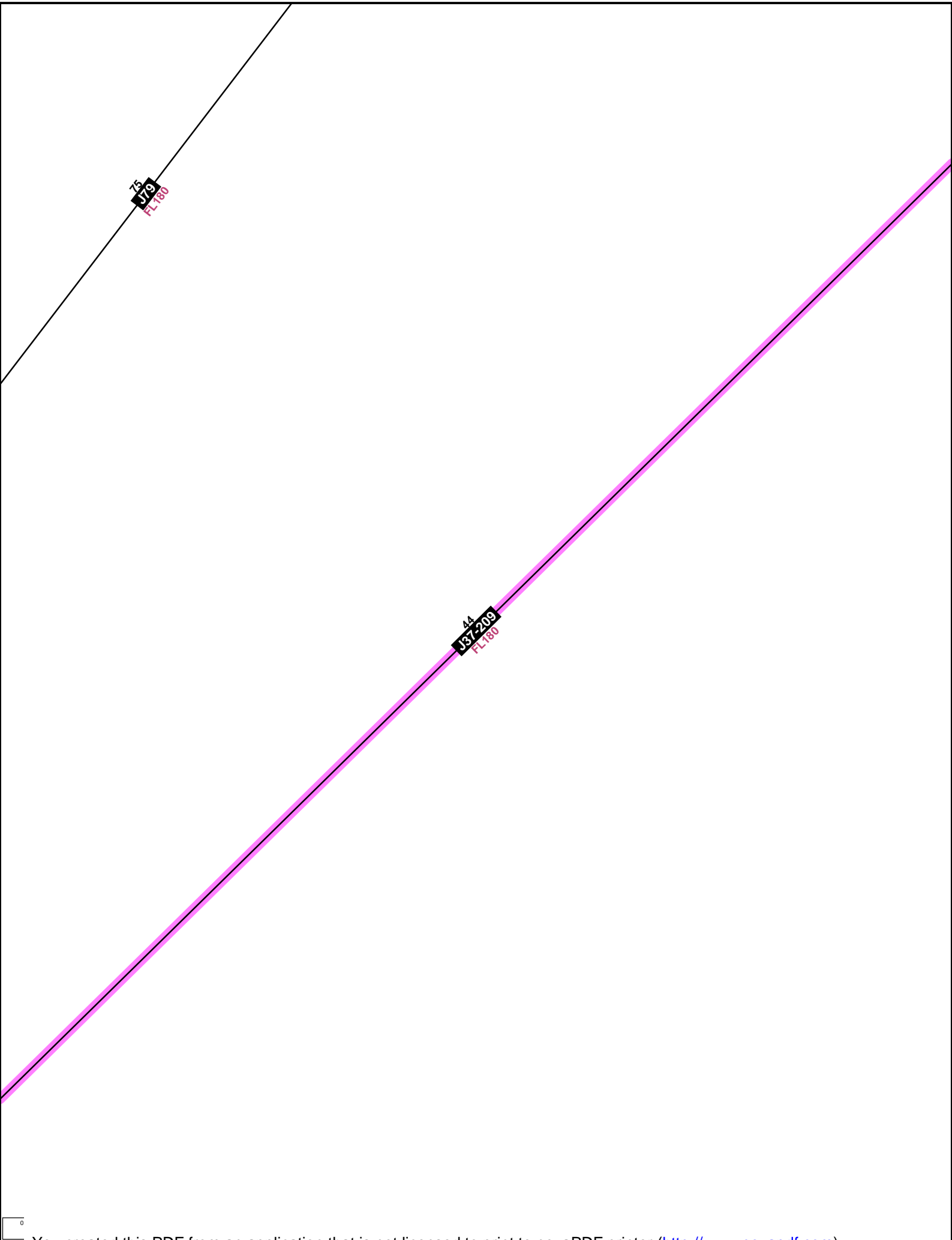


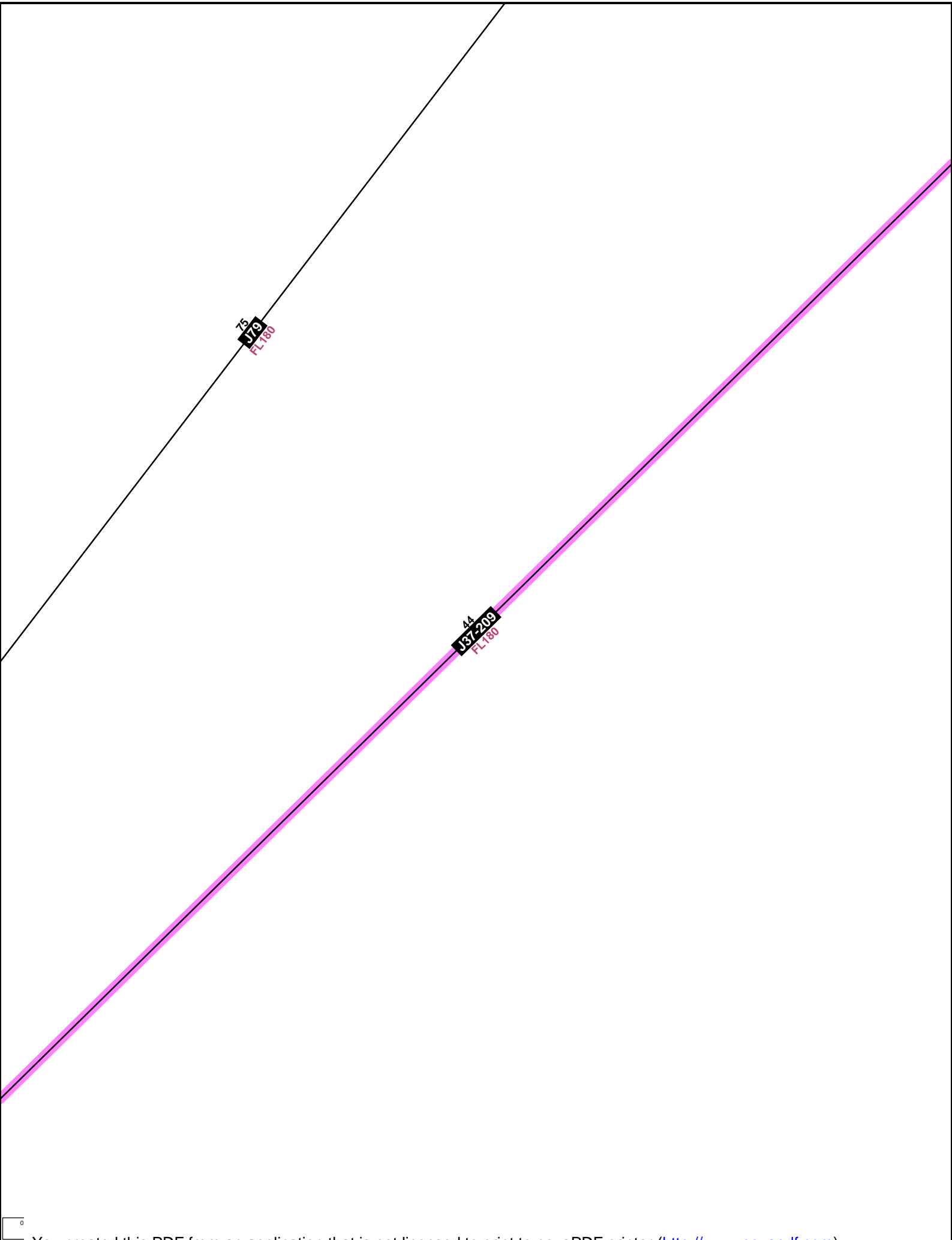


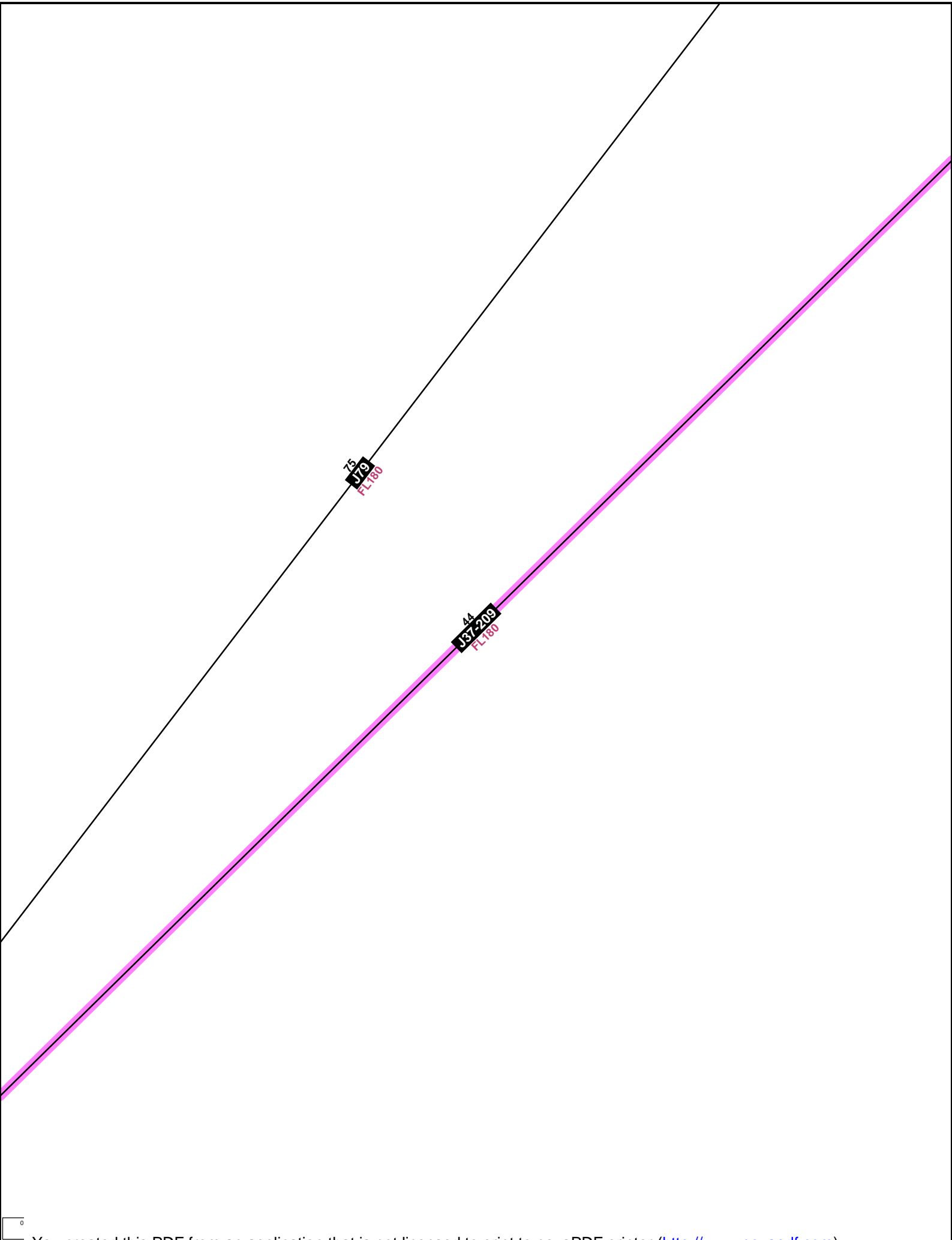


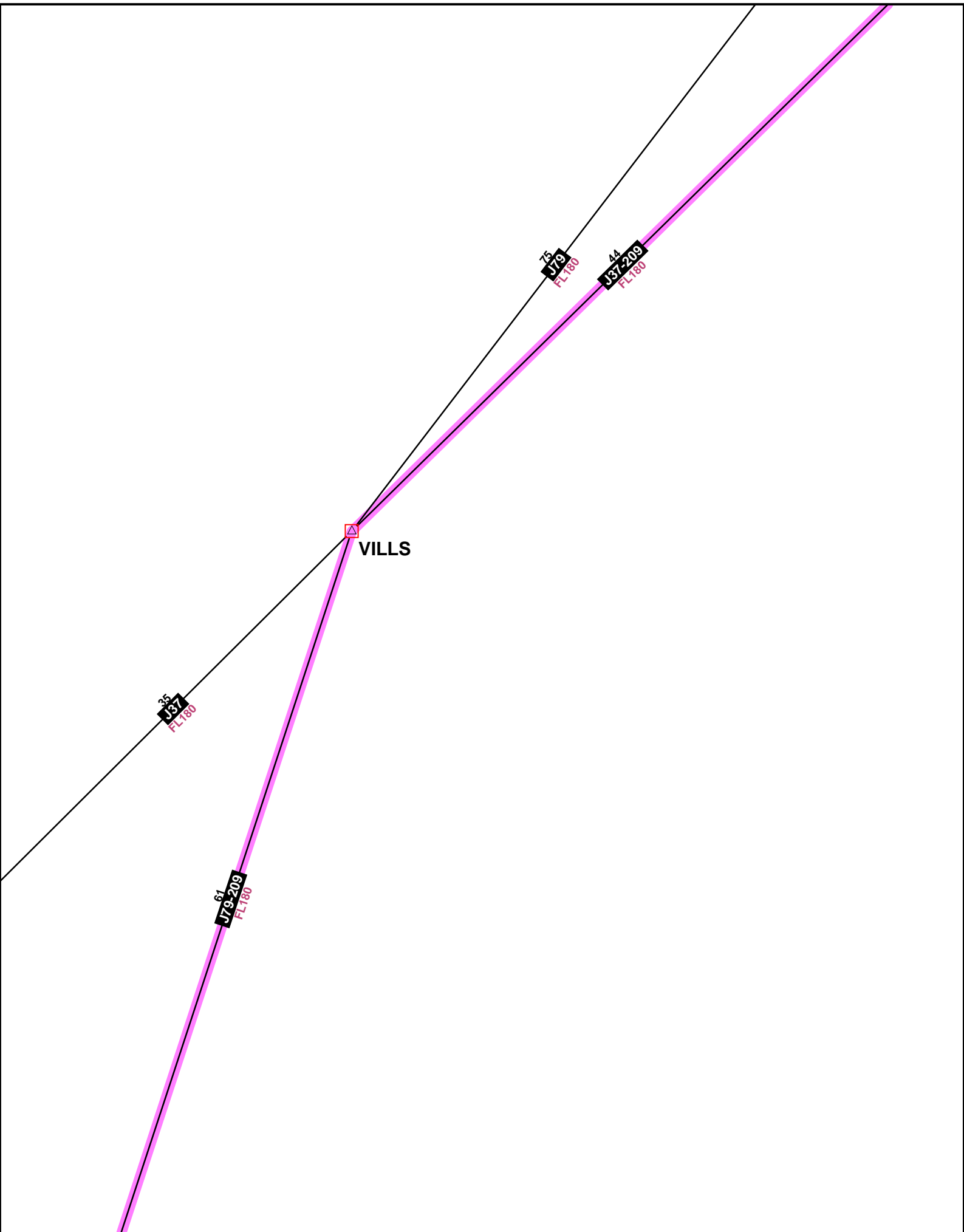
R-5002F
FL199
14000
SR-SS
(NEW YORK ARTCC)

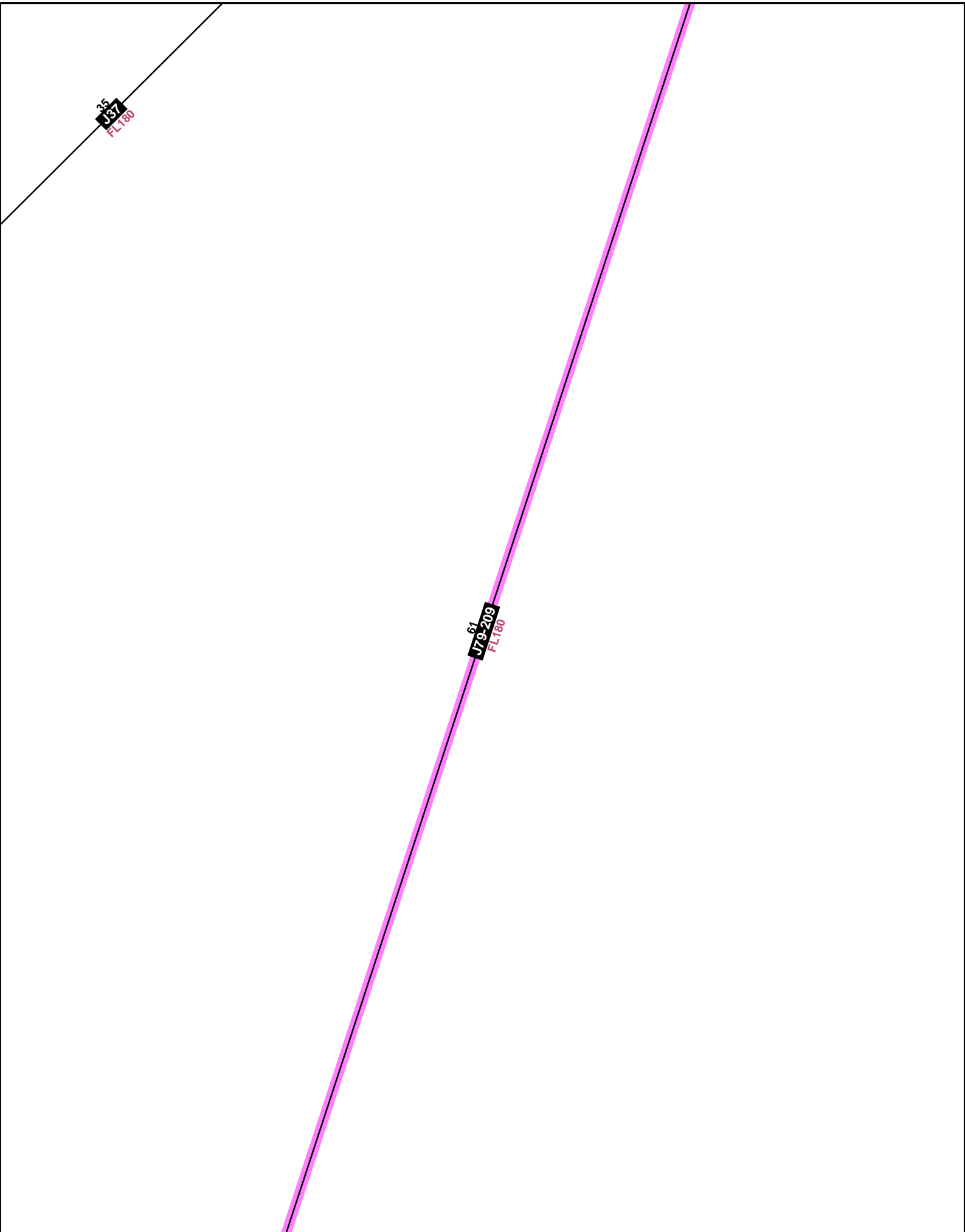






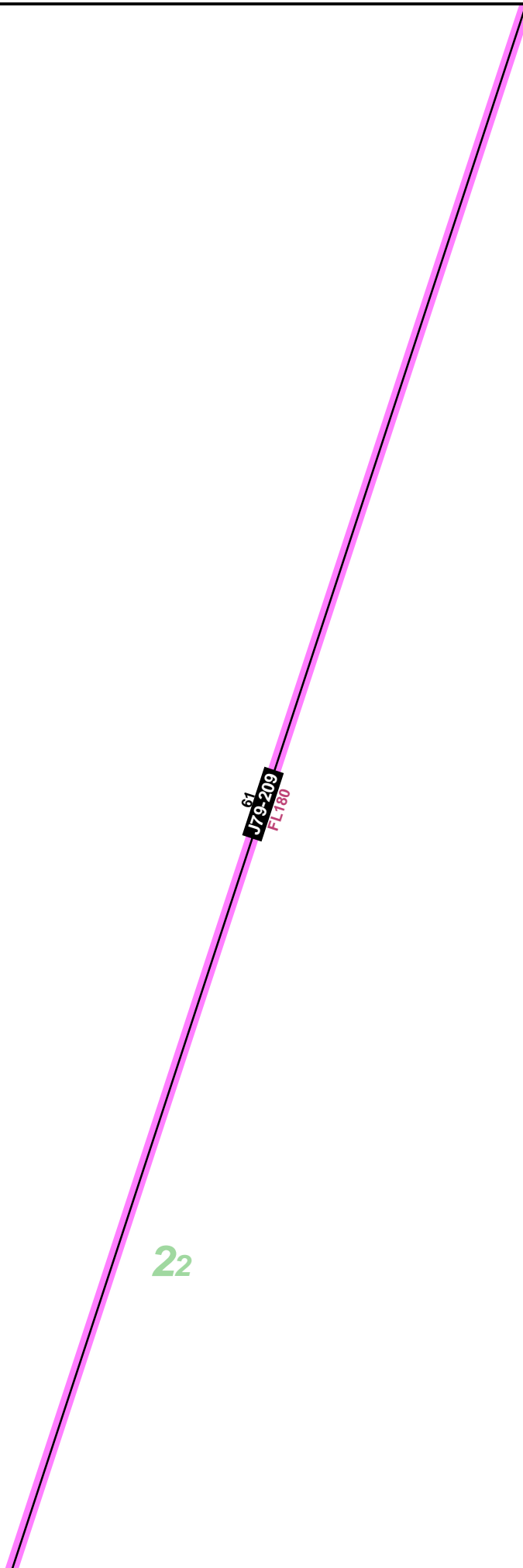




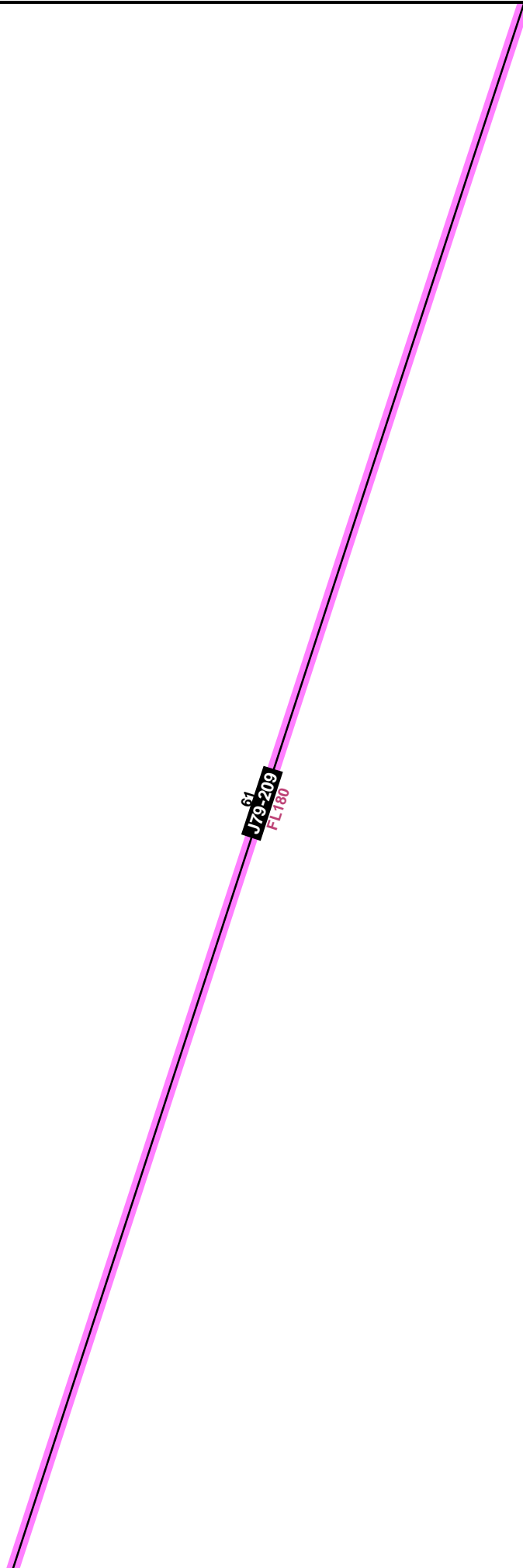


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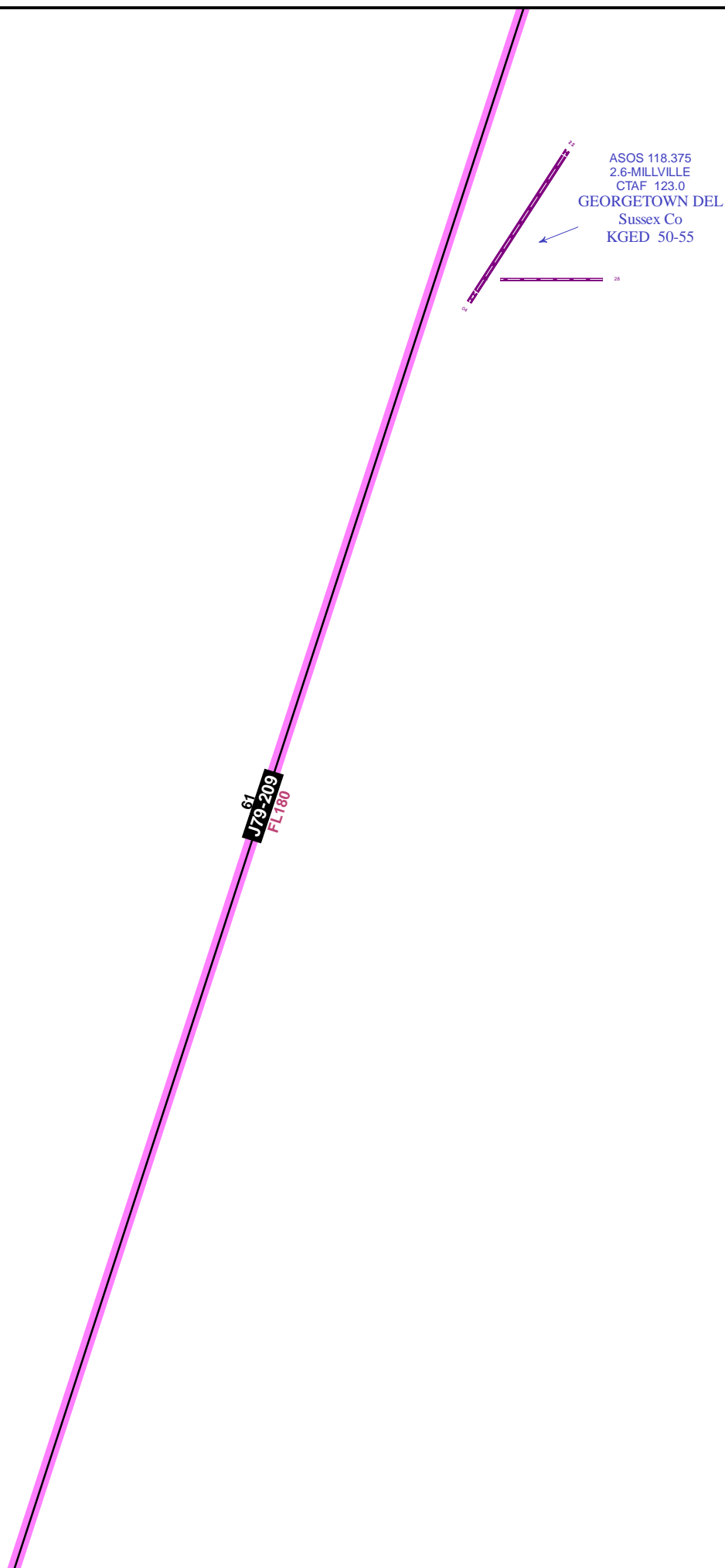
61
J79-209
FL180

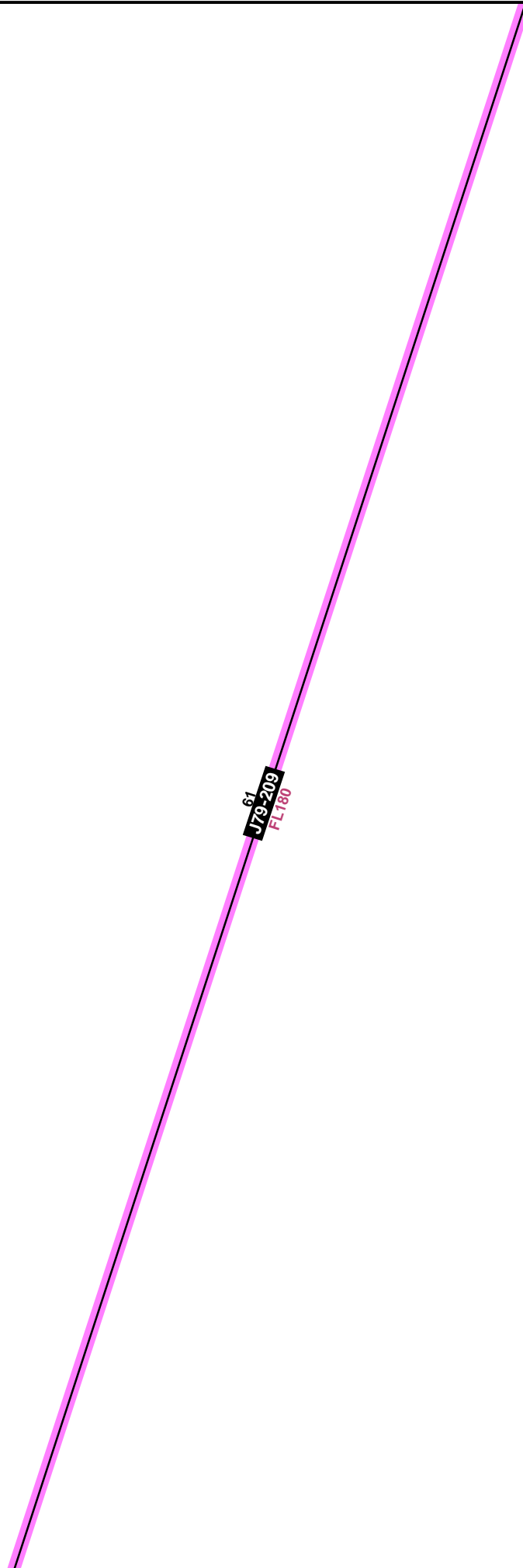


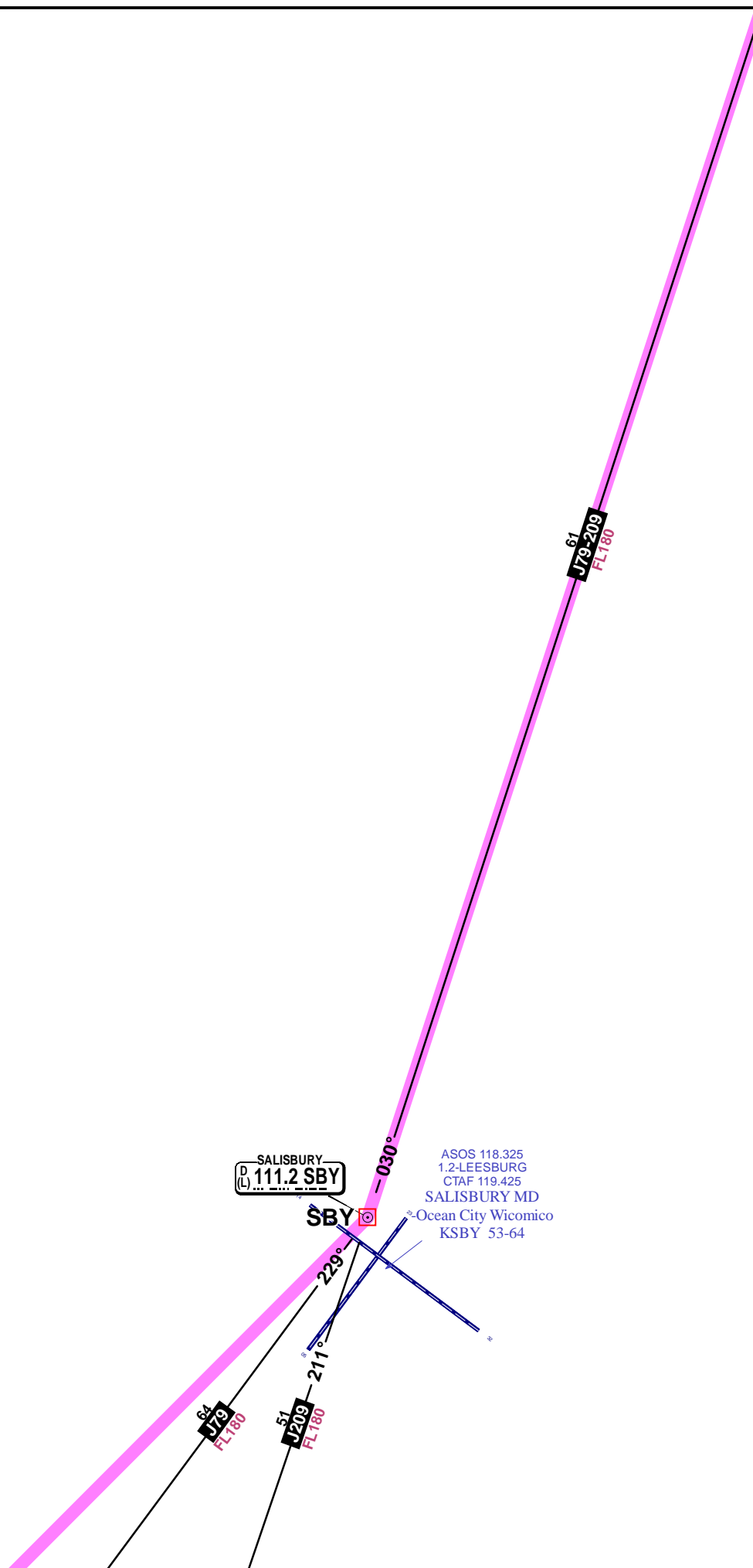
22



61
J79-209
FL180







R-4008

FL850

FL250

0700-2300 LT

(WASHINGTON ARTCC)

R-4006

FL249

3500

0700-2300 LT

(WASHINGTON ARTCC)

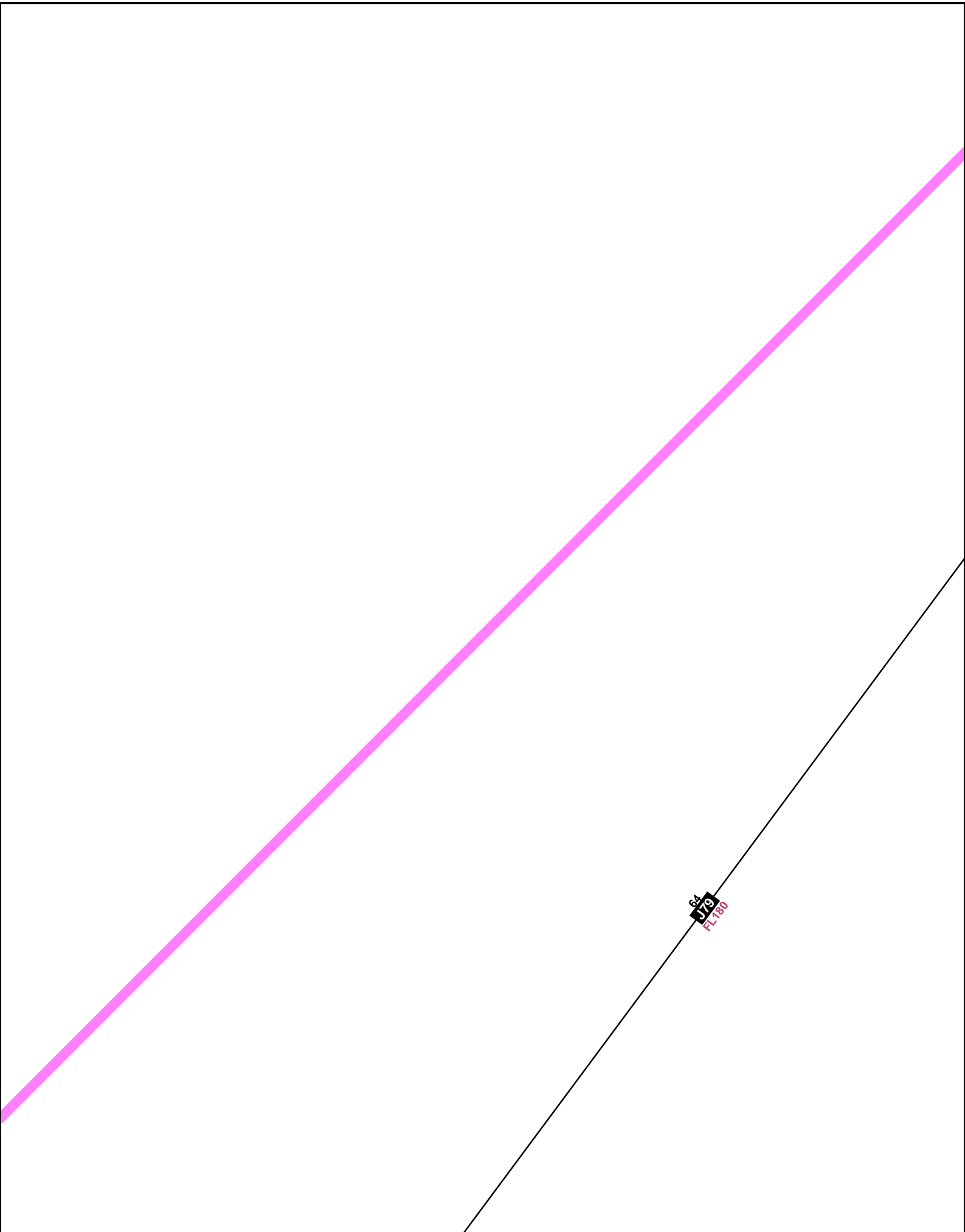
61
J19

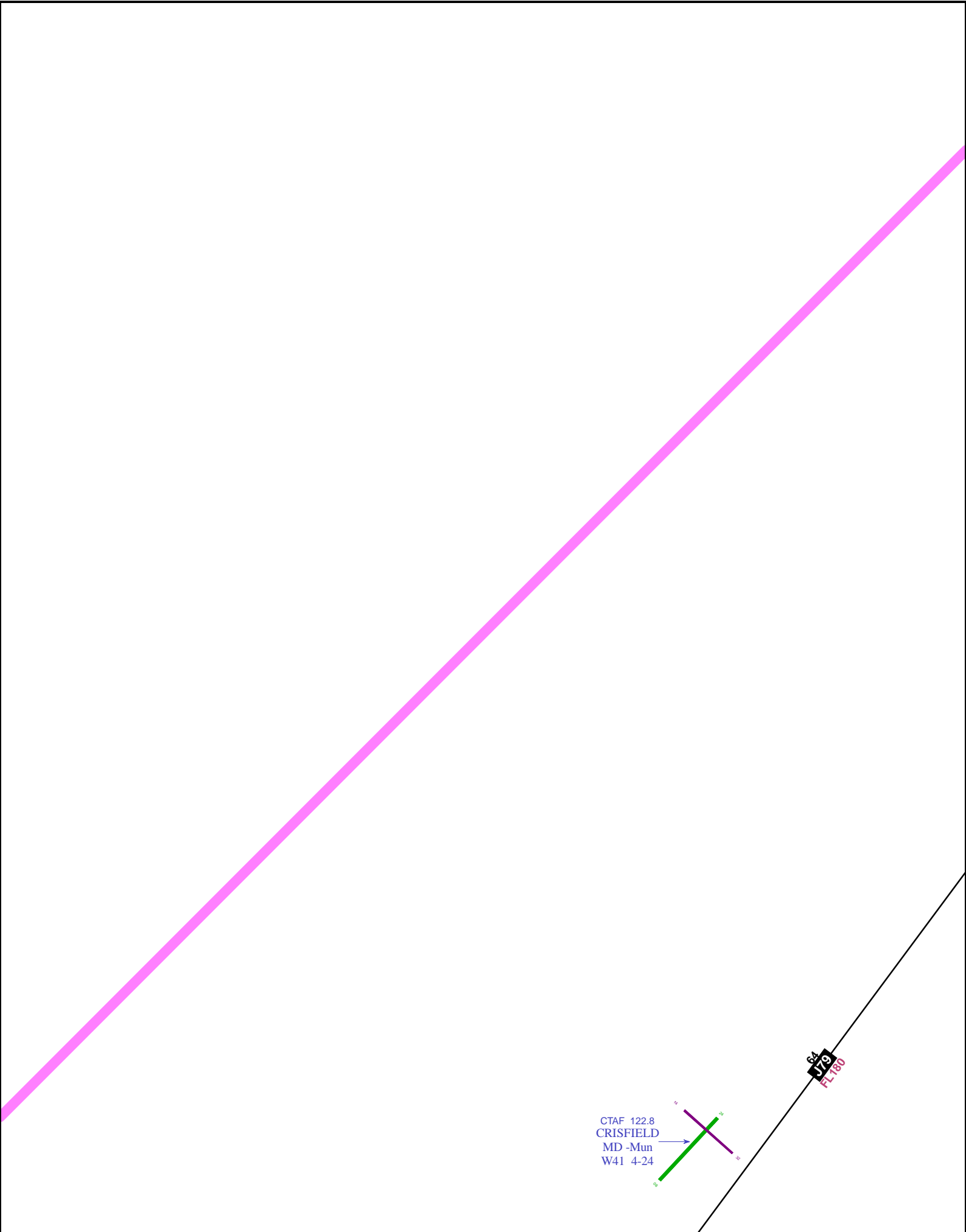
FL180

51
J209

FL180







△ *KW48Y*

19

64
J79
FL180

0

R-4005
FL249
GND
0700-2300 LT
(WASHINGTON ARTCC)

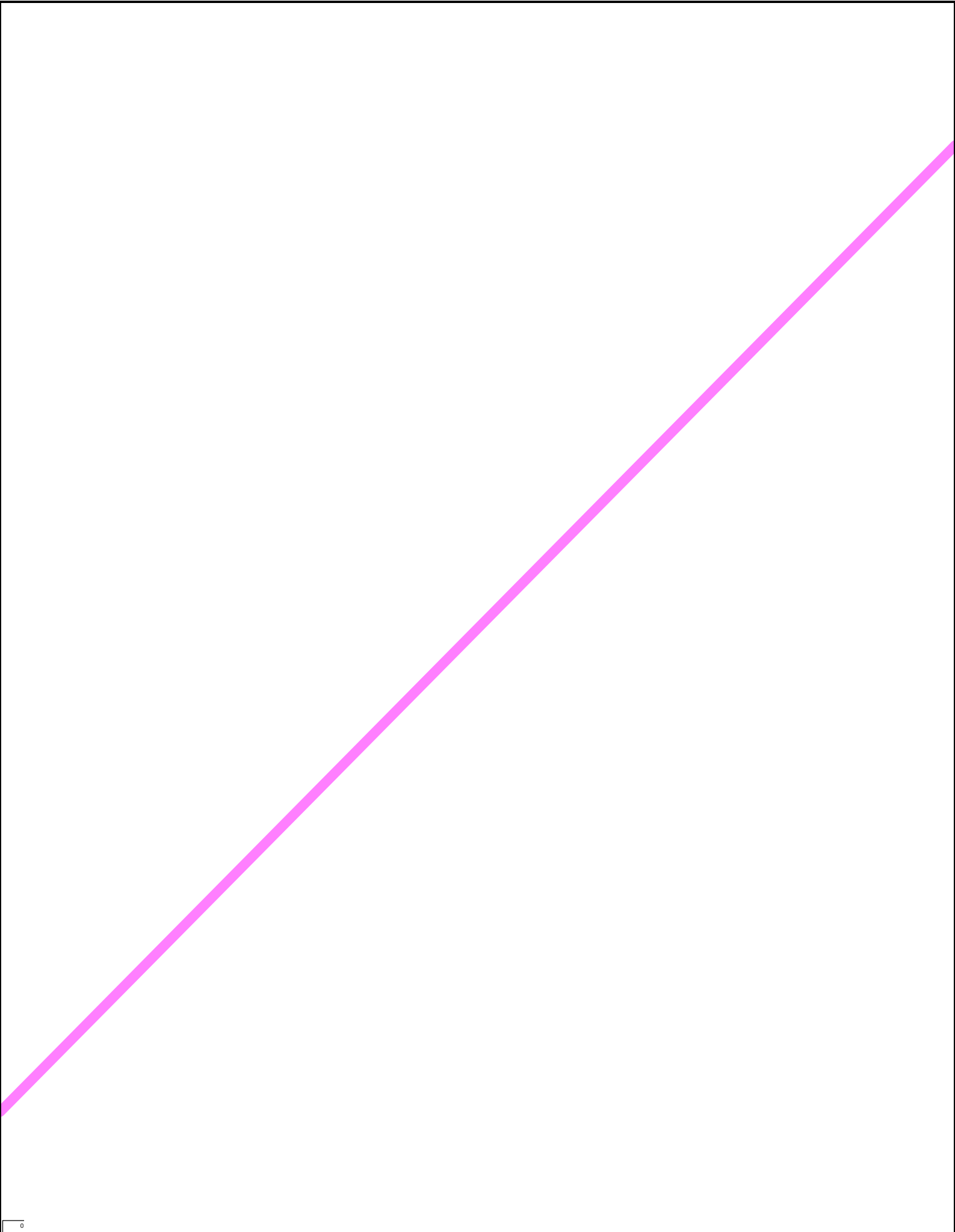
R-6609
FL200
GND
0800-2300 LT
(WASHINGTON ARTCC)

R-6609
FL200
GND
0800-2300 LT
(WASHINGTON ARTCC)

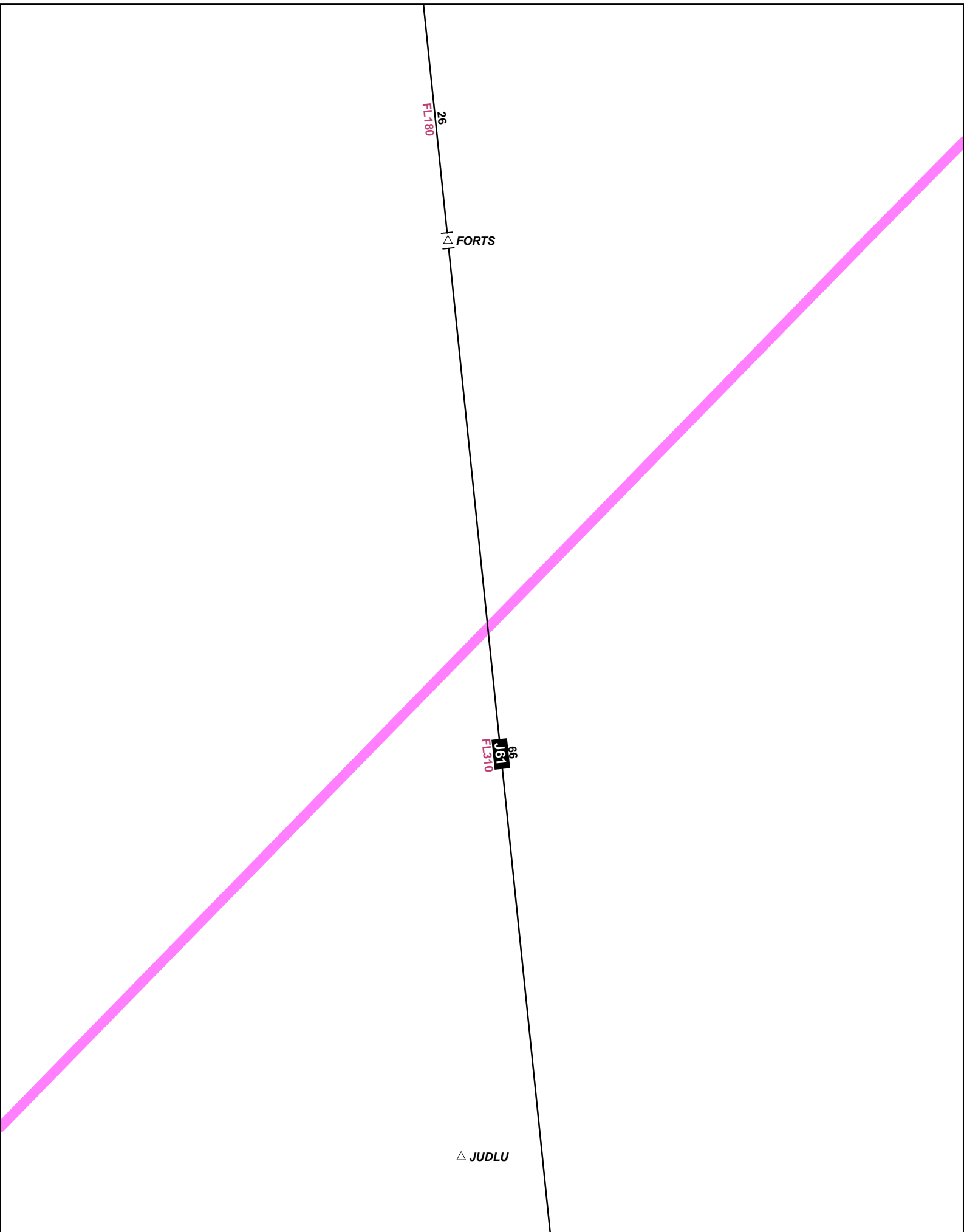
R-4006
FL249
3500
0700-2300 LT
(WASHINGTON ARTCC)

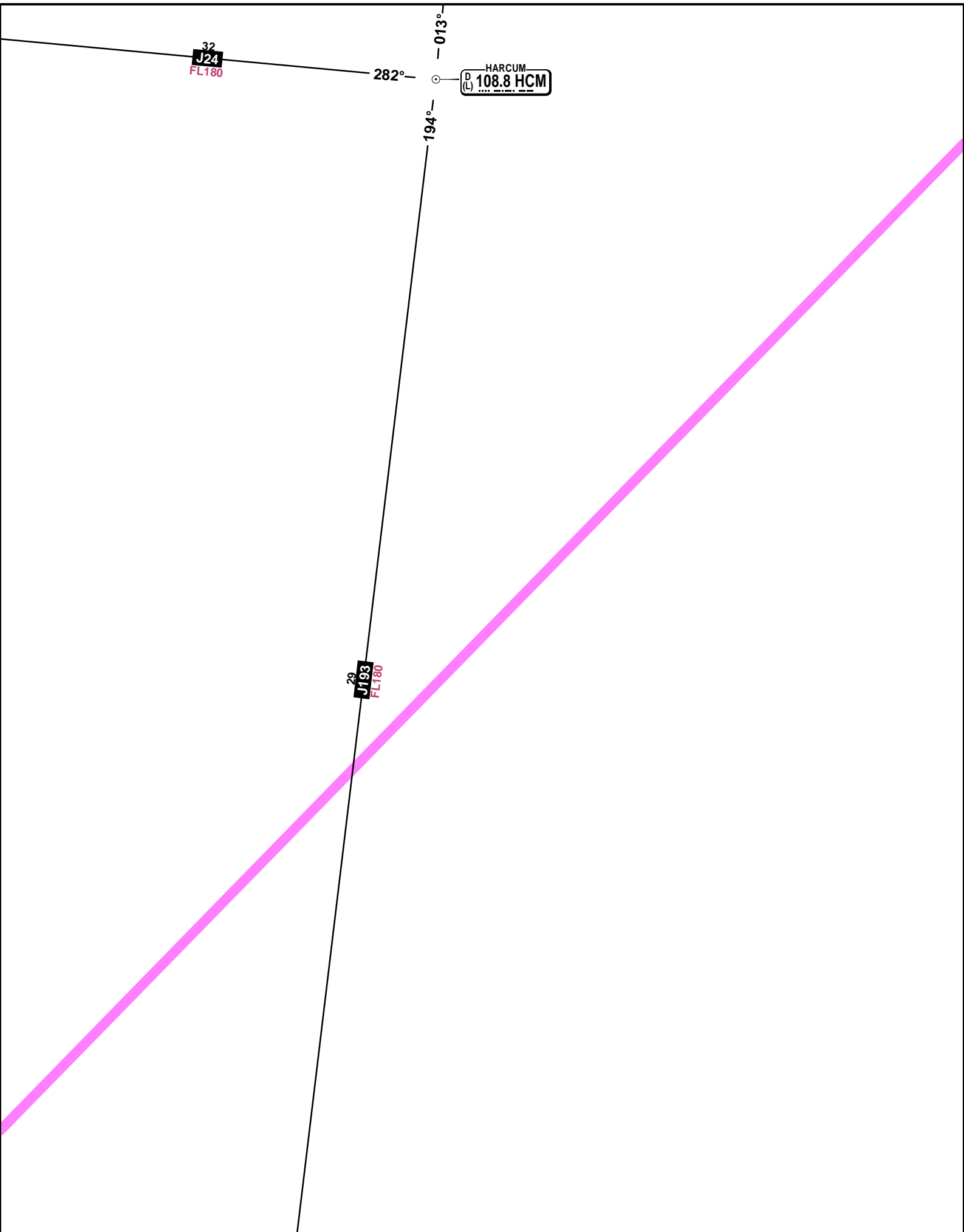
R-4008
FL850
FL250
0700-2300 LT
(WASHINGTON ARTCC)

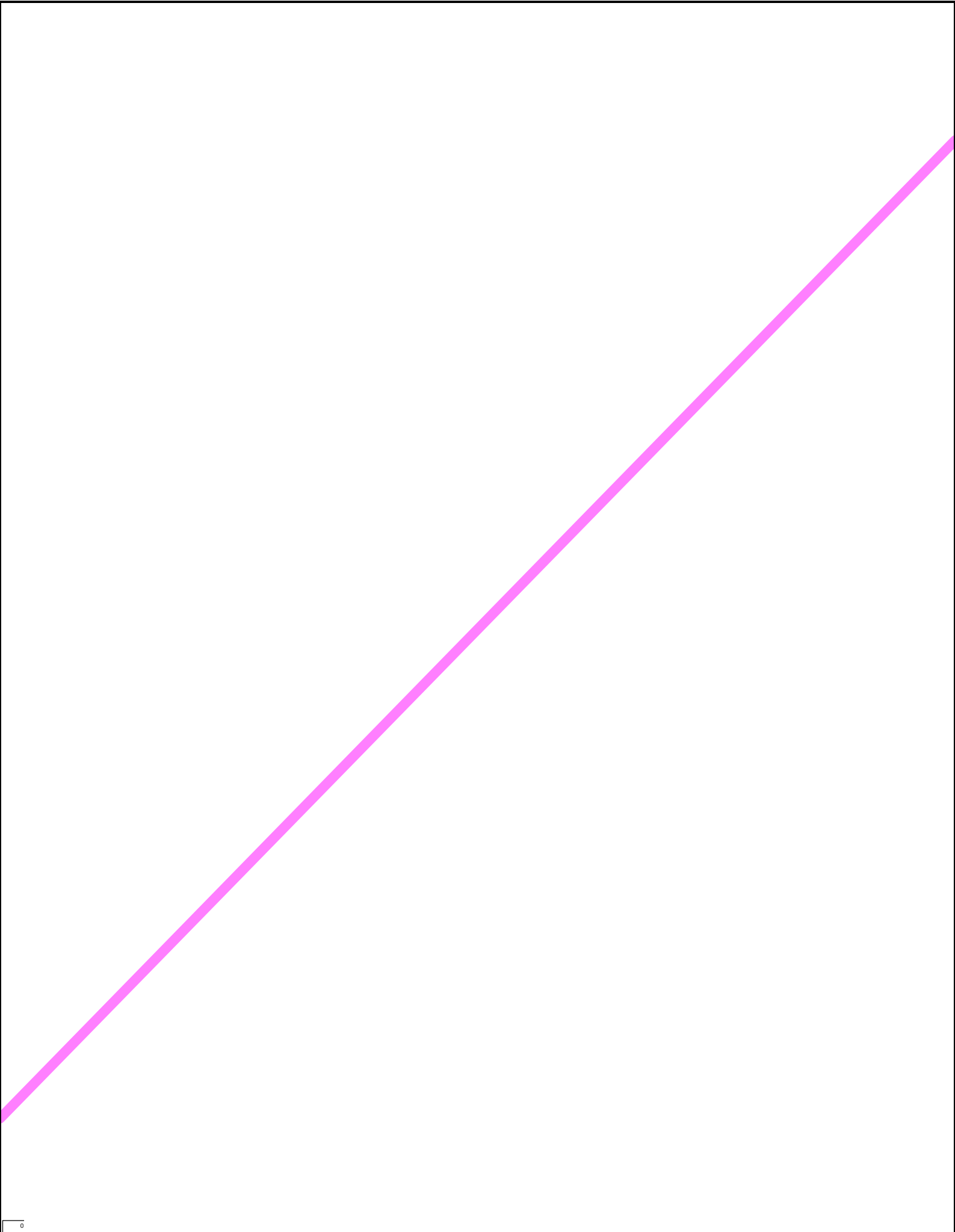
△ **GHAWK**



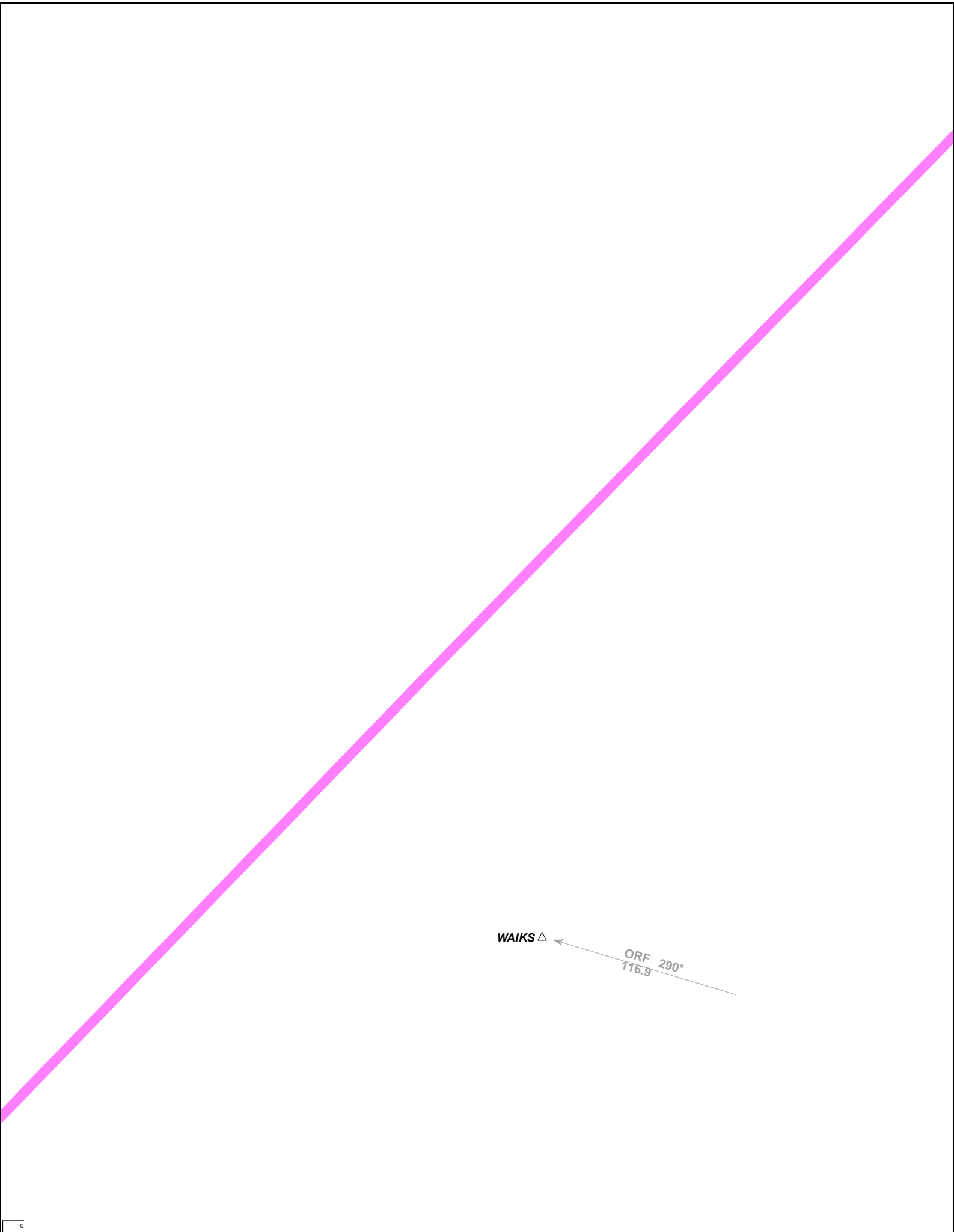
AWOS 118.45
CTAF 123.0
SALUDA VA
Hummel
W75 30-22





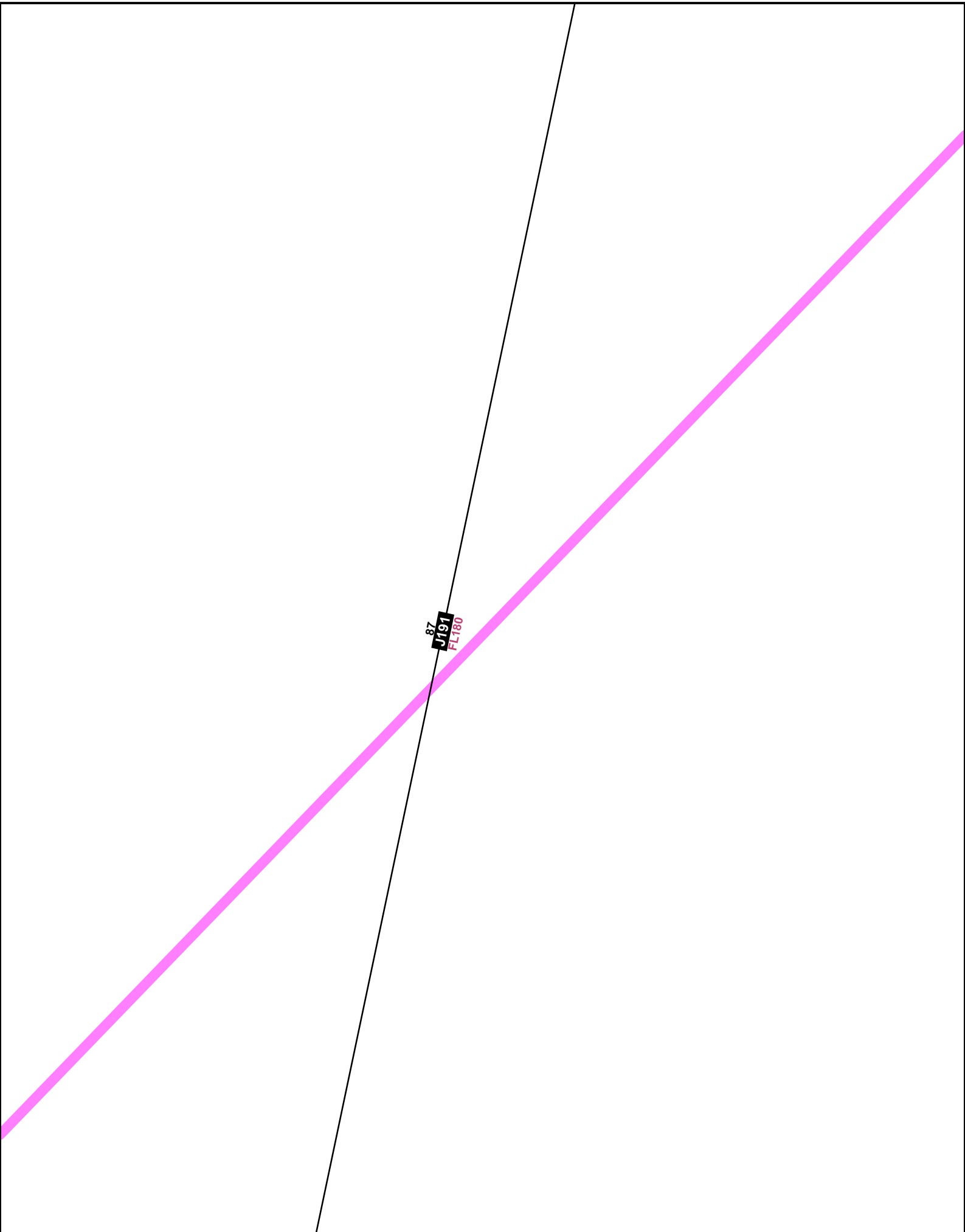


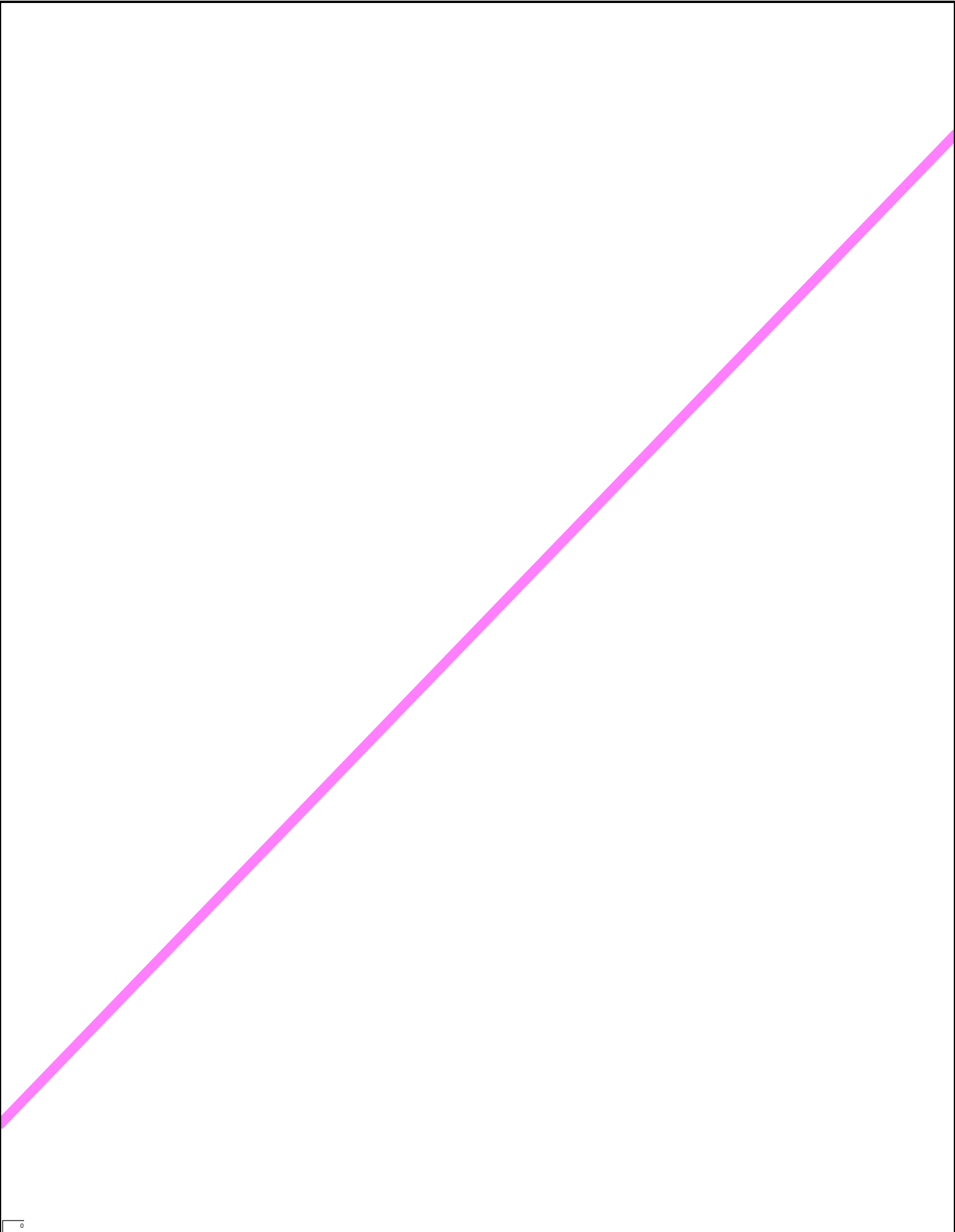
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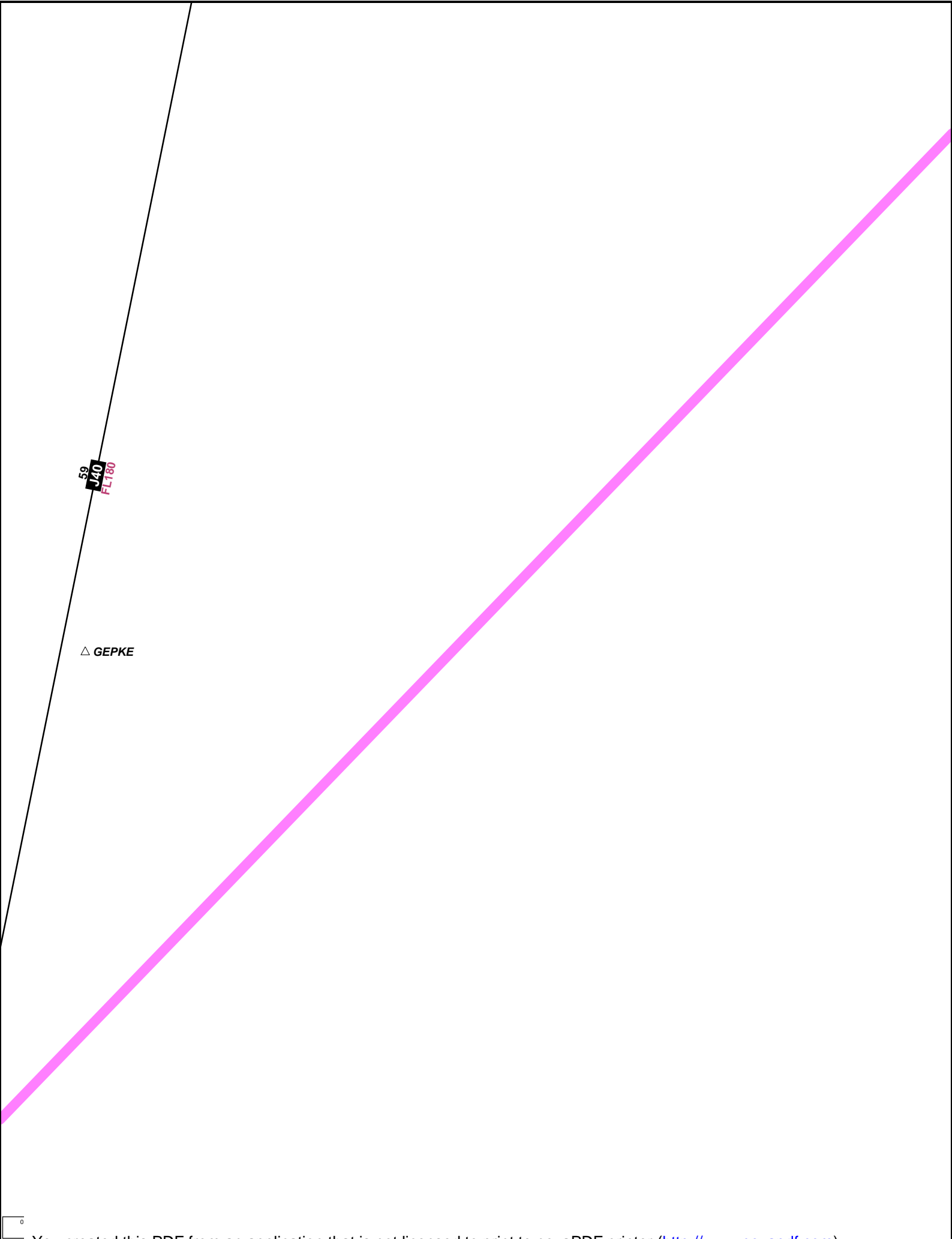


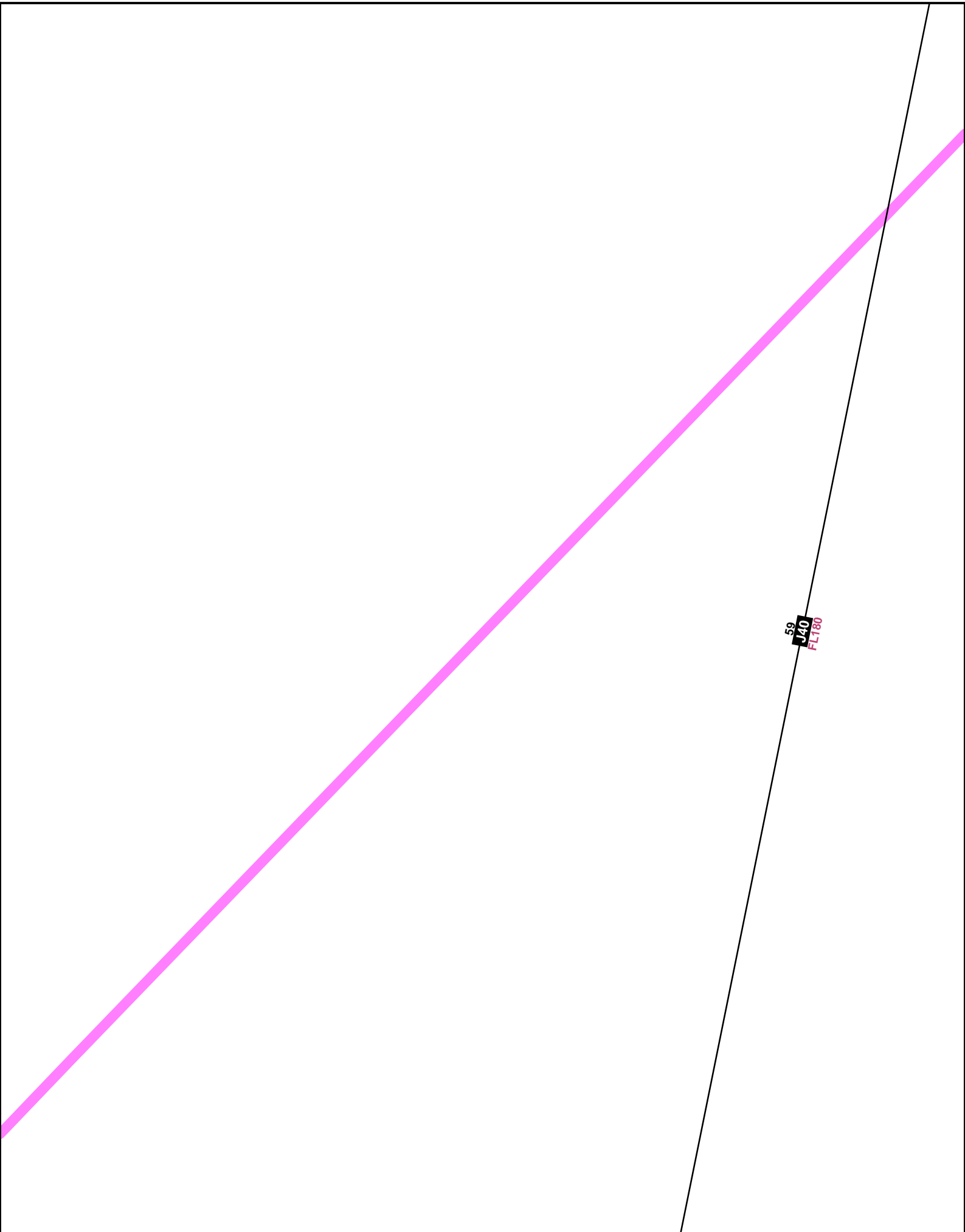
WAIKS \triangle

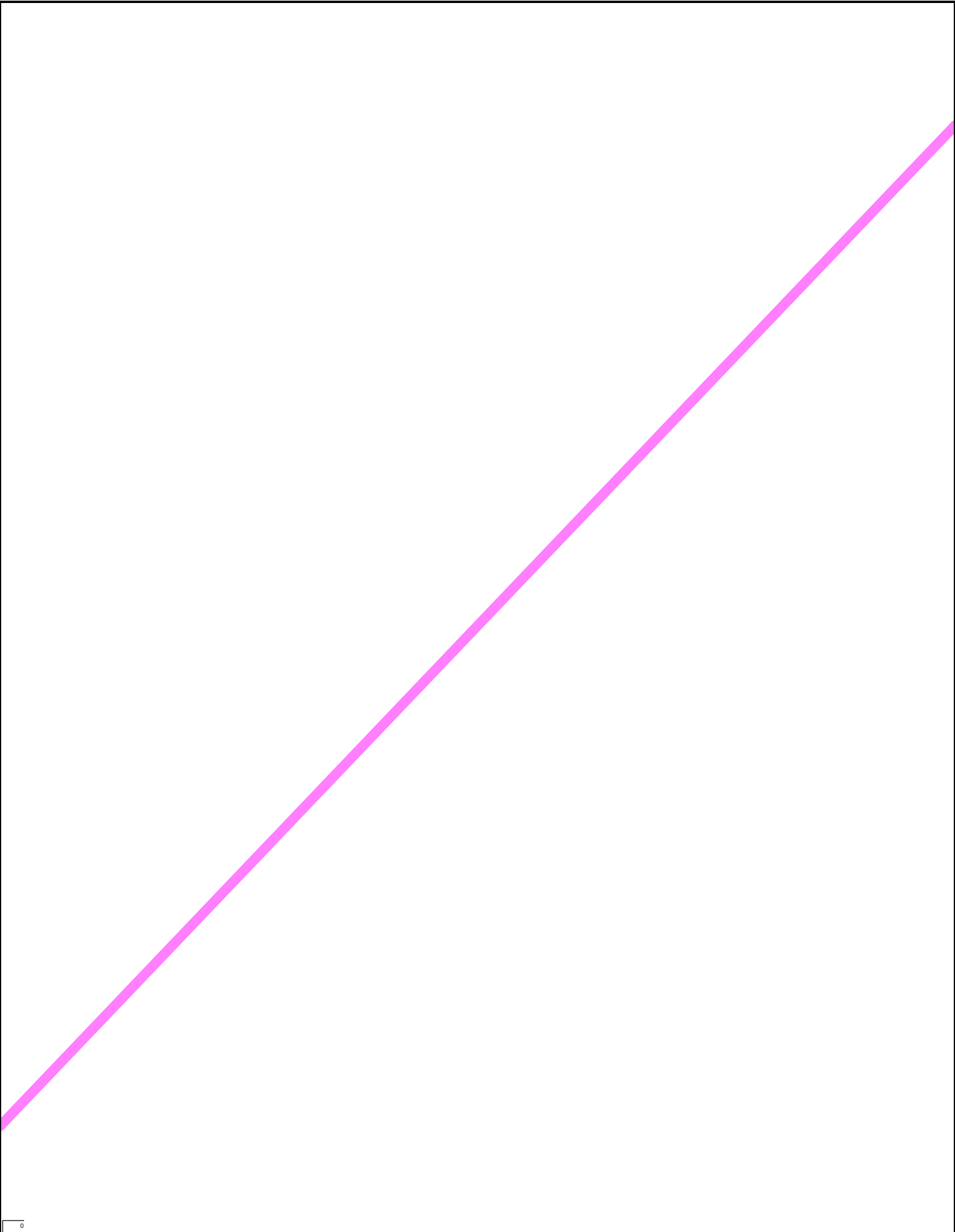
ORF 290°
116.9



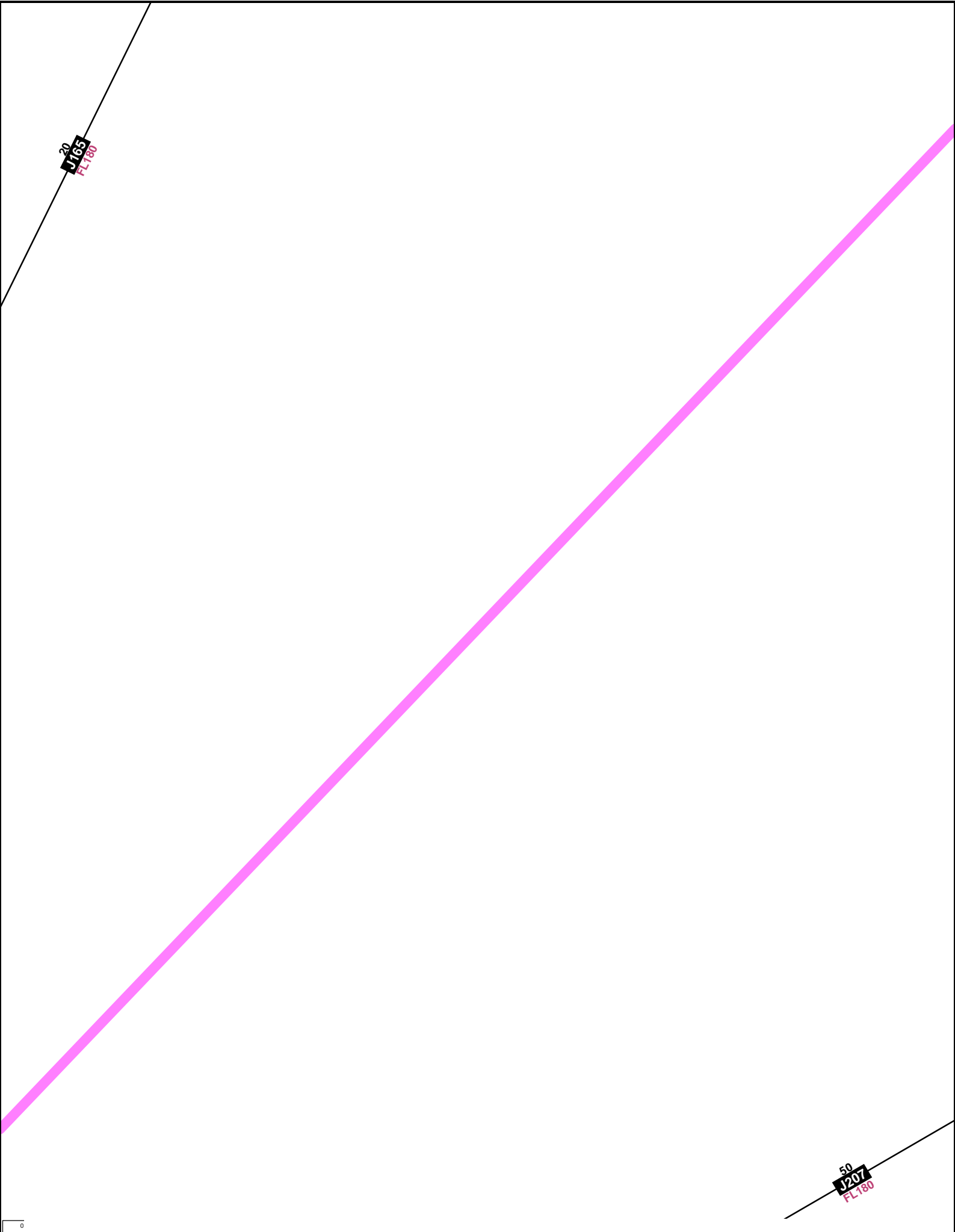




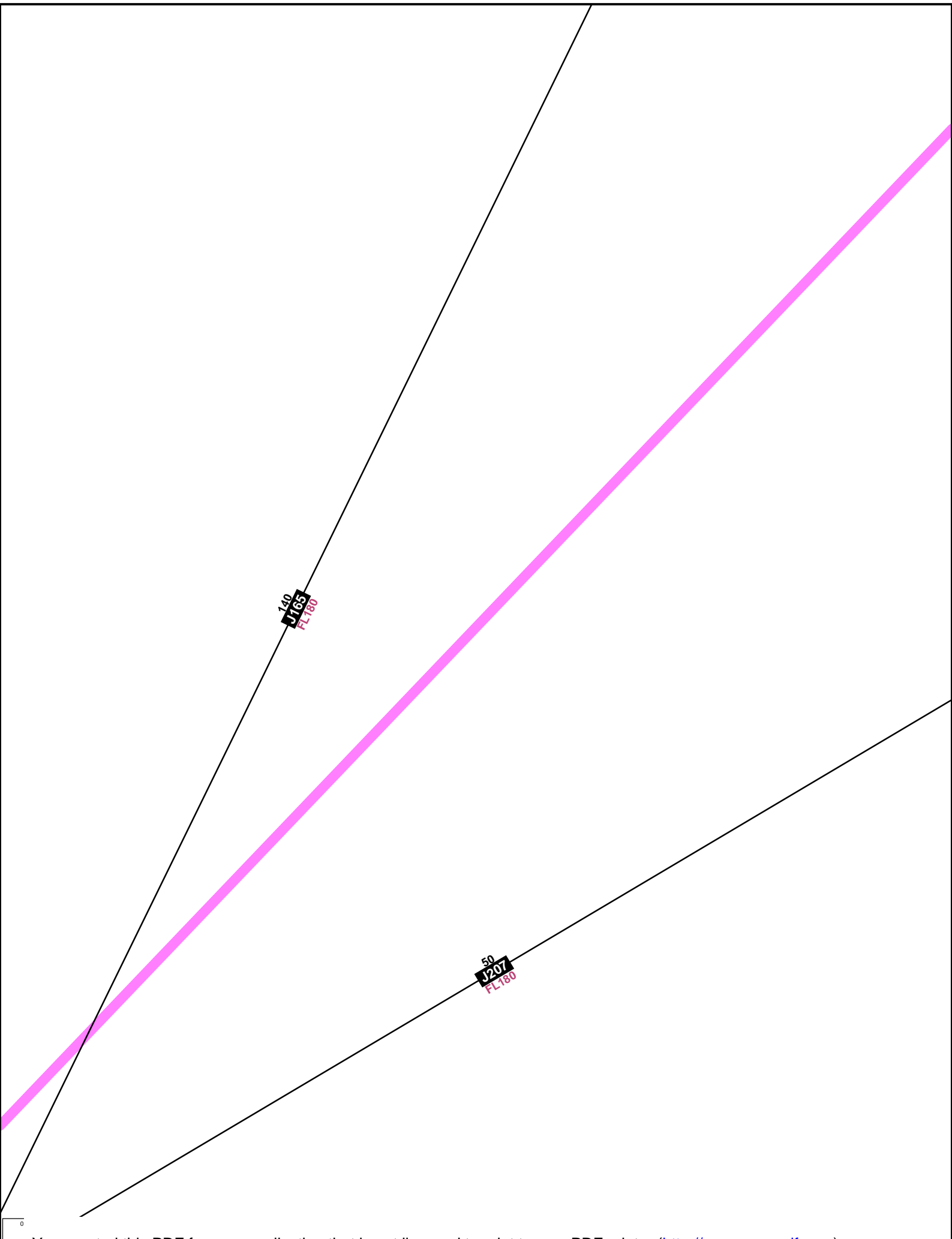


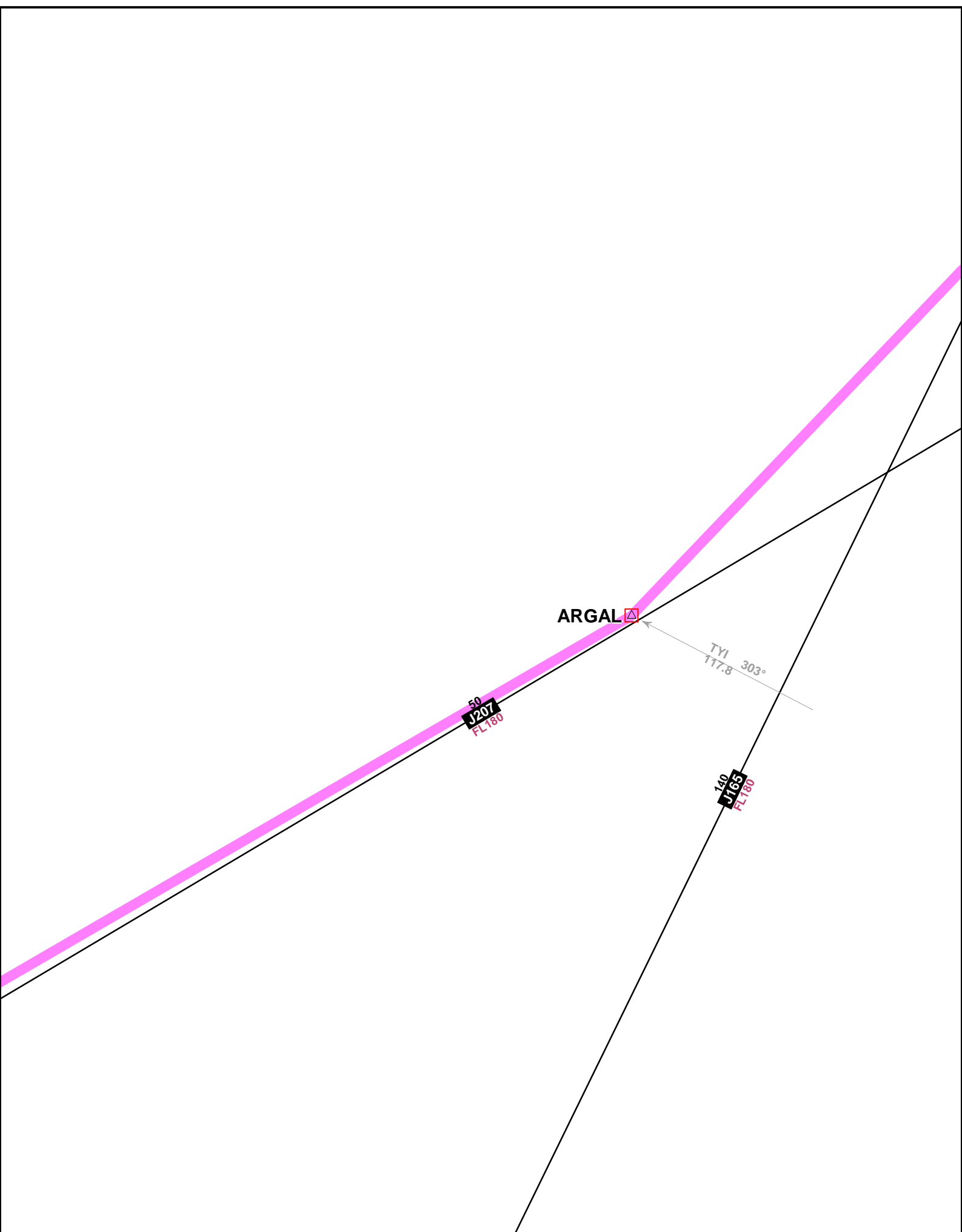


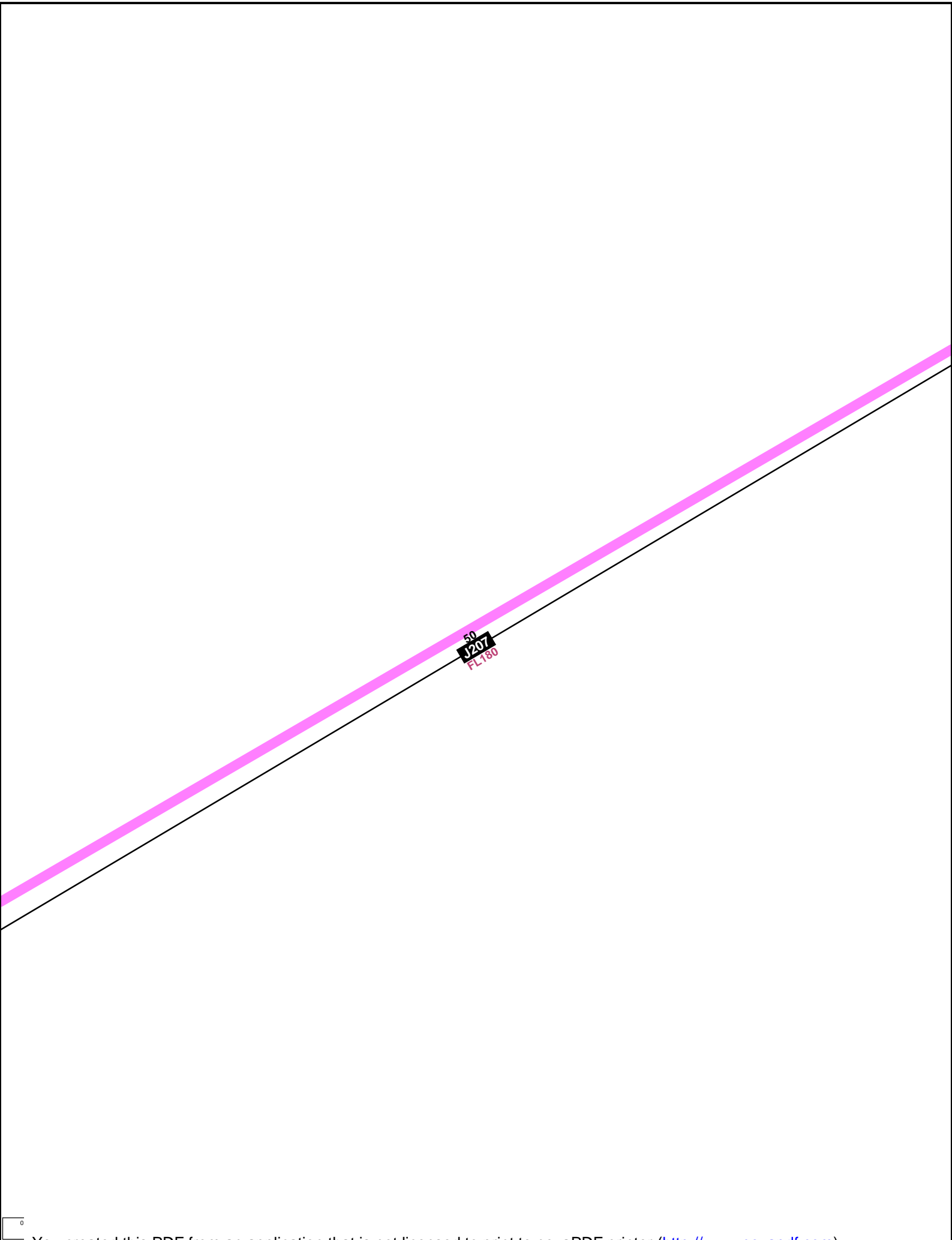
138
J109
FL180

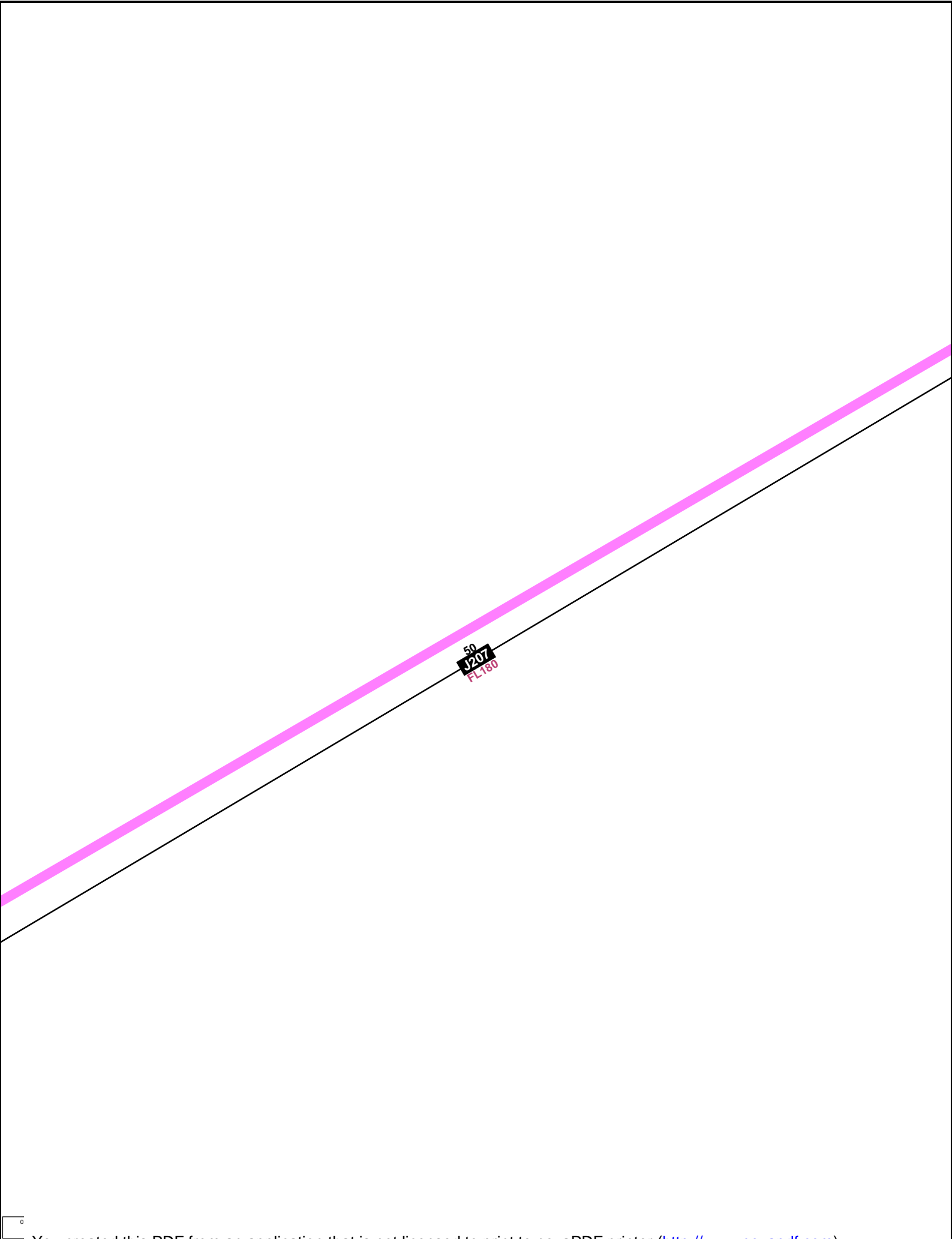


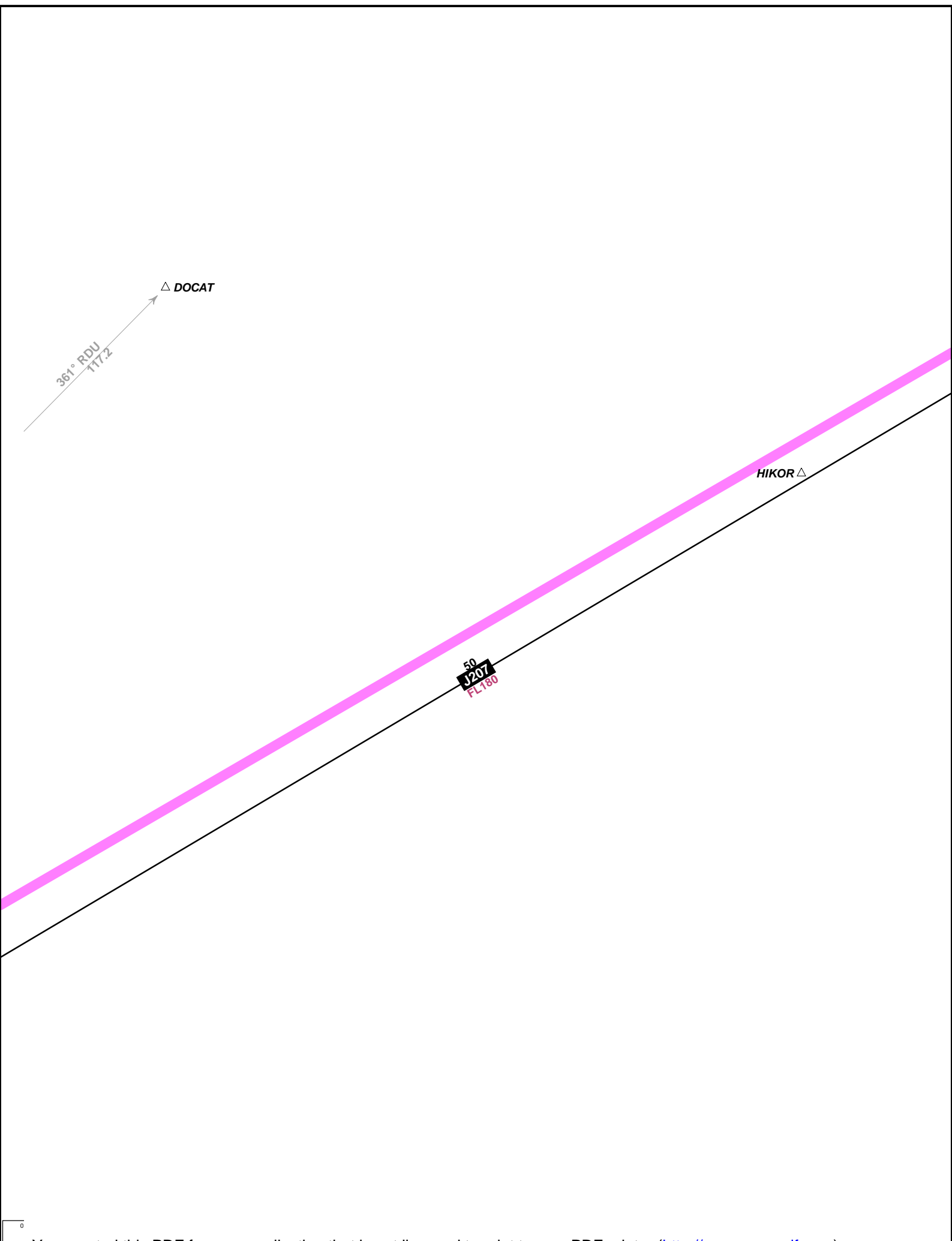
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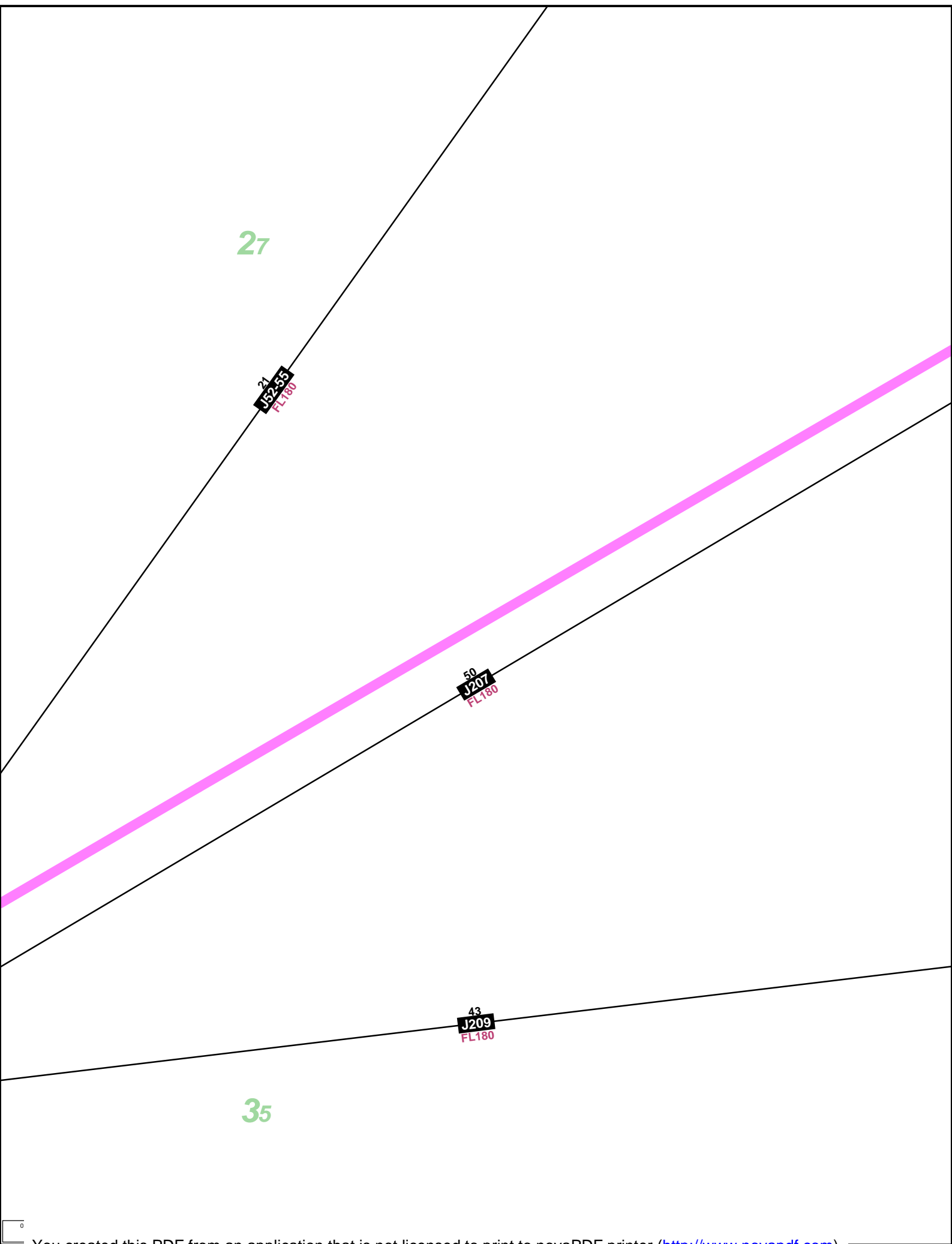


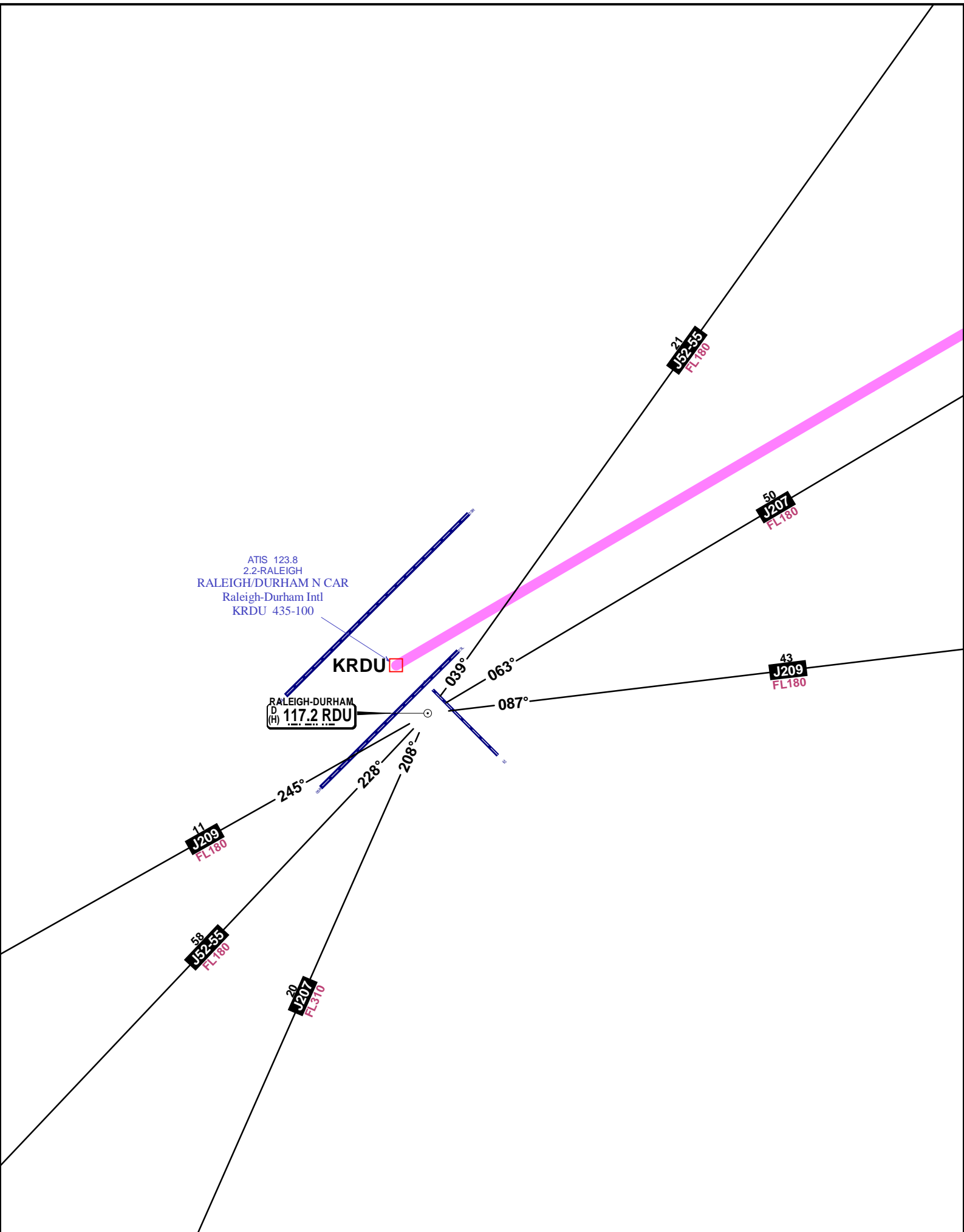












JEPPESEN

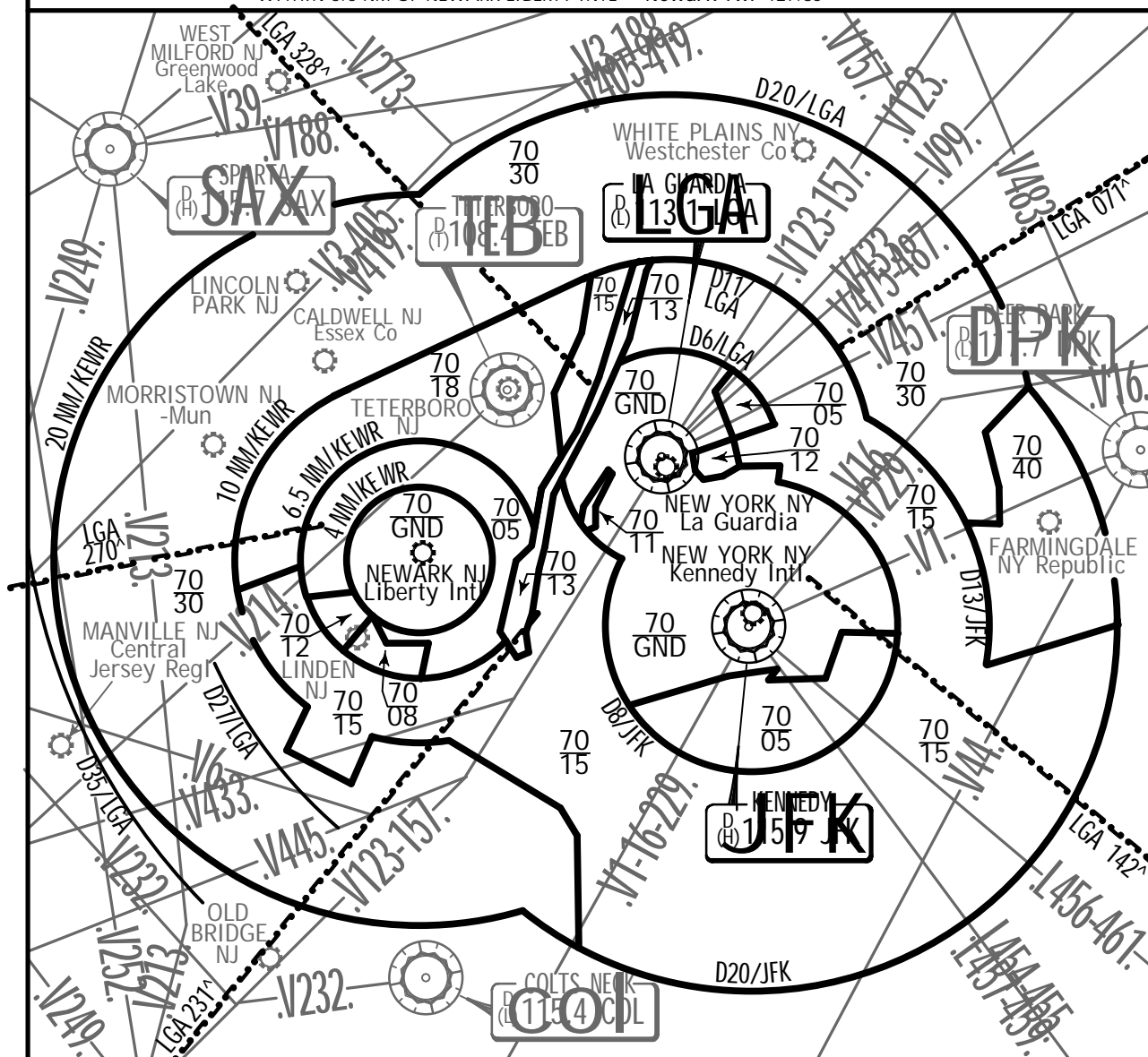
6 DEC 13

10-1B

.Eff.12.Dec.

NEW YORK, NY
Class.(B).NEW YORK TERMINAL CONTROL
CLASS B VFR COMMUNICATIONS

LGA 328°-071° New York App 126.4 120.55 LGA 071°-142° New York App 125.7
 LGA 142°-231° New York App 128.12 LGA 231°-270° New York App 128.55
 LGA 270°-328° New York App 127.6
 2000' AND BELOW WITHIN 8 NM OF KENNEDY INTL Kennedy Twr 125.25
 WITHIN 6 NM OF LA GUARDIA APT La Guardia Twr 126.05
 WITHIN 6.5 NM OF NEWARK LIBERTY INTL Newark Twr 127.85



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

FLIGHT PROCEDURES

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

VFR FLIGHTS-

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

KEWR/EWR

NEWARK LIBERTY INTL

JEPPESEN

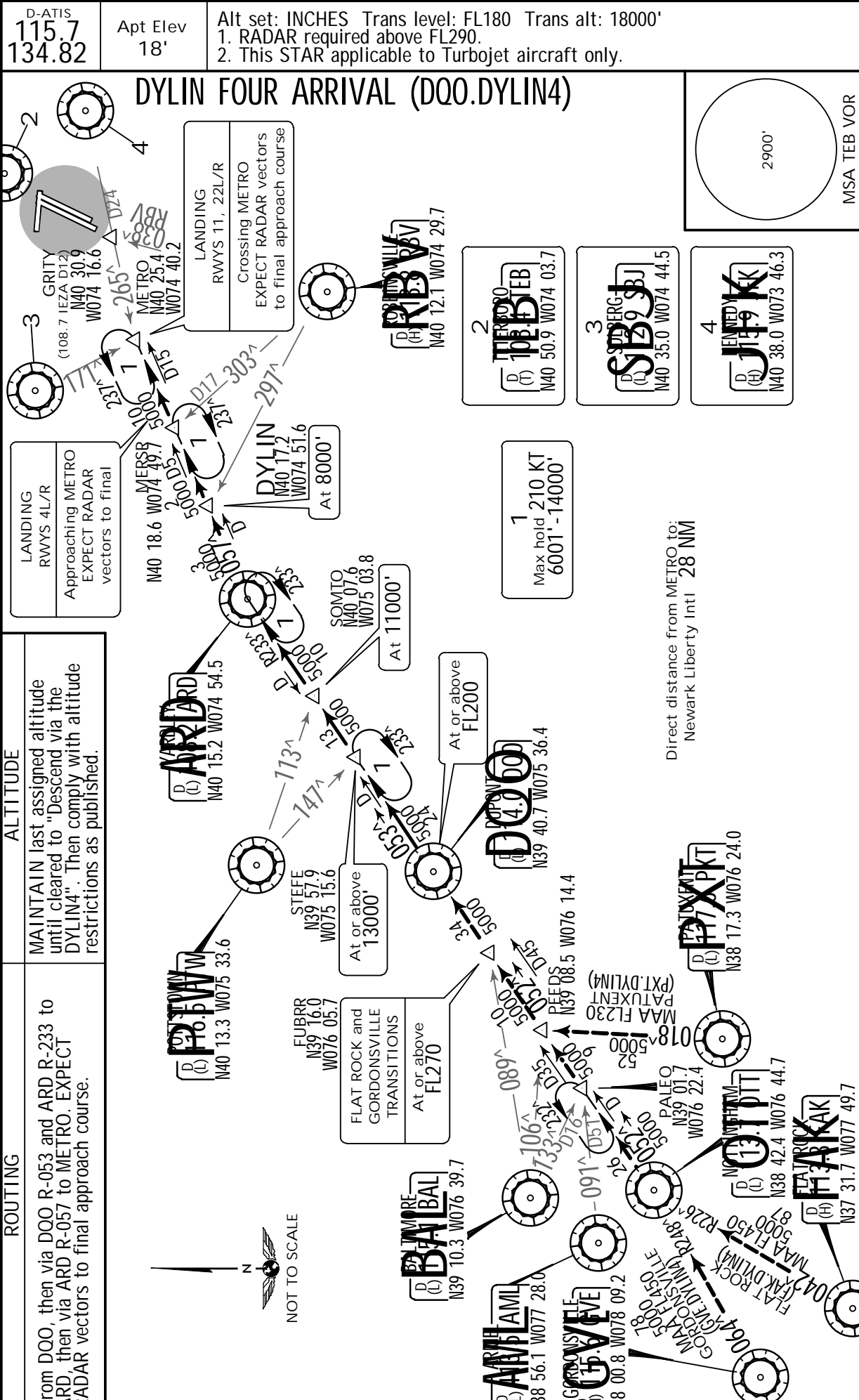
25 JUL 08

10-2

.Eff.31.Jul.

NEWARK, NJ

.STAR.



ROUTING

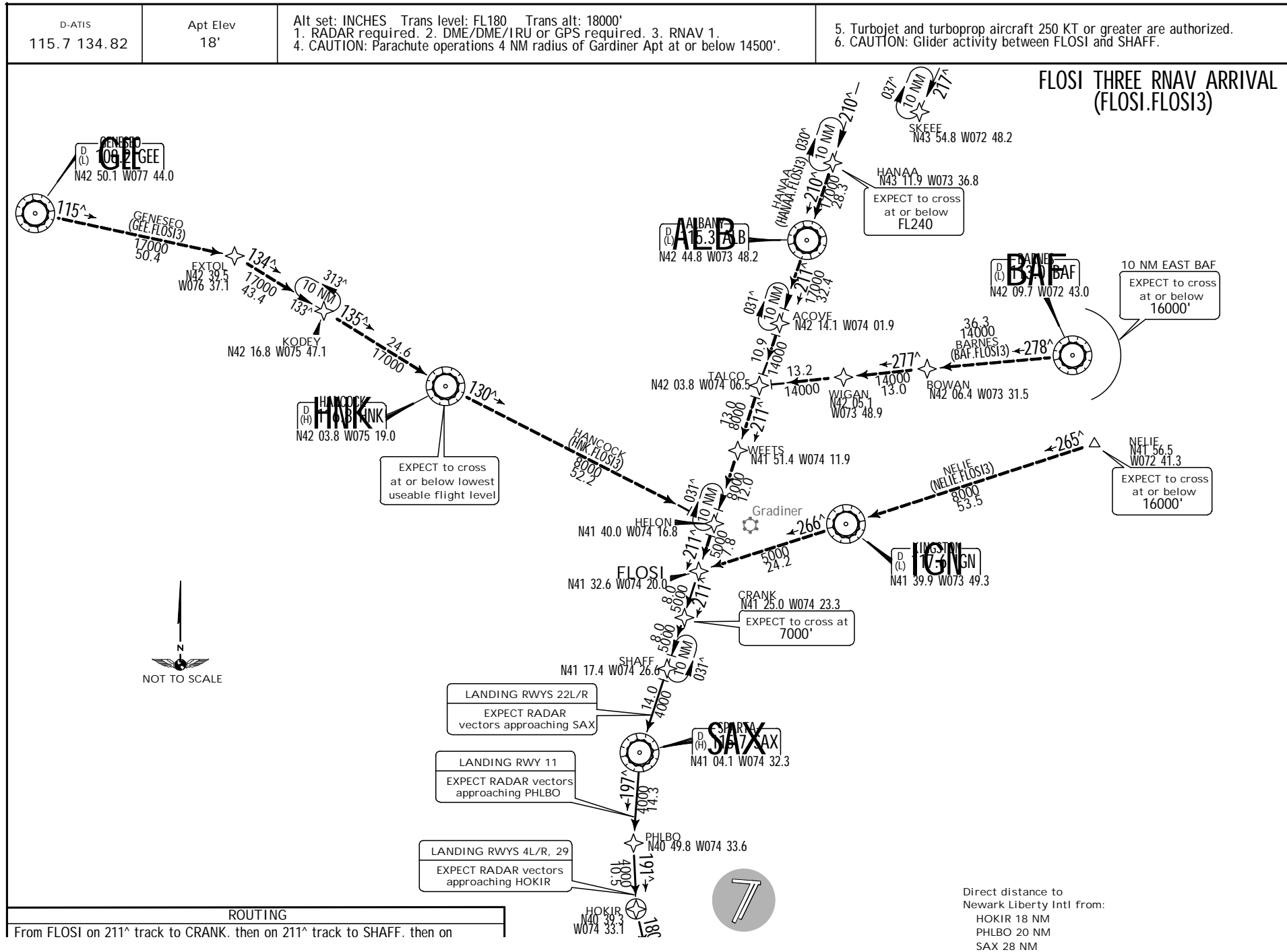
ALTITUDE

rom DQO then via DQO R-053 and ARD R-233 to RD, then via ARD R-057 to METRO. EXPECT 'ADAR vectors to final approach course.

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

KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN NEWARK, NJ
31 JAN 14 (10-2A) .Eff.6.Feb. .RNAV.STAR.



KEWR/EWR

JEPPESEN

NEWARK, NJ

NEWARK LIBERTY INTL

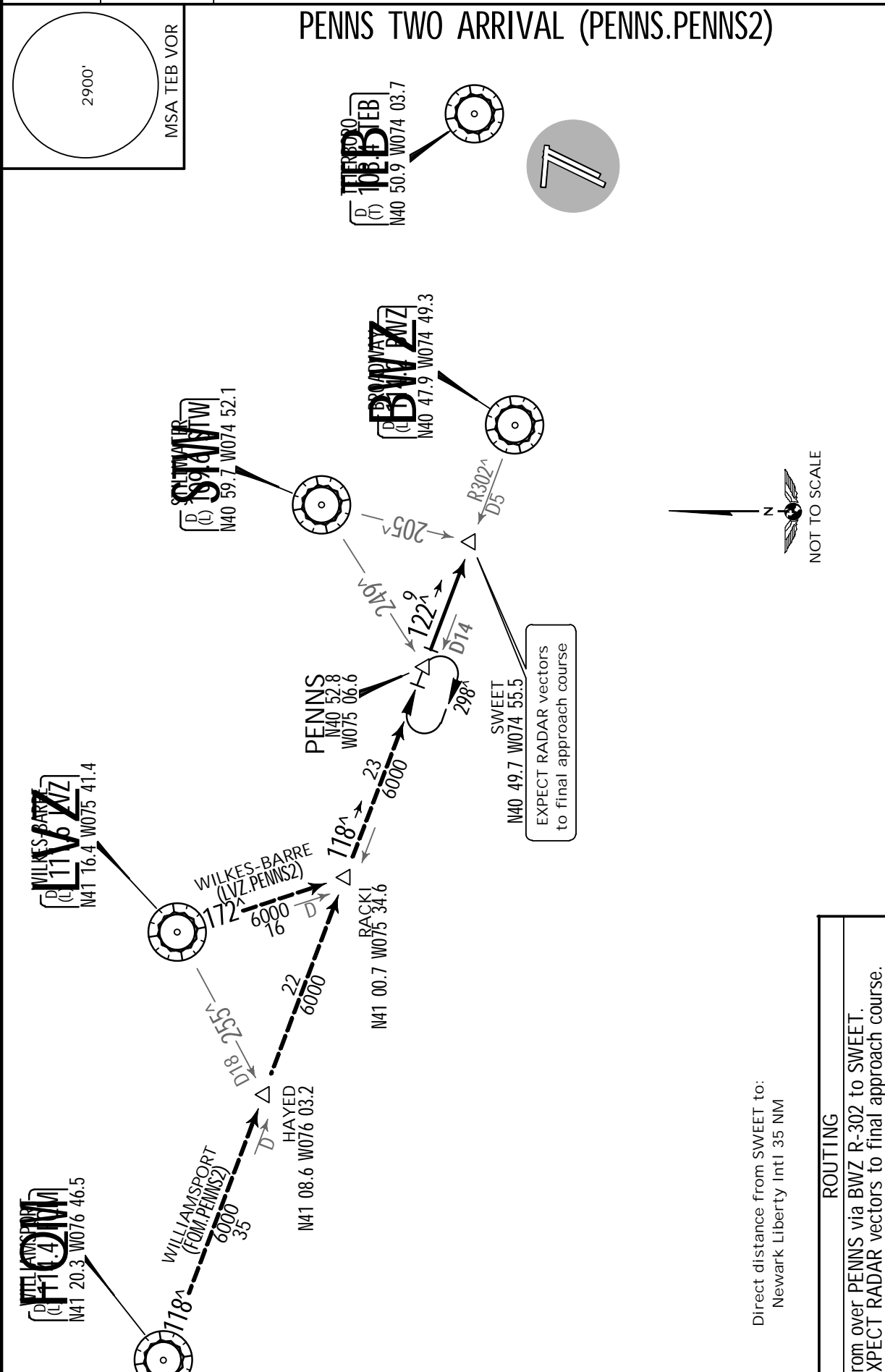
31 JAN 14

10-2B

Eff. 6 Feb.

.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.
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KEWR/EWR

NEWARK LIBERTY INTL

25 MAY 12

JEPPESEN

10-2C

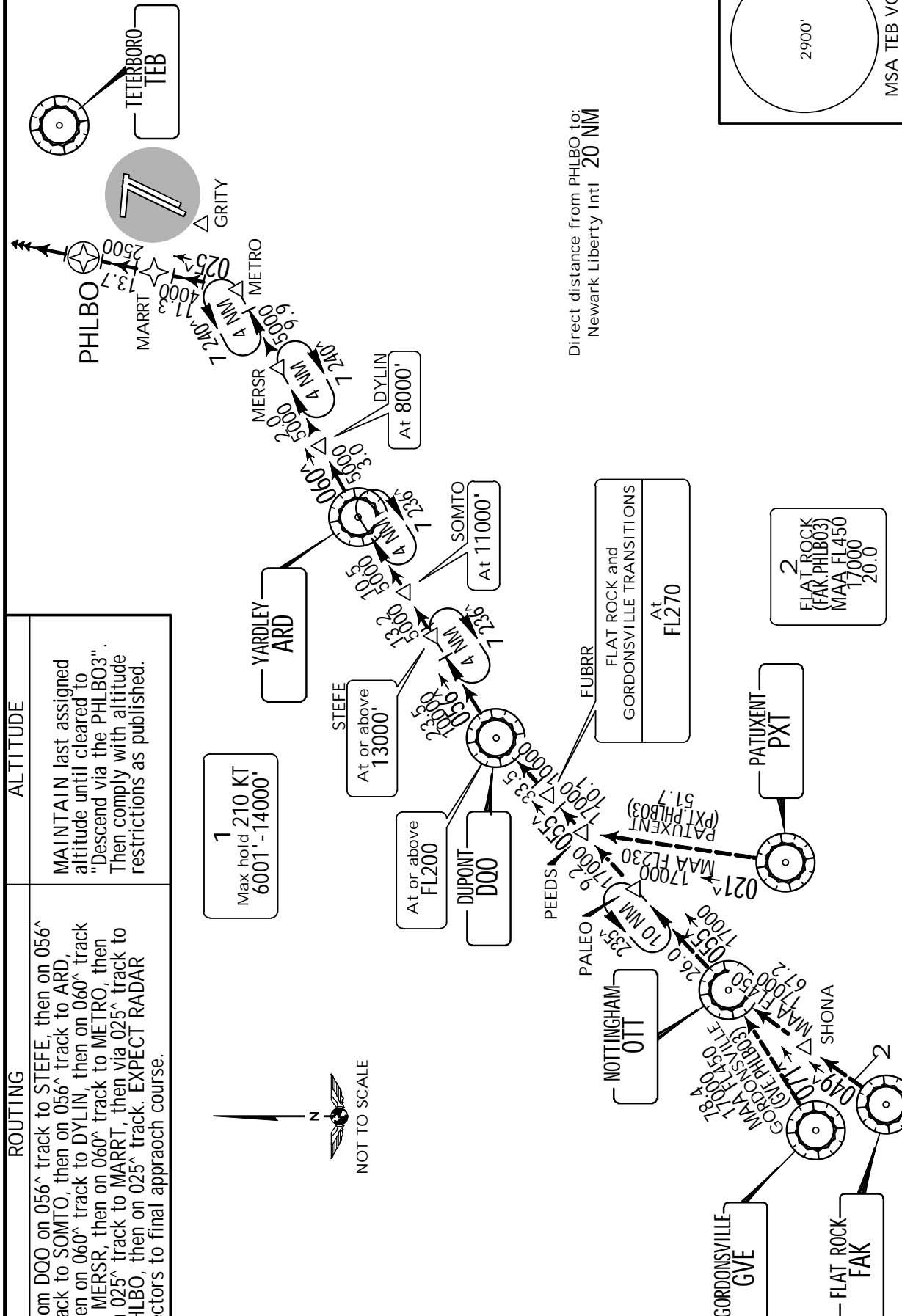
.Eff.31.May.

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. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only.
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PHLBO THREE RNAV ARRIVAL (DQO.PHLB03)



KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN
1 AUG 14 (10-2D)

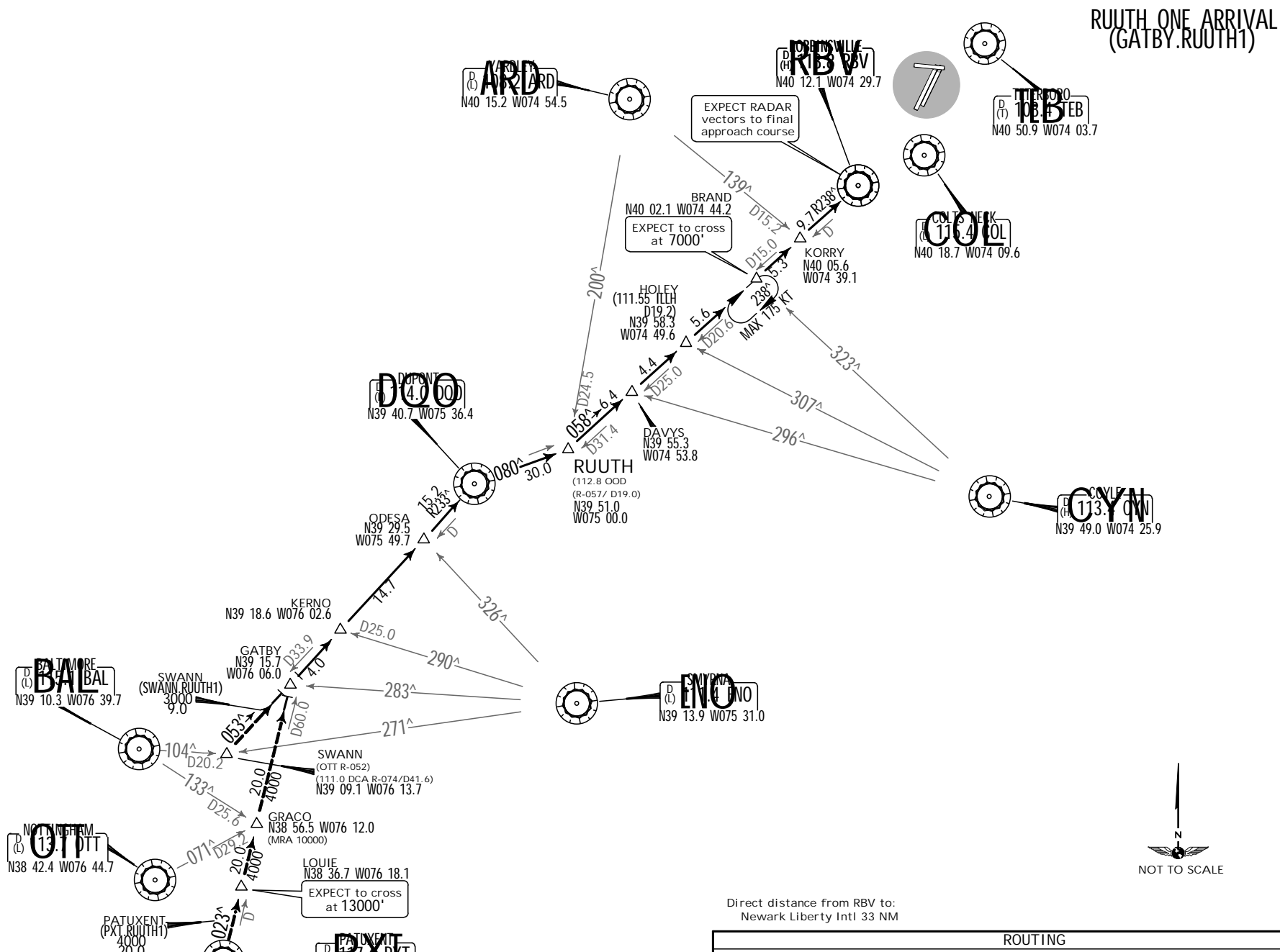
NEWARK, NJ
.STAR.

D-ATIS
115.7 134.82

Apt Elev
18'

Alt set: INCHES Trans level: FL180 Trans alt: 18000'

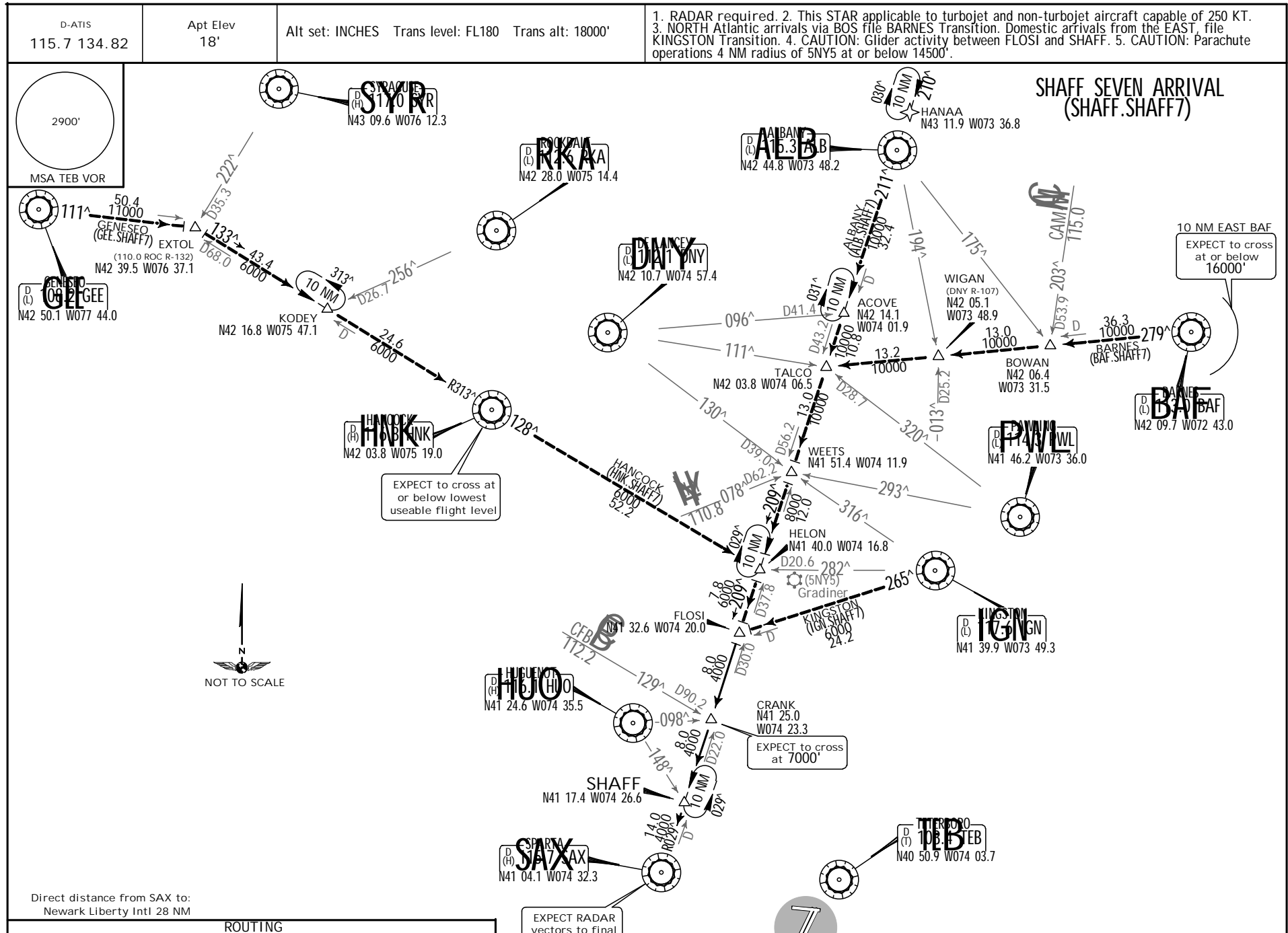
Applicable for turboprop aircraft only.



KEWR/EWR
NEWARK LIBERTY INTL

JEPPesen
1 AUG 14 (10-2E)

NEWARK, NJ
STAR.



KEWR/EWR

NEWARK LIBERTY INTL

JEPPESSEN

25 MAY 12

10-2F

.Eff.31.May.

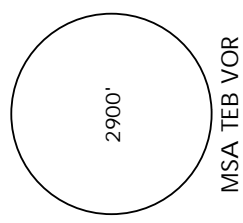
NEWARK, NJ

.STAR.

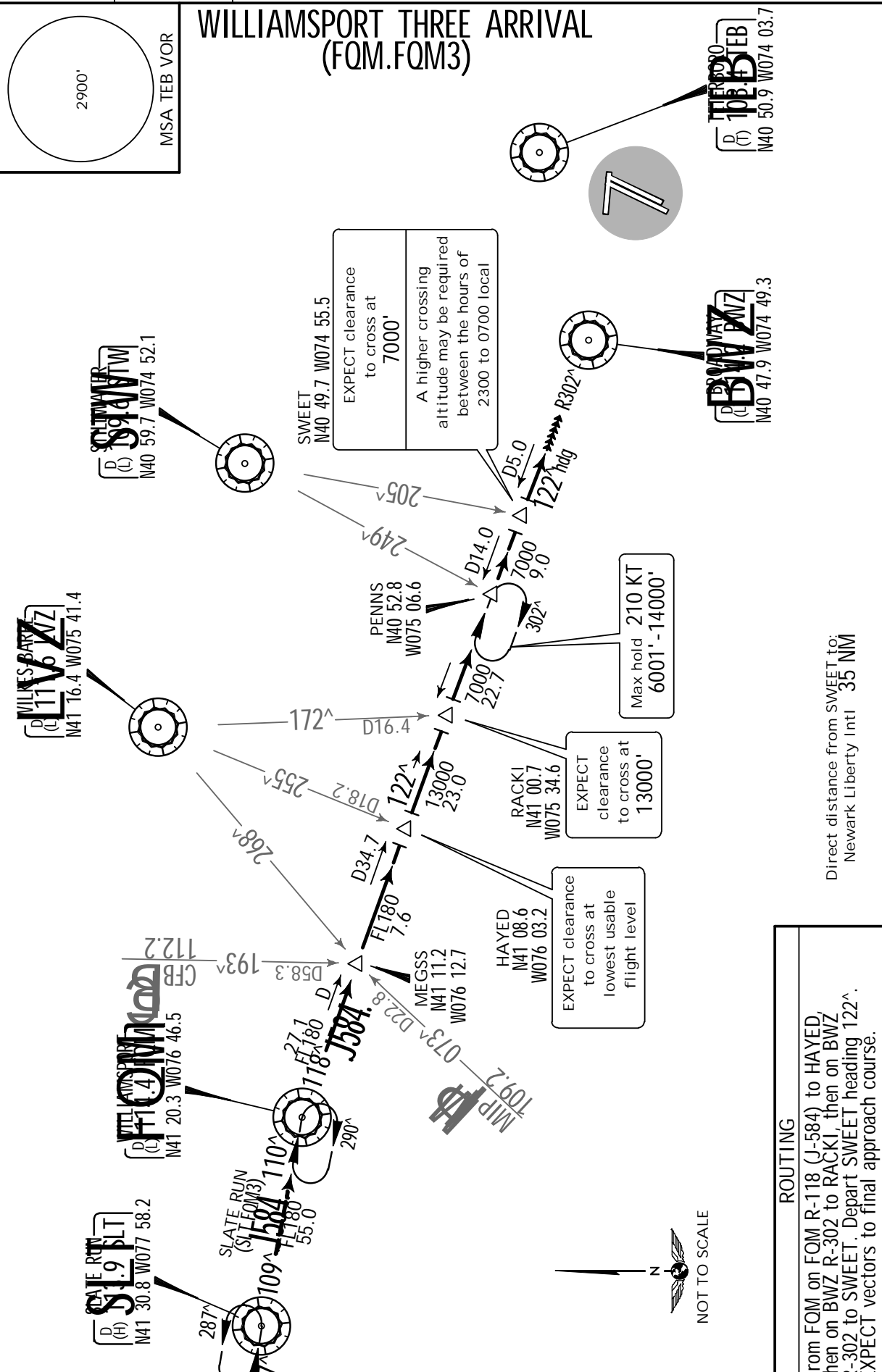
D-ATIS
115.7
134.82

Apt Elev
18'

Alt set: INCHES
Trans level: FL180 Trans alt: 18000'
This STAR is for aircraft capable of 250 KT or greater.



WILLIAMSPORT THREE ARRIVAL (FQM.FQM3)



Direct distance from SWEET to:
Newark Liberty Intl 35 NM

ROUTING

From FQM on FQM R-118 (J-584) to HAYED,
then on BWZ R-302 to RACK1, then on BWZ
R-302 to SWEET. Depart SWEET heading 122°.
EXPECT vectors to final approach course.

NEWARK, N.J.
SID

JEPPESSEN
3 FEB 12 10-3A .Eff.9.Feb.

NEWARK, N.J. (AP) — A federal judge has ruled that the federal government can't force the state of New Jersey to pay for the health care of undocumented immigrants.

NEWARK ONE DEPARTURE (EWR1.EWR)
RUNWAYS 4L/R & 11
 (For Runways 22L/R & 29 see 10-3B)
 (For Initial Climb See Insets Below)

OBSTACLES
 For TAKEOFF OBSTACLE NOTES see 10-30B1.

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

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

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

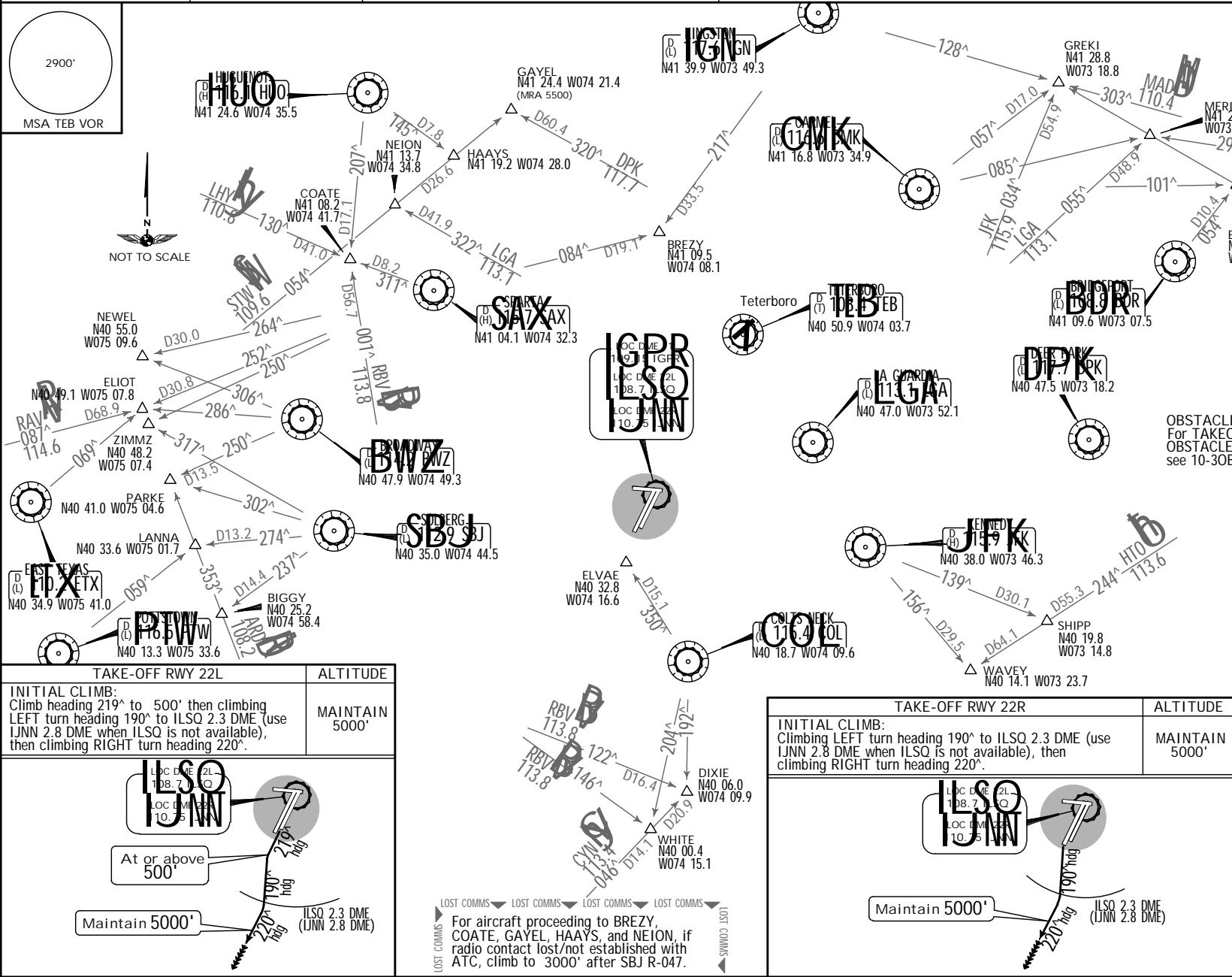
Departures:	Rwys 4L/R EXPECT vectors to:
BAYYS	BDR/BDR R-054.
BIGGY	SBJ/SBJ R-237.
BREZY	IGN R-217 to BREZY.
COATE	SAX/SAX R-311.
DIXIE	COL R-350/COL R-192 or ELVAE/COL.
ELIOT	SAX R-252. ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000' or 16000'.
GAYEL	DPK R-320.
HAAYS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

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

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

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

NEW YORK Departure (R) 119.2	Apt Elev 18'	Trans level: FL180 Trans alt: 18000'	1. RADAR and DME required. 2. Rws 22L/R: WEST bound departures EXPECT vectors between 5 NM and 8 NM.
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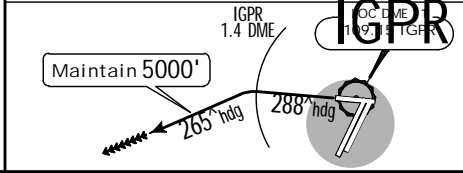


NEWARK ONE DEPARTURE (EWR1.EWR)
RUNWAYS 22L/R & 29
(For Runways 4L/R & 11 see 10-3A)
(For Initial Climb See Insets Below)

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

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

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



ROUTING	
As per notes or on vector to assigned route/fix. EXPECT clearance to filed altitude/flight level 10 minutes after departure.	
Departures:	Rws 22L/R EXPECT vectors to:
BAYYS	BDR/BDR R-054.
BIGGY	SBJ/SBJ R-237.
BREZY	IGN R-217 to BREZY.
COATE	SAX/SAX R-311.
DIXIE	COL R-350/COL/COL R-192 or ELVAE/COL.
ELIOT	ETX (2300 - 0700 local SBJ/ETX). ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000' or 16000'.
GAYEL	DPK R-320.
HAAYS	HUO.
LANNA	SBJ/SBJ R-274.
MERIT	LGA R-055.
NEION	LGA R-322.
NEWEL	SAX/SAX R-264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.
PARKE	SBJ/SBJ R-302.
SHIPP	JFK/JFK R-139.
WAVEY	JFK/JFK R-156.
WHITE	COL R-350/COL/COL R-204 or ELVAE/COL.
ZIMMZ	SBJ/SBJ R-317. ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above FL180.

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

JEPPesen, 2010, 2012. ALL RIGHTS RESERVED

KEWR/EWR
NEWARK LIBERTY INTL

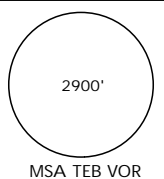
14 OCT 11 (10-3C) .Eff.20.Oct. .RNAV.SID.

NEW YORK Departure (R)
119.2

Apt Elev
18'

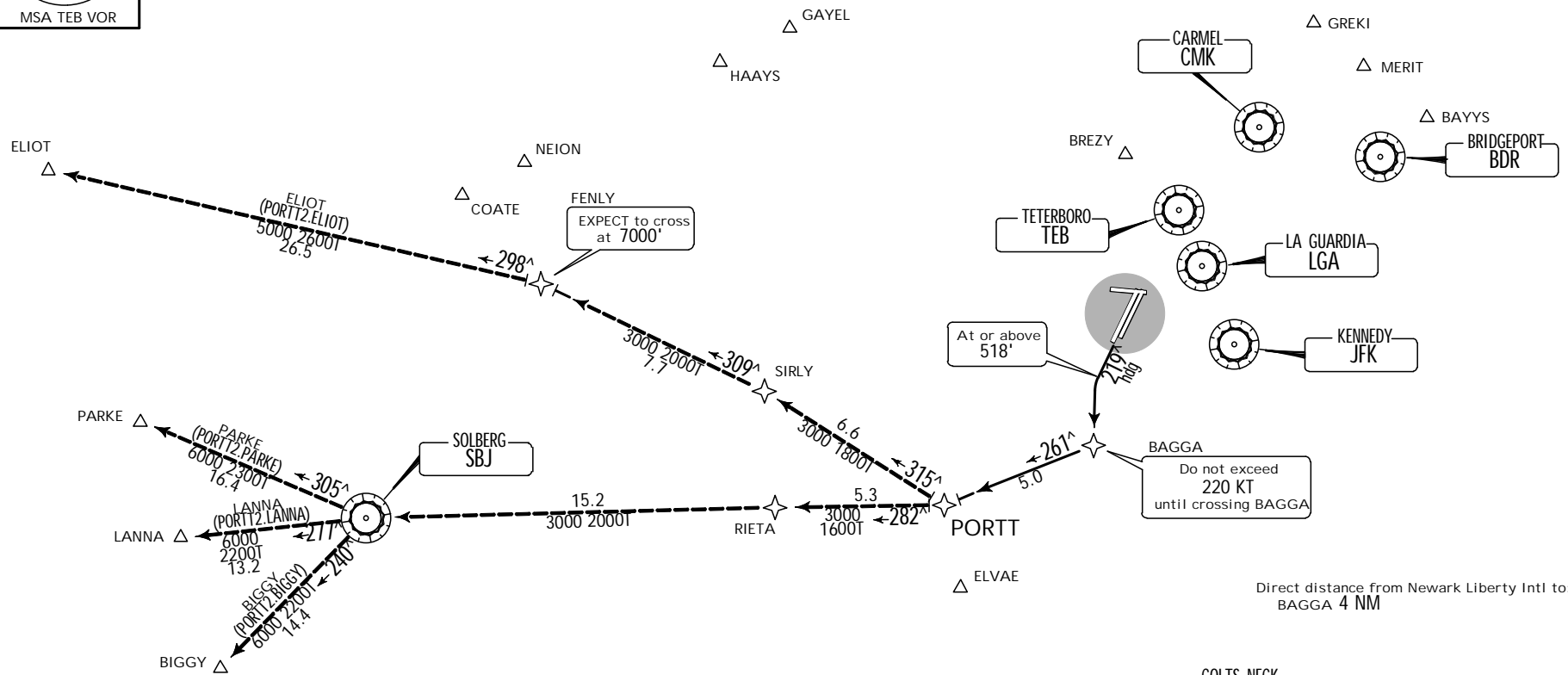
Trans level: FL180 Trans alt: 18000'

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



PORTT TWO RNAV DEPARTURE
(PORTT2.PORTT)
(RWYS 22L/R)

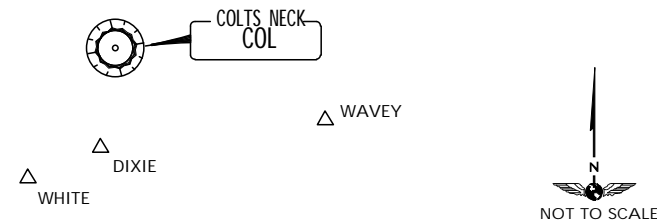
SPEED: DO NOT EXCEED 220 KT
UNTIL CROSSING BAGGA



INITIAL CLIMB		ALTITUDE
Climb heading 219° to 518', then turn LEFT direct BAGGA.		MAINTAIN 5000'
ROUTING		
Via depicted route to PORTT. Then via assigned transition, or EXPECT vectors to assigned departure fix. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.		
Departures: EXPECT Vectors to:		
BAYYS	BDR direct BAYYS.	
COATE	BDR direct COATE.	
DIXIE	ELVAE direct COL direct DIXIE.	
GREKI	CMK direct GREKI.	
HAAYS	HAAYS.	
MERIT	LGA direct MERIT.	

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

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



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 69' MSL. Building 1.4 NM from DER, 1 of centerline, 200' AGL/227' MSL.

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5 FEB 10
.Eff.11.Feb.

+ JEPPESEN

10-3OB1

NEWARK, NJ

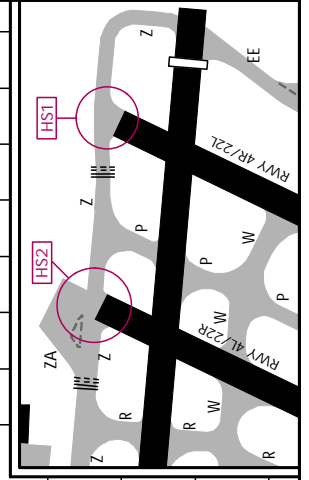
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TAKEOFF OBSTACLE NOTES

- ^ RWY 4L:
TOWER, LIGHT AND MULTIPLE TREES BEGINNING 211' FROM DER, 198' LEFT OF CENTERLINE, UP TO 70' AGL/89' MSL. DME ANTENNA AND POLE BEGINNING 881' FROM DER, 418' RIGHT OF CENTERLINE, UP TO 121' AGL/131' MSL.
- ^ RWY 4R:
DME ANTENNA, TREE AND MULTIPLE TOWERS BEGINNING 530' FROM DER, 477' LEFT OF CENTERLINE, UP TO 61' AGL/82' MSL. TOWER, SIGN, TREE, MULTIPLE BUILDINGS AND POLES BEGINNING 1134' FROM DER, 153' RIGHT OF CENTERLINE, UP TO 121' AGL/131' MSL.
- ^ RWY 11:
POLE, TREE AND MULTIPLE SIGNS BEGINNING 6' FROM DER, 158' RIGHT OF CENTERLINE, UP TO 31' AGL/50' MSL. SIGN, TREE, ROAD, FENCE, BUILDING AND MULTIPLE POLES BEGINNING 82' FROM DER, 2' LEFT OF CENTERLINE, UP TO 49' AGL/68' MSL.
- ^ RWY 22L:
POLE 8' FROM DER, 261' LEFT OF CENTERLINE, 7' AGL/16' MSL.
- ^ RWY 22R:
LIGHT AND MULTIPLE TREES BEGINNING 1829' FROM DER, 307' RIGHT OF CENTERLINE, UP TO 55' AGL/69' MSL. BUILDING 1.4 NM FROM DER, 1872' LEFT OF CENTERLINE, 200' AGL/227' MSL.
- ^ RWY 29:
MULTIPLE POLES, TREES, SIGNS AND BUILDINGS BEGINNING 209' FROM DER, 242' LEFT OF CENTERLINE, UP TO 110' AGL/120' MSL. TREE, MULTIPLE SIGNS AND POLES BEGINNING 689' FROM DER, 66' RIGHT OF CENTERLINE, UP TO 273' AGL/358' MSL. BUILDING 6029' FROM DER, 1624 RIGHT OF CENTERLINE, 273' AGL/357' MSL. BUILDING 1.5 NM FROM DER, 2071' RIGHT OF CENTERLINE, 202' AGL/328' MSL.

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12 SEP 14 **JEPPESEN**

12 SEP 14

(10-9A)

.Eff.18.Sep.

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NEWARK, NJ

GENERAL

Low Level Wind Shear Alert System.

Terminal Doppler Weather Radar.

Birds on and in vicinity of airport.

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

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

ADDITIONAL RUNWAY INFORMATION

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

1 Angle 3.10^

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

2 Angle 3.0^

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

3 Angle 3.08^

RUNWAY INCURSION HOT SPOTS

HS1

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

HS1 Eastbound traffic on Twy Z approaching Rwy 4R/22L should be aware of close proximity to the approach end of Rwy 4R/22L.

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

HS3 Southbound traffic on Twy Z3 & Z4 should not confuse Rwy 11/29 for Twy Z.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

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

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ 5	TDZ 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 2500'.

2 With Min climb of 375' /NM to 2500'.

3 With Min climb of 337' /NM to 2500'.

4 With Min climb of 331' /NM to 2500'.

Rwy 11

Rwy 29

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

OBSTACLE DP

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

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

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

FOR FILING AS ALTERNATE

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

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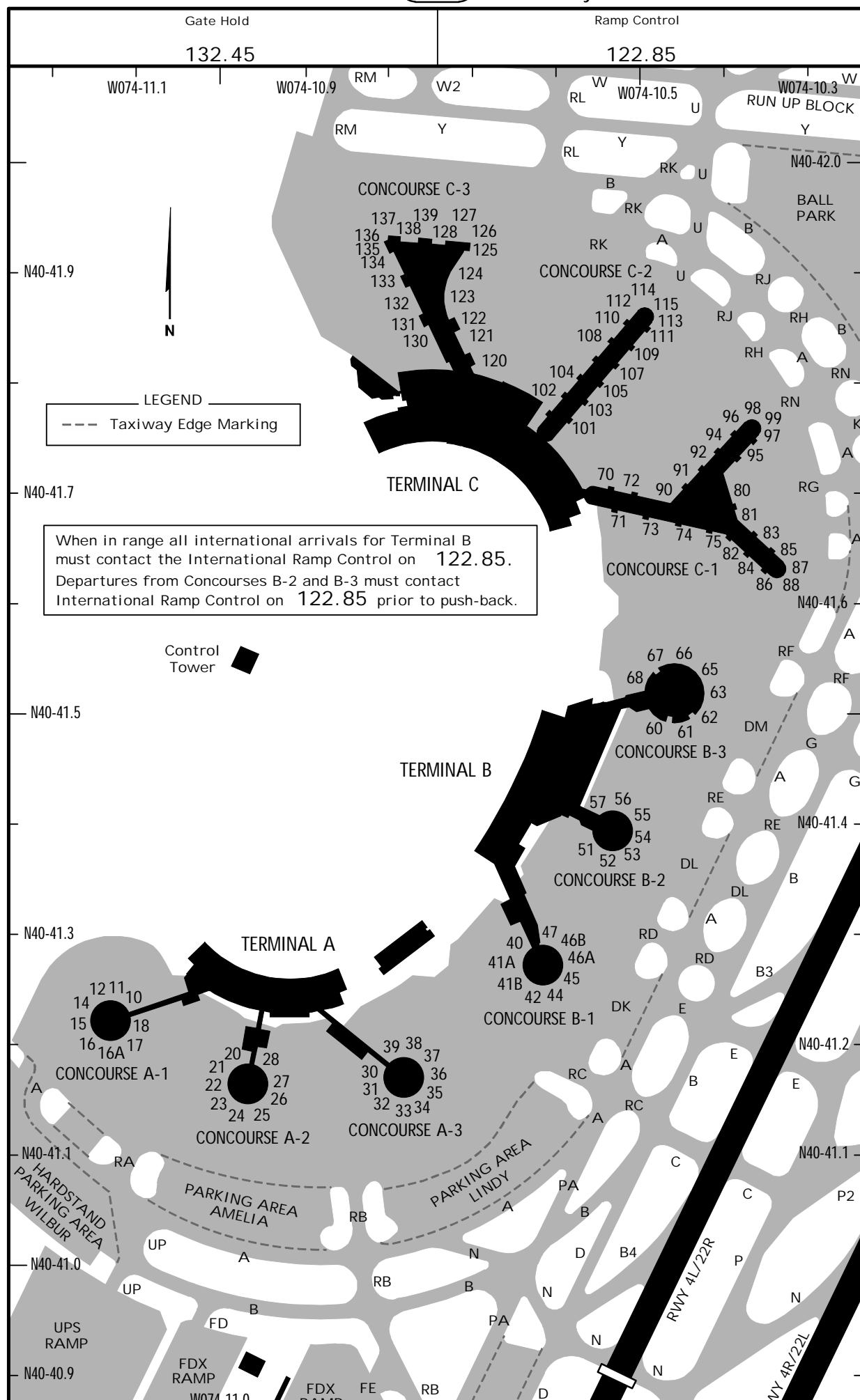
NEWARK, NJ

23 MAY 14

(10-9B)

.Eff.29.May.

NEWARK LIBERTY INTL



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JEPPESEN

NEWARK, NJ

23 MAY 14

(10-9C)

.Eff.29.May.

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PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Concourse A-1		Concourse C-1	
10 thru 12	N40 41.2 W074 11.1	70 thru 74	N40 41.7 W074 10.5
14 thru 18	N40 41.2 W074 11.1	75, 80, 81, 82	N40 41.7 W074 10.4
Concourse A-2		83	N40 41.7 W074 10.3
20 thru 23	N40 41.2 W074 11.0	84	N40 41.6 W074 10.3
24	N40 41.1 W074 11.0	85	N40 41.7 W074 10.3
25	N40 41.1 W074 10.9	86 thru 88	N40 41.6 W074 10.3
26 thru 28	N40 41.2 W074 10.9	90 thru 92	N40 41.7 W074 10.4
Concourse A-3		94 thru 99	N40 41.8 W074 10.4
30 thru 34	N40 41.2 W074 10.8	Concourse C-2	
35, 36	N40 41.2 W074 10.7	101 thru 104	N40 41.8 W074 10.6
37 thru 39	N40 41.2 W074 10.8	105	N40 41.8 W074 10.5
Concourse B-1		107 thru 109	N40 41.8 W074 10.5
40 thru 42	N40 41.3 W074 10.6	110 thru 115	N40 41.9 W074 10.5
44 thru 47	N40 41.3 W074 10.6	Concourse C-3	
Concourse B-2		120, 121	N40 41.8 W074 10.7
51 thru 57	N40 41.4 W074 10.5	122 thru 128	N40 41.9 W074 10.7
Concourse B-3		130, 131	N40 41.8 W074 10.8
60, 61	N40 41.5 W074 10.5	132 thru 139	N40 41.9 W074 10.8
62, 63, 65	N40 41.5 W074 10.4		
66	N40 41.6 W074 10.4		
67	N40 41.6 W074 10.5		
68	N40 41.5 W074 10.5		

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12 SEP 14

(10-9D)

LESS THAN RVR 1200 to 600.

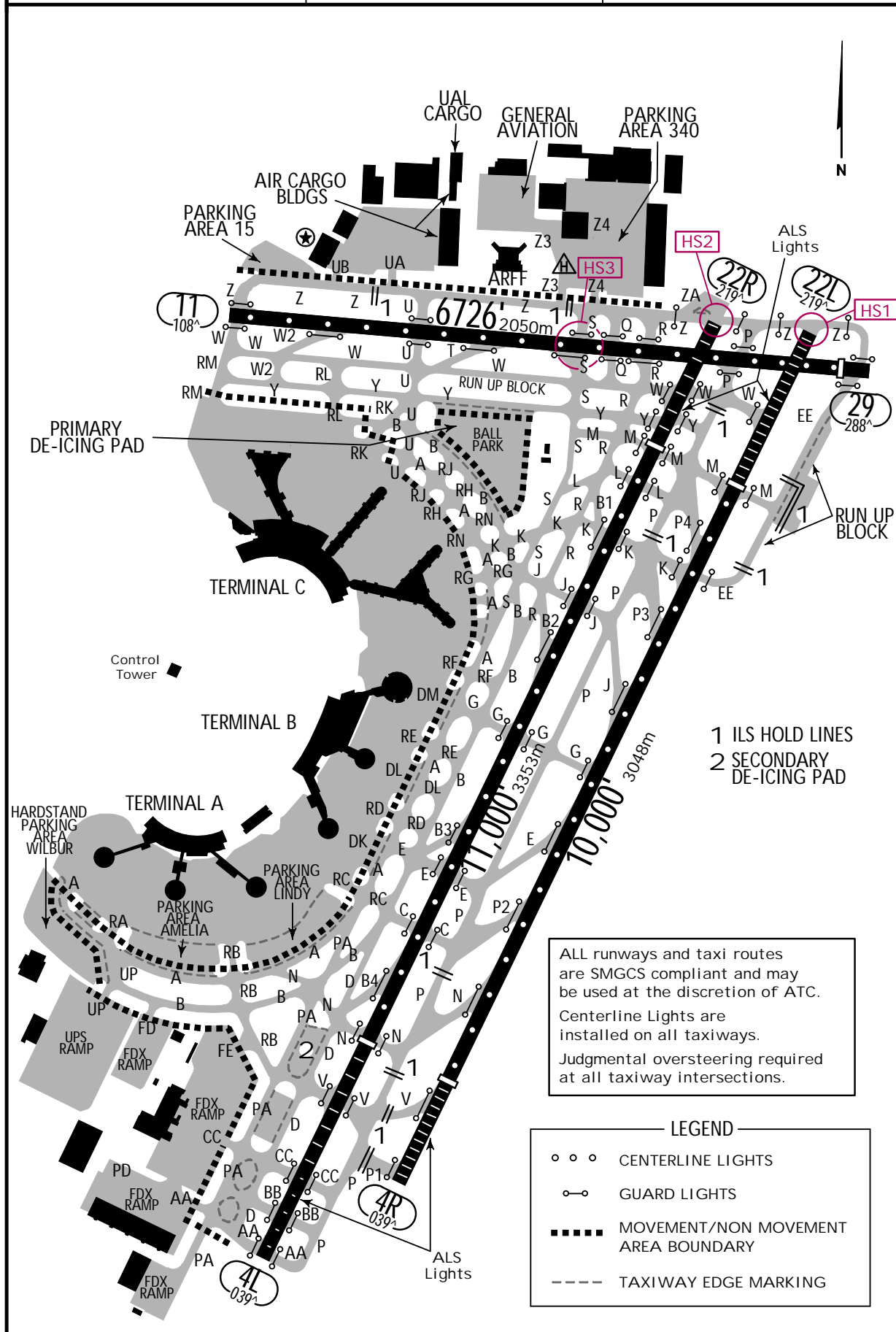
JEPPESEN

SMGCS.

NEWARK, NJ

LOW VISIBILITY PROCEDURES

D-ATIS 134.825	ACARS: D-ATIS PDC TWIP	NEWARK Clearance (Cpt) 118.85	Ground 121.8
Tower 118.3	NEW YORK Departure (R) 119.2	Gate Hold 132.45	



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23 MAY 14

(11-1)

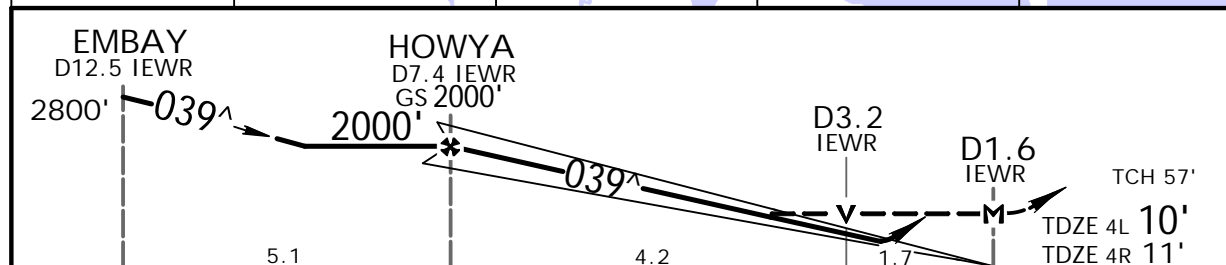
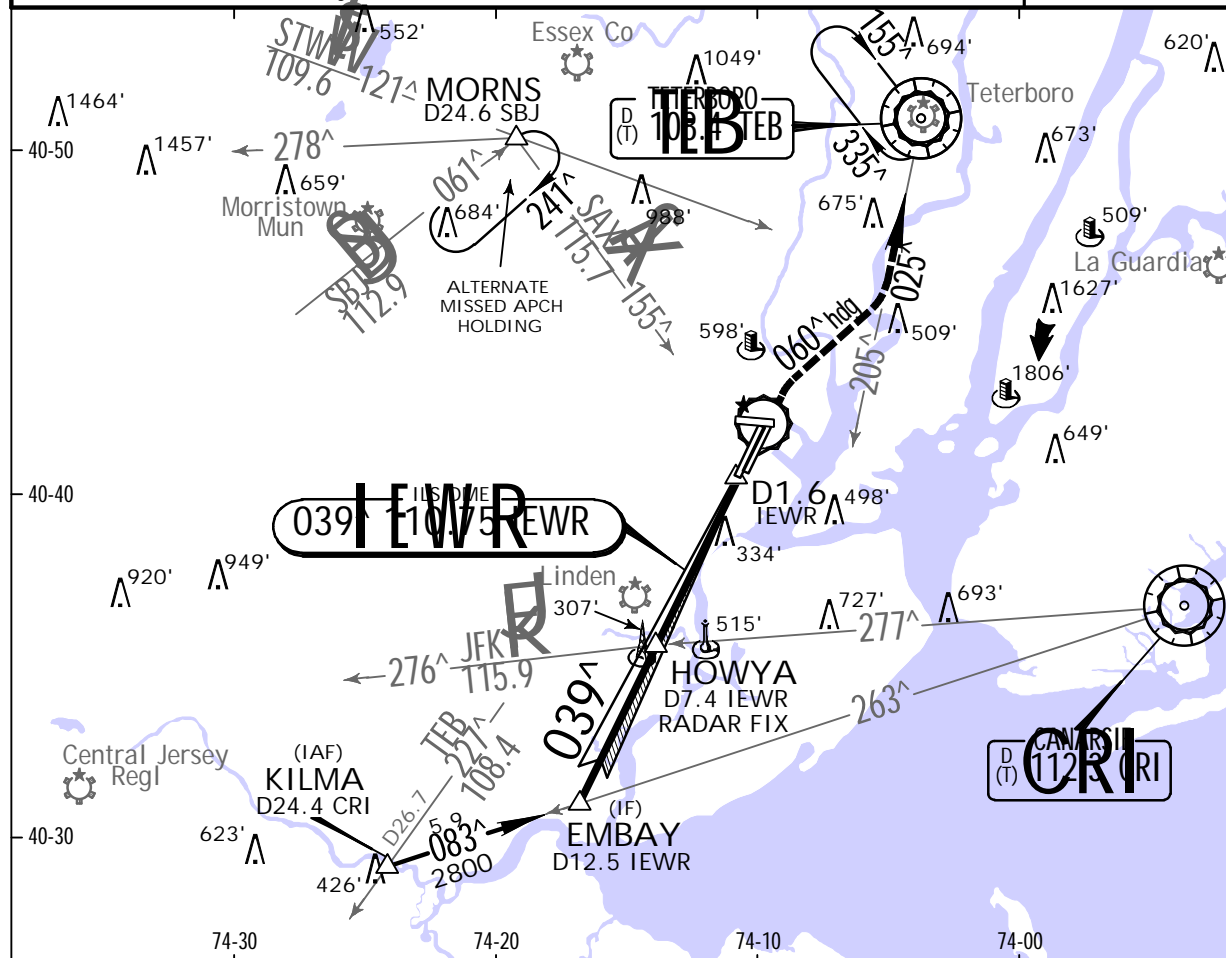
.Eff.29.May.

ILS or LOC Rwy 4L

NEWARK, NJ

BRIEFING STRIP

D-ATIS Arrival 115.7		South Arrival 134.82		NEW YORK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8	
LOC IEWR 110.75		Final Apch Crs 039^		GS HOWYA 2000' (1990')		ILS DA(H) 210' (200')		Apt Elev 18' TDZE 10'	
MISSED APCH: Climb to 620' then climbing RIGHT turn to 2500' on heading 060^ and inbound TEB VOR R-205 to TEB VOR and hold, or as directed by ATC.									<div>3000'</div>
Alt Set: INCHES 1. VGSI and ILS glidepath not coincident. 2. Night Landing: Rwy 29 not authorized. 3. ALSF-II and PAPI-L on Rwy 4R.									
Trans level: FL 180 Trans alt: 18000'									
MSA TEB VOR									



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

TERPS			STRAIGHT-IN LANDING RWY 4L			LOC (GS out)			SIDESTEP LANDING RWY 4R			CIRCLE-TO-LAND		
DA(H) 210' (200')			MDA(H) 620' (610')			MDA(H) 620' (609')			Max Kts. 90			MDA(H) 720' (702') -1		
FULL			RAIL out			RAIL out			ALS out			120		
RVR 18			RVR 24			RVR 40			RVR 50 or 1			140		
or 3/8			or 1/2			or 3/4			1 3/8			165		
or 1/2			or 3/4			1 1/2			1 3/4			900' (882') -2 3/4		
or 3/4			1 3/8			1 1/2			1 3/4			900' (882') -3		

15 AMEND 15 29 MAY 2014

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NEWARK LIBERTY INTL

23 MAY 14
Eff. 29 May

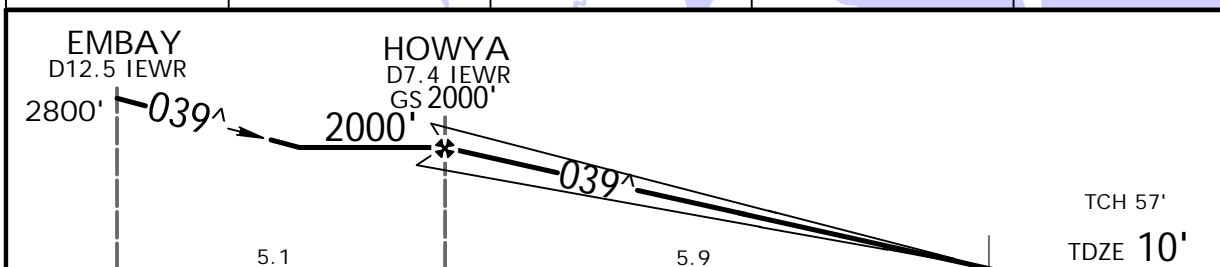
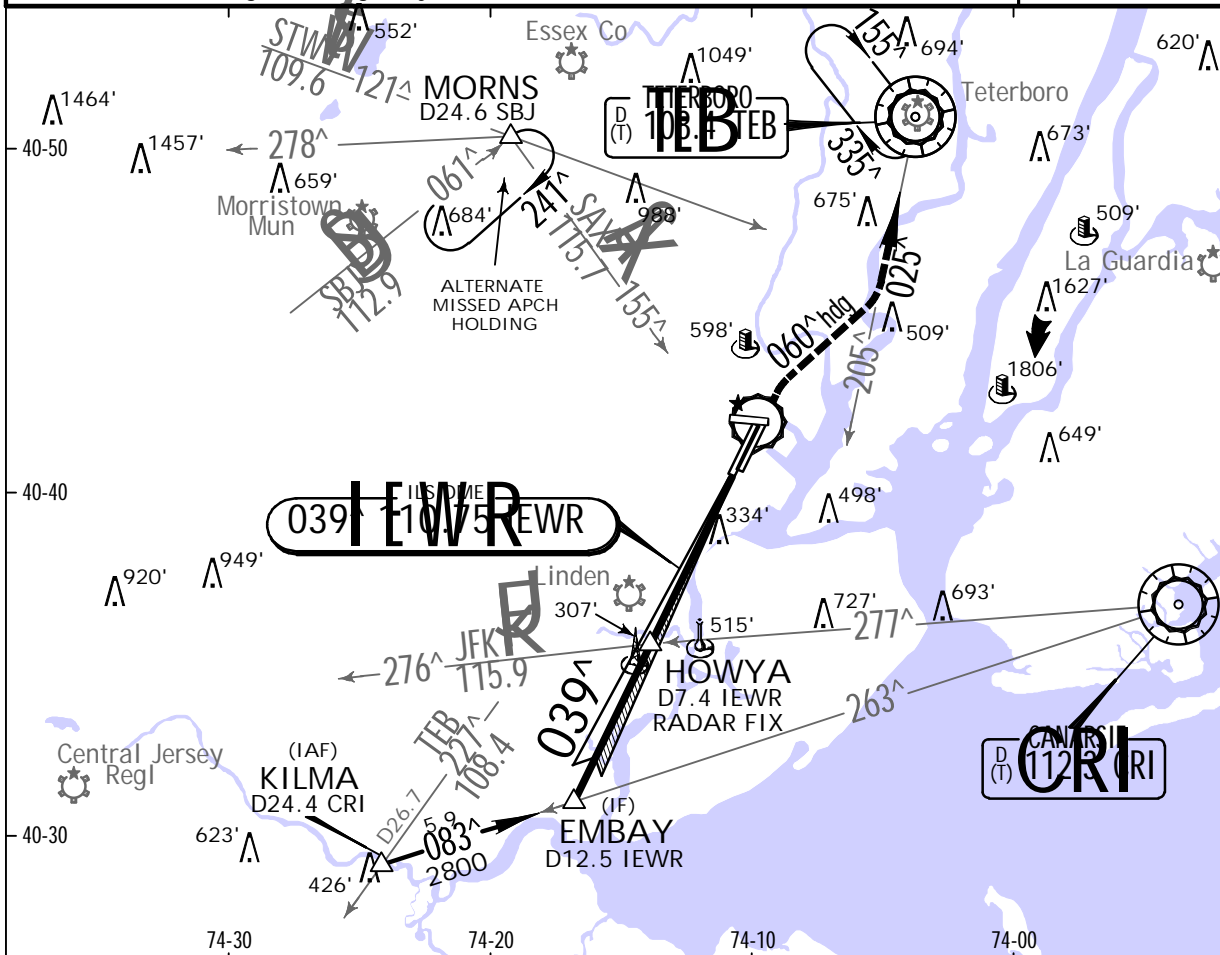
JEPPESSEN

11-1A

NEWARK, NJ
ILS Rwy 4L SA CAT I

BRIEFING STRIP™

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



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

TERPS.
STRAIGHT-IN LANDING RWY 4L
1 SA CAT I ILS
RA 150'
DA(H) 160' (150')

RVR 14

15 MAY 2014

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NEWARK, NJ

NEWARK LIBERTY INTL

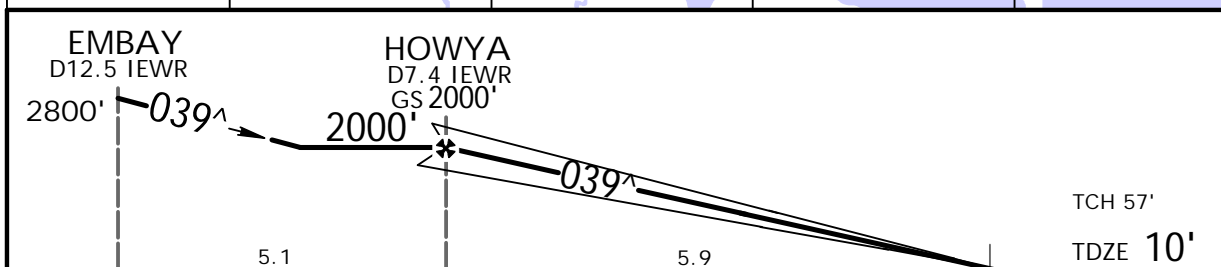
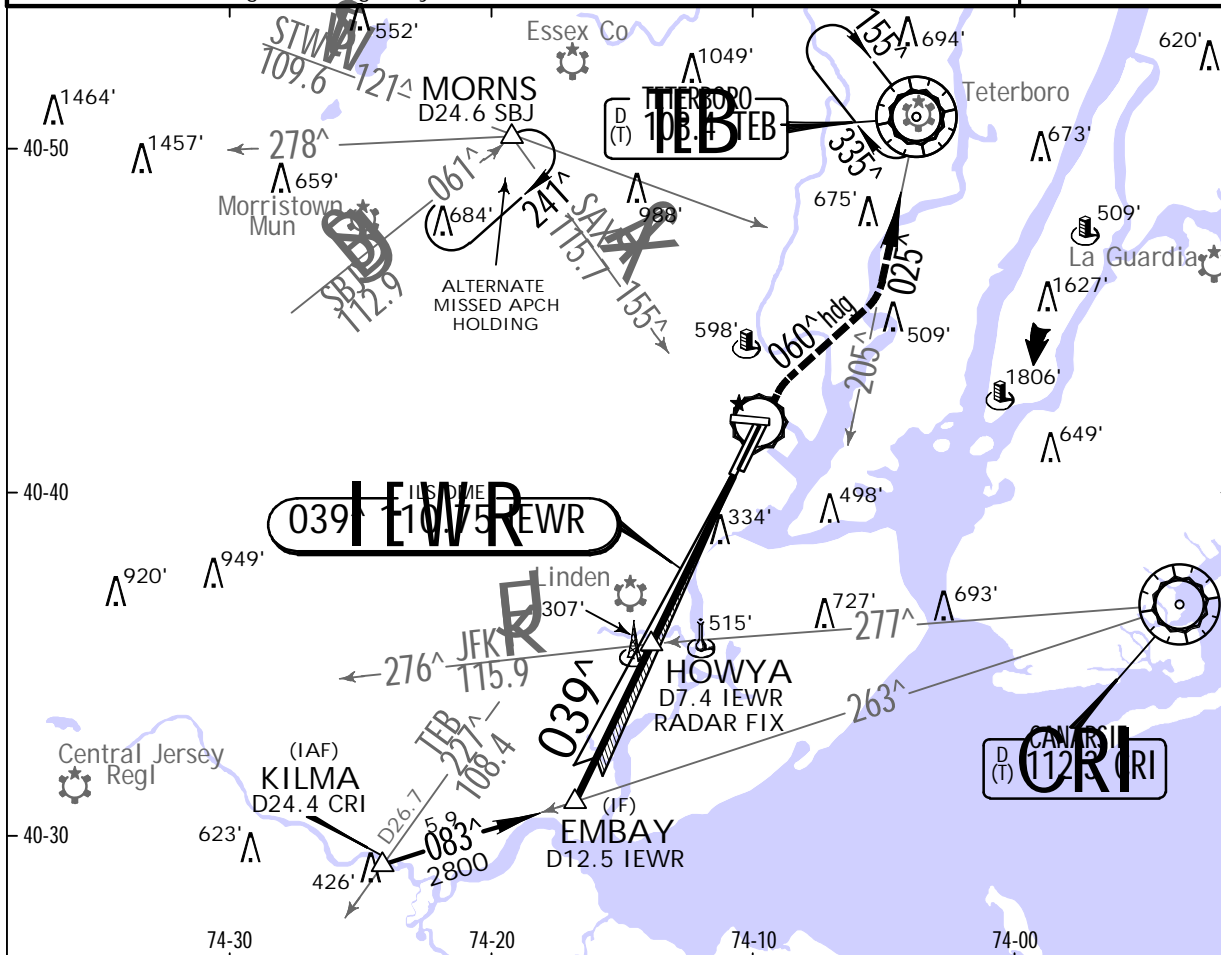
23 MAY 14
Eff. 29 May

(11-1B)

ILS Rwy 4L SA CAT II

BRIEFING STRIP™

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



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

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

RVR 12

15 AMEND 15 29 MAY 2014

1 Reduced Lighting: Requires specific QREPEC, MSPEC, or LCA approval and use of AUTOLAND or

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12 SEP 14

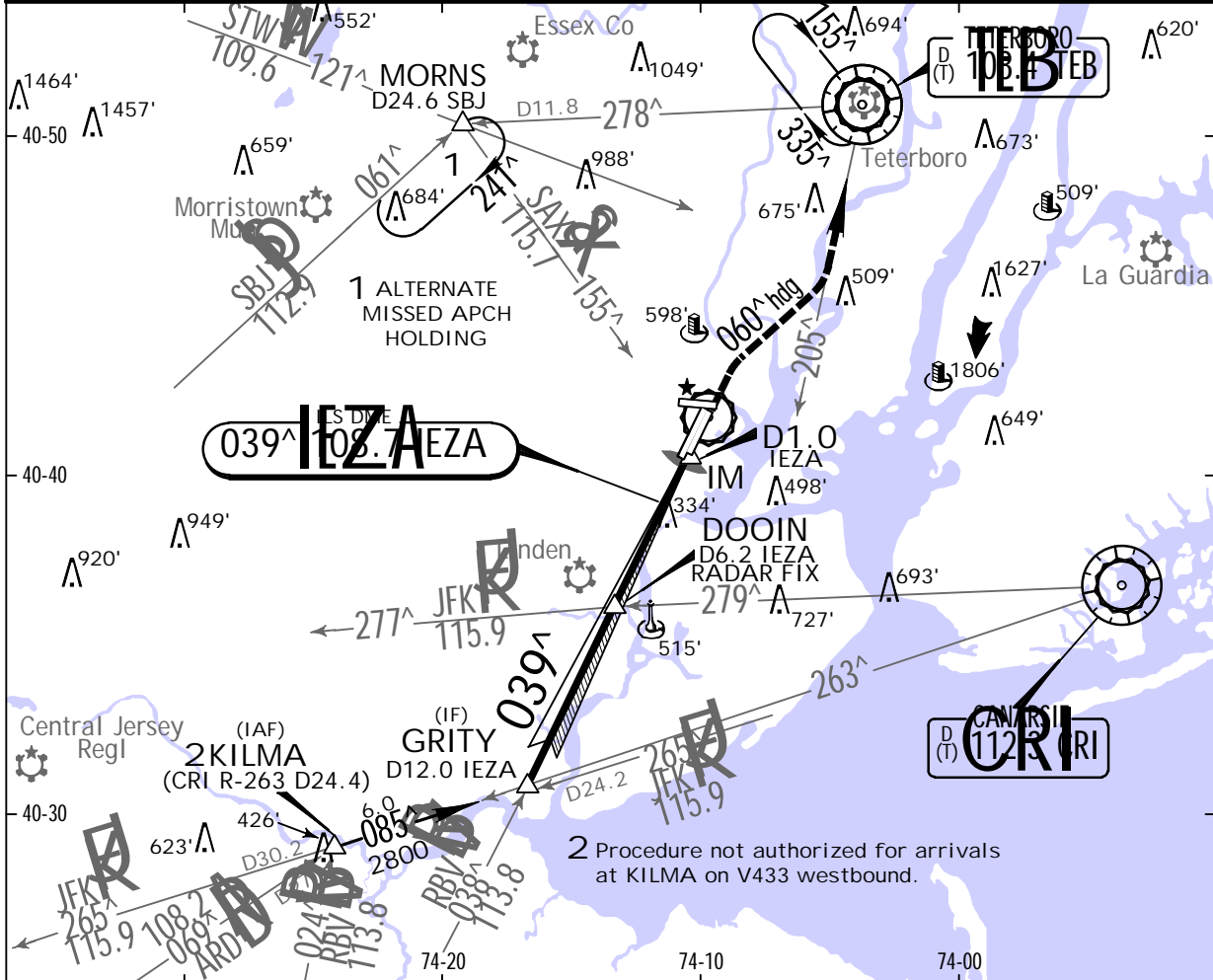
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.Eff.18.Sep.

ILS or LOC Rwy 4R

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC IEZA 108.7	Final Apch Crs 039°	GS DOOIN 1700' (1689')	ILS DA(H) 211' (200')	Apt Elev 18' TDZE 4R 11'
MISSED APCH: Climb to 600', then climbing RIGHT turn to 2500' on heading 060° and inbound TEB R-205 to TEB VOR and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. VGSI and ILS glidepath not coincident. 2. Night Landing: Rwy 29 not authorized. 3. MALSR and PAPI-L on Rwy 4L.				
				MSA TEB VOR



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

S. AMEND 13 18 SEP 2014

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NEWARK LIBERTY INTL


12 SEP 14
Eff. 18 Sep.

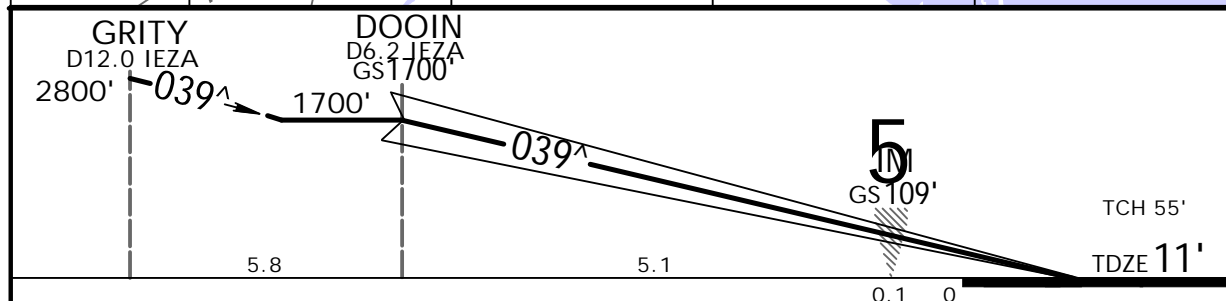
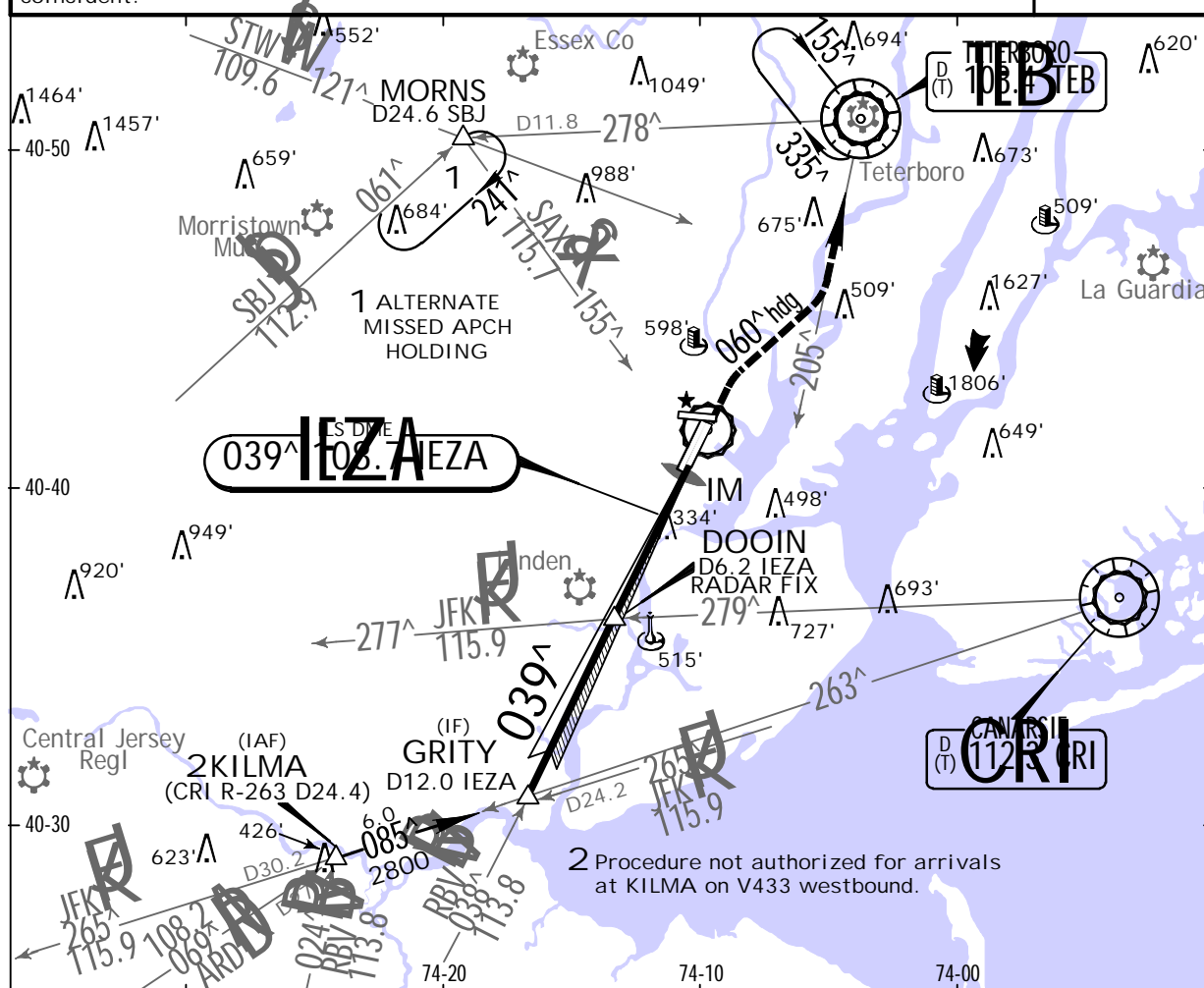
11-2A

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NEWARK, NJ

ILS Rwy 4R CAT II & III

D-ATIS Arrival		South Arrival		NEW YORK Approach (R)		NEWARK Tower		Ground	
115.7		134.825		128.55		118.3		121.8	
LOC IEZA	Final Apch Crs	GS DOOLIN	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev	 3000'	
108.7	039^	1700' (1689')	NA	Refer to Minimums		RA 100' DA(H) 111' (100')	18' TDZE 11'		
<p>MISSED APCH: Climb to 600', then climbing RIGHT turn to 2500' on heading 060^ and inbound TEB R-205 to TEB VOR and hold, or as directed by ATC.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew & Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident.</p>									
								MSA TEB VOR	



Gnd speed-Kts	70	90	100	120	140	160	<div><div>ALSIF-II</div><div>PAPI</div><div><div><div>600'</div><div>↑</div></div><div><div>2500'</div><div>↗ RT</div></div></div></div>	
GS 2.95^	365	470	522	626	731	835		<div><div>060^</div><div>TEB</div><div>on</div><div>hdg</div><div>and</div><div>108.4</div><div>TEB</div><div>R-205</div><div>108.4</div></div>

STRAIGHT-IN LANDING RWY 4R			
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

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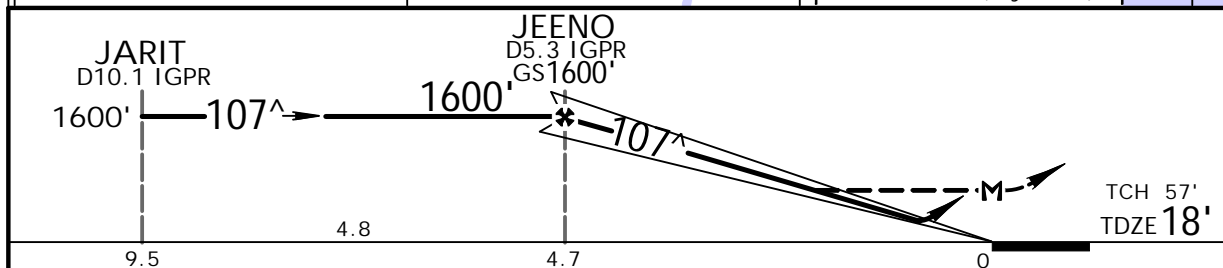
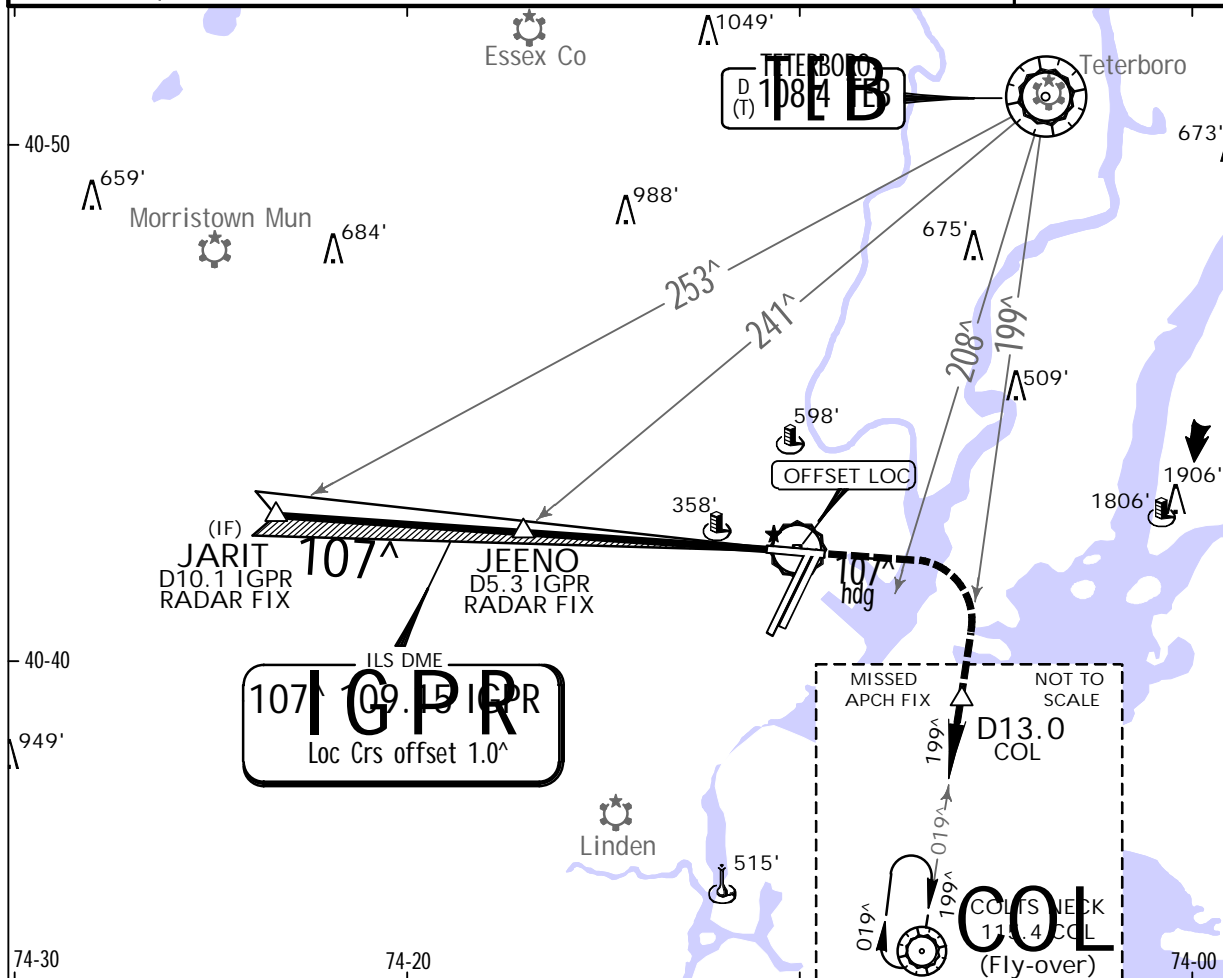
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18 JUL 14 (11-3)

NEWARK, NJ
ILS or LOC Rwy 11

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC IGPR 109.15	Final Apch Crs 107 [^]	GS JEENO 1600' (1582')	LOC MDA(H) 580' (562')	Apt Elev 18' TDZE 18'
MISSED APCH: Climb to 1700' heading 107 [^] , at TEB VOR R-208 RIGHT turn to intercept TEB VOR R-199 outbound and COL VOR R-019 inbound to COL VOR and hold. At D13.0 COL climb to 3000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. VGSI and ILS glidepath not coincident.				



Gnd speed-Kts	70	90	100	120	140	160		REIL	1700'	107 [^]
GS	3.00 [^]	372	478	531	637	743	849	VASI-L	↑	hdg
JEENO to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46			

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)
DA(H)	604' (586')	MDA(H)	580' (562')	90	720' (702') -1
2		RVR	50 or 1	120	720' (702') -2
			1½	140	720' (702') -2
			1¾	165	900' (882') -3

15 AMEND 2C 14 NOV 2013

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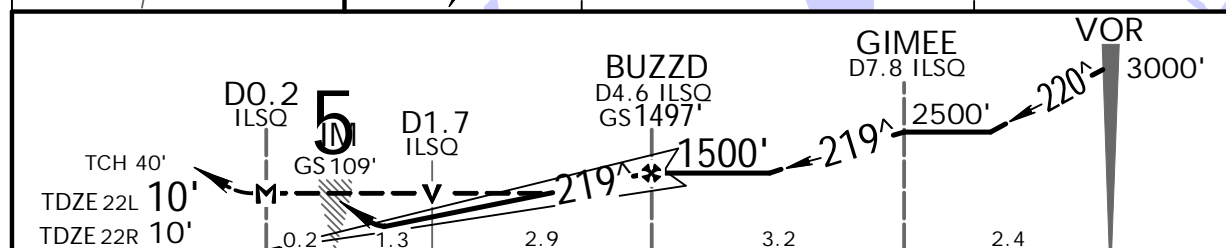
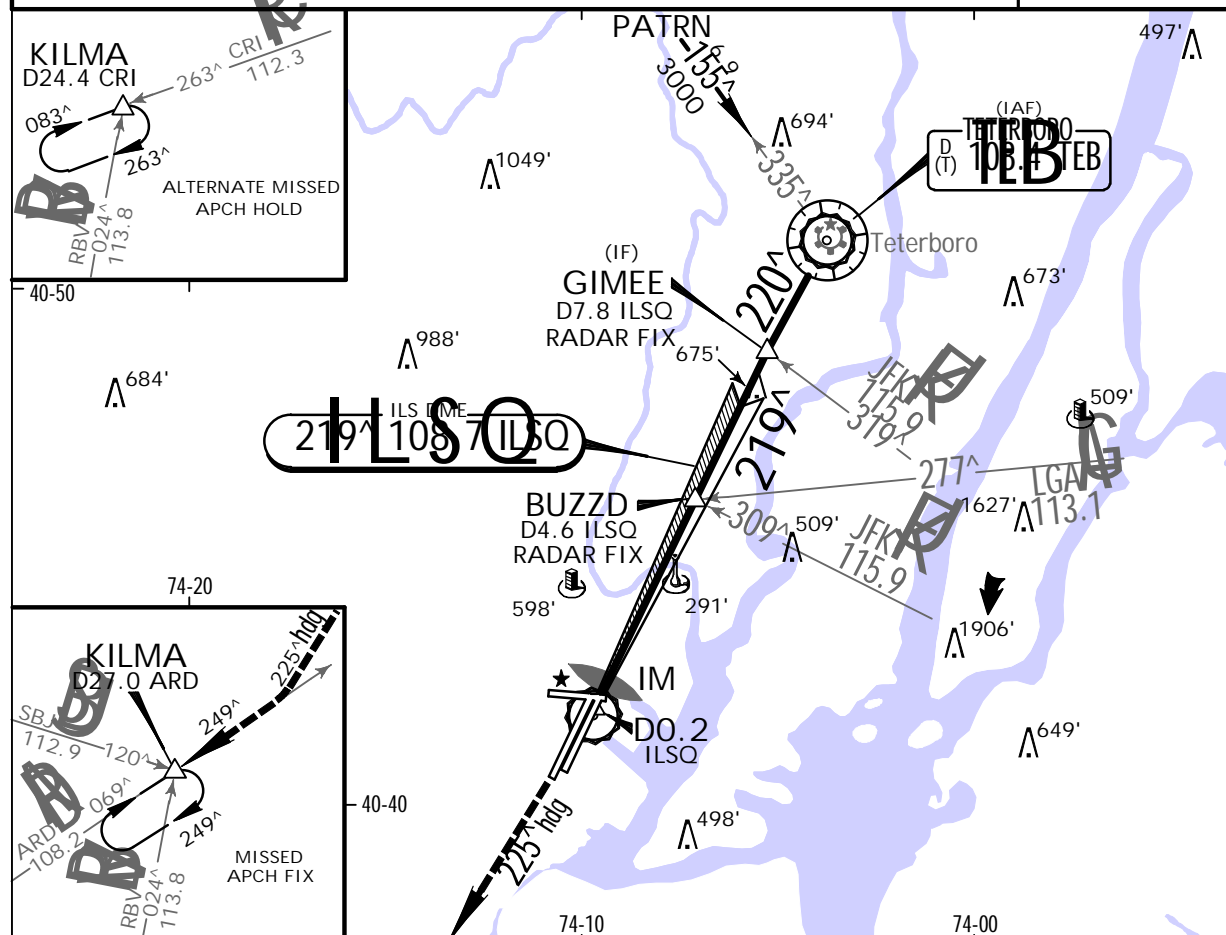
JEPPESSEN

18 JUL 14 (11-4)

NEWARK, NJ
ILS or LOC Rwy 22L

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC ILSQ 108.7	Final Apch Crs 219 [^]	GS BUZZD 1497' (1487')	ILS DA(H) 210' (200')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' on heading 225 [^] and inbound ARD VOR R-069 to KILMA INT/D27.0 ARD and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. VGSI and ILS glidepath not coincident. 2. MALS, REIL and PAPI-L on Rwy 22R.				
3000'				
MSA TEB VOR				



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

TERPS.				STRAIGHT-IN LANDING RWY 22L		SIDESTEP LANDING RWY 22R		CIRCLE-TO-LAND	
ILS DA(H) 210' (200')				LOC (GS out) MDA(H) 560' (550')		MDA(H) 560' (550')		Not authorized to Rwy 29 at night when VGSI inop.	
FULL		IDZ or CL out	ALS out	ALS out		ALS out		Max Kts 90	MDA(H)
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 50 or 1	RVR 55 or 1	120	720'(702')-1
C				RVR 60 or 1 1/8	1 5/8	RVR 60 or 1 1/8	1 5/8	140	720'(702')-2
D								165	900'(882')-3

KEWR/EWR

NEWARK LIBERTY INTL

18 JUL 14

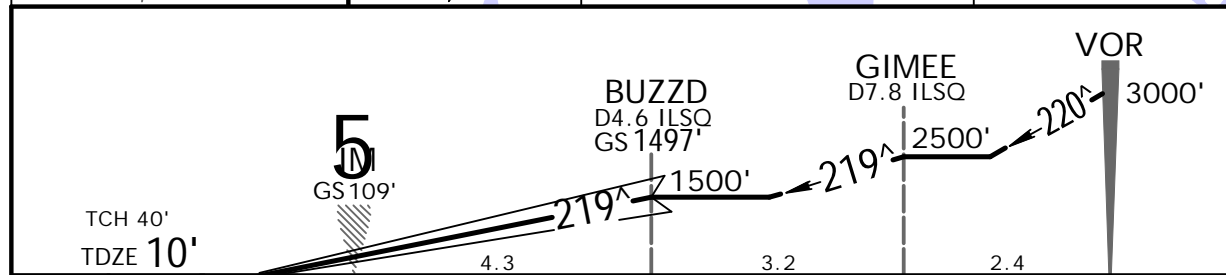
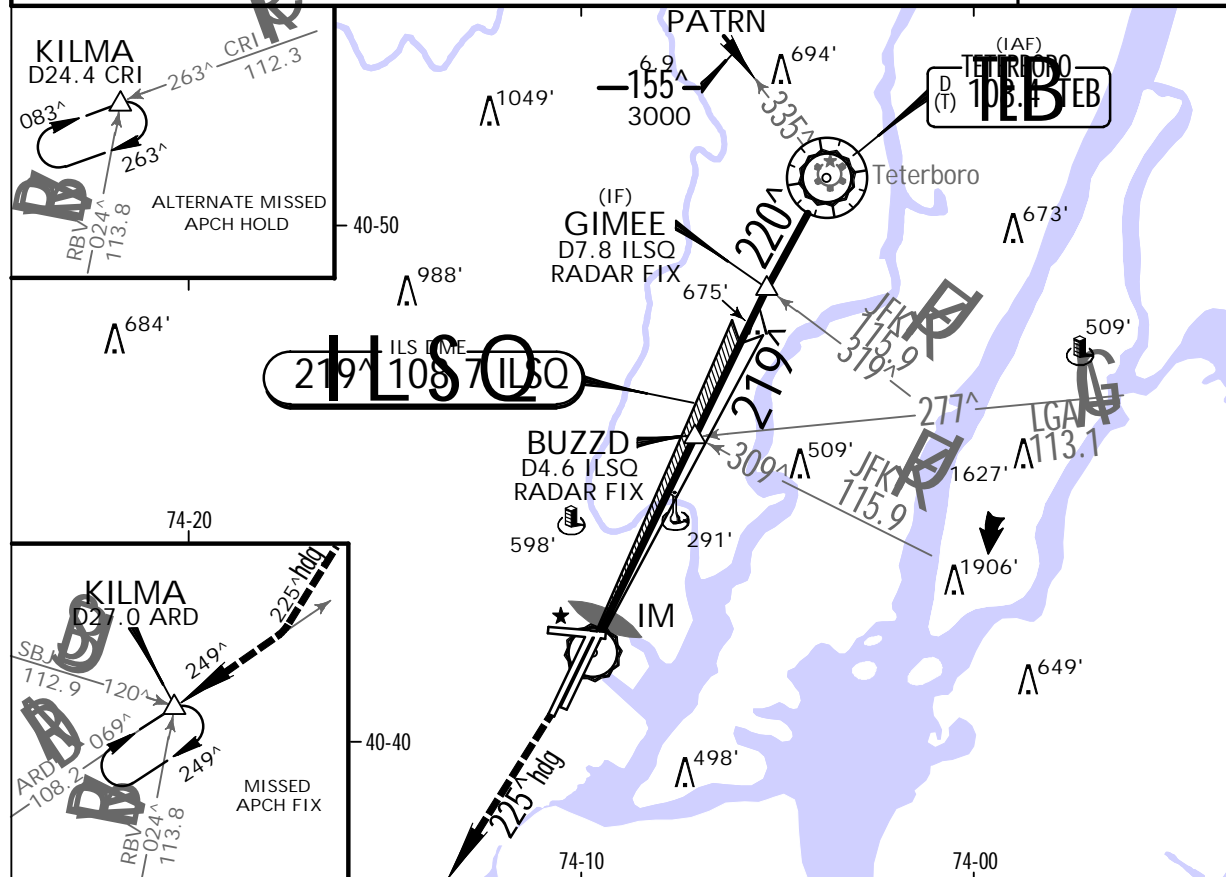
(11-4A)

ILS Rwy 22L CAT II & III

NEWARK, NJ

BRIEFING STRIP™

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



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

TERPS.				STRAIGHT-IN LANDING RWY22L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 102' DA(H) 110' (100')				
NA	RVR 6	RVR 7	1 RVR12				

15 AMEND 13B 24 JUL 2014

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

KEWR/EWR

NEWARK LIBERTY INTL

18 JUL 14

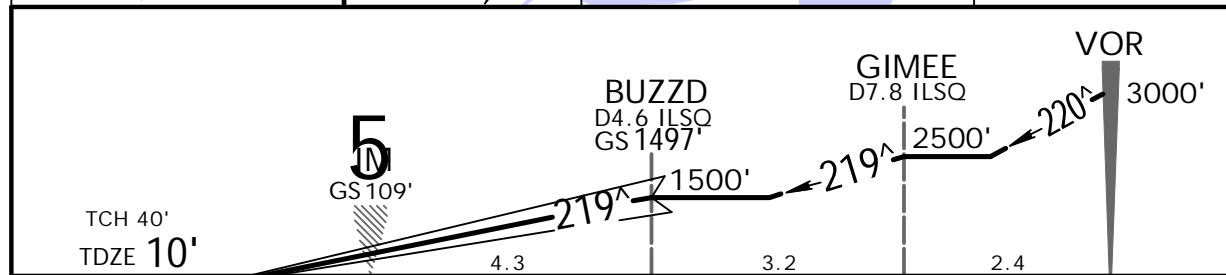
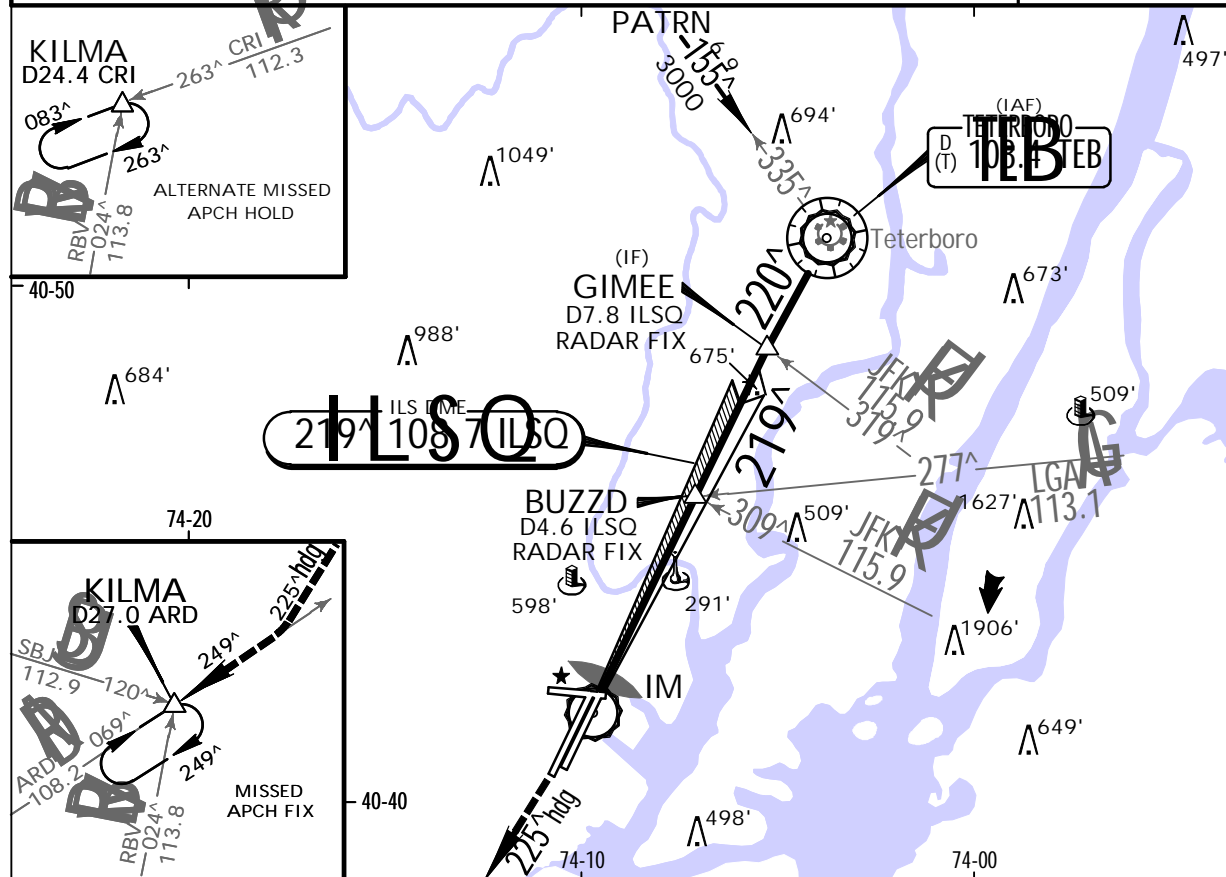
(11-4B)

JEPPESEN

NEWARK, NJ
ILS Rwy 22L SA CAT I

BRIEFING STRIP™

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



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	500'	3000'	225 [^]
GS	3.00 [^]	372	478	531	637	743	849	PAPI	↑	RT on hdg

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

RVR 14

JS AMEND 13B 24 JUL 2014

KEWR/EWR

NEWARK LIBERTY INTL

18 JUL 14

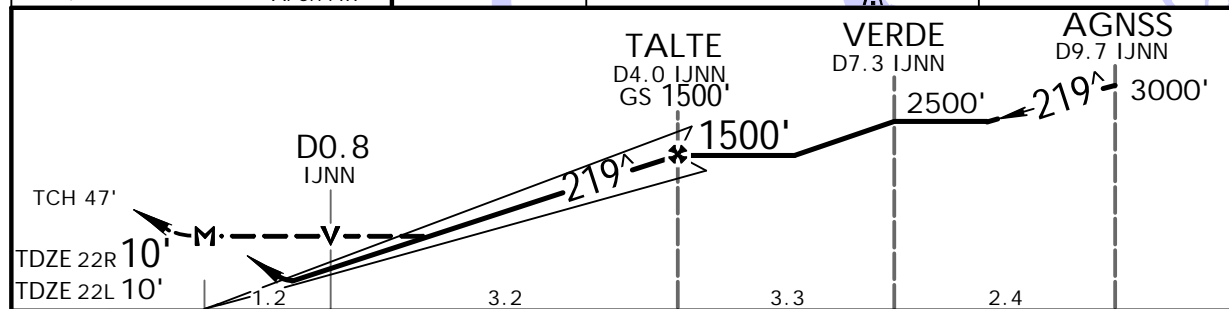
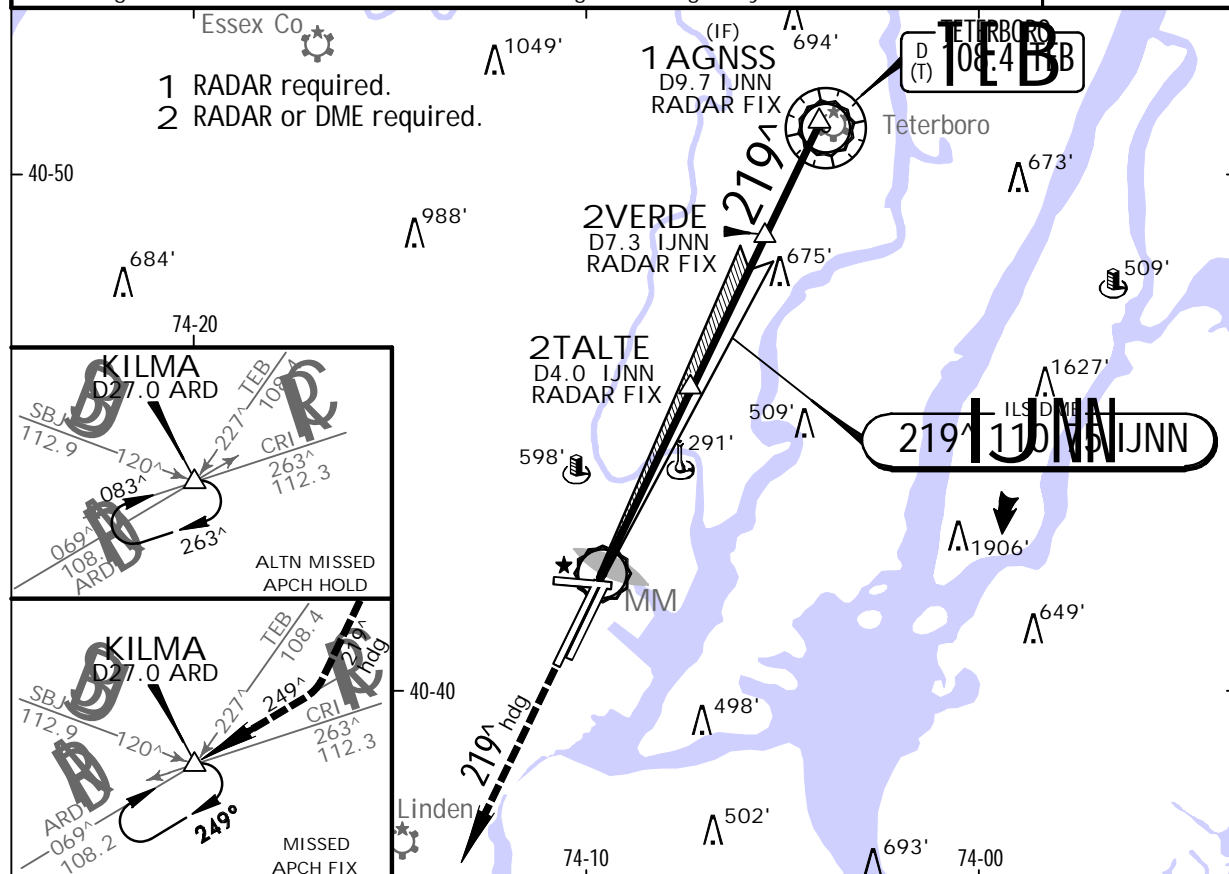
(11-5)

JEPPESEN

NEWARK, NJ
ILS or LOC Rwy 22R

BRIEFING STRIP™

D-ATIS Arrival		South Arrival		NEW YORK Approach (R)		NEWARK Tower		Ground	
115.7		134.82		128.55		118.3		121.8	
LOC IJNN		Final Apch Crs		GS TALTE		ILS DA(H)		Apt Elev 18'	
110.75		219^		1500' (1490')		210' (200')		TDZE 10'	
MISSED APCH: Climb to 3000' on heading 219^ and inbound on ARD VOR R-069 to KILMA INT/D27.0 ARD and hold, or as directed by ATC.									<div>3000'</div>
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. VGS and ILS glidepath not coincident. 2. ALSF-II and PAPI-L on Rwy 22L. 3. Disregard all marker beacon indications. 4. Night Landing: Rwy 29 not authorized.									
									MSA TEB VOR



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

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

S. AMEND 6A 24 JUL 2014

KEWR/EWR

NEWARK LIBERTY INTL

28 MAR 14

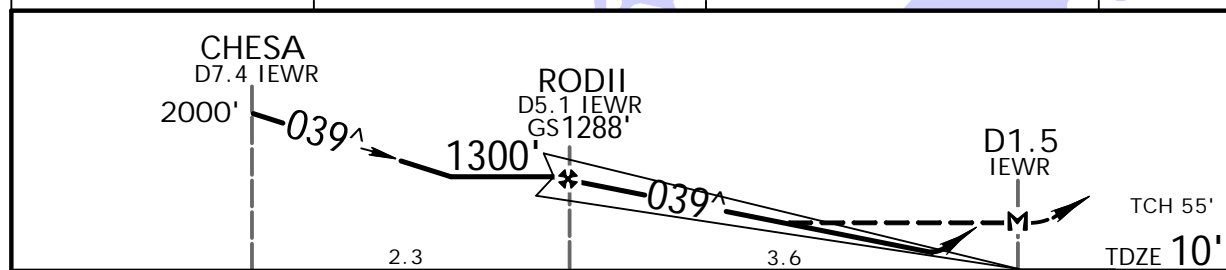
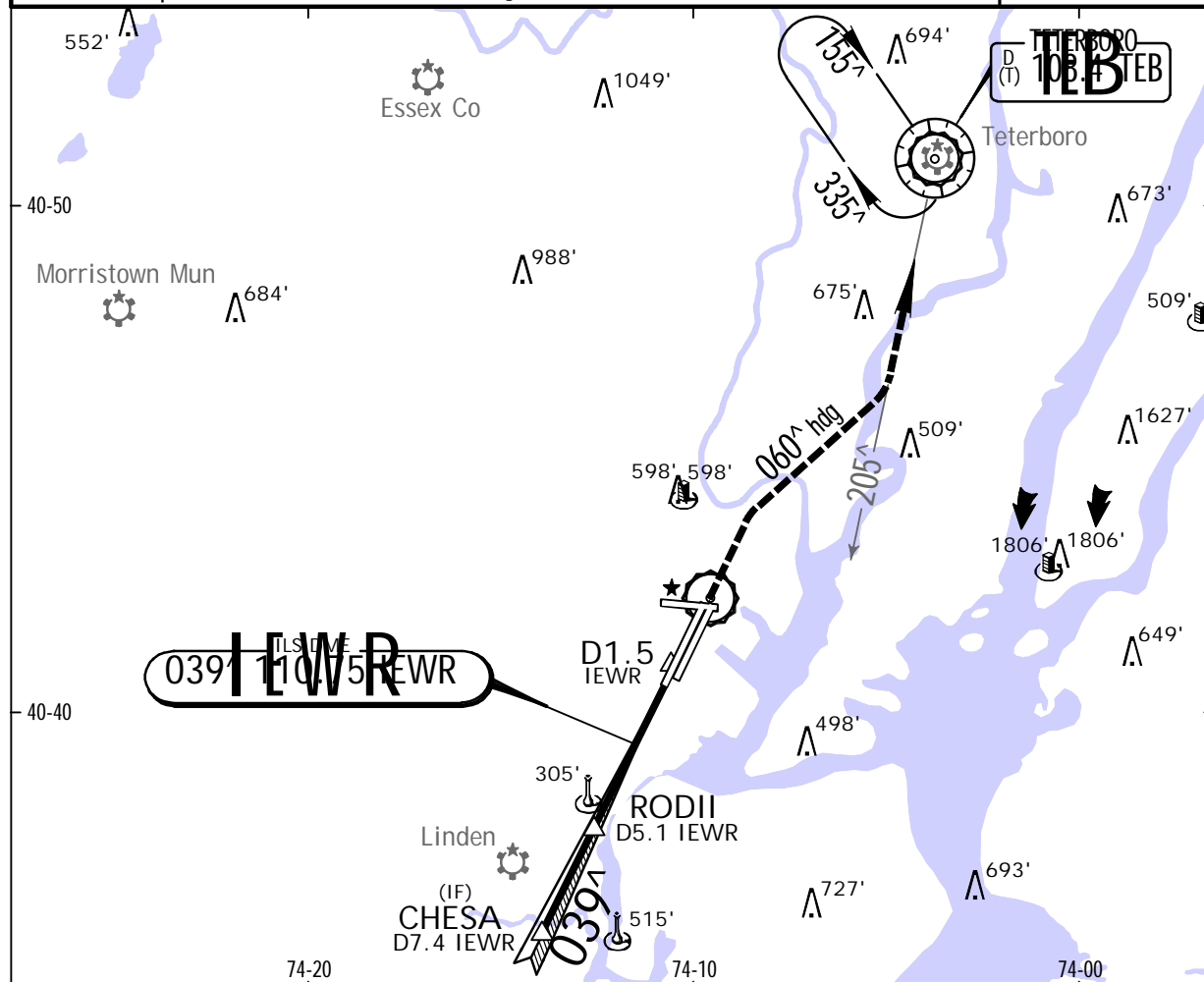
(11-6)

COPTER ILS or LOC

NEWARK, NJ
DME Rwy 4L

BRIEFING STRIP

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LOC IEWR 110.75	Final Apch Crs 039^	GS RODII 1288' (1278')	ILS DA(H) 210' (200')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' via 060^ heading and inbound via TEB VOR R-205 to TEB VOR and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. Radar required. 2. VGSI and descent angles not coincident.				
<div>3000'</div> <div>MSA TEB VOR</div>				



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

STRAIGHT-IN LANDING Rwy 4L				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 210' (200')		MDA(H) 560' (550')			
FULL TDZ or CL 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	NA	

35 AMEND 1E 14 NOV 2013

KEWR/EWR

NEWARK LIBERTY INTL

JEPPESEN

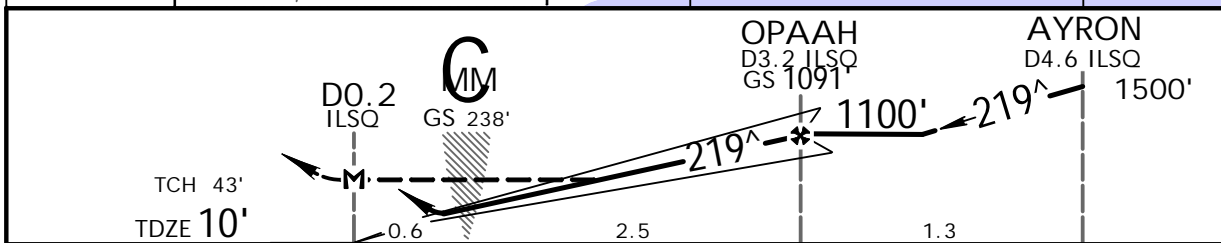
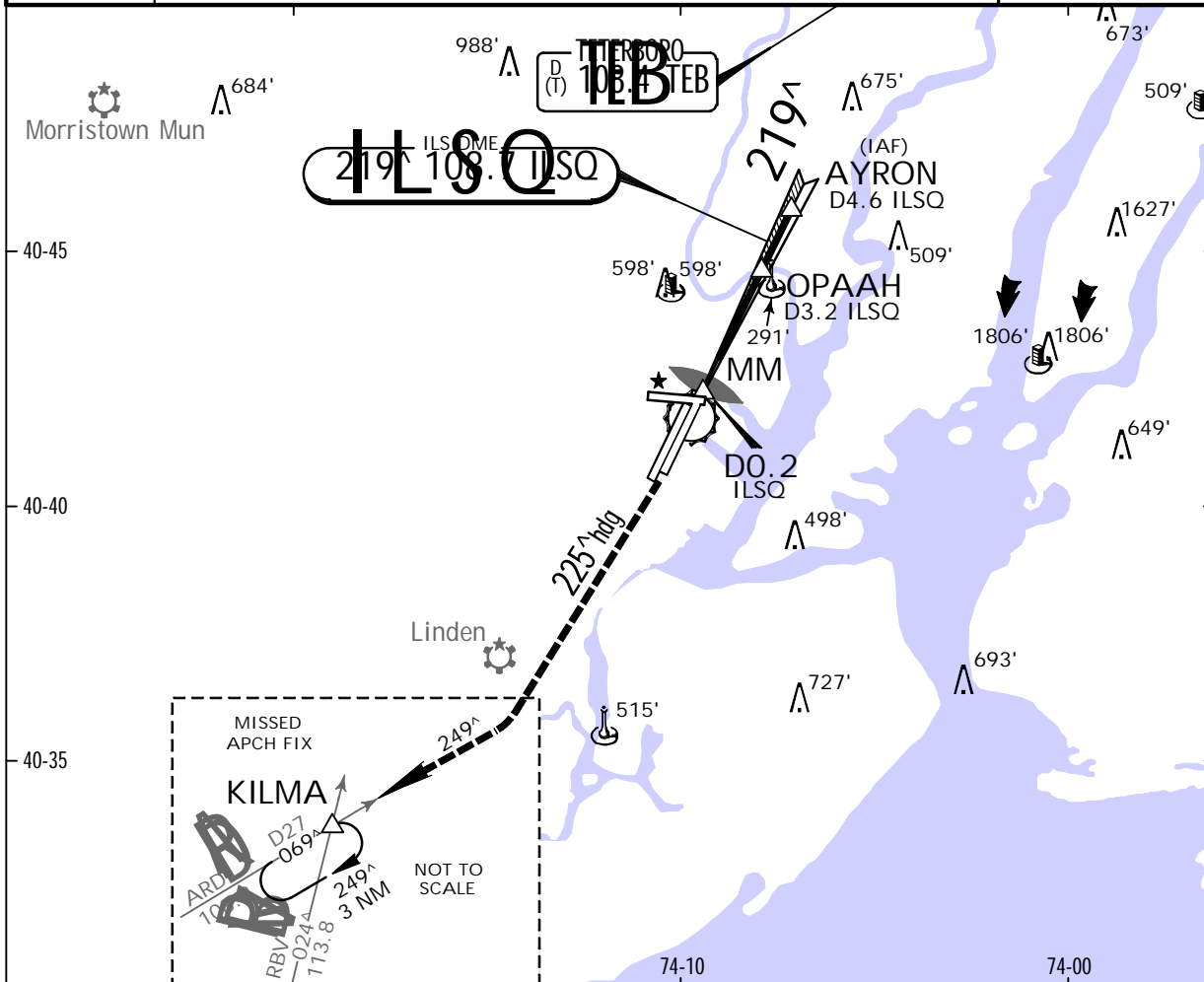
28 MAR 14

(11-7)

NEWARK, NJ
COPTER ILS DME Rwy 22L

BRIEFING STRIP™

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



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 [^]	372	478	531	637	743
MAP at DO.2 ILSQ						

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

15 AMEND OC 3 APR 2014

KEWR/EWR

NEWARK LIBERTY INTL

12 SEP 14

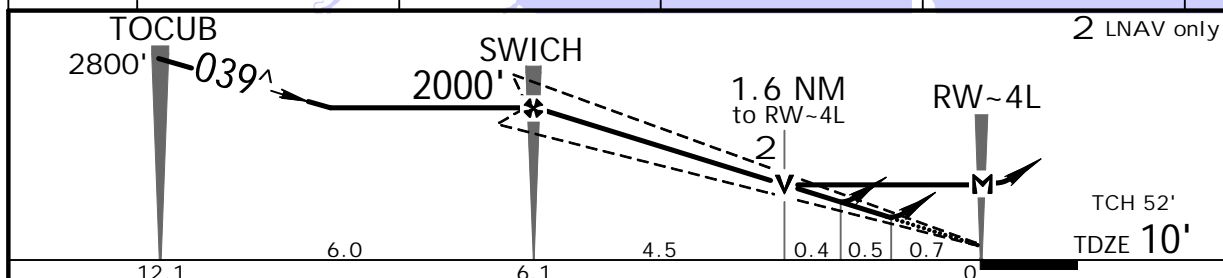
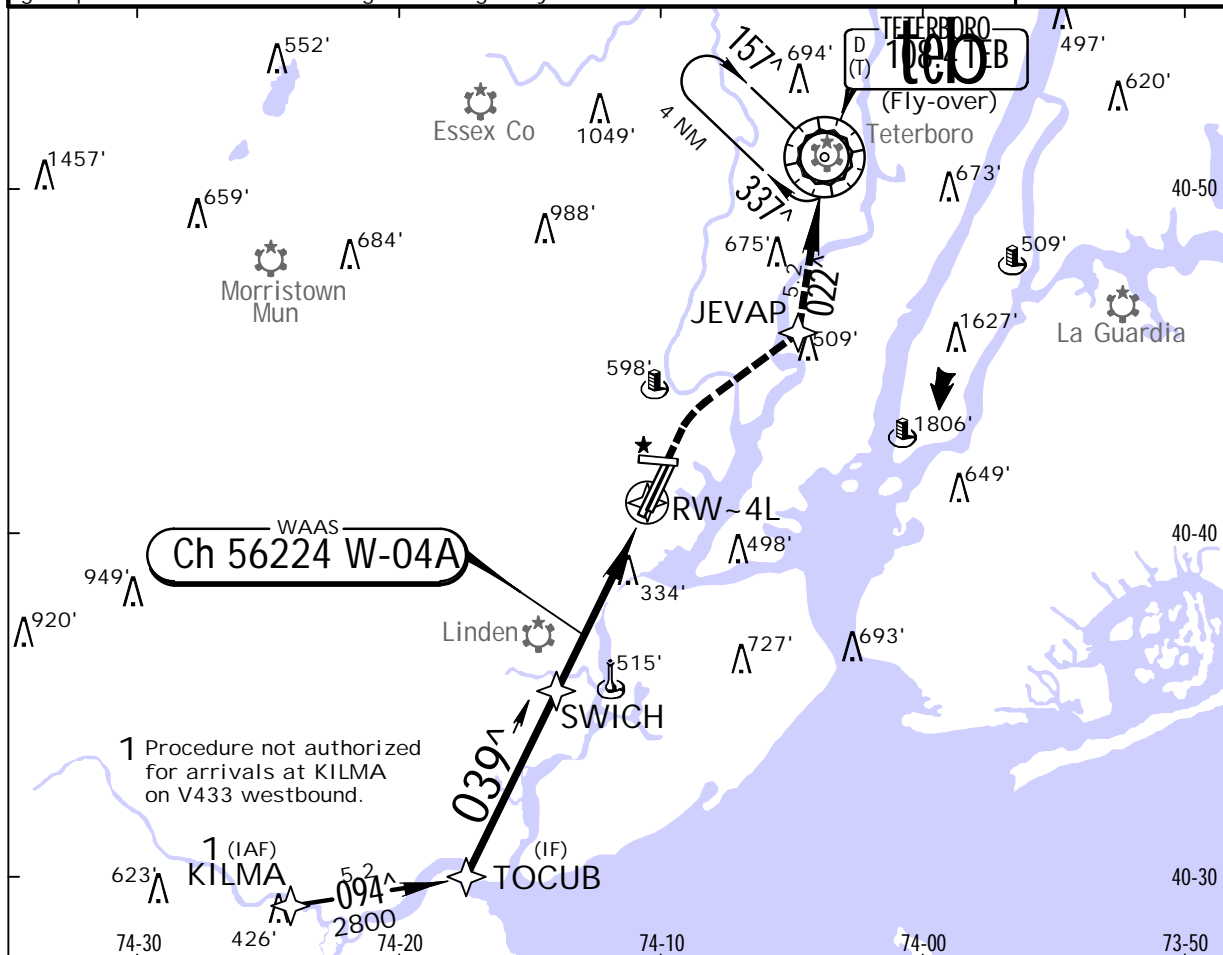
(12-1)

.Eff.18.Sep.

RNAV (GPS) Rwy 4L

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55		NEWARK Tower 118.3	Ground 121.8
WAAS Ch 56224 W-04A	Final Apch Crs 039^	Minimum Alt SWICH 2000' (1990')	LPV DA(H) 299' (289')	Apt Elev 18' TDZE 10'	<div><div></div><div>3000'</div><div>MSA RW-4L</div></div>
MISSED APCH: Climb to 440' then climbing RIGHT turn to 2500' direct JEVAP and on track 022^ to TEB VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13°C (9°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Night Landing: Rwy 29 not authorized.					



Gnd Speed-Kts	70	90	100	120	140	160	MALSR	440'	2500'	→	JEVAP
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	↑	RT	
MAP at RW-4L											

TERPS				STRAIGHT-IN LANDING RWY 4L				1 CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV		LNAV		LNAV		LNAV	
DA(H)		DA(H)		MDA(H)		MDA(H)		MDA(H)		MDA(H)	
299' (289')		441' (431')		600' (590')		600' (590')		600' (590')		600' (590')	
RAIL out		ALS out		RAIL out		ALS out		RAIL out		ALS out	
A											
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 50 or 1	1 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	120	720' (702') -1	
C									140	820' (802') -1	
D									165	900' (882') -2 3/4	
										900' (882') -3	

S. AMEND 2B 29 MAY 2014

KEWR/EWR

NEWARK LIBERTY INTL

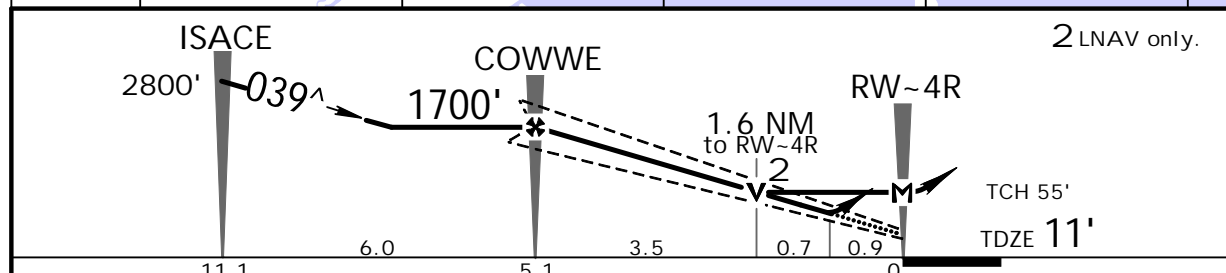
12 SEP 14
Eff. 18 Sep.

(12-2)

NEWARK, NJ
RNAV (GPS) Y Rwy 4R

BRIEFING STRIP™

D-ATIS Arrival		South Arrival		NEW YORK Approach (R)		NEWARK Tower		Ground	
115.7		134.825		128.55		118.3		121.8	
WAAS Ch 60924 W-04B		Final Apch Crs 039^		Minimum Alt COWWE 1700' (1689')		LPV DA(H) 357' (346')		Apt Elev 18' TDZE 11'	
MISSED APCH: Climb to 2500' direct CANBO and on track 073^ to MOSME and on track 025^ to TEB VOR and hold.									<div><div></div><div>3000'</div></div> <div>MSA RW~4R</div>
Alt Set: INCHES									



Gnd Speed-Kts	70	90	100	120	140	160	ALSF-II	2500'	↻	CANBO
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑		
MAP at RW-4R										

STRAIGHT-IN LANDING RWY 4R				1 CIRCLE-TO-LAND	
DA(H)	LPV 357' (346')	ALS out	MDA(H)	LNAV 660' (649')	ALS out
A					
B					
C	RVR 40 or 3/4	1 1/4			
D					

S. AMEND 1E 18 SEP 2014

KEWR/EWR

NEWARK LIBERTY INTL

24 MAY 13

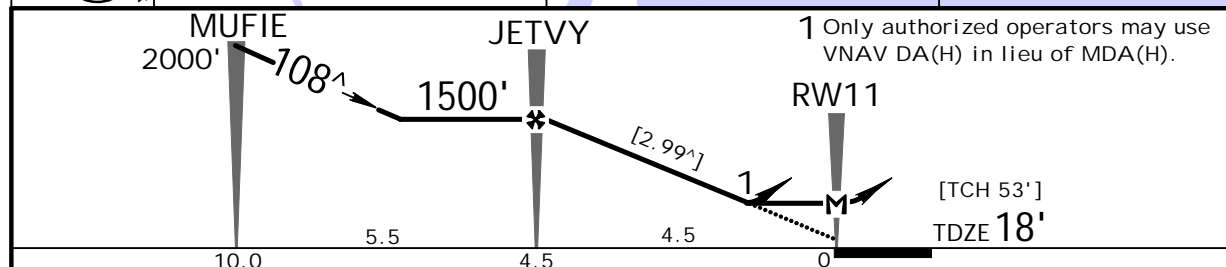
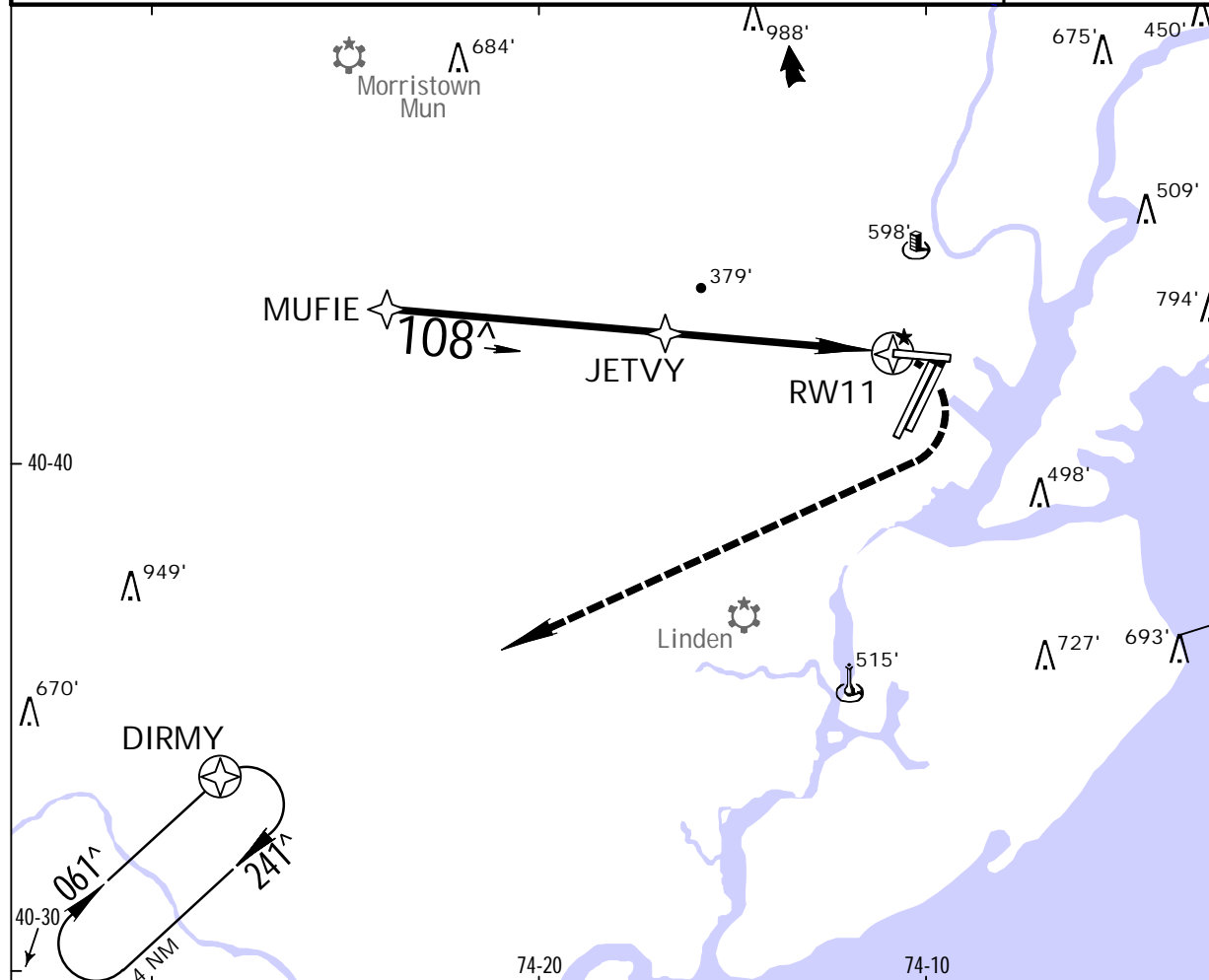
(12-3)

JEPPesen

NEWARK, NJ
RNAV (GPS) Rwy 11

BRIEFING STRIP™

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



Gnd Speed-Kts	70	90	100	120	140	160		REIL	3000'		DIRMY
Descent angle [2.99 [^]]	370	476	529	635	741	846		VASI-L	RT		
MAP at RW11											

STRAIGHT-IN LANDING RWY 11						1 CIRCLE-TO-LAND					
LNAV MDA(H) 620' (602')						MDA(H)					
A	1					Max Kts	720' (702') - 1				
B						90					
C	1 3/4					120	720' (702') - 2				
D	2					140	720' (702') - 3				
						165	900' (882') - 3				

PS AMEND OD 15 NOV 2012

KEWR/EWR

NEWARK LIBERTY INTL

24 MAY 13

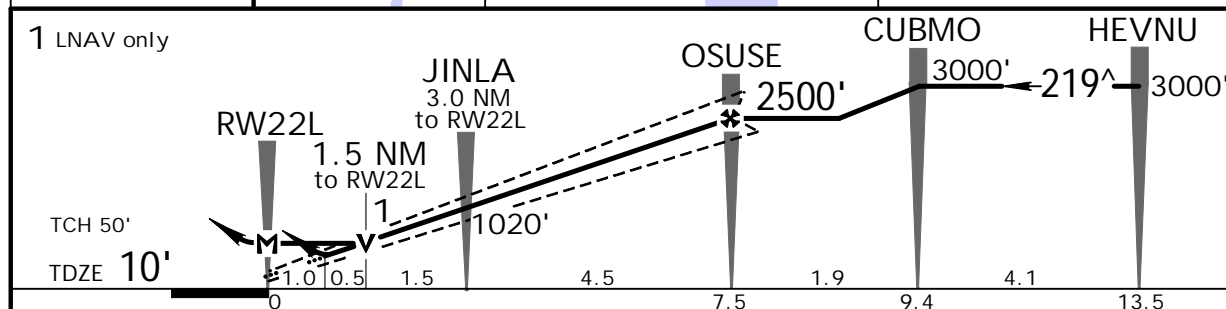
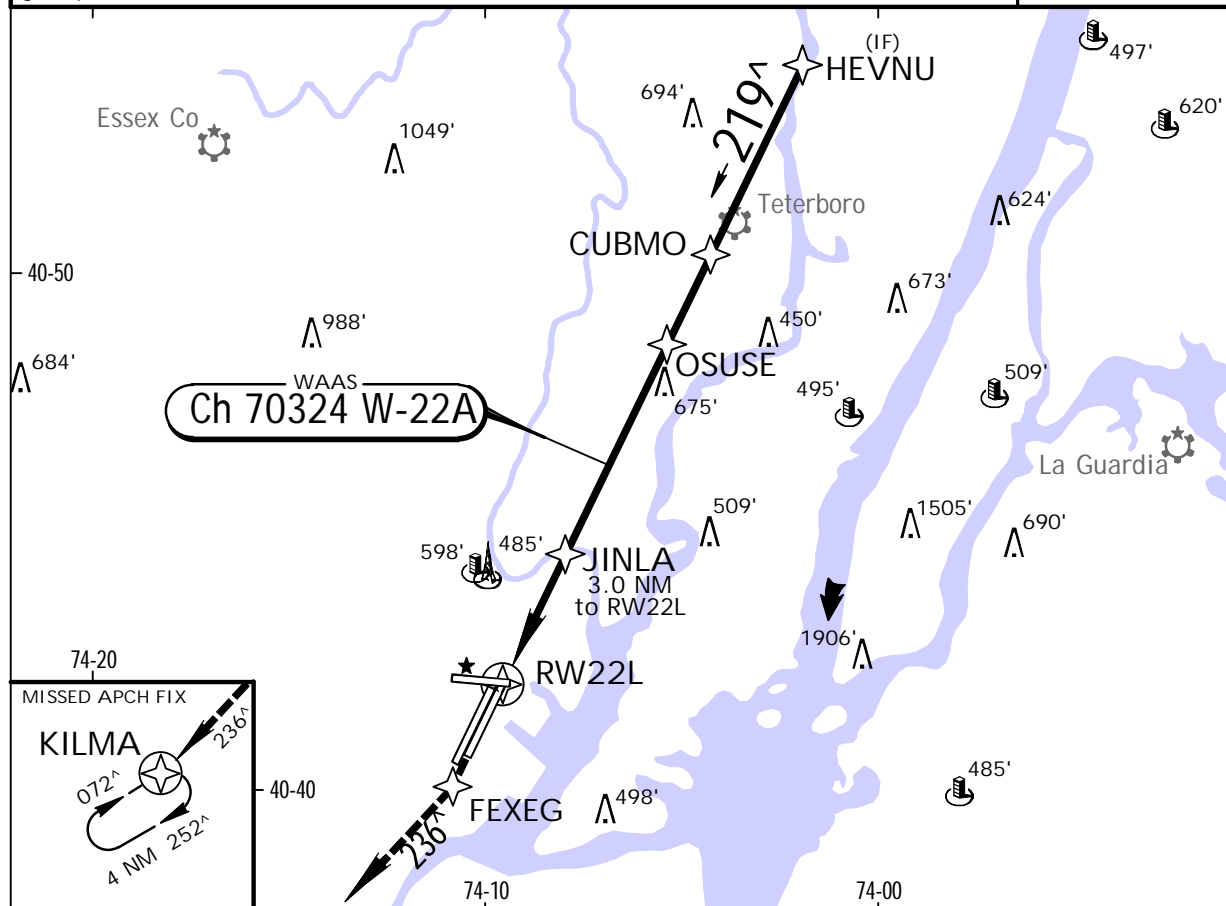
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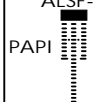
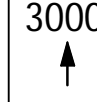
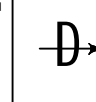
JEPPESEN

NEWARK, NJ
RNAV (GPS) Z Rwy 22L

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8
WAAS Ch 70324 W-22A	Final Apch Crs 219^	Minimum Alt OSUSE 2500' (2490')	LPV DA(H) 368' (358')	Apt Elev 18' TDZE 10'		<div>3000'</div> <div>MSA RW22L</div>
MISSED APCH: Climb to 3000' direct FEXEG and via track 236^ to KILMA and hold.						
Alt Set: INCHES 1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.						
Trans level: FL 180			Trans alt: 18000'			



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

STRAIGHT-IN LANDING RWY 22L				1 CIRCLE-TO-LAND	
LPV DA(H) 368' (358')		LNAV MDA(H) 560' (550')		Max Kts	MDA(H)
ALS out		ALS out		90	720' (702') -1
RVR 40 or 3/4	RVR 60 or 1/4	RVR 24 or 1/2	RVR 50 or 1	120	720' (702') -2
		RVR 50 or 1	1 1/2	140	720' (702') -3
		RVR 60 or 1/4	1 3/4	165	900' (882') -3

15 AMEND 1E 15 NOV 2012

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9 NOV 12 (12-5)

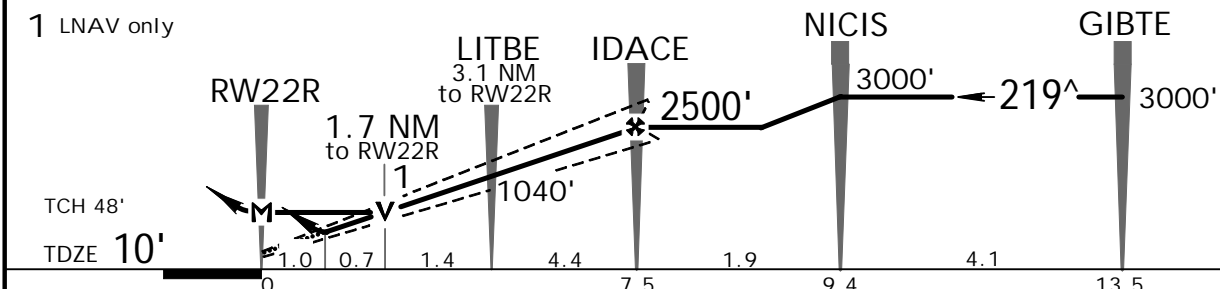
NEWARK, NJ
RNAV (GPS) Rwy 22R

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8
WAAS Ch 77524 W-22B	Final Apch Crs 219^	Minimum Alt IDACE 2500' (2490')	LPV DA(H) 361' (351')	Apt Elev 18' TDZE 10'		<div>3000'</div> <div>MSA RW22R</div>
MISSED APCH: Climb to 3000' direct HENIB and via track 235^ to KILMA and hold.						
Alt Set: INCHES 1. RADAR required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.						
		Trans level: FL 180		Trans alt: 18000'		



1 LNAV only



Gnd speed-Kts	70	90	100	120	140	160	<div>MALSR</div> <div>REIL PAPI</div> <div>3000'</div> <div>↑</div>	<div>→</div> <div>HENIB</div>
Glide Path Angle	3.00 [^]	372	478	531	637	743		
MAP at RW22R								

STRAIGHT-IN LANDING RWY22R				1 CIRCLE-TO-LAND		
LPV		LNAV/VNAV		LNAV		
DA(H) 361' (351')				MDA(H) 620' (610')		
RAIL or ALS out				RAIL out	ALS out	Max Kts
A				RVR 24 or 1/2	RVR 40 or 3/4	90
B				RVR 60 or 1 1/4	1 3/4	120
C	RVR 40 or 3/4	RVR 60 or 1 1/4	NA			140
D				1 1/2	2	165
						MDA(H)
						720' (702') - 1 1/4
						720' (702') - 2
						900' (882') - 3

15 AMEND TC 15 NOV 2012

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NEWARK LIBERTY INTL

12 SEP 14

Eff. 18 Sep.

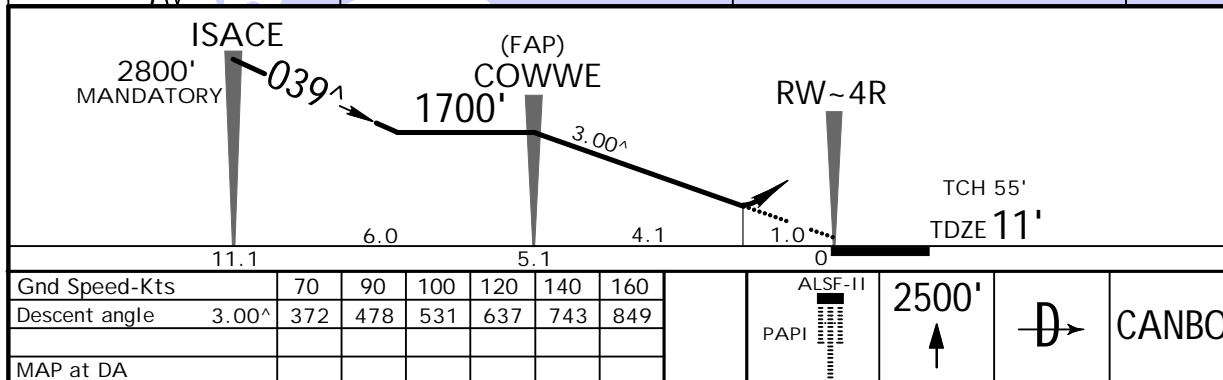
12-20

JEPPESEN

NEWARK, NJ
RNAV (RNP) Z Rwy 4R

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
RNAV	Final Apch Crs 039°	Minimum Alt COWWE 1700' (1689')	RNP 0.15 DA(H) (CONDITIONAL) 380' (369')	Apt Elev 18' TDZE 11'
MISSED APCH: Climb to 2500' direct CANBO and on track 073° to MOSME and on track 025° to TEB VOR and hold. When authorized by ATC, continue climb-in-hold to 3000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.				
				3000'
				MSA RW-4R



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

15 AMEND OD 18 SEP 2014

KEWR/EWR

NEWARK LIBERTY INTL

12 SEP 14

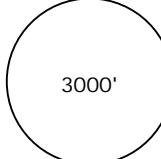
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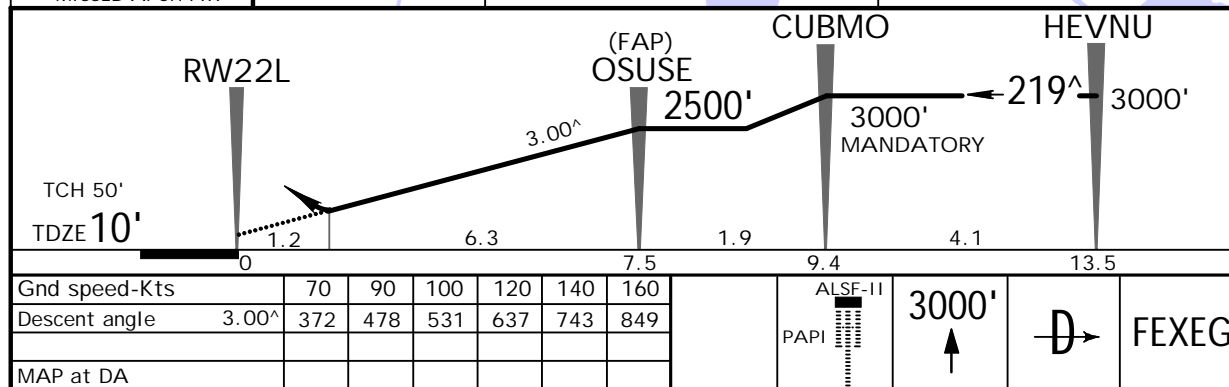
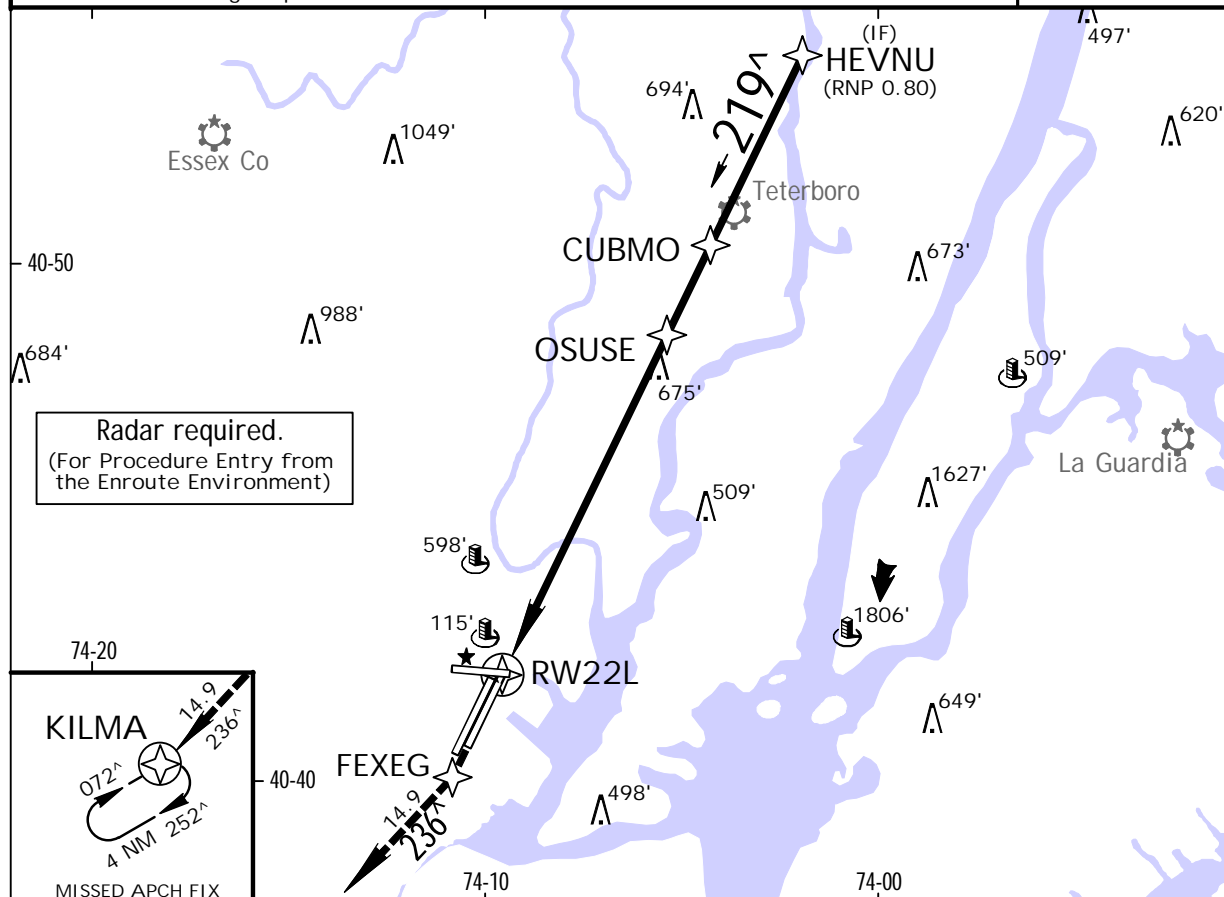
12-21

JEPPESEN

NEWARK, NJ

RNAV (RNP) Y Rwy 22L

D-ATIS Arrival		NEW YORK Approach (R)		NEWARK Tower		Ground	
115.7		134.825		118.3		121.8	
RNAV	Final Apch Crs 219^	Minimum Alt OSUSE 2500' (2490')	RNP 0.30 DA(H) 482' (472')	Apt Elev 18' TDZE 10'			
<p>MISSED APCH: Climb to 3000' direct FEXEG, and via track 236^ to KILMA and hold. When authorized by ATC, climb-in-hold to 4000'.</p>						<p>3000'</p>	
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (26°F) or above 54°C (130° F). 4. VGSi and RNAV glidepath not coincident.</p>							
<p>MSA RW22L</p>							



STRAIGHT-IN LANDING RWY 22L

RNP 0.30

DA(H) 482' (472')

ALS out

A
B
C
D

RVR 60 or 1¼

 $1\frac{1}{2}$

KEWR/EWR

NEWARK LIBERTY INTL

12 SEP 14
Eff. 18 Sep.

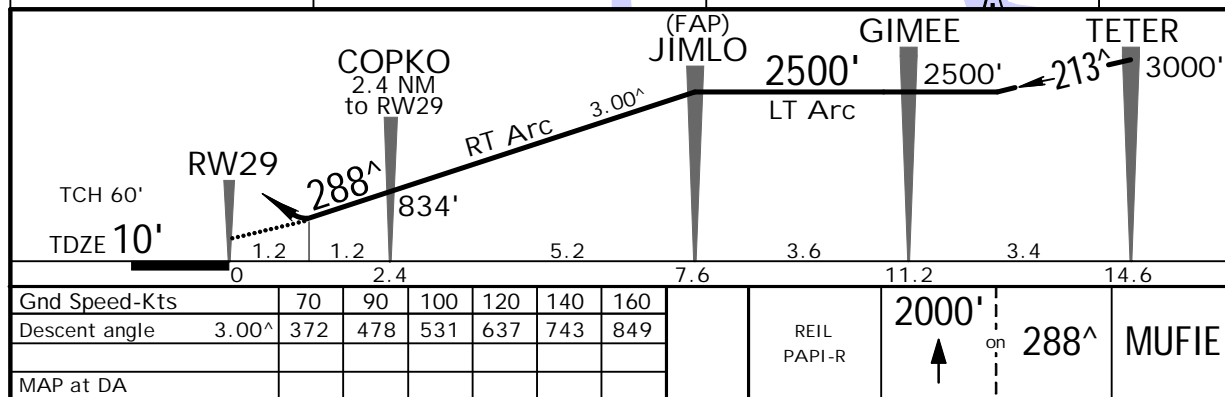
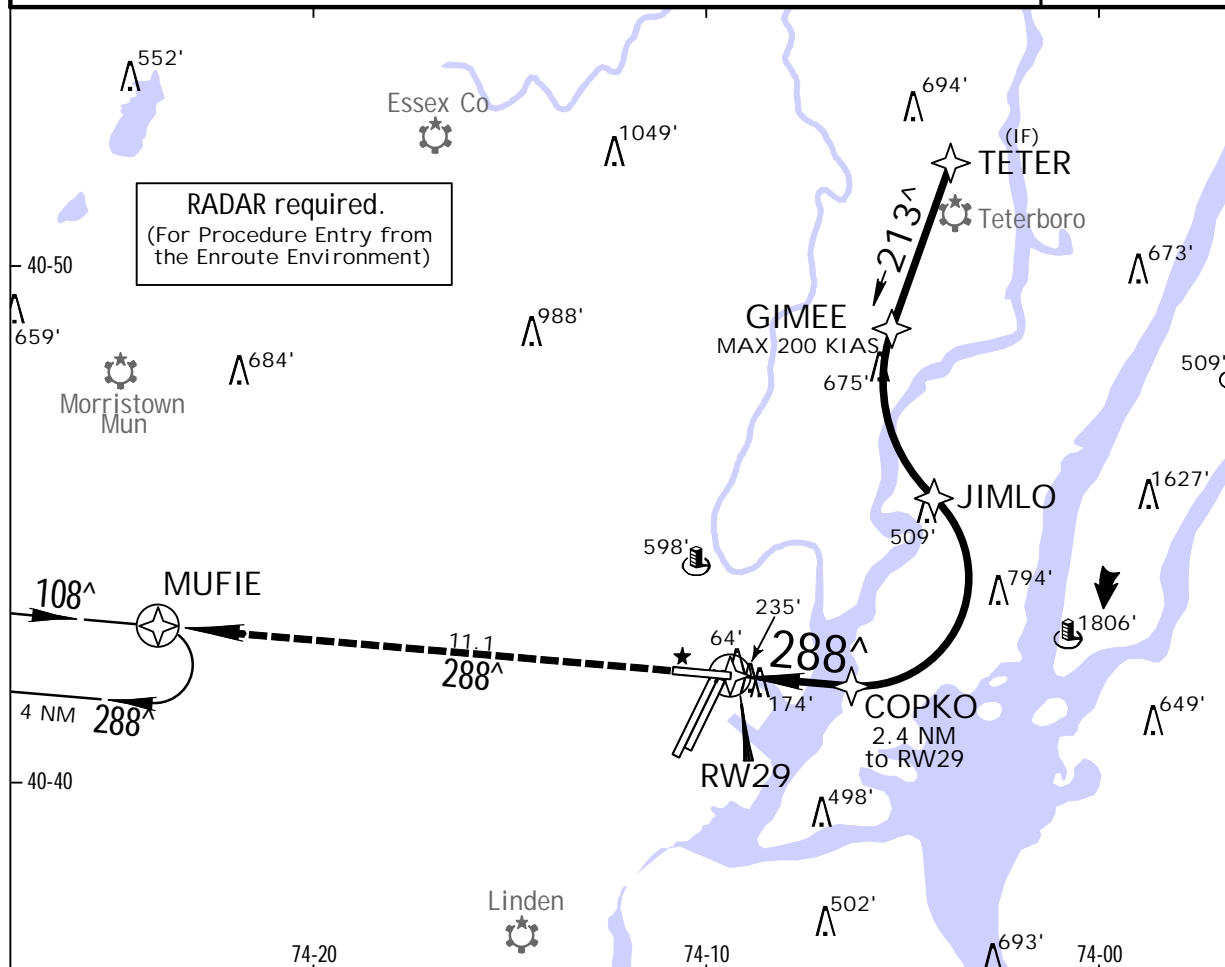
JEPPESSEN

(12-22)

NEWARK, NJ
RNAV (RNP) Y Rwy 29

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
RNAV	Final Apch Crs 288 [^]	Minimum Alt JIMLO 2500' (2490')	RNP 0.16 DA(H) 461' (451')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 2000' on track 288 [^] to MUFIE, and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 4. When VGSI inop, procedure not authorized at night.				
				3000'
				MSA RW29



TERPS.			STRAIGHT-IN LANDING RWY 29			TERPS.		
RNP 0.16 DA(H) 461' (451')			1 RNP 0.30 DA(H) 530' (520')			RNP 0.30 DA(H) 573' (563')		
A								
B								
C	1½			1¾			1⅞	
D								

15 AMEND 1B 24 JUL 2014

KEWR/EWR

NEWARK LIBERTY INTL

12 SEP 14
Eff. 18 Sep.

JEPPESSEN

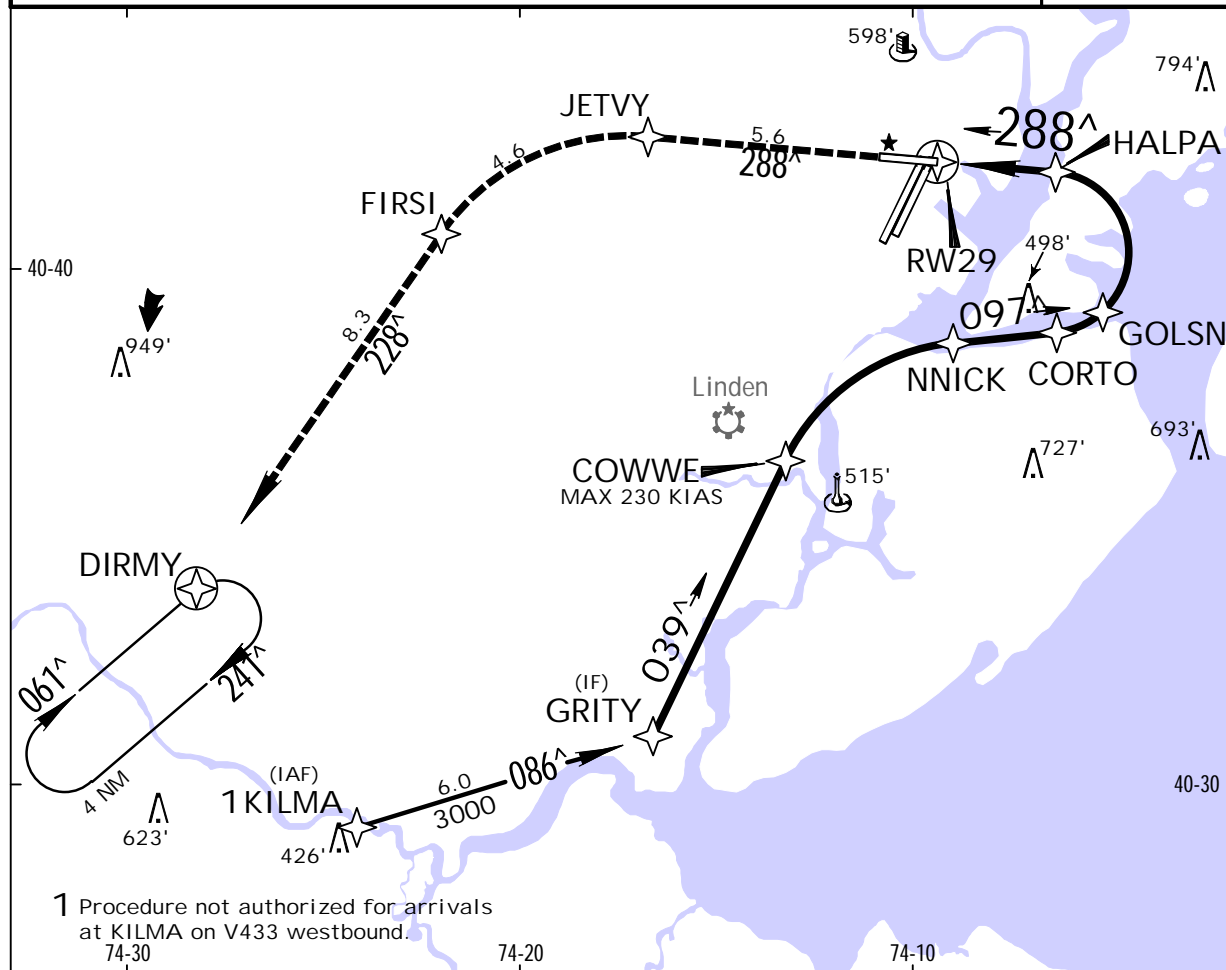
12-23

CAT A, B & C

NEWARK, NJ
RNAV (RNP) Z Rwy 29

BRIEFING STRIP™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.825	128.55	118.3	121.8
RNAV	Final Apch Crs	Minimum Alt NNICK	RNP 0.16 DA(H)	Apt Elev 18' TDZE 10'
	288 [^]	3000' (2990')	466' (456')	
MISSED APCH: Climb to 3000' on track 288 [^] to JETVY and LEFT turn to FIRSI and on track 228 [^] to DIRMY and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (7°F) or above 54°C (130°F). 4. Procedure not authorized at night. 5. Helicopter visibility reduction below 1 SM not authorized.				
				3000'
				MSA RW29



<p>TCH 60'</p> <p>TDZE 10'</p> <p>RW29 288^</p> <p>HALPA 823'</p> <p>GOLSN 2000'</p> <p>CORTO 2327'</p> <p>NNICK (FAP) 3000'</p> <p>COWWE 3000'</p> <p>GRITY 3000'</p> <p>039^</p> <p>Descent angles: 1.3, 1.1, 3.6, 1.0, 2.0, 4.1, 5.9</p> <p>Labels: LT Arc, RT Arc</p>									
Gnd Speed-Kts	70	90	100	120	140	160			
Descent angle	3.00^	372	478	531	637	743	849		
MAP at DA									

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

18 SEP 2014

KEWR/EWR

NEWARK LIBERTY INTL

JEPPESSEN

12 SEP 14

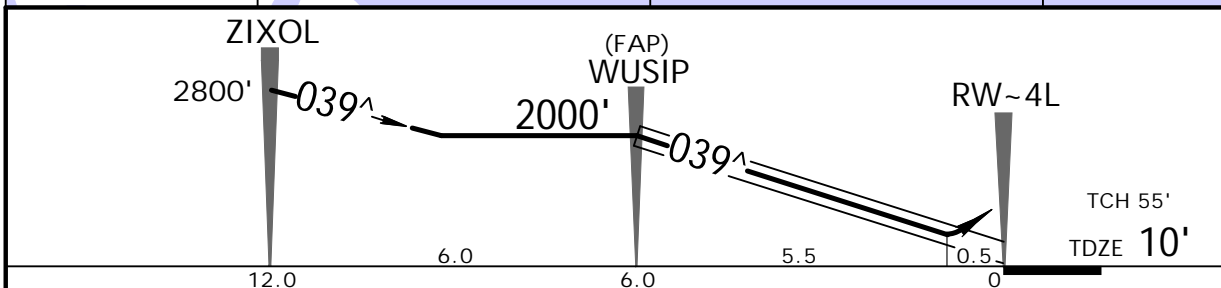
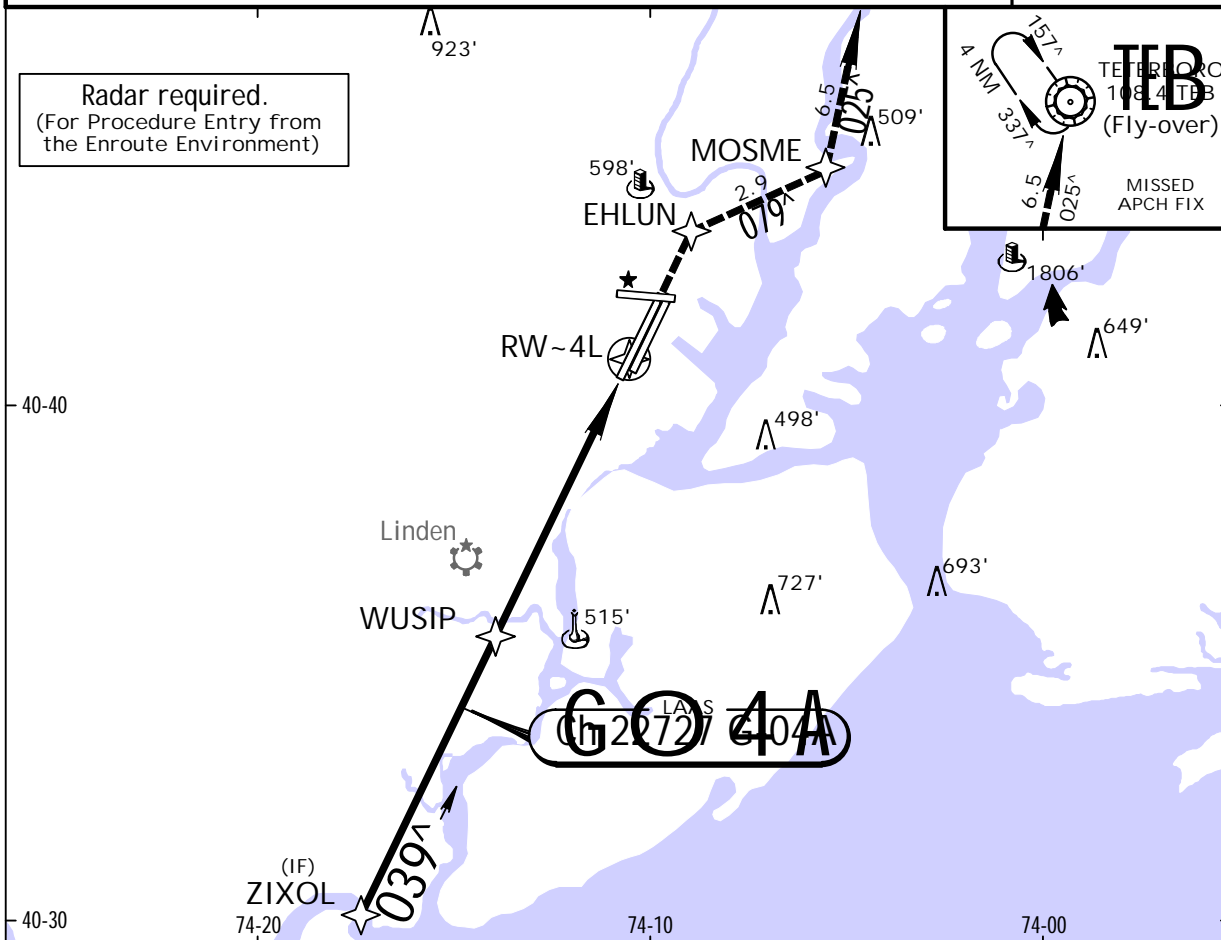
(12-40)

.Eff.18.Sep.

NEWARK, NJ
GLS Rwy 4L

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LAAS Ch 22727 G-04A	Final Apch Crs 039^	Minimum Alt WUSIP 2000' (1990')	GLS DA(H) 210' (200')	Apt Elev 18' TDZE 10'
MISSED APCH: Climb to 3000' direct EHLUN and on track 079^ to MOSME and on track 025^ to TEB VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. GPS required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and GLS glidepath not coincident.				
3000'				
MSA RW-4L				



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

STRAIGHT-IN LANDING RWY 4L										
GLS 1 DA(H) 210' (200')										
RAIL or ALS out										

A										
B										
C										
D										

PS AMEND OD 14 NOV 2013

KEWR/EWR

NEWARK LIBERTY INTL

12 SEP 14

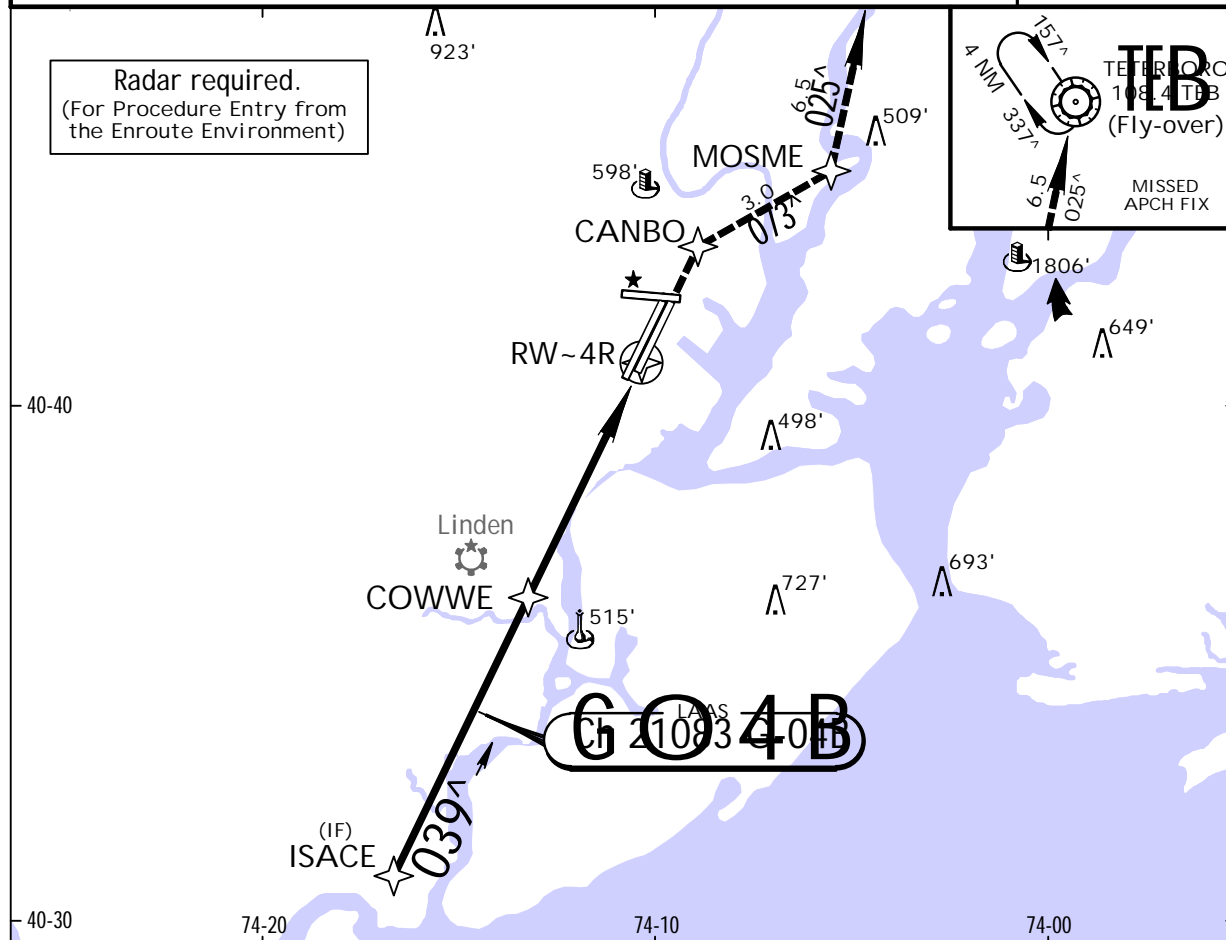
(12-41)

.Eff.18.Sep.

NEWARK, NJ
GLS Rwy 4R

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.825	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
LAAS Ch 21083 G-04B	Final Apch Crs 039^	Minimum Alt COWWE 1700' (1689')	GLS DA(H) 261' (250')	Apt Elev 18' TDZE 11'
MISSED APCH: Climb to 3000' direct CANBO and on track 073^ to MOSME and on track 025^ to TEB VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. GPS required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and GLS glidepath not coincident. 4. Helicopter visibility reduction below 3/4 SM not authorized.				
3000'				
MSA RW-4R				



<div><div><div>ISACE</div><div>2800'</div><div>039[^]</div></div><div><div>(FAP) COWWE</div><div>1700'</div><div>039[^]</div></div><div><div>RW~4R</div><div>TCH 55'</div><div>TDZE 11'</div></div></div>										
11.1		6.0			5.1		4.5		0.6	
0										
Gnd speed-Kts		70	90	100	120	140	160	<div><div>ALSF-II</div><div>PAPI</div><div><div>3000'</div><div>↑</div></div><div><div>→</div><div>CANBC</div></div></div>		
Glide Path Angle		3.00 [^]	372	478	531	637	743			849
MAP at DA										
STRAIGHT-IN LANDING RWY 4R										
GLS										
1 _{DA(H)} 261' (250')										
ALS out										
A	RVR 40 _{or} 3/4									
B										
C										
D										

25 AMEND OD 18 SEP 2014

KEWR/EWR

NEWARK LIBERTY INTL

8 NOV 13

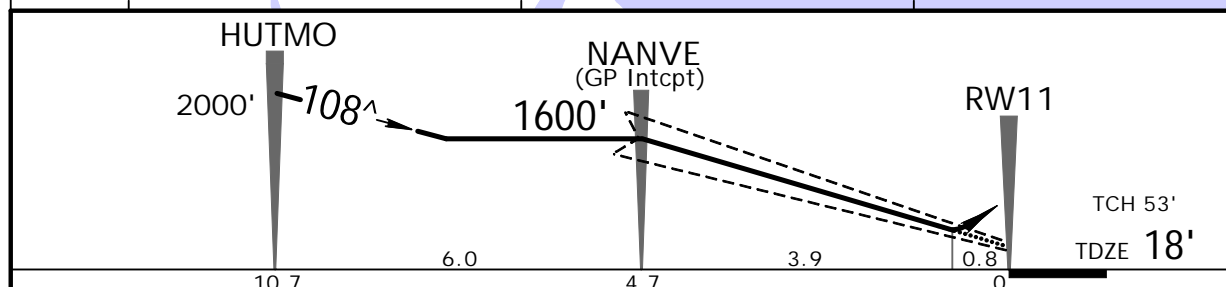
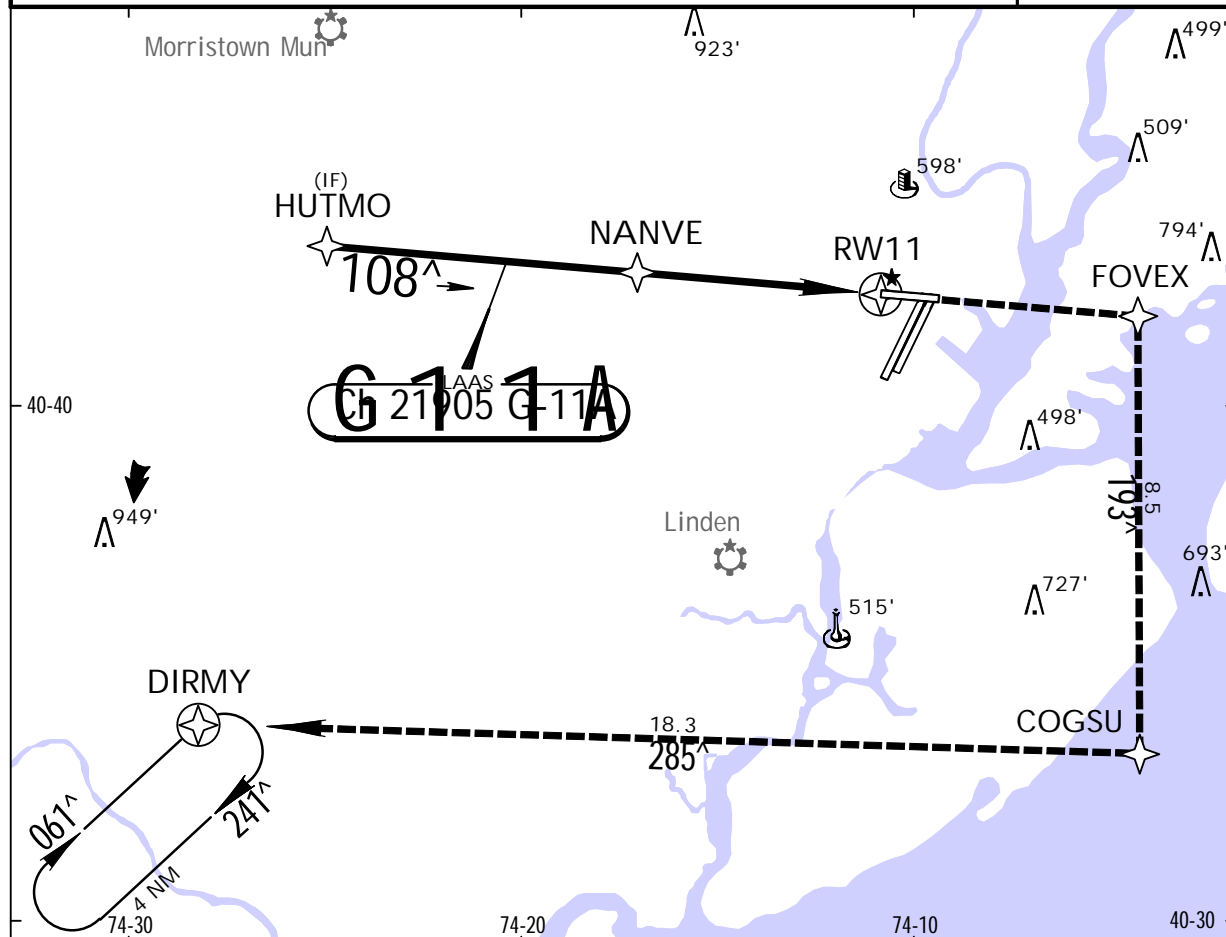
(12-42)

JEPPESEN

NEWARK, NJ
GLS Rwy 11

BRIEFING STRIP™

D-ATIS Arrival 115.7		South Arrival 134.82		NEW YORK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8		
LAAS Ch 21905 G-11A		Final Apch Crs 108^		Minimum Alt NANVE 1600' (1582')		GLS DA(H) 308' (290')		Apt Elev 18' TDZE 18'		<div><div></div><div>3000'</div></div> <div>MSA RW11</div>
MISSED APCH: Climb to 3000' direct FOVEX and on track 193^ to COGSU and RIGHT turn on track 285^ to DIRMY and hold.										
Alt Set: INCHES										



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

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

A	RVR 50 or 1
B	
C	
D	

25 AMEND 08 14 NOV 2013

KEWR/EWR

NEWARK LIBERTY INTL

8 NOV 13

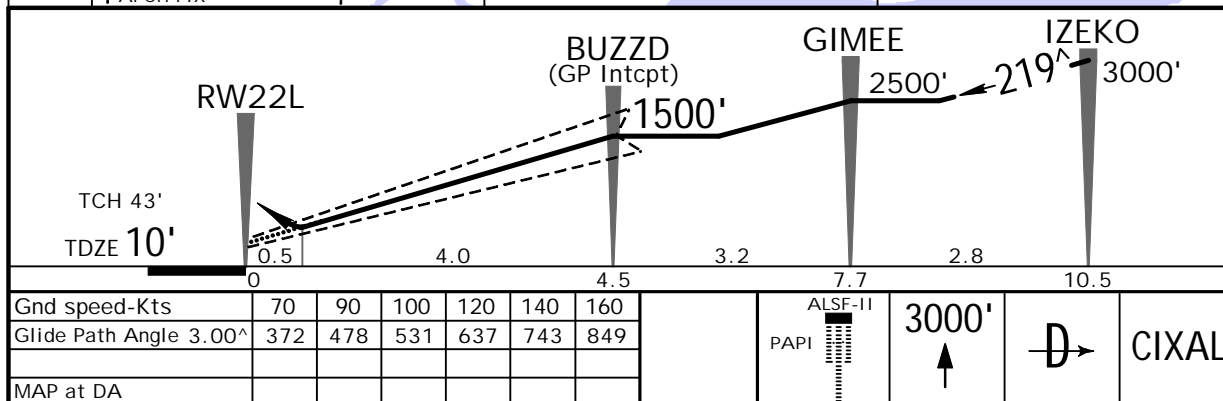
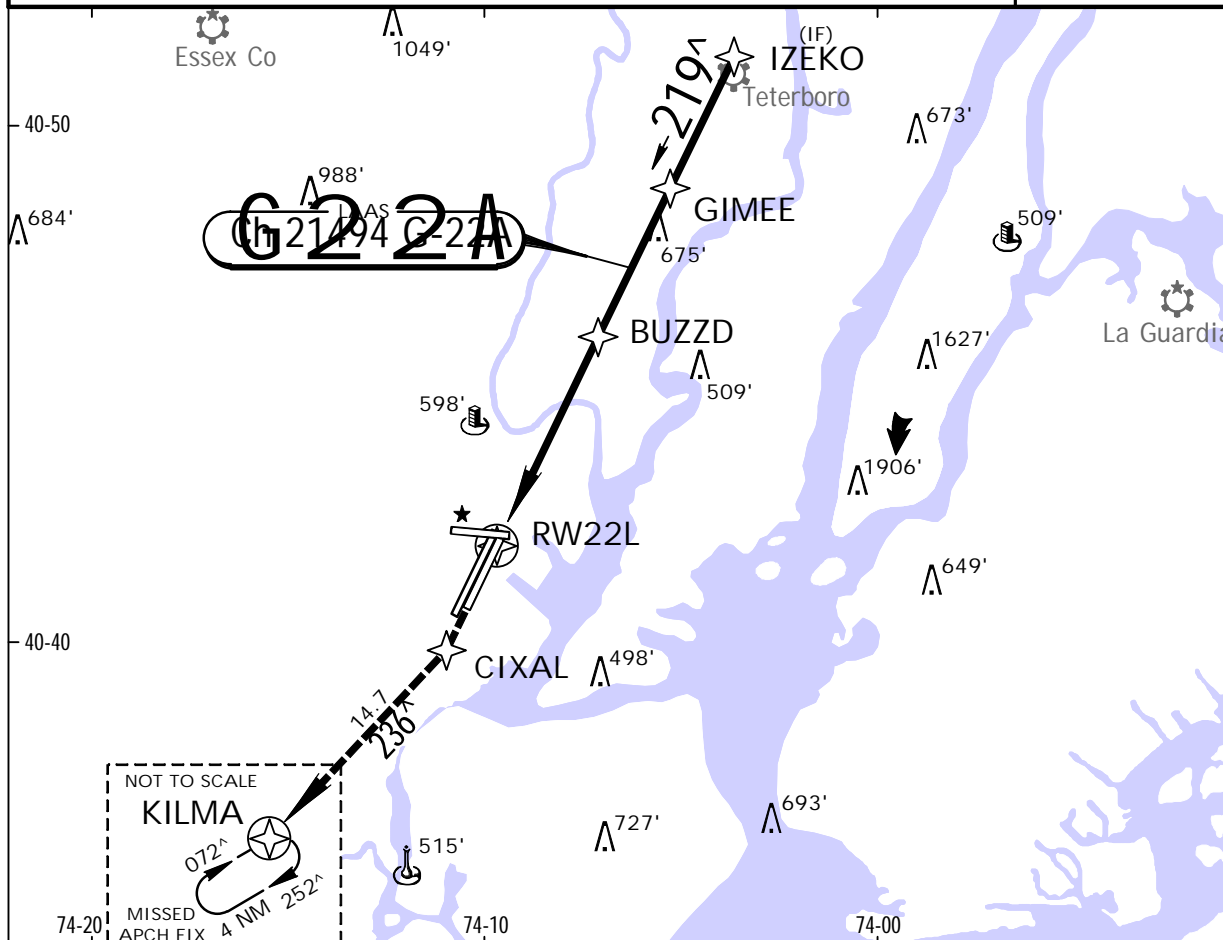
(12-43)

JEPPESEN

NEWARK, NJ
GLS Rwy 22L

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8
LAAS Ch 21494 G-22A	Final Apch Crs 219^	Minimum Alt BUZZD 1500' (1490')	GLS DA(H) 210' (200')	Apt Elev 18' TDZE 10'		<div>3000'</div> <div>MSA RW22L</div>
MISSED APCH: Climb to 3000' direct CIXAL and on track 236^ to KILMA and hold.						
Alt Set: INCHES 1. Radar required. 2. GPS required. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and GLS glidepath not coincident.						
Trans level: FL 180		Trans alt: 18000'				



PS AMEND OC 14 NOV 2013

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

KEWR/EWR

NEWARK LIBERTY INTL

23 MAY 14

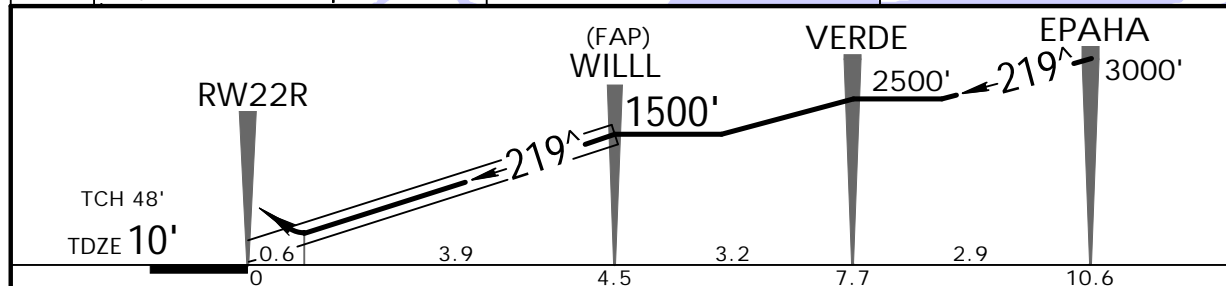
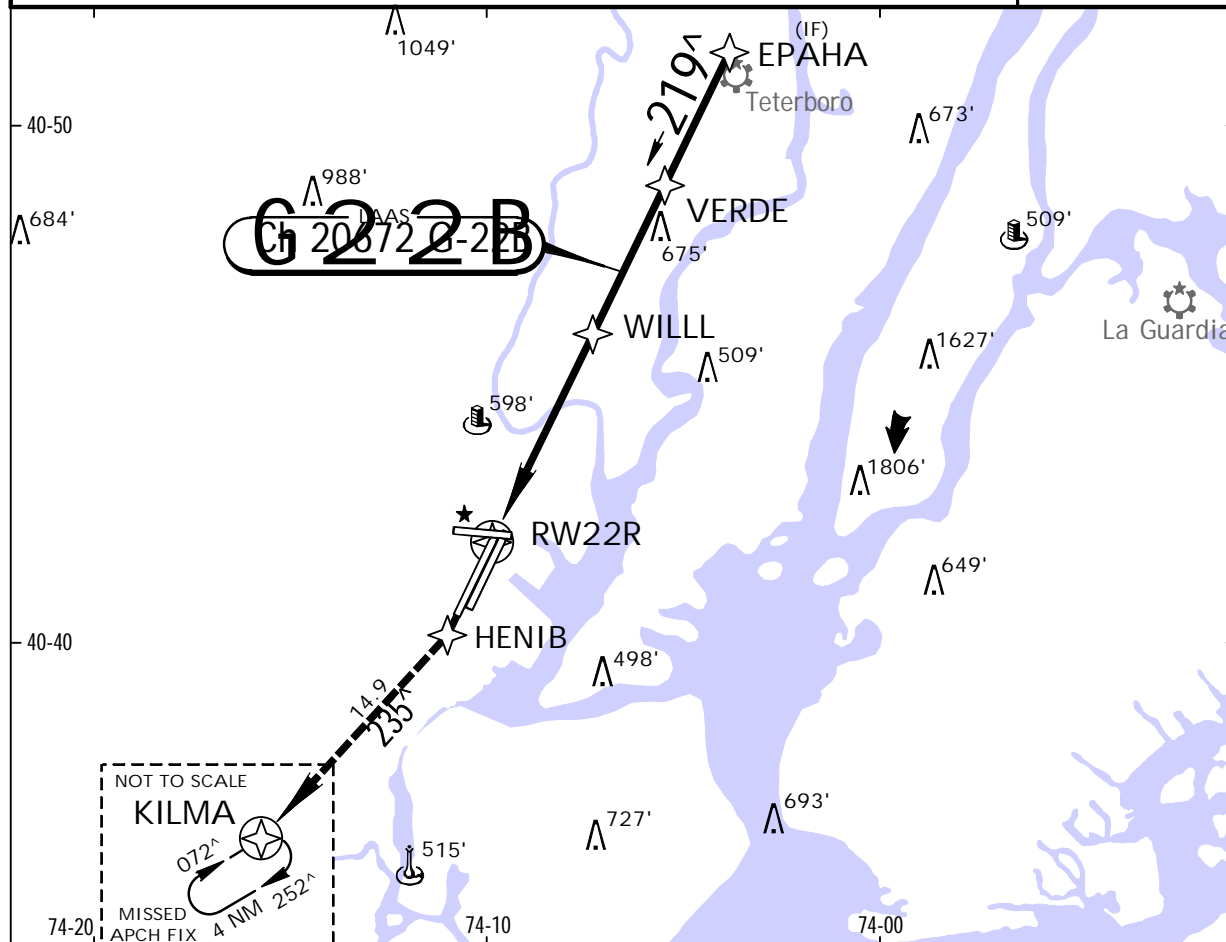
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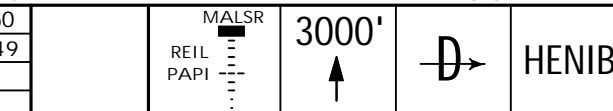
.Eff.29.May.

NEWARK, NJ
GLS Rwy 22R

BRIEFING STRIP™

D-ATIS Arrival 115.7		South Arrival 134.82		NEW YORK Approach (R) 128.55		NEWARK Tower 118.3		Ground 121.8	
LAAS Ch 20672 G-22B		Final Apch Crs 219^		Minimum Alt WILL 1500' (1490')		GLS DA(H) 246' (236')		Apt Elev 18' TDZE 10'	
MISSED APCH: Climb to 3000' direct HENIB and on track 235^ to KILMA and hold.									<div><div></div><div>3000'</div></div>
Alt Set: INCHES									



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

STRAIGHT-IN LANDING RWY 22R
1 DA(H) 246' (236')

RAIL or ALS out				
A	<div style="display: flex; justify-content: space-around;"> <div>RVR 24 or 1/2</div> <div>RVR 40 or 3/4</div> </div>			
B				
C				
D				

25 AMEND OD 29 MAY 2014

KEWR/EWR

NEWARK LIBERTY INTL

8 NOV 13

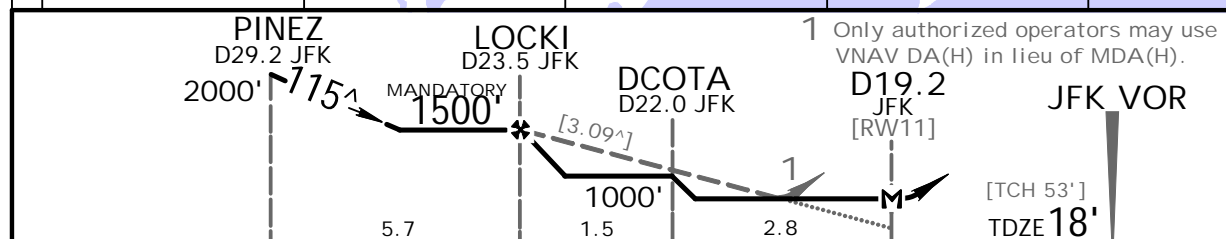
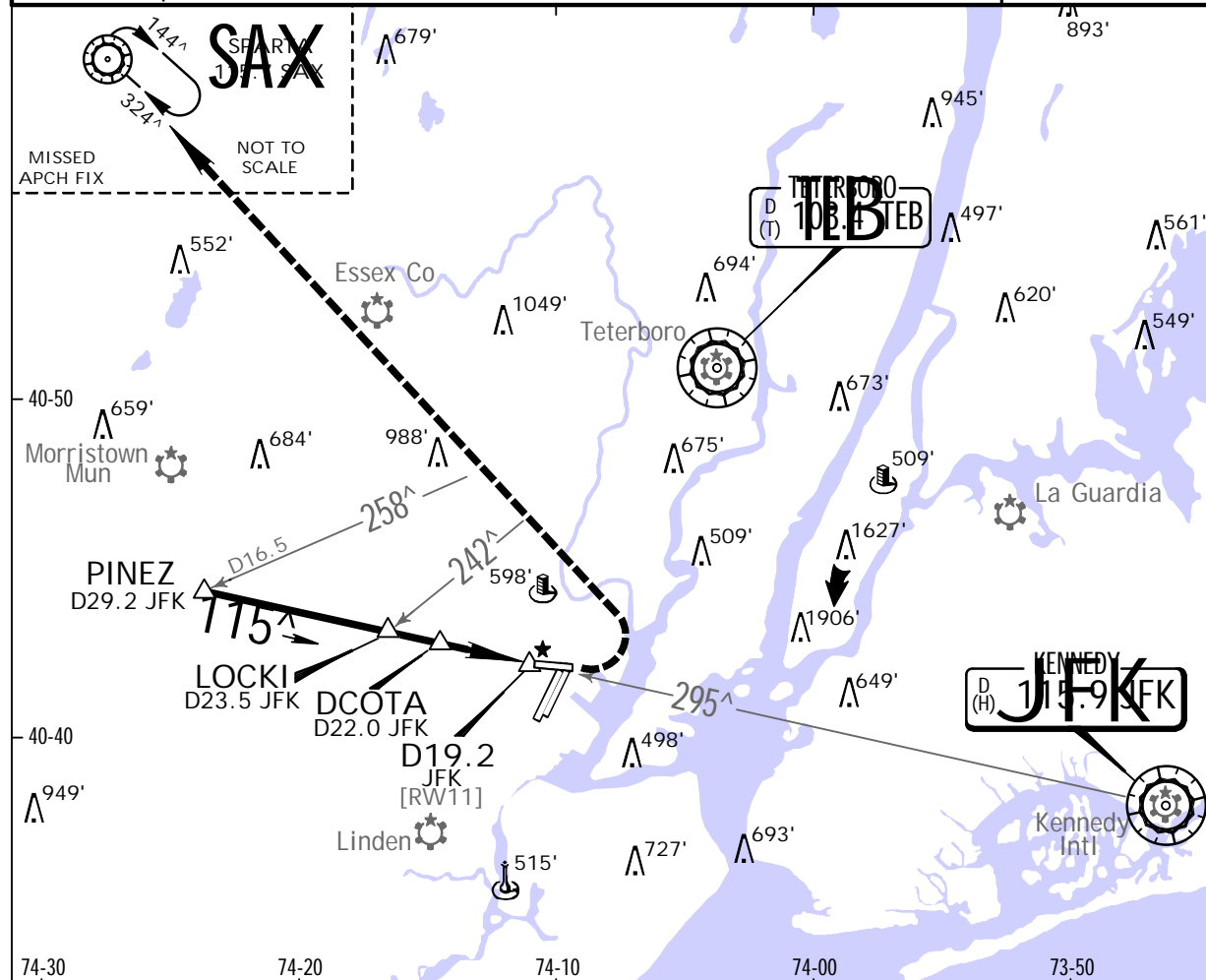
(13-1)

JEPPESEN

NEWARK, NJ
VOR Rwy 11

BRIEFING STRIP™

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



Gnd speed-Kts	70	90	100	120	140	160		REIL	3000'		SAX 115.7
Descent angle [3.09°]	383	492	547	656	765	875		VASI-L	LT		
MAP at D19.2 JFK or LOCKI to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39				

STRAIGHT-IN LANDING RWY 11				1 CIRCLE-TO-LAND			
MDA(H) 860' (842')		MDA(H) 1000' (982')		With DCOTA		Without DCOTA	
With DCOTA		Without DCOTA		Max Kts	MDA(H)	MDA(H)	
A	1		1¼	90	860' (842') - 1	1000' (982') - 1¼	
B	1¼		1½	120	860' (842') - 1¼	1000' (982') - 1½	
C	2½			140	860' (842') - 2½		
D	2¾		3	165	900' (882') - 3	1000' (982') - 3	

13S AMEND 2D 14 NOV 2013

KEWR/EWR

NEWARK LIBERTY INTL

8 NOV 13

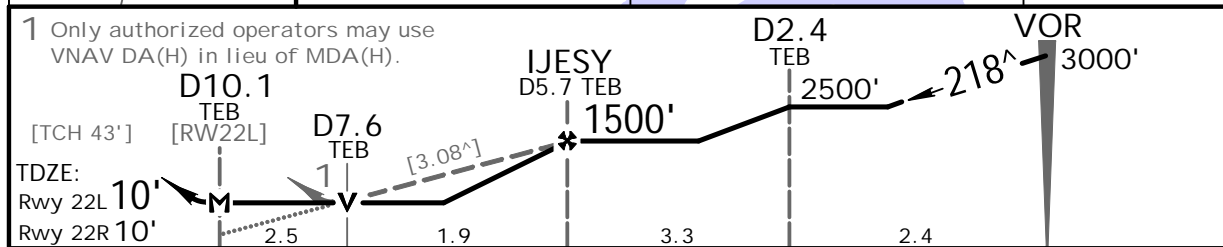
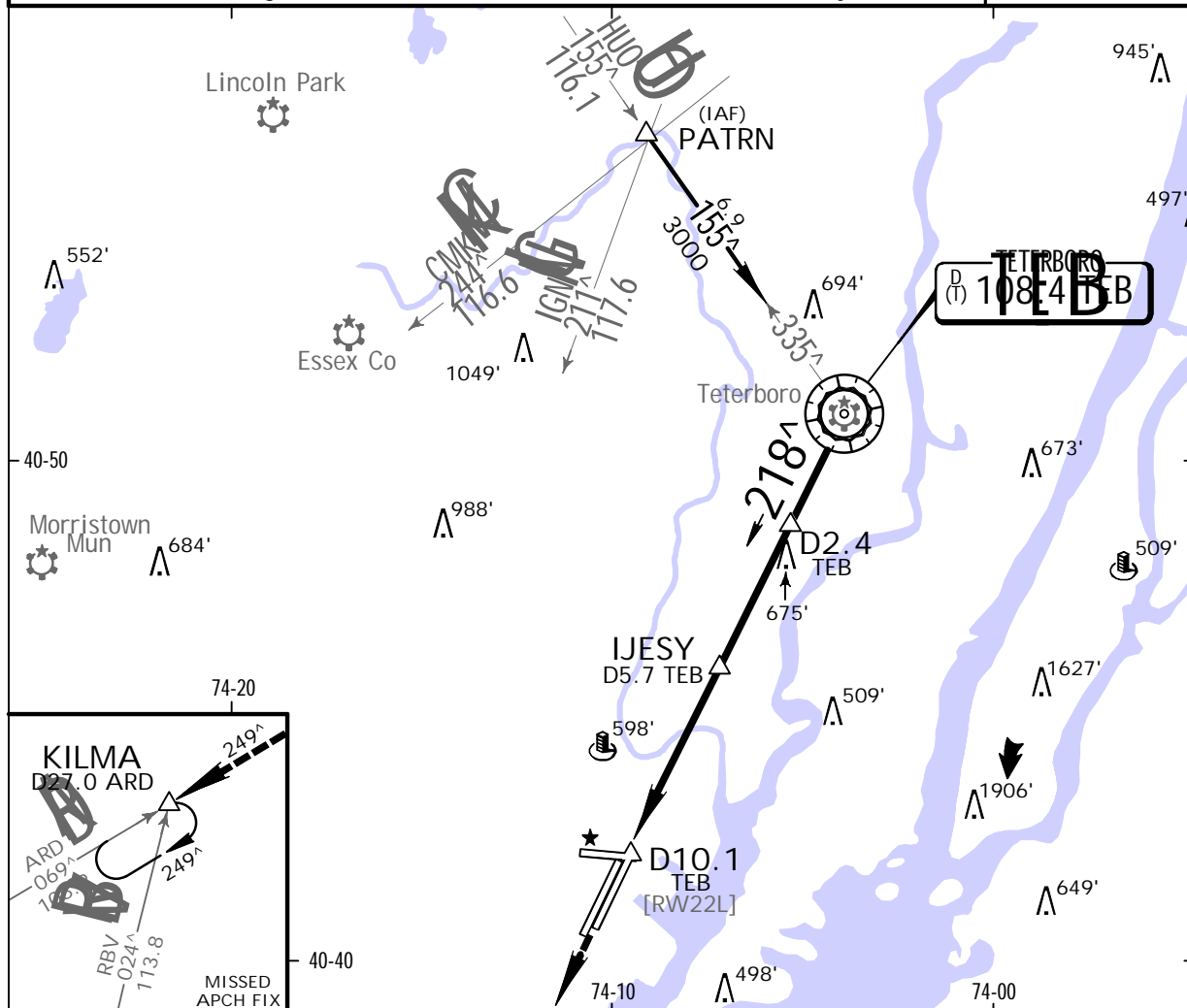
(13-2)

JEPPESSEN

NEWARK, NJ
VOR DME Rwy 22L

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
VOR TEB 108.4	Final Apch Crs 218 [^]	Minimum Alt IJESY 1500' (1490')	MDA(H) 840' (830')	Apt Elev 18' TDZE 22L 10'
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' inbound via ARD VOR R-069 to KILMA INT/D27.0 ARD and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				3000'
1. VGSI and descent angles not coincident. 2. MALSR, REIL and PAPI-L on Rwy 22R.				MSA TEB VOR



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

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

13S AMEND OD 14 NOV 2013

KEWR/EWR

NEWARK LIBERTY INTL

8 NOV 13

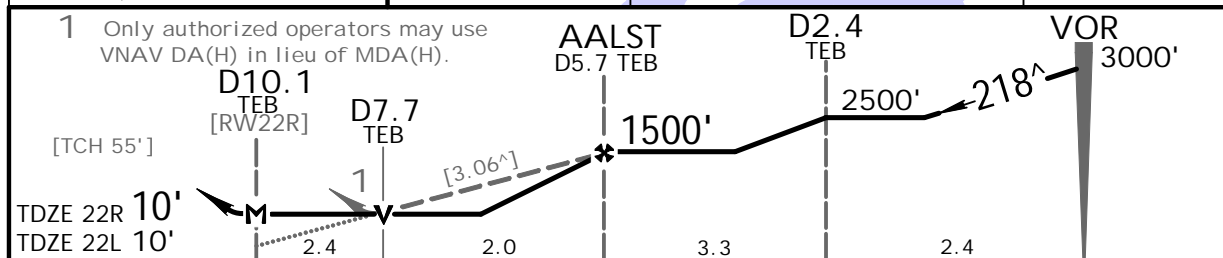
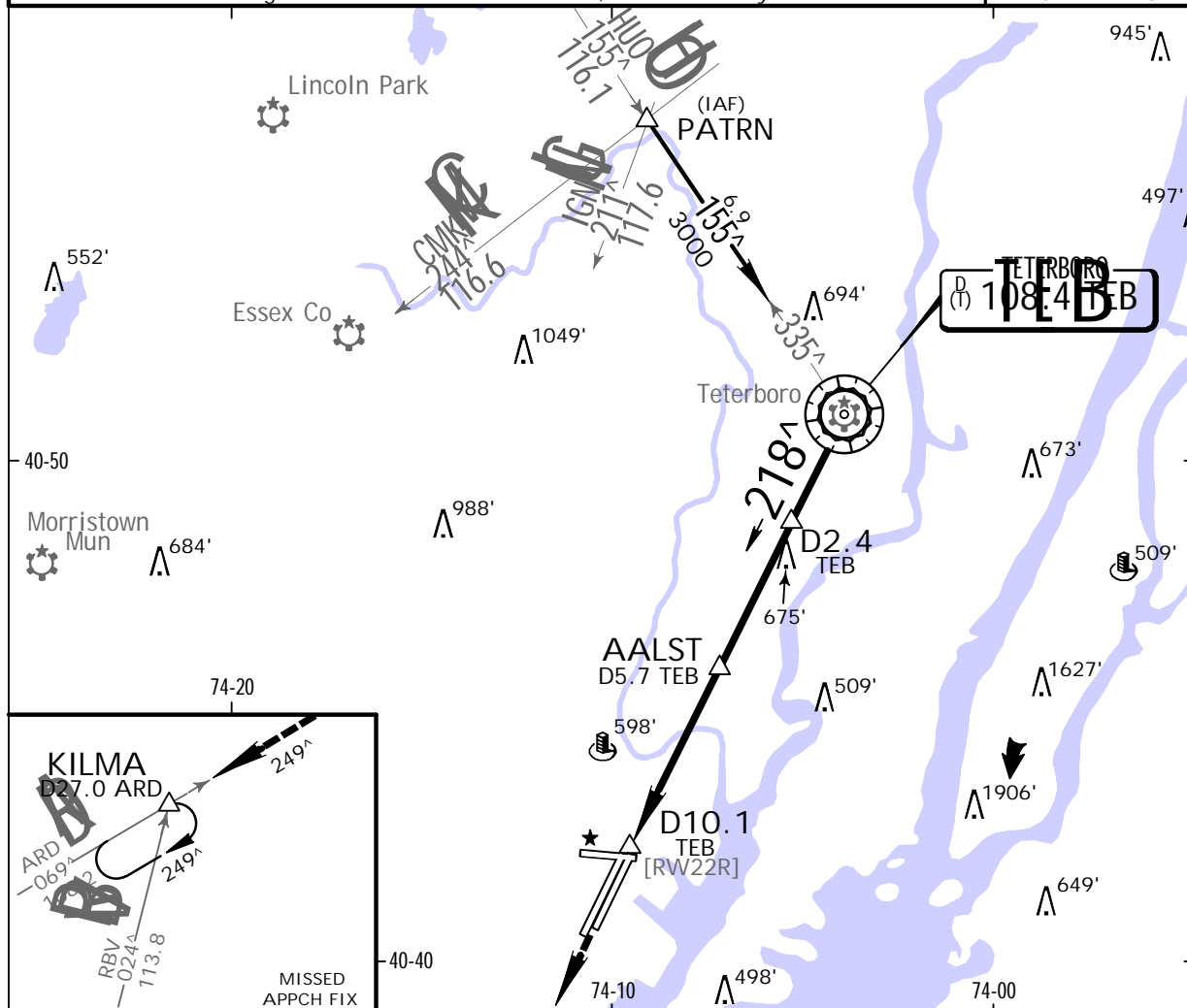
(13-3)

JEPPESSEN

NEWARK, NJ
VOR DME Rwy 22R

BRIEFING STRIP™

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55	NEWARK Tower 118.3	Ground 121.8
VOR TEB 108.4	Final Apch Crs 218°	Minimum Alt AALST 1500' (1490')	MDA(H) 860' (850')	Apt Elev 18' TDZE 22R 10'
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' inbound via ARD VOR R-069 to KILMA INT/D27.0 ARD and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. VGSI and descent angles not coincident. 2. ALSF-II, PAPI-L on Rwy 22L.				



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

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

15 AMEND 4D 14 NOV 2013

KEWR/EWR

NEWARK LIBERTY INTL



JEPPesen

8 NOV 13

(19-1)

NEWARK, NJ
TURNPIKE VISUAL Rwy 4L/4R

D-ATIS Arrival		South Arrival		NEW YORK Approach (R)		NEWARK Tower		Ground			
115.7		134.82		128.55		118.3		121.8			
D-ATIS Arrival	NAVAIDS- Refer to Planview		Final Apch Crs Refer to Planview		No FAF		CEIL-VIS 3500'-5		Apt Elev 18'		<p>MSA EZ LOM</p>
	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

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JEPPESEN

31 JAN 14

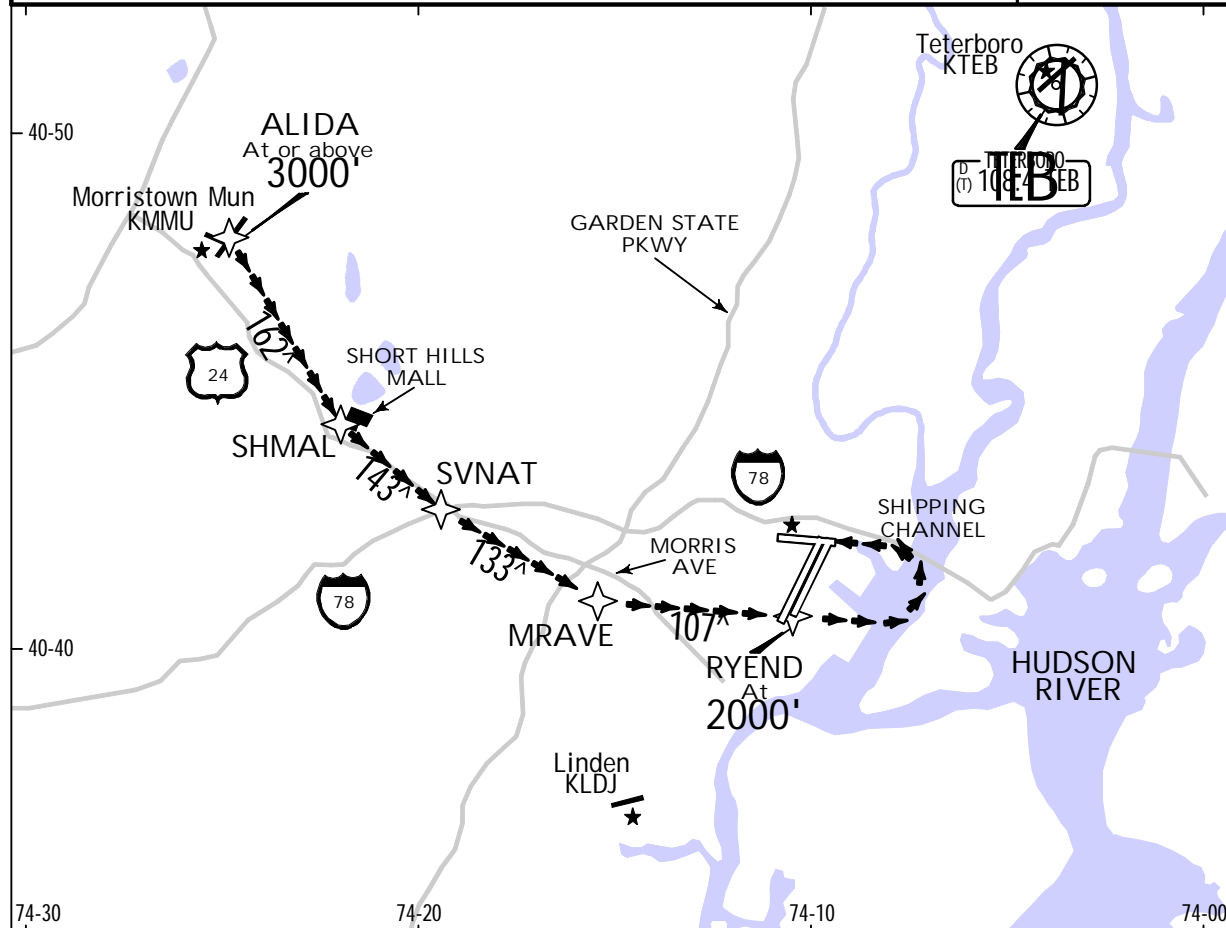
(19-2)

.Eff.6.Feb.

NEWARK, NJ
MORRIS AVE VISUAL Rwy 29

BRIEFING STRIP

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 127.6	NEWARK Tower 118.3	Ground 121.8
NAVAIDS-Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 4000'-8	Apt Elev 18'
MISSED APCH: No Missed Approach Procedure				
Alt Set: INCHES 1. Vertical Guidance Navaid and Angle: Rwy 29 PAPI, 3.00^.				3000' MSA TEB VOR



MORRIS AVE VISUAL APPROACH RWY 29

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

REIL
PAPI-R

WEATHER MINIMUMS

Ceiling 4000' - Vis 8

AMEND 0 5 MAY 2011

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NEWARK LIBERTY INTL

JEPPESEN

31 JAN 14

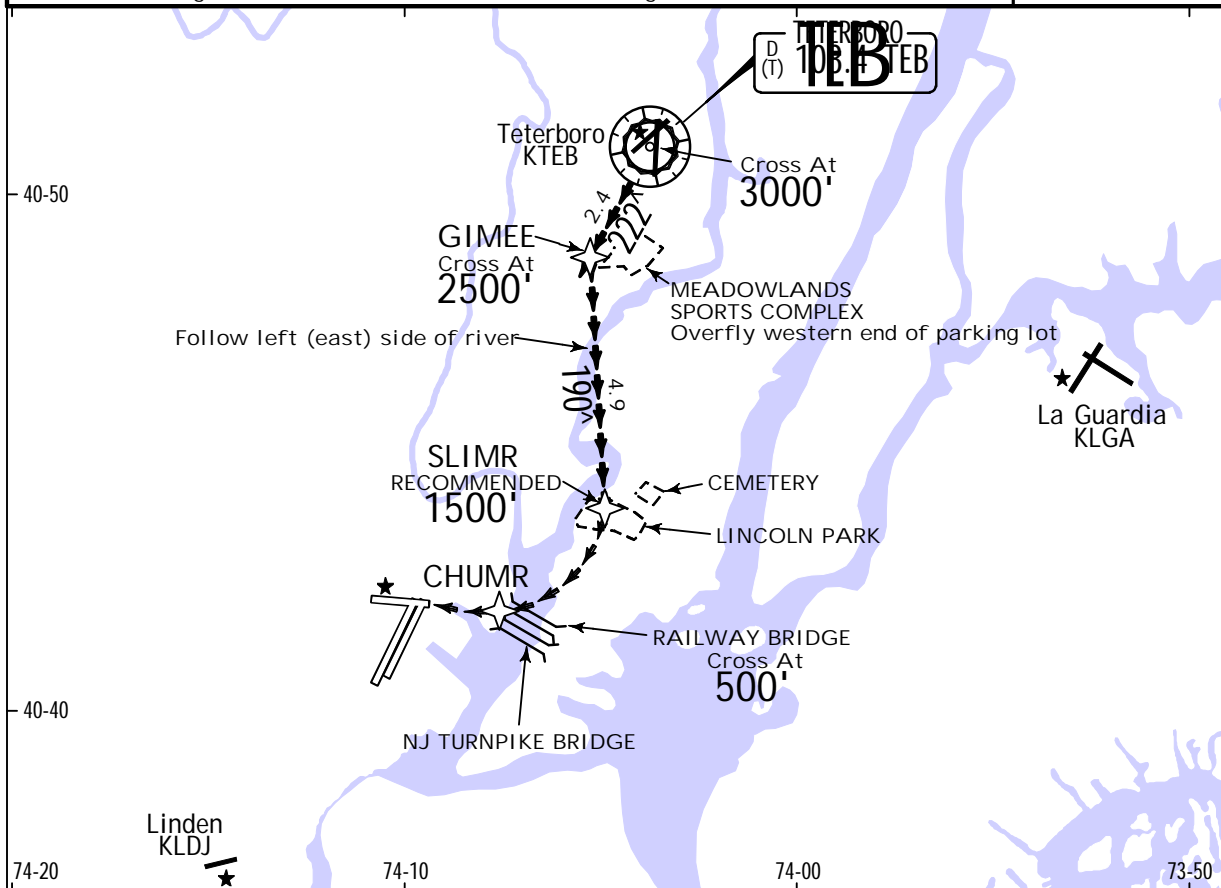
.Eff. 6 Feb.

(19-3)

NEWARK, NJ
STADIUM VISUAL Rwy 29

BRIEFING STRIP

D-ATIS Arrival 115.7	South Arrival 134.82	NEW YORK Approach (R) 128.55 120.15		NEWARK Tower 118.3	Ground 121.8
NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF		CEIL-VIS 3500'-5	Apt Elev 18'
MISSED APCH: No Missed Approach Procedure					
Alt Set: INCHES					



STADIUM VISUAL APPROACH RWY 29

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

REIL
PAPI-R

WEATHER MINIMUMS

Ceiling 3500' - Vis 5

AMEND 2 6 FEB 2014

KEWR/EWR

NEWARK LIBERTY INTL

JEPPESEN

12 SEP 14

19-4

.Eff. 18.Sep. BRIDGE VISUAL Rwy 29

NEWARK, NJ

BRIEFING STRIP™

D-ATIS
Arrival
115.7

NEW YORK Approach (R)
128.55 132.8

NEWARK Tower
118.3

Ground
121.8

NAVAIDS-
Refer to
Planview

Final
Apch Crs
Refer to
Planview

No FAF

CEIL-VIS
3500'-5

Apt Elev 18'

MISSED APCH: No Missed Approach Procedure

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

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

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

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

3000'

MSA TEB VOR

D-ATIS
Arrival
115.7

NEW YORK Approach (R)
128.55 132.8

NEWARK Tower
118.3

Ground
121.8

NAVAIDS-
Refer to
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Final
Apch Crs
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No FAF

CEIL-VIS
3500'-5

Apt Elev 18'

MISSED APCH: No Missed Approach Procedure

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

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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'.

25 AMEND 1 18 SEP 2014

REIL
PAPI-R

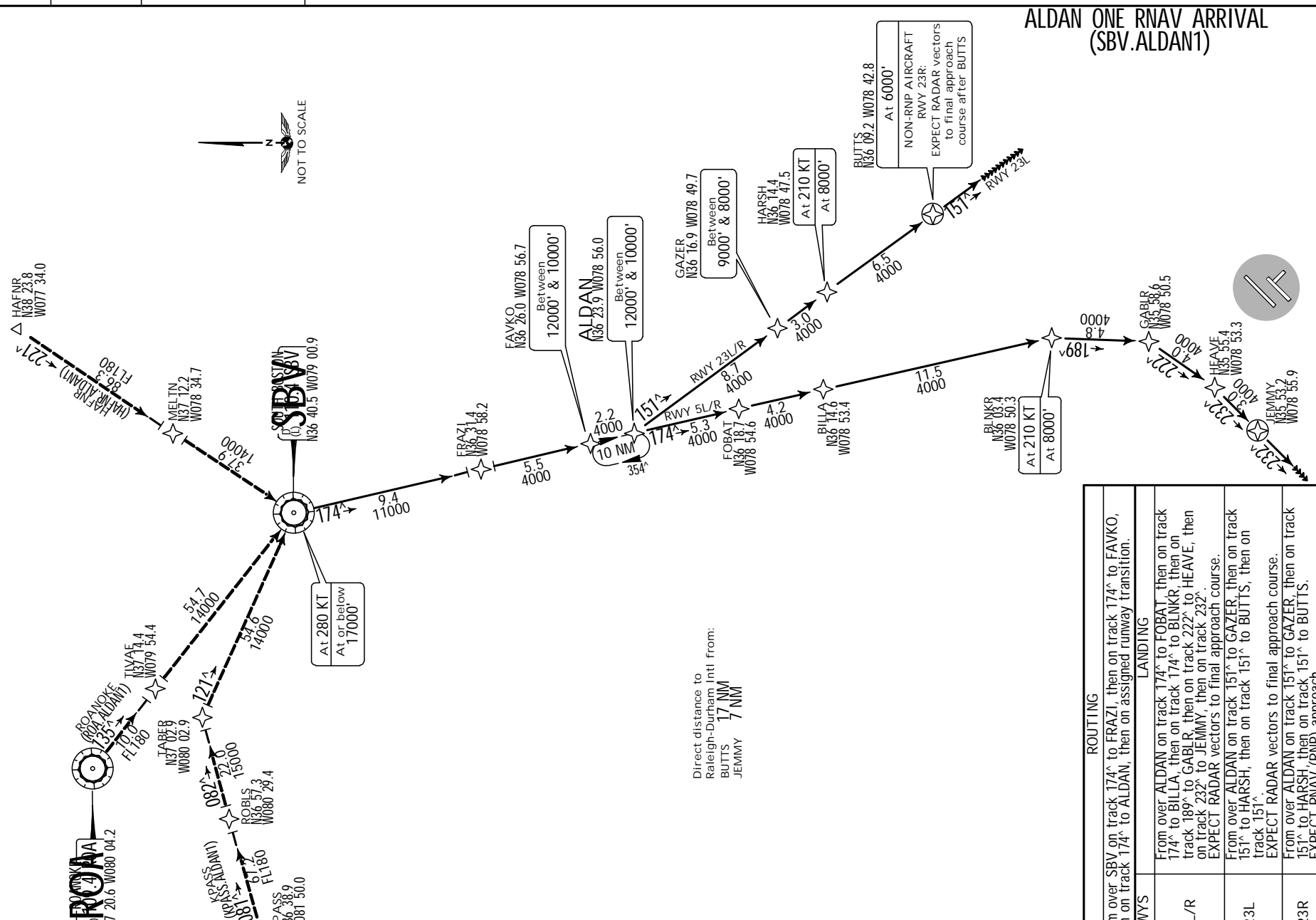
WEATHER MINIMUMS

Ceiling 3500' Vis -5

18 JAN 13 (10-2)

RALEIGH/DURHAM
N. CAROLINA
RNAV STAF

D-ATIS 123.8	Apt Elev 435'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RWY 5L/R, 23L: RADAR required. 2. RWY 23R: RADAR required for non-GPS equipped aircraft. 3. DME/DME/IRU or GPS required. 4. RNAV 1. 5. For turbojet aircraft only. 6. Landing SOUTHWEST: select RWY 23R. 7. Landing NORTHEAST: select RWY 5L. 8. EXPECT to receive landing direction (NORTHEAST/SOUTHWEST) from WASHINGTON ARTCC; RALEIGH Approach will assign landing runway.
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ROUTING	
From over SBV on track 174°, then on track 174° to FAVKO, then on track 174° to ALDAN, then on assigned runway transition.	RWYS
5L/R	LANDING From over ALDAN on track 174° to FOBAT, then on track 174° to BILLA, then on track 174° to BLNKR, then on track 189° to GABLR, then on track 222° to HEAVE, then on track 232° to JEMMY, then on track 232°, EXPECT RADAR vectors to final approach course.
23L	From over ALDAN on track 151° to GAZER, then on track 151° to HARSH, then on track 151° to BUTTS, then on track 151°, EXPECT RADAR vectors to final approach course.
23R	From over ALDAN on track 151° to GAZER, then on track 151° to HARSH, then on track 151° to BUTTS, then on track 151°, EXPECT RADAR vectors to final approach course.

KRDU/RDU

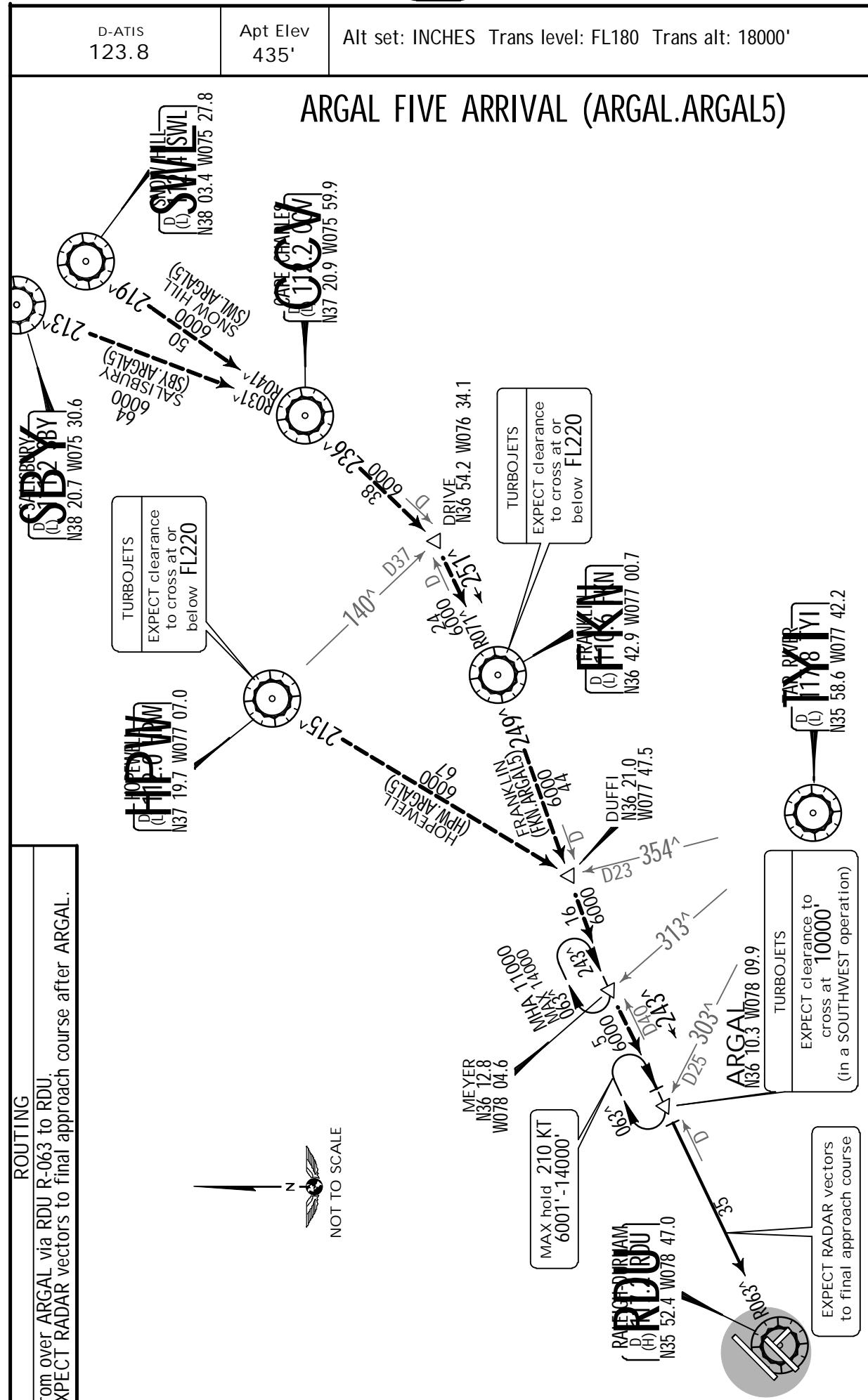
RALEIGH-DURHAM INTL

18 JAN 13

(10-2A)

JEPPESSEN RALEIGH/DURHAM, N CAR

.STAR.



KRDU/RDU

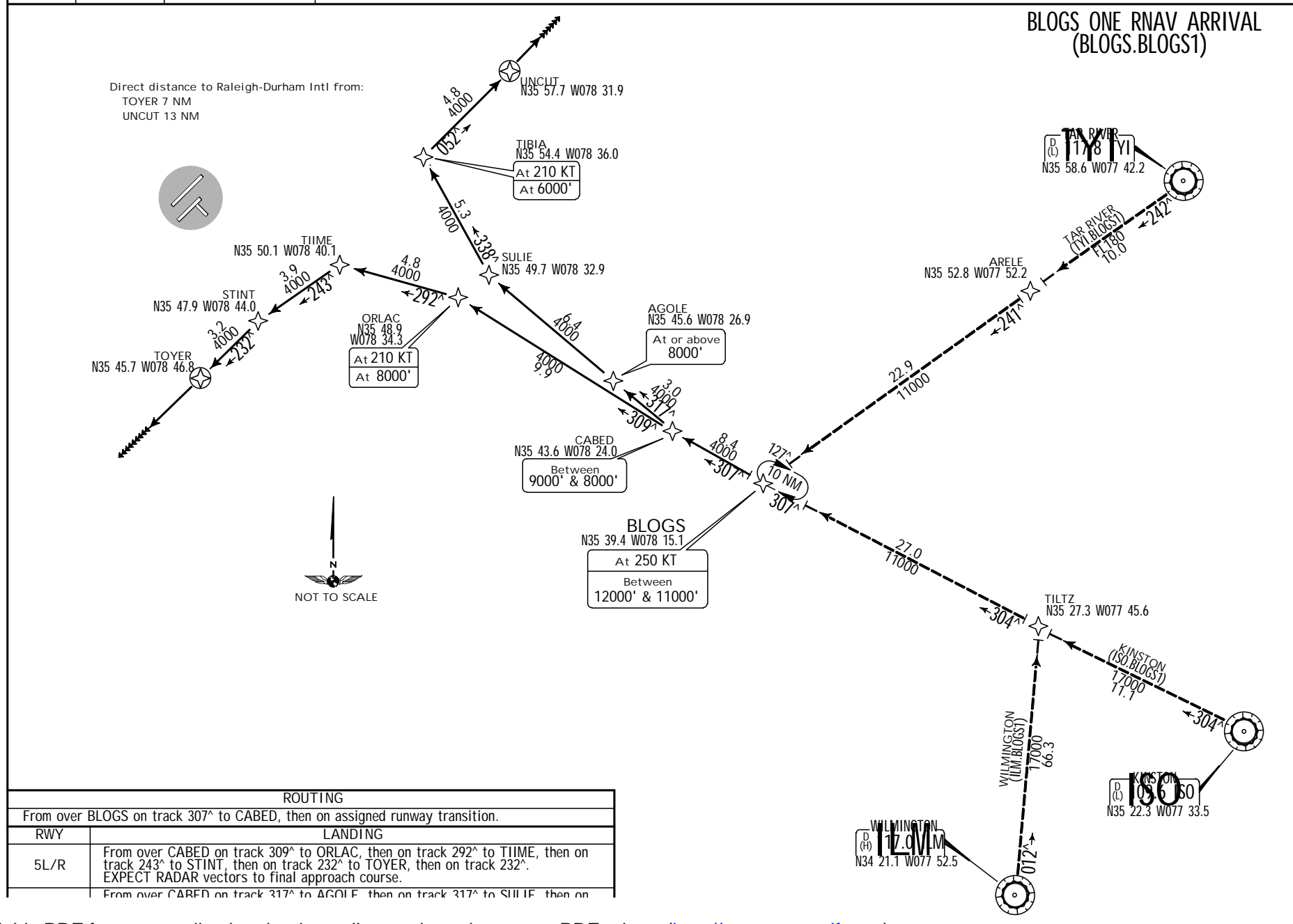
RALEIGH-DURHAM INTL

JEPPESEN

6 DEC 13
Eff. 12 Dec. 10-2A-1

RALEIGH/DURHAM
N CAR
.RNAV.STAR.

D-ATIS 123.8	Apt Elev 435'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. Landing SOUTHWEST: select RWY 23L. 6. Landing NORTHEAST: select RWY 5R. 7. EXPECT to receive landing direction (NORTHEAST/SOUTHWEST) from WASHINGTON ARTCC; RALEIGH Approach will assign landing runway.
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KRDU/RDU

RALEIGH-DURHAM INTL

18 JAN 13

(10-2B)

JEPPESSEN

RALEIGH/DURHAM, N CAR

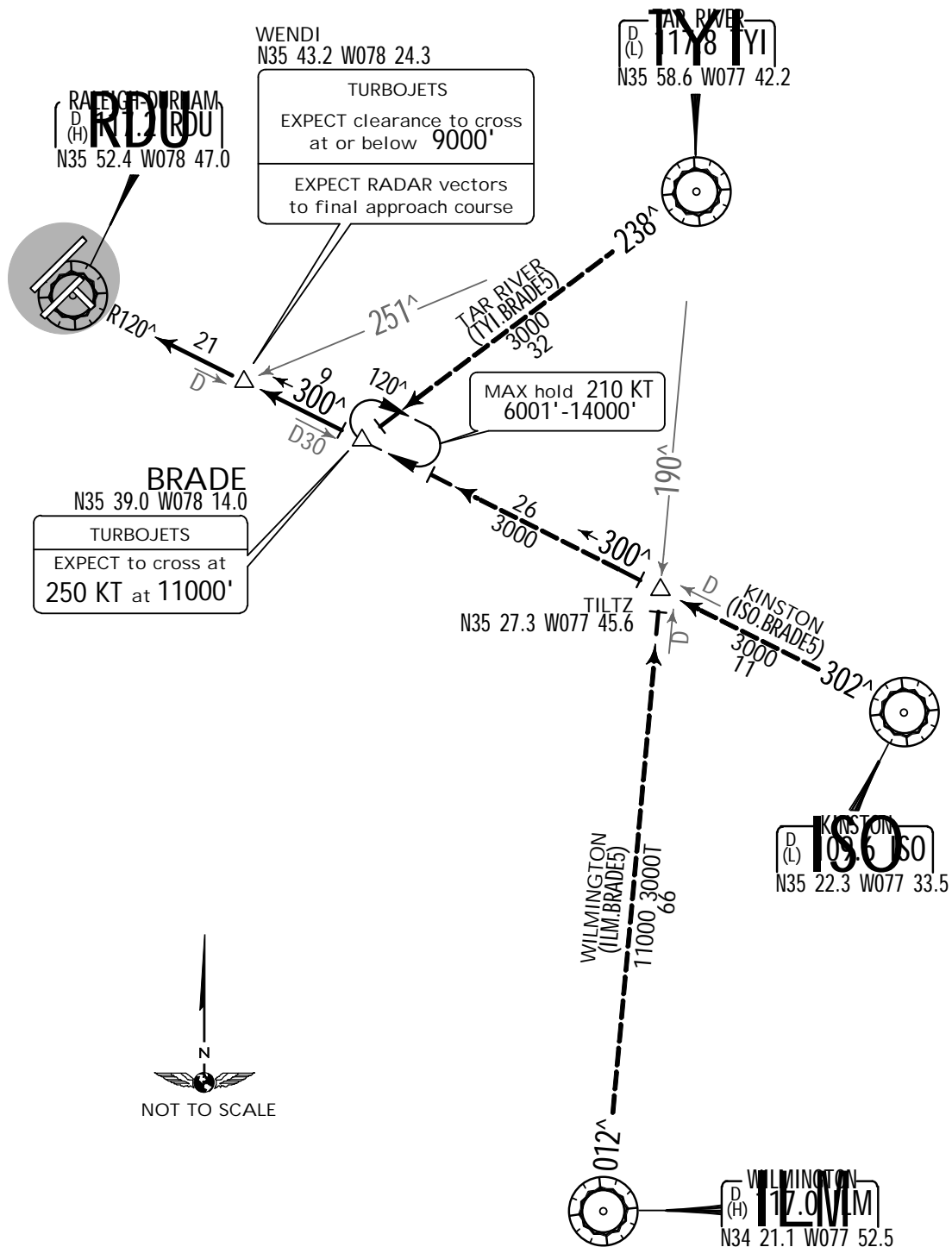
.STAR.

D-ATIS
123.8

Apt Elev
435'

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.

BRADFIVE ARRIVAL (BRADE.BRADE5)



ROUTING

From over BRADE via RDU R-120 to RDU.

KRDU/RDU

RALEIGH-DURHAM INTL

18 JAN 13

(10-2C)

JEPPESEN

RALEIGH/DURHAM, N CAR

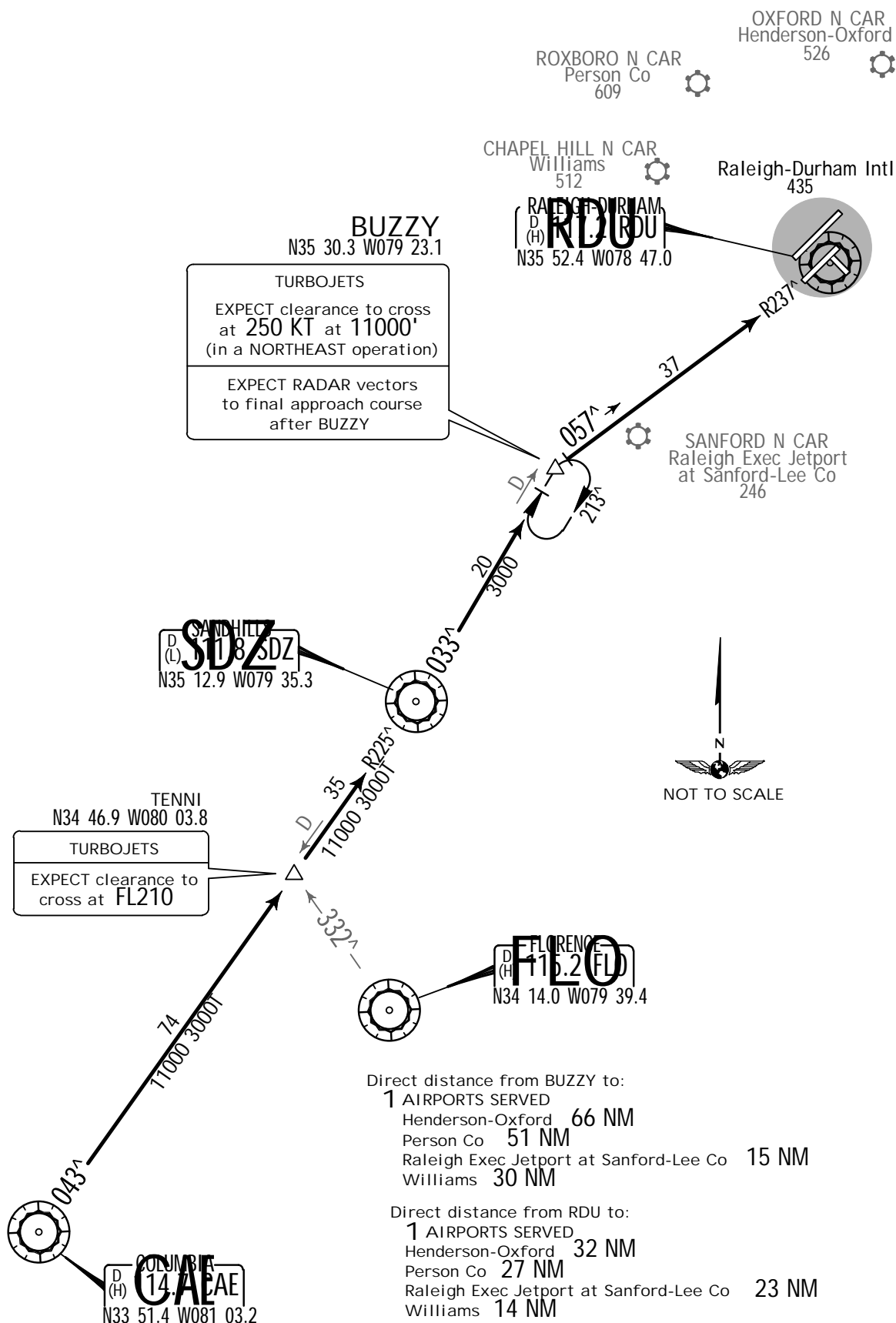
.STAR.

RALEIGH-DURHAM INTL
D-ATIS
123.8

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME required
2. Also Serves 1

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)



ROUTING

From over CAAE via CAAE R-043 and SD7 R-225 to SD7. Then via SD7 R-033 to BUZZY.

RALEIGH/DURHAM
N CAR

KRDU/RDU

RALEIGH-DURHAM INTL

JEPPESEN

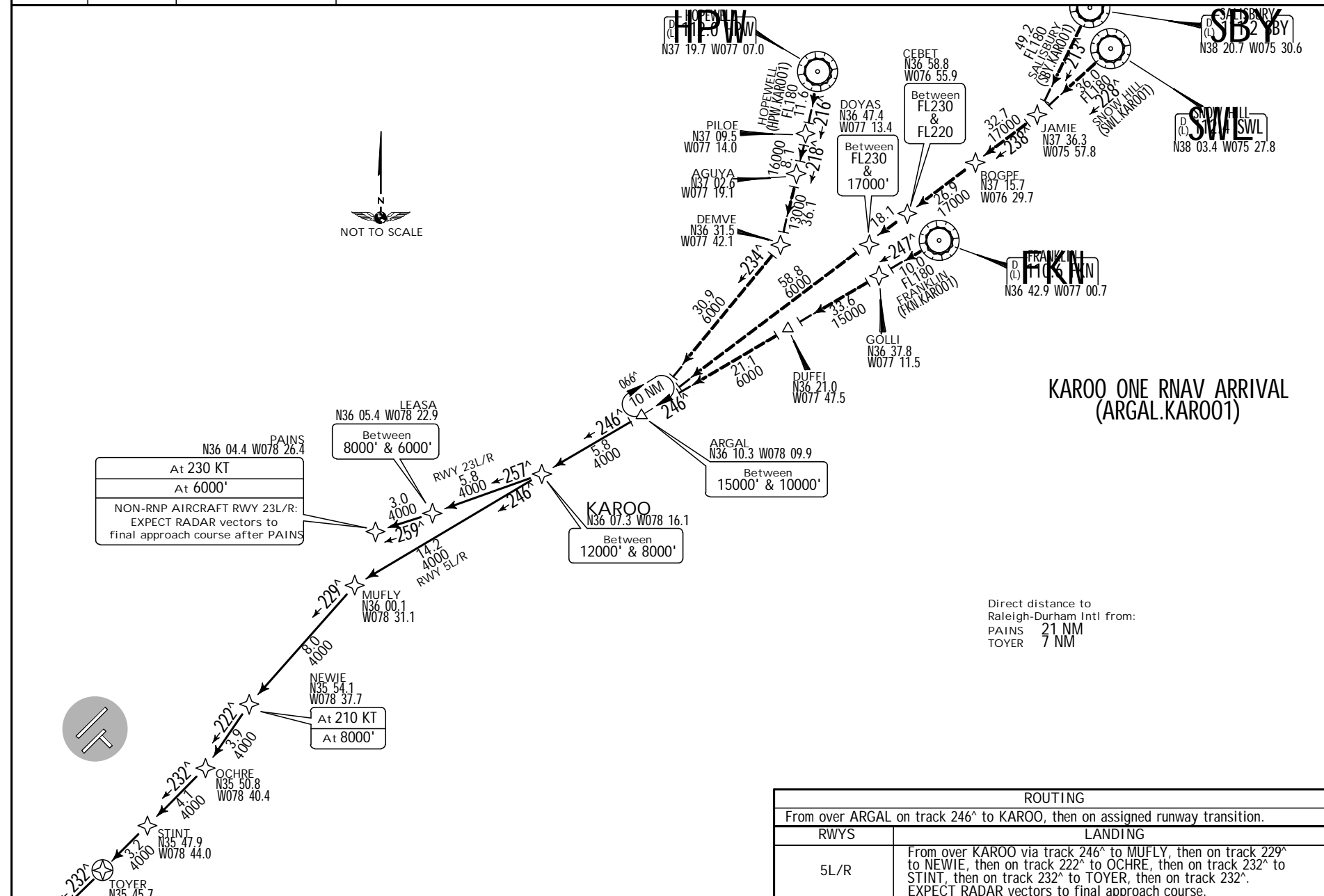
26 APR 13 10-2D Eff. 2 May. RNAV STAR.

D-ATIS
123.8

Apt Elev
435'

Alt Set: INCHES
Trans level: FL180
Trans alt: 18000'

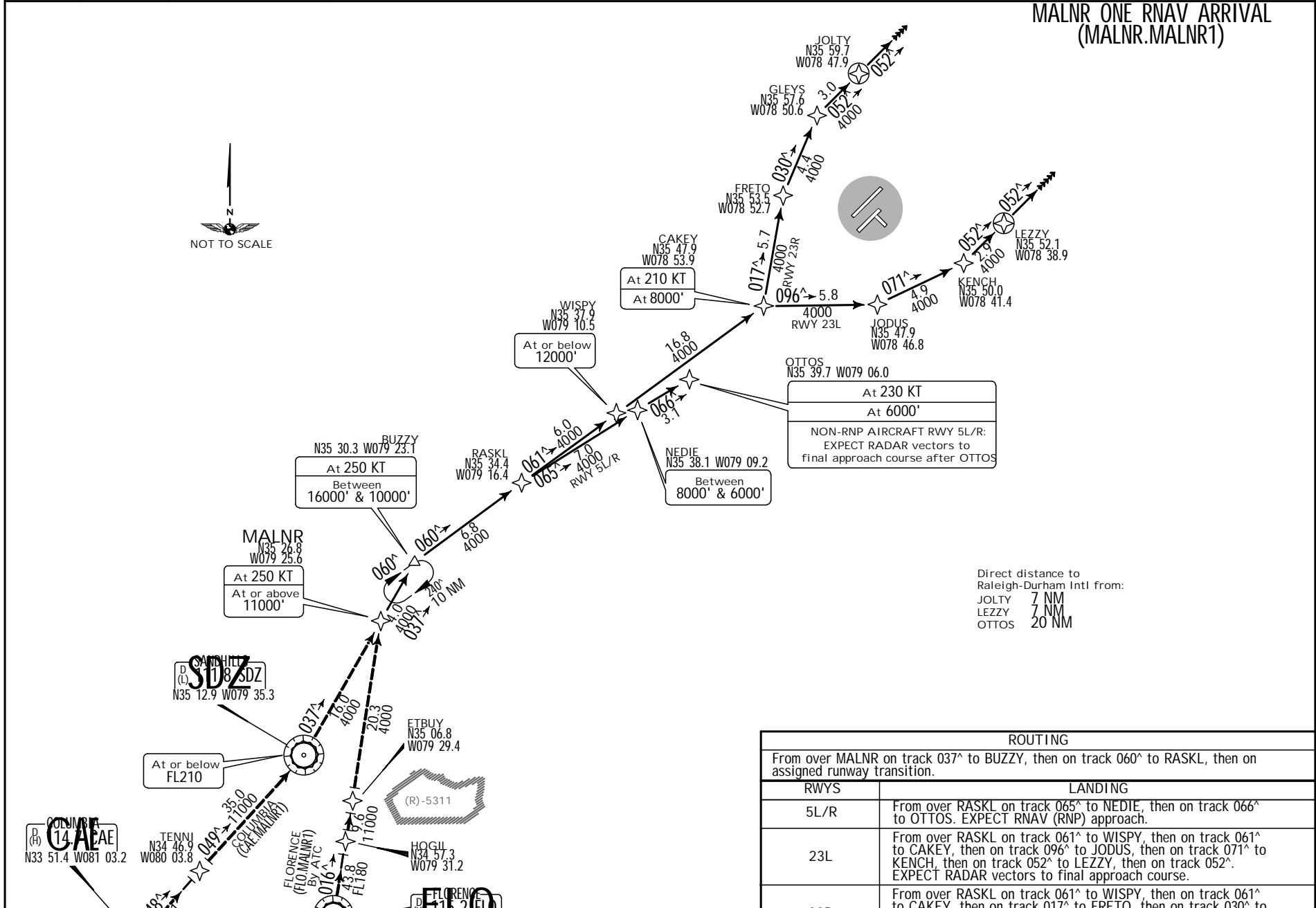
1. RWY 5L/R: RADAR required for non-GPS equipped aircraft. 2. RWY 23L/R: RADAR required. 3. DME/DME/IRU or GPS required. 4. RNAV 1.
5. For turbojet aircraft only. 6. Landing SOUTHWEST: select RWY 23L. 7. Landing NORTHEAST: select RWY 5R.
8. EXPECT to receive landing direction (NORTHEAST/SOUTHWEST) from WASHINGTON ARTCC; RALEIGH Approach will assign landing runway.



KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN RALEIGH/DURHAM, N CAR
26 APR 13 (10-2E) .Eff.2.May.
.RNAV.STAR.

D-ATIS 123.8	Apt Elev 435'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RWY 5L/R: RADAR required for non-GPS equipped aircraft. 2. RWY 23L/R: RADAR required. 3. DME/DME/IRU or GPS required. 4. RNAV 1. 5. For turbojet aircraft only. 6. Landing SOUTHWEST: select RWY 23R. 7. Landing NORTHEAST: select RWY 5L. 8. EXPECT to receive landing direction (NORTHEAST/SOUTHWEST) from WASHINGTON ARTCC; RALEIGH Approach will assign landing runway.
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ROUTING	
From over MALNR on track 037° to BUZZY, then on track 060° to RASKL, then on assigned runway transition.	
RWYS	LANDING
5L/R	From over RASKL on track 065° to NEDIE, then on track 066° to OTTOS. EXPECT RNAV (RNP) approach.
23L	From over RASKL on track 061° to WISPY, then on track 061° to CAKEY, then on track 096° to JODUS, then on track 071° to KENCH, then on track 052° to LEZZY, then on track 052°. EXPECT RADAR vectors to final approach course.
23R	From over RASKL on track 061° to WISPY, then on track 061° to CAKEY, then on track 017° to FRETO, then on track 030° to LEYS, then on track 052° to JOLTY, then on track 052°. EXPECT RADAR vectors to final approach course.

KRDU/RDU

RALEIGH-DURHAM INTL

JEPPESEN

26 APR 13

(10-2F)

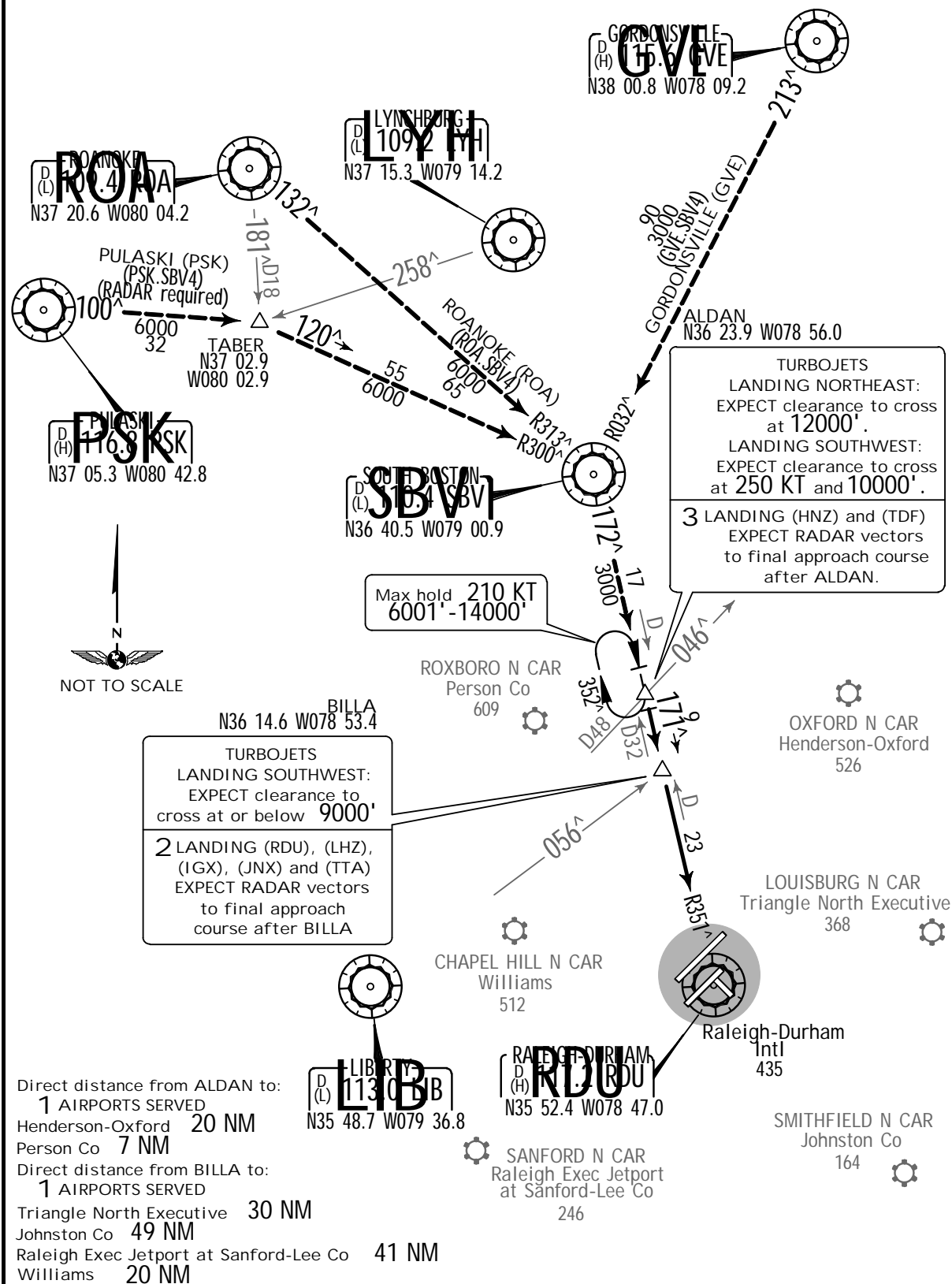
.Eff.2.May.

RALEIGH/DURHAM, N CAR

.STAR.

RALEIGH-DURHAM INTL
D-ATIS
123.8Apt Elev
See graphicAlt set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required for PULASKI transition to TABER.
2. Also Serves 1

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4)



KRDU/RDU

RALEIGH-DURHAM INTL

4 JAN 13

JEPPESEN

10-3

Eff. 10. Jan.

RALEIGH/DURHAM, N CAR

RNAV.SID.

RALEIGH
Departure (R)
132.35Apt Elev
435'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
 2. RADAR required.
 3. RNAV 1.
 4. Transponder code will be assigned via PDC or Raleigh clearance delivery.
 5. If unable to accept climb rate, advise ATC on initial contact.

BEXGO ONE RNAV DEPARTURE (BEXGO1.BEXGO)

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

Rwys 5L/R, 14, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.

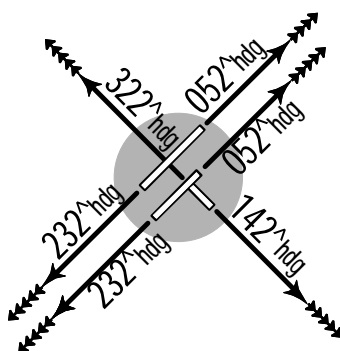
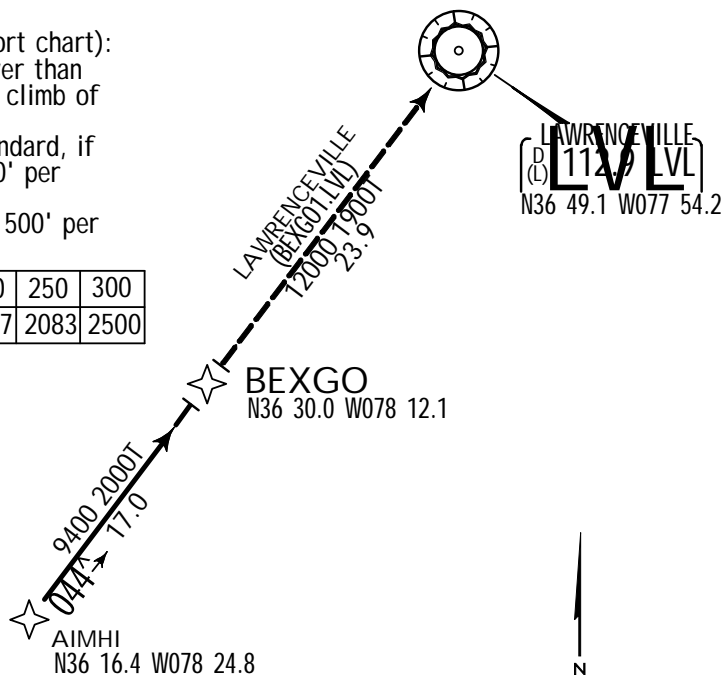
Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

LOST COMMS ▼ LOST
Standard.
LOST COMMS ▲ LOST

Direct distance from
Raleigh-Durham Intl to:
AIMHI 30 NM



OBSTACLES

Rwy 5L: Trees beginning 3802' from DER, 1237'

LEFT of centerline, up to 77' AGL/506' MSL.

Tank and trees beginning 2011' from DER, 948'

RIGHT of centerline, up to 138' AGL/547' MSL.

Rwy 5R: Trees beginning 1436' from DER, 803'

RIGHT of centerline, up to 80' AGL/469' MSL.

Rwy 14: Trees beginning 2021' from DER, 510'

LEFT of centerline, up to 116' AGL/545' MSL.

Trees beginning 2467' from DER, 2' RIGHT of

centerline, up to 122' AGL/571' MSL.

Rwy 23L: Trees beginning 1495' from DER, 797'

LEFT of centerline, up to 58' AGL/447' MSL.

Light pole 1457' from DER, 878' RIGHT of

centerline, 93' AGL/452' MSL.

Rwy 32: Light poles beginning 1170' from DER,

618' LEFT of centerline, up to 55' AGL/486' MSL.

Hangar 1242' from DER, 753' RIGHT of center-

line, 34' AGL/473' MSL. Control tower 2207' from

DER, 910' RIGHT of centerline, 231' AGL/660' MSL.

RWY	INITIAL CLIMB
5L/R	Climb on heading 052° or as assigned by ATC, EXPECT RADAR vectors to AIMHI.
14	Climb on heading 142° or as assigned by ATC, EXPECT RADAR vectors to AIMHI.
23L/R	Climb on heading 232° or as assigned by ATC, EXPECT RADAR vectors to AIMHI.
32	Climb on heading 322° or as assigned by ATC, EXPECT RADAR vectors to AIMHI.
ROUTING	
From AIMHI on track 044° to BEXGO, turbojets MAINTAIN 7000', propellers MAINTAIN 2000'.	

KRDU/RDU

RALEIGH-DURHAM INTL



JEPPESEN

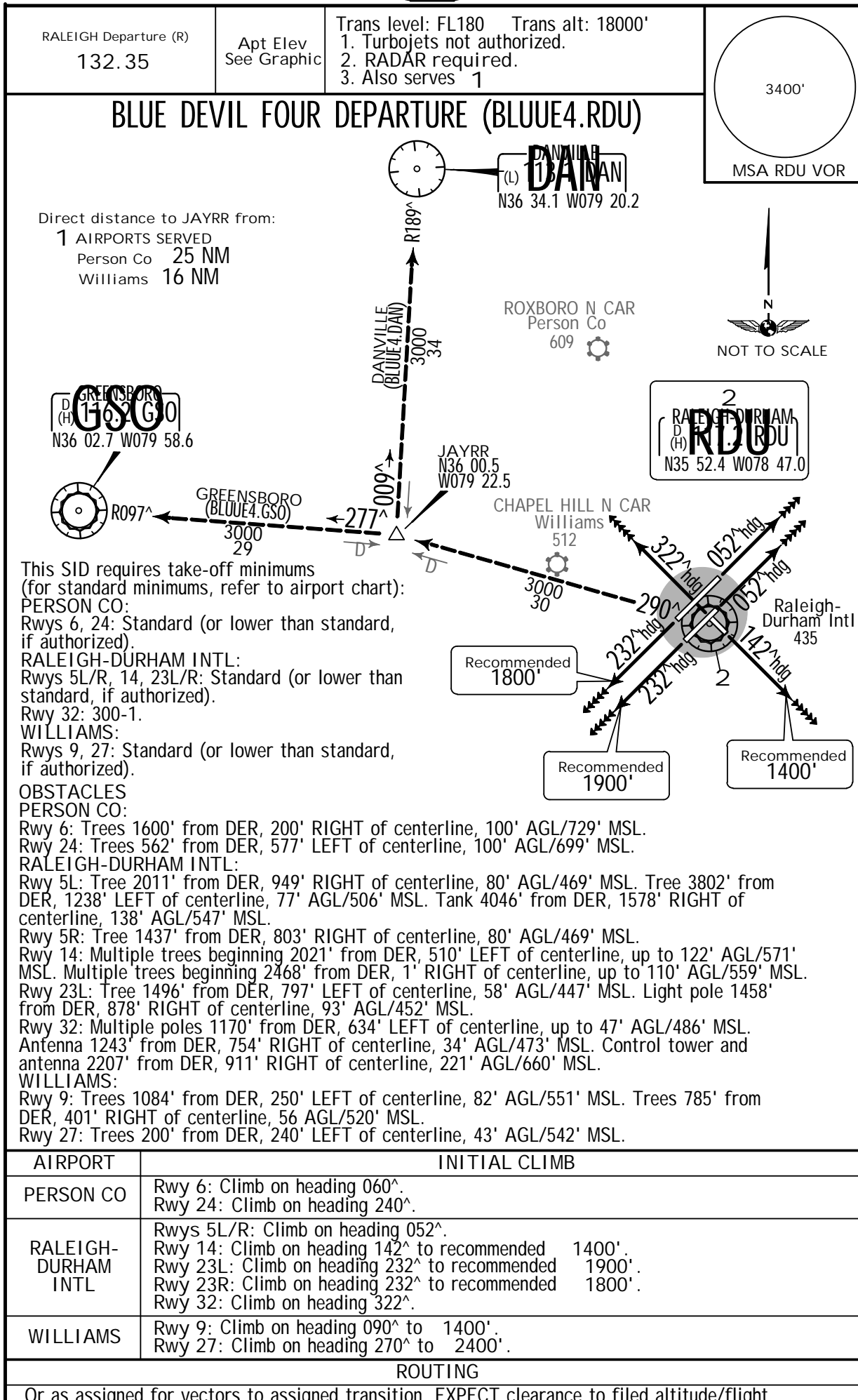
4 JAN 13

(10-3A)

Eff. 10 Jan.

RALEIGH/DURHAM, N CAR

.SID.



KRDU/RDU

RALEIGH-DURHAM INTL



JEPPESEN

RALEIGH/DURHAM, N CAR

4 JAN 13

10-3B

.Eff.10.Jan.

.SID.

RALEIGH Departure (R)

125.3

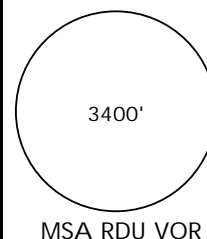
Apt Elev

435'

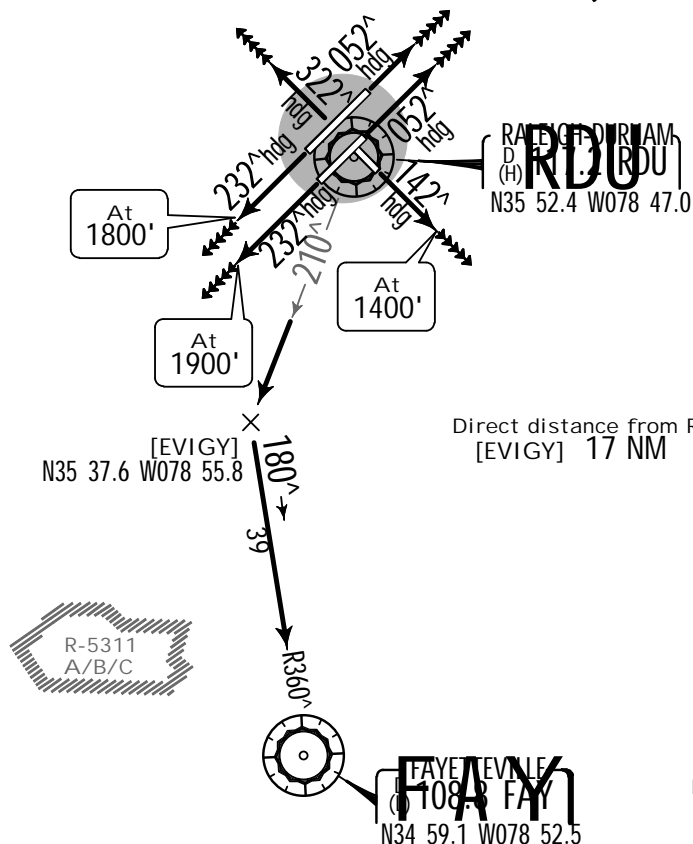
Trans level: FL180

Trans alt: 18000'

RADAR required.



FAYETTEVILLE THREE DEPARTURE (FAY3.FAY)

FLORENCE
D (H)
N34 14.0 W079 39.4COLUMBIA
D (H)
N33 51.4 W081 03.2GRAND PRAIRIE
D (H)
N33 48.8 W078 43.5

OBSTACLES

Rwy 5L: Tree 2011' from DER, 949' RIGHT of centerline, 80' AGL/469' MSL. Tree 3802' from DER, 1238' LEFT of centerline, 77' AGL/506' MSL. Tank 4046' from DER, 1578' RIGHT of centerline, 138' AGL/547' MSL.

Rwy 5R: Tree 1437' from DER, 803' RIGHT of centerline, 80' AGL/469' MSL.

Rwy 14: Multiple trees beginning 2021' from DER, 510' LEFT of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from DER, 1' RIGHT of centerline, up to 110' AGL/559' MSL.

Rwy 23L: Tree 1496' from DER, 797' LEFT of centerline, 58' AGL/447' MSL. Light pole 1458' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.

Rwy 32: Multiple poles 1170' from DER, 634' LEFT of centerline, up to 47' AGL/486' MSL. Antenna 1243' from DER, 754' RIGHT of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from DER, 911' RIGHT of centerline, 221' AGL/660' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized).
Rwy 32: 300-1.

RWY	INITIAL CLIMB
5L/R	Climb heading 052°.
14	Climb heading 142° to 1400'.
23L	Climb heading 232° to 1900'.
23R	Climb heading 232° to 1800'.
32	Climb heading 322°.
ROUTING	
Or as assigned for vectors to join RDU R-210, then via RDU R-210 and FAY R-360 to FAY, then	

KRDU/RDU

RALEIGH-DURHAM INTL



JEPPESEN

4 JAN 13

(10-3C)

.Eff. 10. Jan.

RALEIGH/DURHAM, N CAR

.RNAV.SID.

RALEIGH
Departure (R)
125.3Apt Elev
435'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
 2. RADAR required.
 3. RNAV 1.
 4. Transponder code will be assigned via PDC or Raleigh clearance delivery.
 5. If unable to accept climb rate, advise ATC on initial contact.

HOOKZ ONE RNAV DEPARTURE (HOOKZ1.HOOKZ)

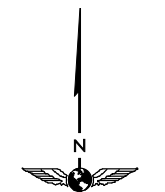
This SID requires take-off minimums
(for standard minimums, refer to airport chart):

Rwys 5L/R, 14, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.

Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.

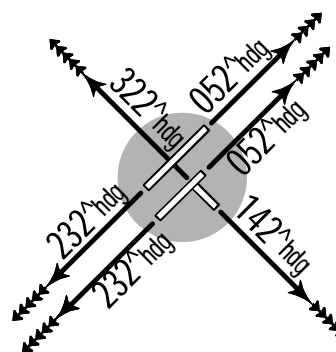
Rwy 32: 300-1 with minimum climb of 500' per NM to 940'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500



NOT TO SCALE

Direct distance from
Raleigh-Durham Intl to:
FITON 26 NM



OBSTACLES

Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL.

Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.

Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.

Rwy 14: Trees beginning 2021' from DER, 510' LEFT of centerline, up to 116' AGL/545' MSL.

Trees beginning 2467' from DER, 2' RIGHT of centerline, up to 122' AGL/571' MSL.

Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL.

Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.

Rwy 32: Light poles beginning 1170' from DER, 618' LEFT of centerline, up to 55' AGL/486' MSL.

Hangar 1242' from DER, 753' RIGHT of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' RIGHT of centerline, 231' AGL/660' MSL.

FITON
N35 26.7 W078 53.8

10.0
6000
3200
1002
195

HOOKZ
N35 16.8 W078 55.5

FAYETTEVILLE
(HOOKZ1.FAY)
17.8
9600
2100
17.8



FAYETTEVILLE
D(L)
402.8
N34 59.1 W078 52.5

RWY	INITIAL CLIMB
5L/R	Climb on heading 052° or as assigned by ATC, EXPECT RADAR vectors to FITON.
14	Climb on heading 142° or as assigned by ATC, EXPECT RADAR vectors to FITON.
23L/R	Climb on heading 232° or as assigned by ATC, EXPECT RADAR vectors to FITON.
32	Climb on heading 322° or as assigned by ATC, EXPECT RADAR vectors to FITON.
ROUTING	
From FITON on track 195° to HOOKZ, turbojets MAINTAIN 7000', propellers MAINTAIN 2000'.	

KRDU/RDU

RALEIGH-DURHAM INTL



JEPPESEN

4 JAN 13

(10-3D)

.Eff.10.Jan.

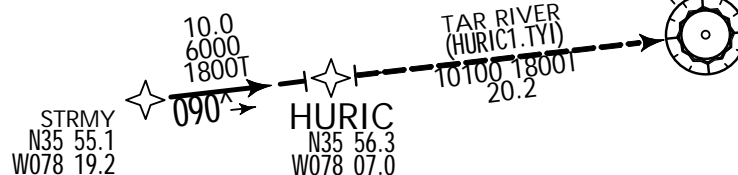
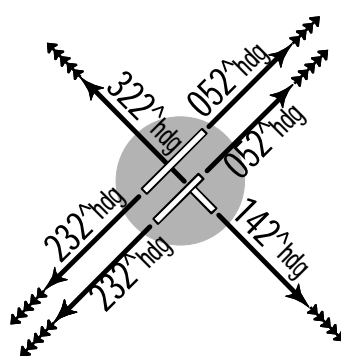
RALEIGH/DURHAM, N CAR

.RNAV.SID.

RALEIGH
Departure (R)
125.3Apt Elev
435'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
 2. RADAR required.
 3. RNAV 1.
 4. Transponder code will be assigned via PDC or Raleigh clearance delivery.
 5. If unable to accept climb rate, advise ATC on initial contact.

HURIC ONE RNAV DEPARTURE (HURIC1.HURIC)



Direct distance from
Raleigh-Durham Intl to:
STRMY 23 NM



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.
Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.
Rwy 32: 300-1 with minimum climb of 500' per NM to 940'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL.
Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.
Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.
Rwy 14: Trees beginning 2021' from DER, 510' LEFT of centerline, up to 116' AGL/545' MSL.
Trees beginning 2467' from DER, 2' RIGHT of centerline, up to 122' AGL/571' MSL.
Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL.
Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.
Rwy 32: Light poles beginning 1170' from DER, 618' LEFT of centerline, up to 55' AGL/486' MSL. Hangar 1242' from DER, 753' RIGHT of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' RIGHT of centerline, 231' AGL/660' MSL.

RWY	INITIAL CLIMB
5L/R	Climb on heading 052° or as assigned by ATC, EXPECT RADAR vectors to STRMY.
14	Climb on heading 142° or as assigned by ATC, EXPECT RADAR vectors to STRMY.
23L/R	Climb on heading 232° or as assigned by ATC, EXPECT RADAR vectors to STRMY.
32	Climb on heading 322° or as assigned by ATC, EXPECT RADAR vectors to STRMY.
ROUTING	
From STRMY on track 090° to HURIC, turbojets MAINTAIN 7000', propellers MAINTAIN 2000'.	

KRDU/RDU

RALEIGH-DURHAM INTL



JEPPESEN

4 JAN 13

(10-3E)

.Eff.10.Jan.

RALEIGH/DURHAM, N CAR

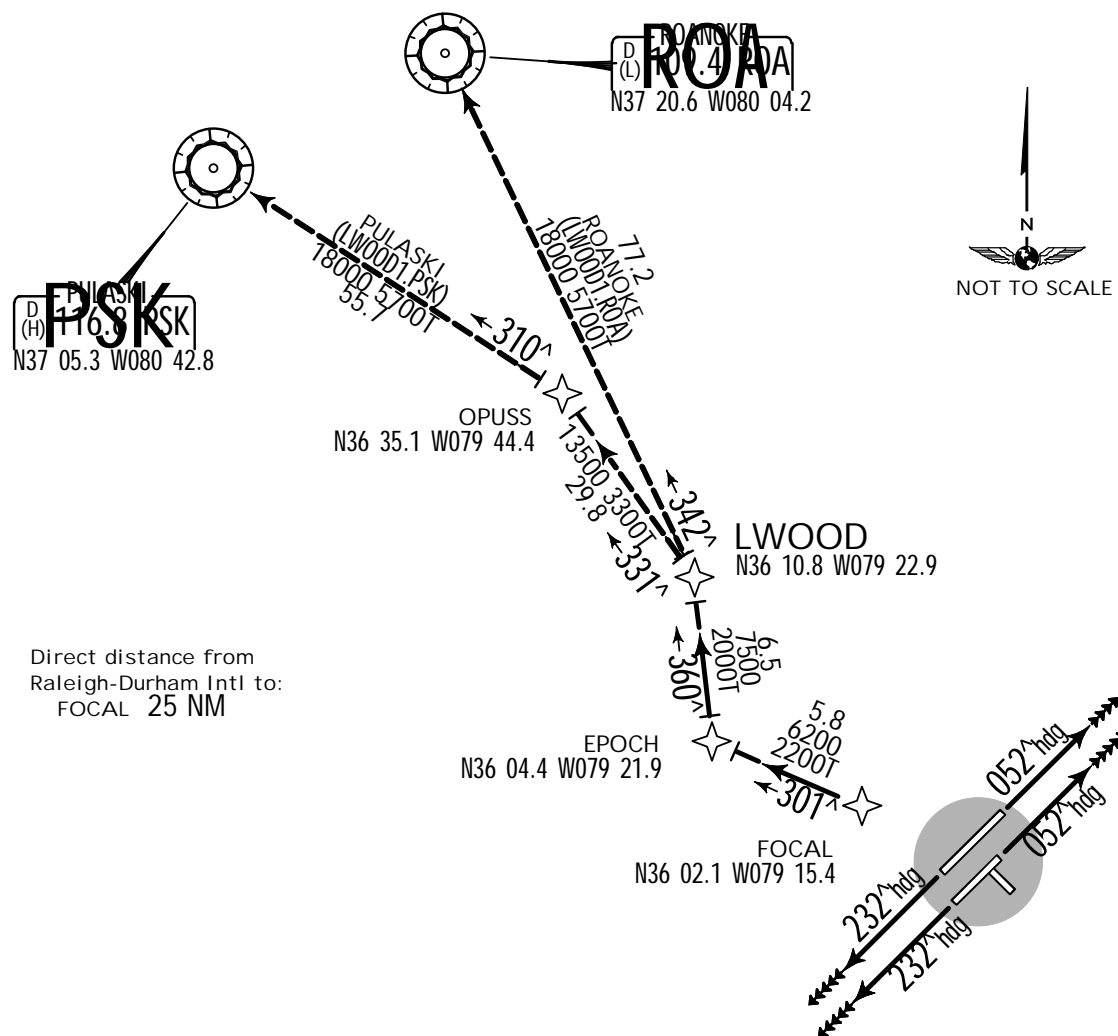
.RNAV.SID.

RALEIGH
Departure (R)
132.35Apt Elev
435'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
 2. RADAR required.
 3. RNAV 1.
 4. Transponder code will be assigned via PDC or Raleigh clearance delivery.
 5. If unable to accept climb rate, advise ATC on initial contact.
 6. For turbojet aircraft only.

LWOOD ONE RNAV DEPARTURE (LWOOD1.LWOOD)

(RWYS 5L/R, 23L/R)



This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwys 5L/R, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.

Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.

Rwys 14, 32: Not available - runway too short for turbojets.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL.

Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.

Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.

Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL.

Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.

RWY	INITIAL CLIMB
5L/R	Climb on heading 052° or as assigned by ATC, EXPECT RADAR vectors to FOCAL, then on depicted route to LWOOD.
23L/R	Climb on heading 232° or as assigned by ATC, EXPECT RADAR vectors to FOCAL, then on depicted route to LWOOD.
ROUTING	
From LWOOD on assigned transition, MAINTAIN 7000' or altitude assigned by ATC. EXPECT	

KRDU/RDU

RALEIGH-DURHAM INTL

6 DEC 13

JEPPESEN

(10-3F)

.Eff.12.Dec.

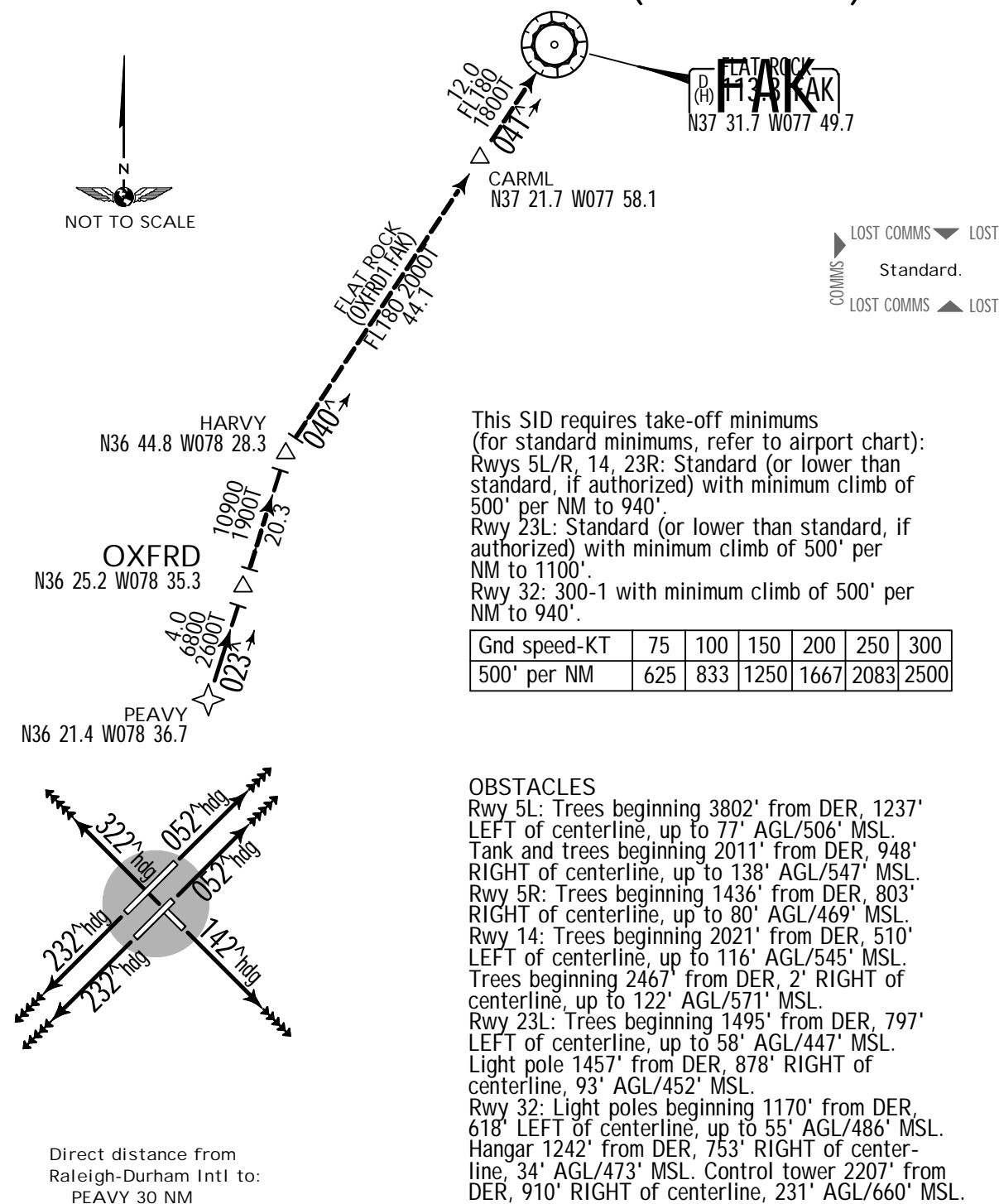
RALEIGH/DURHAM, N CAR

.RNAV.SID.

RALEIGH
Departure (R)
132.35Apt Elev
435'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
 2. RADAR required.
 3. RNAV 1.
 4. Transponder code will be assigned via PDC or Raleigh clearance delivery.
 5. If unable to accept climb rate, advise ATC on initial contact.

OXFRD ONE RNAV DEPARTURE (OXFRD1.OXFRD)



RWY	INITIAL CLIMB
5L/R	Climb on heading 052° or as assigned by ATC, EXPECT RADAR vectors to PEAUVY.
14	Climb on heading 142° or as assigned by ATC, EXPECT RADAR vectors to PEAUVY.
23L/R	Climb on heading 232° or as assigned by ATC, EXPECT RADAR vectors to PEAUVY.
32	Climb on heading 322° or as assigned by ATC, EXPECT RADAR vectors to PEAUVY.
ROUTING	
From PEAUVY on track 023° to OXFRD, turbojets MAINTAIN 7000', propellers MAINTAIN 2000'.	

KRDU/RDU

RALEIGH-DURHAM INTL



JEPPESEN

6 DEC 13

(10-3G)

.Eff.12.Dec.

RALEIGH/DURHAM, N CAR

.SID.

RALEIGH Departure (R)

132.35

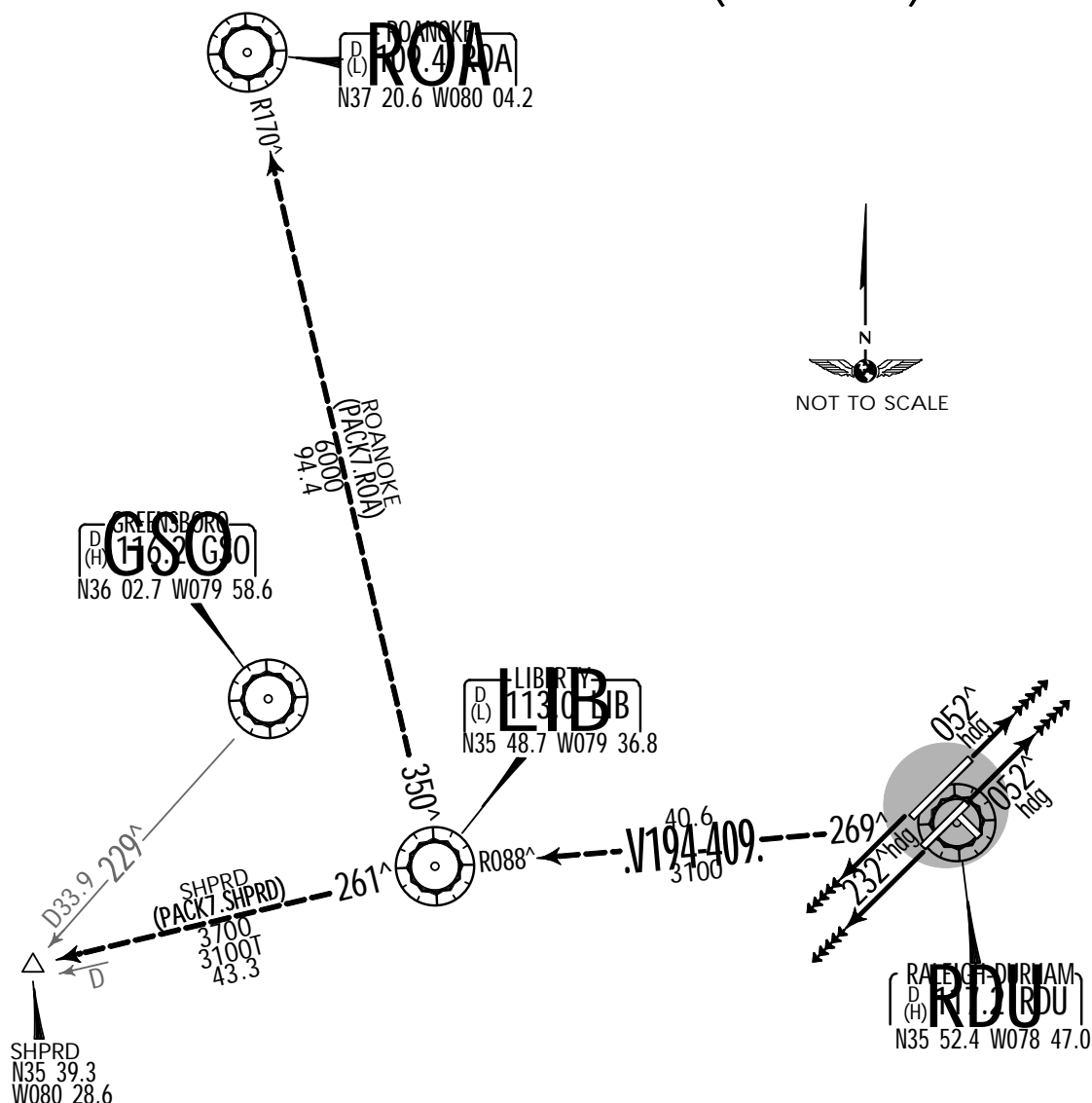
Apt Elev

435'

Trans level: FL180 Trans alt: 18000'

1. RADAR required.
2. Turbojets only.
3. Rwy 14, 32 not authorized - ATC.

PACKK SEVEN DEPARTURE (PACK7.RDU)



OBSTACLES

Rwy 5L: Tree 2011' from DER, 949' RIGHT of centerline, 80' AGL/469' MSL. Tree 3802' from DER, 1238' LEFT of centerline, 77' AGL/506' MSL. Tank 4046' from DER, 1578' RIGHT of centerline, 145' AGL/547' MSL.
Rwy 5R: Tree 1437' from DER, 803' RIGHT of centerline, 80' AGL/469' MSL.
Rwy 23L: Tree 1496' from DER, 797' LEFT of centerline, 58' AGL/447' MSL. Pole 1458' from DER, 878' RIGHT of centerline, 105' AGL/452' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 23L/R: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB
5L/R	Climb heading 052°.
23L/R	Climb heading 232°.
ROUTING	
As assigned to join filed route/fix. EXPECT clearance to filed altitude/flight level ten minutes	

KRDU/RDU

RALEIGH-DURHAM INTL

**JEPPESEN**

4 JAN 13

10-3H

.Eff.10.Jan.

RALEIGH/DURHAM, N CAR

.SID.

FOR DEPARTURE CONTROL FREQ.
SEE GRAPHIC

Apt Elev
435'

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. SPECIAL INSTRUCTIONS: For appropriate departure control frequency, use frequency depicted within sector for your route of flight after RDU.

RALEIGH SEVEN DEPARTURE (RDU7.RDU)

OBSTACLES
Rwy 5L: Tree 2011' from DER, 949' RIGHT of centerline, 80' AGL/469' MSL. Tree 3802' from DER, 1238' LEFT of centerline, 77' AGL/506' MSL. Tank 4046' from DER, 1578' RIGHT of centerline, 138' AGL/547' MSL.
Rwy 5R: Tree 1437' from DER, 803' RIGHT of centerline, 80' AGL/469' MSL.
Rwy 14: Multiple trees beginning 2021' from DER, 510' LEFT of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from DER, 1' RIGHT of centerline, up to 110' AGL/559' MSL.
Rwy 23L: Tree 1496' from DER, 797' LEFT of centerline, 58' AGL/447' MSL. Light pole 1458' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.
Rwy 32: Multiple poles 1170' from DER, 634' LEFT of centerline, up to 47' AGL/486' MSL. Antenna 1243' from DER, 754' RIGHT of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from DER, 911' RIGHT of centerline, 221' AGL/660' MSL.

(NORTH SECTOR)
RALEIGH DEPARTURE CONTROL (R)
132.35

(SOUTH SECTOR)
RALEIGH DEPARTURE CONTROL (R)
125.3

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized).
Rwy 32: 300-1.

RWY	INITIAL CLIMB
5L/R	Climb heading 052°.
14	Climb heading 142° to 1400'.
23L	Climb heading 232° to 1900'.
23R	Climb heading 232° to 1800'.
32	Climb heading 322°.

ROUTING
Or as assigned for vectors to join filed route/fix. EXPECT clearance to filed altitude/flight

KRDU/RDU

RALEIGH-DURHAM INTL



JEPPESEN

4 JAN 13

(10-3J)

.Eff.10.Jan.

RALEIGH/DURHAM, N CAR

.RNAV.SID.

RALEIGH
Departure (R)
125.3Apt Elev
435'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
 2. RADAR required.
 3. RNAV 1.
 4. Transponder code will be assigned via PDC or Raleigh clearance delivery.
 5. If unable to accept climb rate, advise ATC on initial contact.

ROZBO ONE RNAV DEPARTURE (ROZBO1.ROZBO)

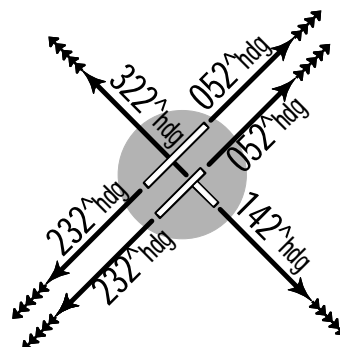
This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwys 5L/R, 14, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.

Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.

Rwy 32: 300-1 with minimum climb of 500' per NM to 940'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500



OBSTACLES

Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL.

Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.

Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.

Rwy 14: Trees beginning 2021' from DER, 510' LEFT of centerline, up to 116' AGL/545' MSL.

Trees beginning 2467' from DER, 2' RIGHT of centerline, up to 122' AGL/571' MSL.

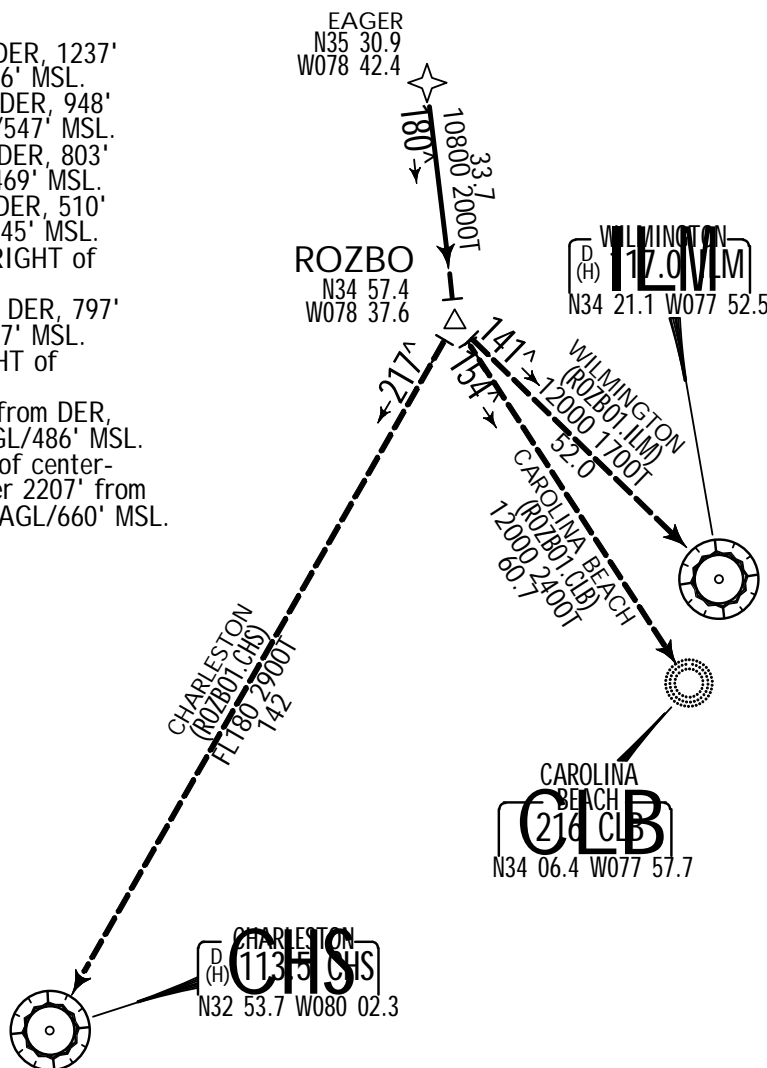
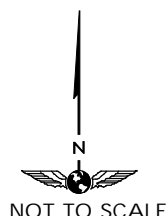
Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL.

Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.

Rwy 32: Light poles beginning 1170' from DER, 618' LEFT of centerline, up to 55' AGL/486' MSL.

Hangar 1242' from DER, 753' RIGHT of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' RIGHT of centerline, 231' AGL/660' MSL.

Direct distance from
Raleigh-Durham Intl to:
EAGER 22 NM



RWY	INITIAL CLIMB
5L/R	Climb on heading 052° or as assigned by ATC, EXPECT RADAR vectors to EAGER.
14	Climb on heading 142° or as assigned by ATC, EXPECT RADAR vectors to EAGER.
23L/R	Climb on heading 232° or as assigned by ATC, EXPECT RADAR vectors to EAGER.
32	Climb on heading 322° or as assigned by ATC, EXPECT RADAR vectors to EAGER.
ROUTING	
From EAGER on track 180° to ROZBO, then on assigned transition, turbojets MAINTAIN 7000', propellers MAINTAIN 2000'. EXPECT clearance to filed altitude within 10 minutes after	

KRDU/RDU

RALEIGH-DURHAM INTL

28 MAR 14

(10-3K)

.Eff.3.Apr.



JEPPESEN

RALEIGH/DURHAM, N CAR

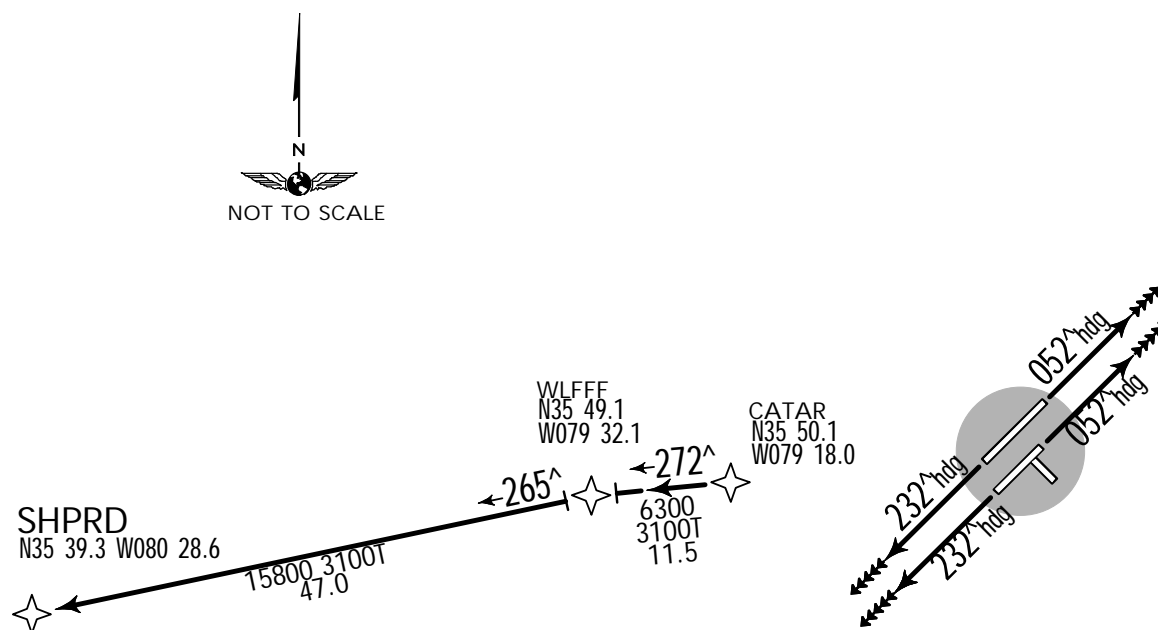
.RNAV.SID.

RALEIGH
Departure (R)
132.35

Apt Elev
435'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
 2. RADAR required. 3. RNAV 1.
 4. Transponder code will be assigned via PDC or Raleigh clearance delivery.
 5. If unable to accept climb rate, advise ATC on initial contact.
 6. For turbojet aircraft only.

SHPRD ONE RNAV DEPARTURE (SHPRD1.SHPRD) (RWYS 5L/R, 23L/R)



Direct distance from
Raleigh-Durham Intl to:
CATAR 25 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

Rwys 5L/R, 23R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 940'.

Rwy 23L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1100'.

Rwys 14, 32: Not available - runway too short for turbojets.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 5L: Trees beginning 3802' from DER, 1237' LEFT of centerline, up to 77' AGL/506' MSL.
Tank and trees beginning 2011' from DER, 948' RIGHT of centerline, up to 138' AGL/547' MSL.
Rwy 5R: Trees beginning 1436' from DER, 803' RIGHT of centerline, up to 80' AGL/469' MSL.
Rwy 23L: Trees beginning 1495' from DER, 797' LEFT of centerline, up to 58' AGL/447' MSL.
Light pole 1457' from DER, 878' RIGHT of centerline, 93' AGL/452' MSL.

RWY	INITIAL CLIMB
5L/R	Climb on heading 052° or as assigned by ATC, EXPECT RADAR vectors to CATAR.
23L/R	Climb on heading 232° or as assigned by ATC, EXPECT RADAR vectors to CATAR.
ROUTING	
From CATAR on depicted route to SHPRD. MAINTAIN 7000' or altitude assigned by ATC.	

KRDU/RDU

RALEIGH-DURHAM INTL



JEPPESEN

RALEIGH/DURHAM, N CAR

28 MAR 14

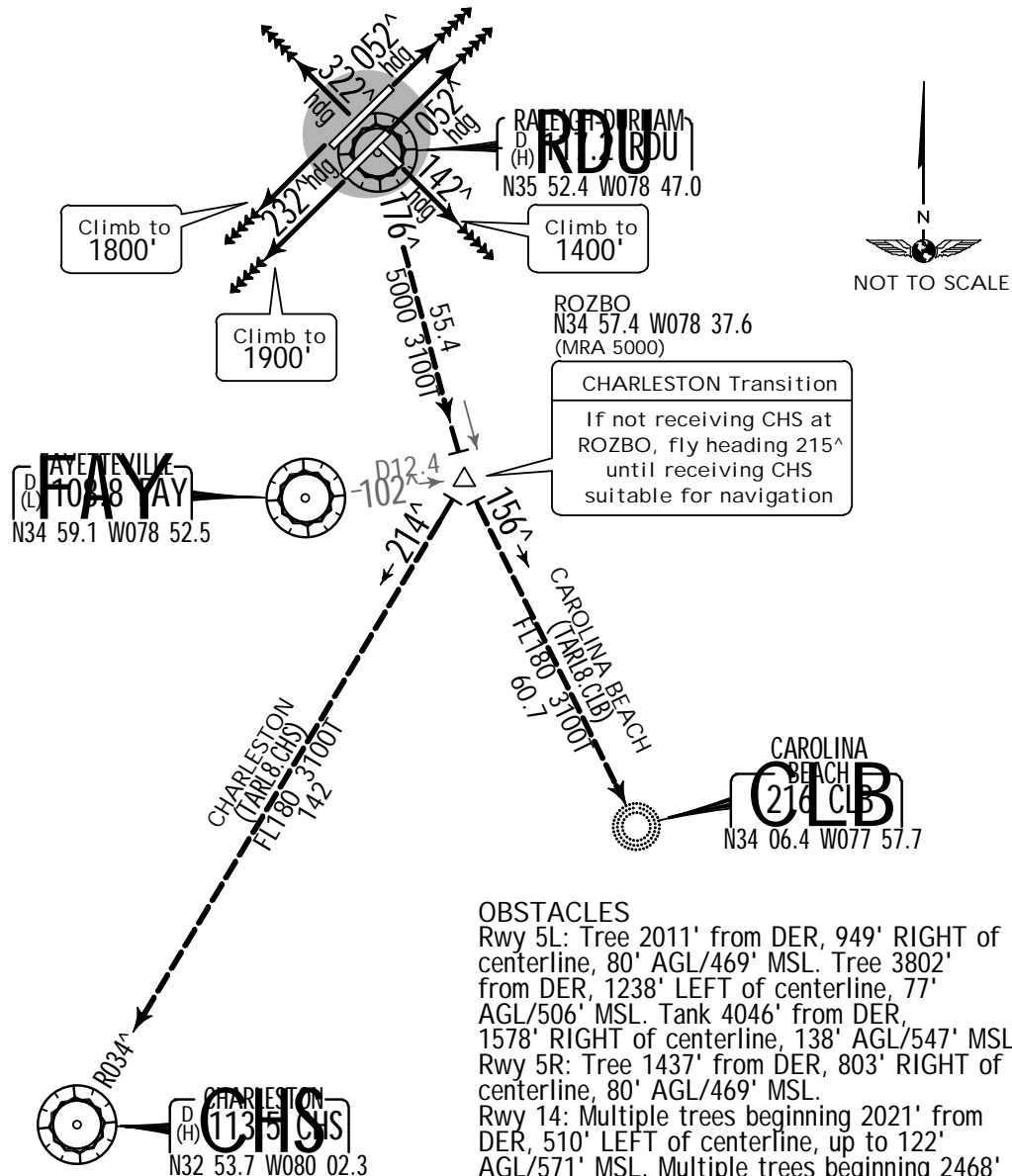
(10-3L)

.Eff.3.Apr.

.SID.

RALEIGH Departure (R)
125.3Apt Elev
435'Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. CAROLINA BEACH Transition: ADF required.

TAR HEEL EIGHT DEPARTURE (TARL8.RDU)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5L/R, 14, 23L/R: Standard (or lower than standard, if authorized) with ATC climb of 350' per NM to FL180.
Rwy 32: 300-1 with ATC climb of 350' per NM to FL180.

Gnd speed-KT	75	100	150	200	250	300
350' per NM	438	583	875	1167	1458	1750

RWY	INITIAL CLIMB
5L/R	Climb heading 052°.
14	Climb heading 142° to 1400'.
23L	Climb heading 232° to 1900'.
23R	Climb heading 232° to 1800'.
32	Climb heading 322°.
ROUTING	
As assigned for vectors to join filed route/fix. EXPECT clearance to filed altitude/flight	

KRDU/RDU

Apt Elev 435
N35 52.7 W078 47.2

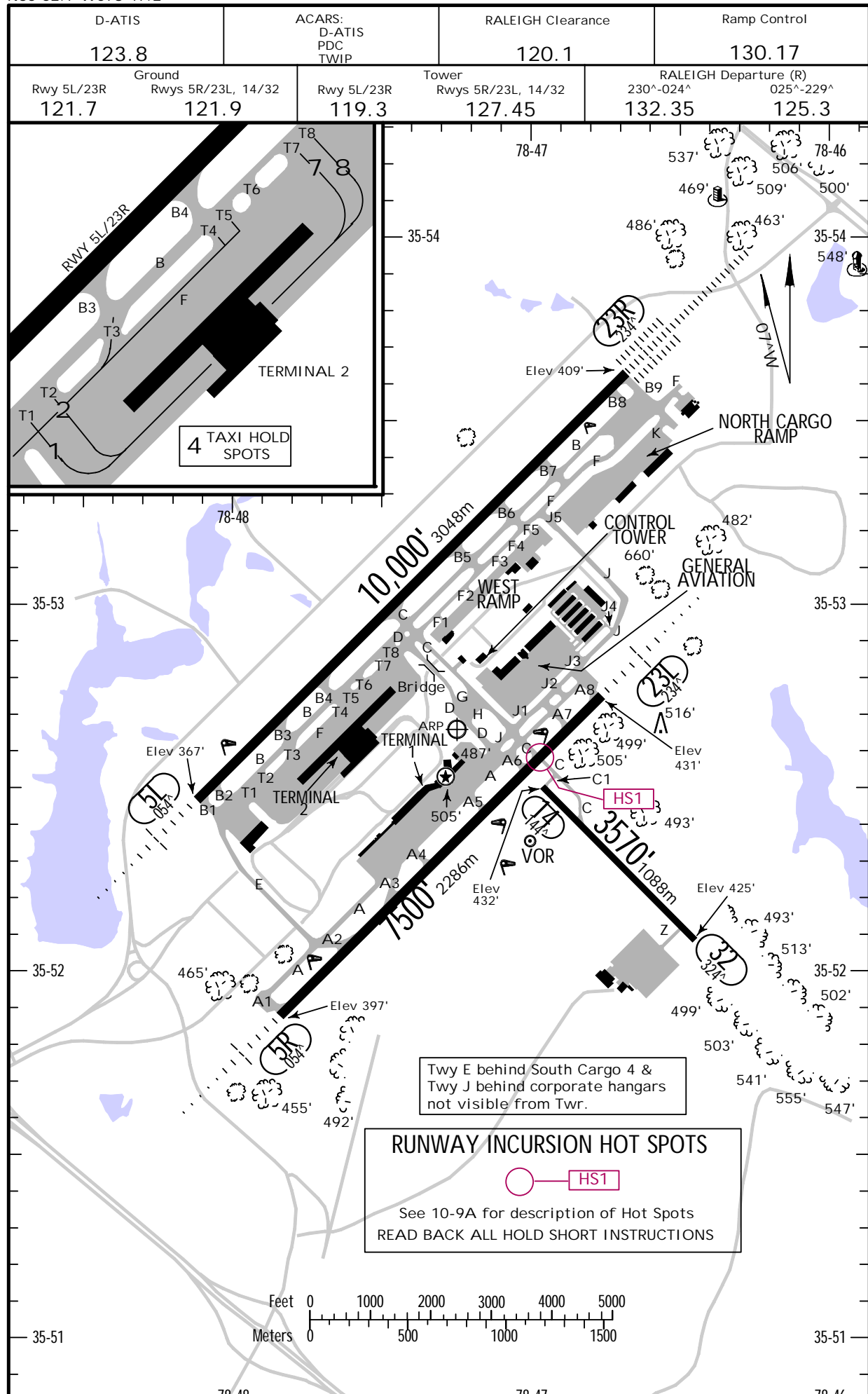
17 JAN 14

(10-9)

JEPPESSEN

RALEIGH/DURHAM, N CAR

RALEIGH-DURHAM INTL



KRDU/RDU



17 JAN 14

10-9A

RALEIGH/DURHAM, N CAR

RALEIGH-DURHAM INTL

GENERAL

Prior permission required for all military aircraft fixed wing, rotary wing and unscheduled charter flights with 30 or more passengers. Military practice approaches require approval. 24 hour prior notice required. 24 hour prior permission required for all fixed wing and rotary wing military aircraft going to Army National Guard Ramp. Limited Parking. Contact forecast base 10 min prior to landing. Ramp closed to all fixed wing aircraft except Army and military transport with prior permission.

Low-level wind shear alert system.

Terminal Doppler Weather Radar.

Rwy 23R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY					Threshold	USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND	Glide Slope		
5R	HIRL	CL	MALSR	1 PAPI-L	grooved	RVR	6475' 1974m		150' 46m
23L	HIRL	CL	MALSR	TDZ 1 PAPI-L	grooved	RVR	6500' 1981m		

1 Angle 3.0^.

5L	HIRL	CL	MALSR	TDZ 2 PAPI-L	3 grooved	RVR	9000' 2743m		150' 46m
23R	HIRL	CL	ALSF-II	TDZ 2 PAPI-L	3 grooved	RVR	8840' 2694m		

2 Angle 3.0^.

3 Southwest and Northeast 3000' (914m) un-grooved.

14	MIRL								100' 30m
32	MIRL	REIL	PAPI-L (angle 3.5^)						

RUNWAY INCURSION HOT SPOTS

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

HS1 Intersection of Runway 5R/23L and Taxiway C.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 5L, 23R

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			

Rwys 5R, 23L

Rwy 14

Rwy 32

Both RVRs are required & controlling				Adequate Vis Ref	STD		Adequate Vis Ref	STD		
CL & HIRL		CL, or RCLM & HIRL			3 & 4 Eng	1 & 2 Eng		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	1/4	1/2	1	300-1
Rollout RVR	5	Rollout RVR	10							

OBSTACLE DP

Rwy 14 - climb heading 142^ to 1400' before turning right.

Rwy 23L - climb heading 232^ to 1900' before turning left.

Rwy 23R - climb heading 232^ to 1800' before turning left.

FOR FILING AS ALTERNATE

ILS Rwy 5R/L		ILS or LOC Rwy 23R/L VOR Rwy 32 (w/o DME)	Other
A	600-2	800-2	800-2
B			
C		800-2 1/4	

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JEPPESSEN

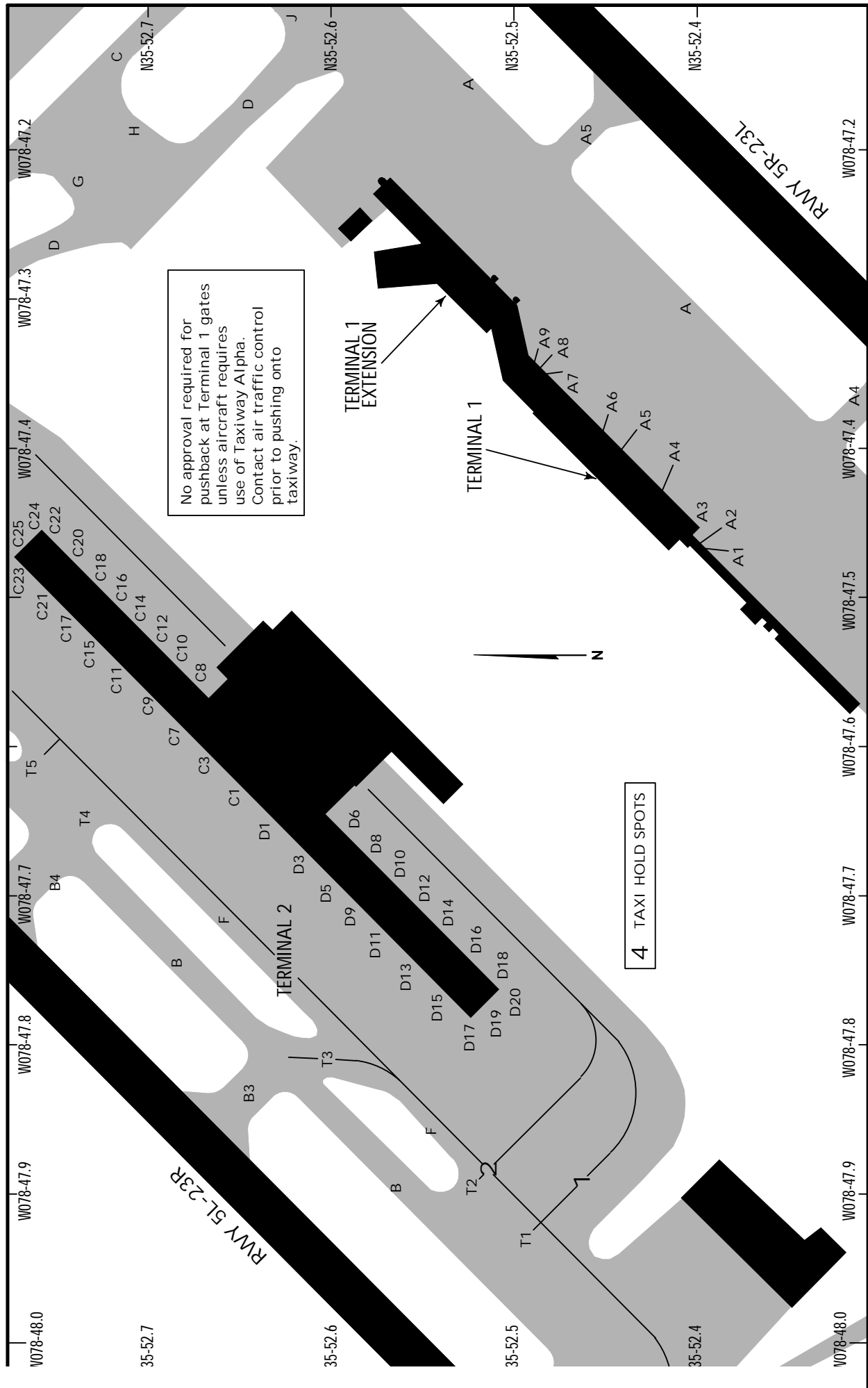
RALEIGH/DURHAM, N CAR

28 FEB 14

10-9B

.Eff.2.Mar.

RALEIGH-DURHAM INTL



KRDU/RDU



JEPPESEN

RALEIGH/DURHAM, N CAR

28 FEB 14

(10-9C)

.Eff.2.Mar

RALEIGH-DURHAM INTL

PARKING POSITION COORDINATES

POSITION No.	COORDINATES	POSITION No.	COORDINATES
TERMINAL 1			
A1, A2	N35 52.4 W078 47.5		
A3	N35 52.4 W078 47.4		
A4 thru A6	N35 52.4 W078 47.4		
A7	N35 52.5 W078 47.4		
A8, A9	N35 52.5 W078 47.3		
TERMINAL 2			
C1, C3	N35 52.7 W078 47.6		
C7 thru C9	N35 52.7 W078 47.6		
C10	N35 52.7 W078 47.5		
C11	N35 52.7 W078 47.6		
C12	N35 52.7 W078 47.5		
C14 thru C18	N35 52.7 W078 47.5		
C20	N35 52.7 W078 47.5		
C21 thru C25	N35 52.8 W078 47.5		
D1, D3, D5, D6	N35 52.6 W078 47.7		
D8 thru D11	N35 52.6 W078 47.7		
D12	N35 52.5 W078 47.7		
D13	N35 52.6 W078 47.7		
D14	N35 52.5 W078 47.7		
D15	N35 52.5 W078 47.8		
D16	N35 52.5 W078 47.7		
D17 thru D20	N35 52.5 W078 47.8		

KRDU/RDU

RALEIGH-DURHAM INTL

12 DEC 08

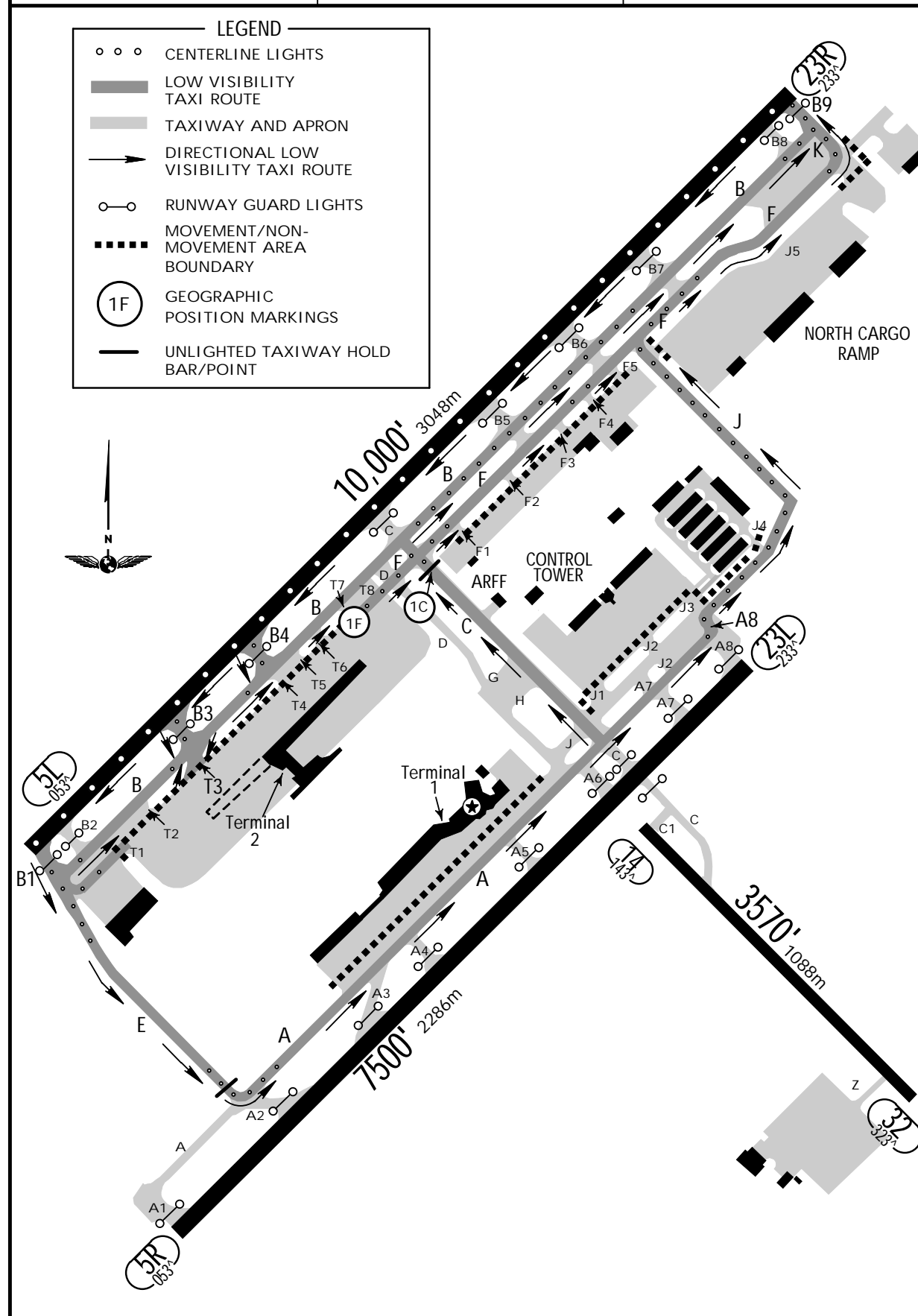
10-9D

JEPPESSEN

SMGCS.

RALEIGH/DURHAM, N CAR
LOW VISIBILITY TAXI ROUTES

D-ATIS	ACARS: D-ATIS PDC TWIP	RALEIGH Clearance	Ramp Control
123.8		120.1	130.17
Rwy 5L/23R 121.7	Ground Rwys 5R/23L, 14/32 121.9	Rwy 5L/23R 119.3	Tower Rwys 5R/23L, 14/32 127.45
			RALEIGH Departure (R) 230°-024° 132.35
			025°-229° 125.3



KRDU/RDU

RALEIGH-DURHAM INTL

23 MAY 14

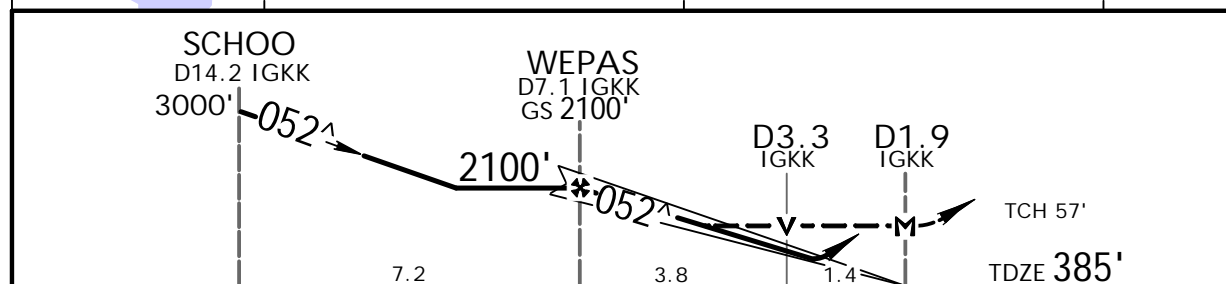
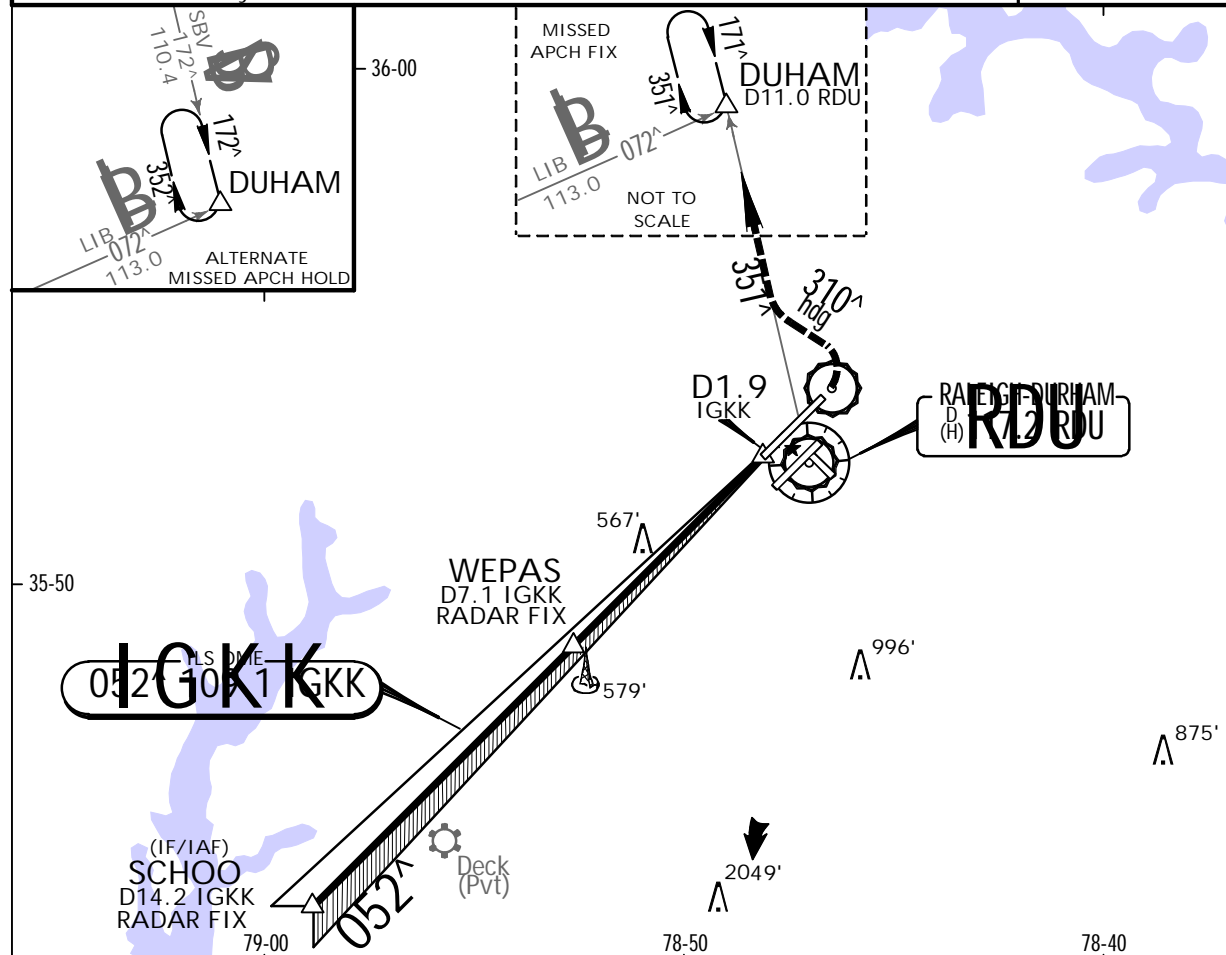
(11-1)

JEPPESEN

RALEIGH/DURHAM, N CAR
ILS or LOC Rwy 5L

BRIEFING STRIP™

D-ATIS 123.8	RALEIGH Approach (R) 128.3	RALEIGH Tower Rwy 5L/23R 119.3	Rwys 5R/23L, 14/32 127.45	Rwy 5L/23R 121.7	Ground Rwys 5R/23L, 14/32 121.9
LOC IGKK 109.1	Final Apch Crs 052°	GS WEPAS 2100' (1715')	ILS DA(H) 596' (211')	Apt Elev 435' TDZE 385'	3400'
MISSED APCH: Climb to 1000' then climbing LEFT turn to 2100' via 310° heading and outbound on RDU VOR R-351 to DUHAM INT/D11.0 RDU and hold.					MSA RDU VOR
Alt Set: INCHES 1. RADAR required. 2. VGS and glidepath not coincident. 3. Simultaneous approach authorized with Rwy 5R.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1000'	2100'	310°	RDU	DUHAM
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	via hdg	R-351
MAP at D1.9 IGKK												
WEPAS to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57					

STRAIGHT-IN LANDING RWY 5L					CIRCLE-TO-LAND	
ILS			1 LOC (GS out)			
DA(H) 596' (211')			MDA(H) 880' (495')			
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A					90	960'(525')-1
B					120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		140	960'(525')-1 1/2
D					165	1060'(625')-2

15 AMEND 5A 8 MAR 2012

KRDU/RDU

RALEIGH-DURHAM INTL

23 MAY 14

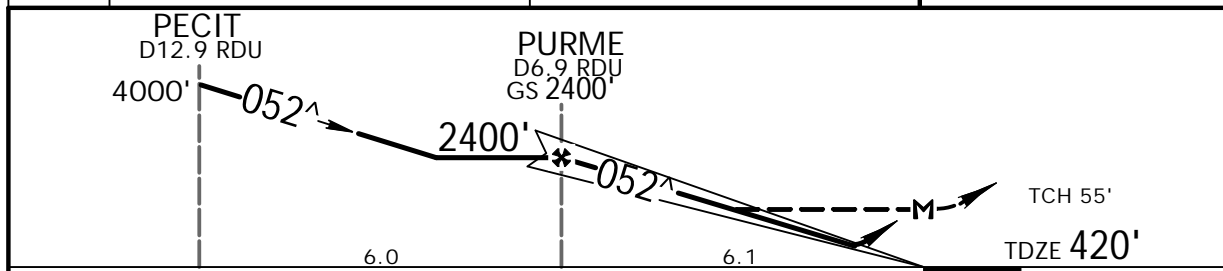
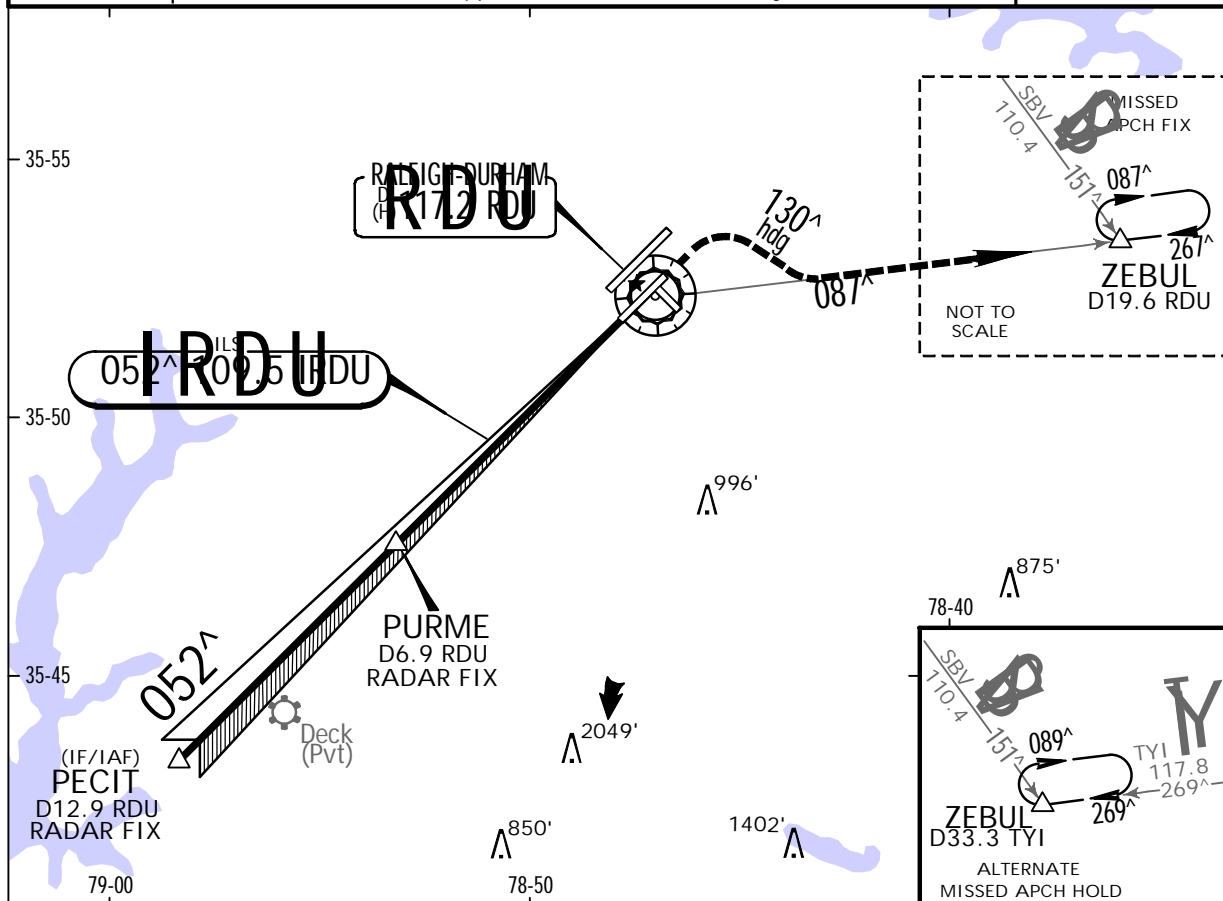
(11-2)

JEPPESSEN

RALEIGH/DURHAM, N CAR
ILS or LOC Rwy 5R

BRIEFING STRIP

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower		Ground	Rwy 5L/23R
123.8	128.3	Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R
127.45	119.3	121.9	121.7		
LOC IRDU 109.5	Final Apch Crs 052 [^]	GS PURME 2400' (1980')	ILS DA(H) 620' (200')	Apt Elev 435' TDZE 420'	3400'
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 2600' on 130 [^] heading and outbound on RDU VOR R-087 to ZEBUL INT/D19.6 RDU and hold, or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					MSA RDU VOR
1. RADAR required. 2. Simultaneous approach authorized with Rwy 5L.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1000'	2600'	130 [^]	RDU	ZEBUL
GS	3.00 [^]	372	478	531	637	743	849	PAPI	↑	RT	117.2	R-087
PURME to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17					

TERPS		STRAIGHT-IN LANDING RWY 5R				CIRCLE-TO-LAND	
ILS		2 LOC (GS out)					
DA(H) 620' (200')		MDA(H) 900' (480')					
FULL	RAIL or ALS out	RAIL out		ALS out		Max Kts	MDA(H)
A						90	960' (525') -1
B		RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1		120	960' (525') -1 1/2
C	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1 1/4	1 3/8	140	1060' (625') -2
D						165	

S. AVEND 28A 29 MAY 2014

KRDU/RDU

RALEIGH-DURHAM INTL

23 MAY 14

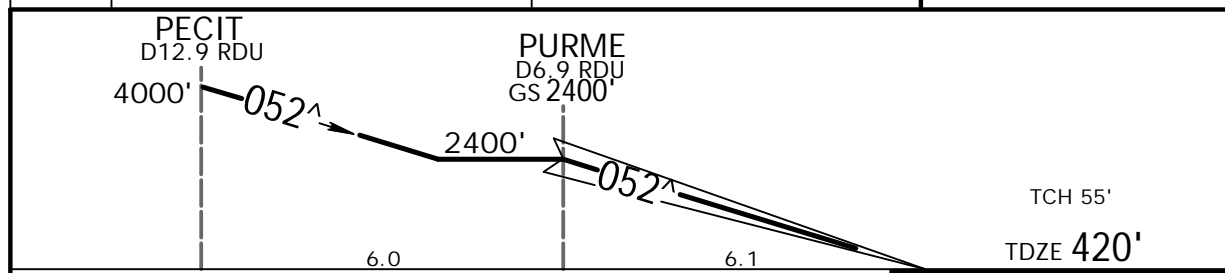
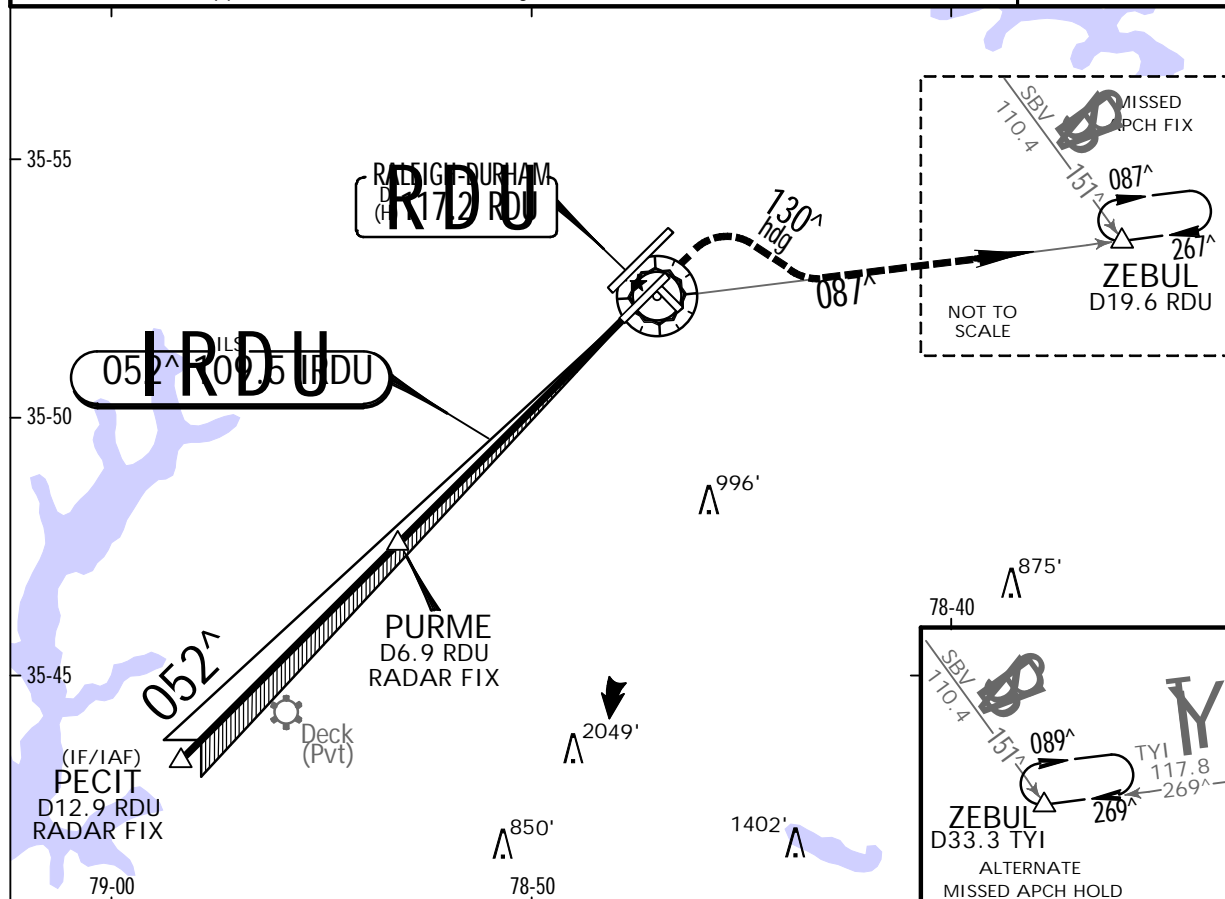
(11-2A)

JEPPESEN

RALEIGH/DURHAM, N CAR
ILS Rwy 5R SA CAT I

BRIEFING STRIP™

D-ATIS	RALEIGH Approach (R)		RALEIGH Tower		Ground	
Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R			
123.8	128.3	127.45	119.3	121.9	121.7	
LOC IRDU 109.5	Final Apch Crs 052^	GS PURME 2400' (1980')	SA CAT I ILS RA 181' DA(H) 570' (150')	Apt Elev 435' TDZE 420'	<div><div>3400'</div><div>MSA RDU VOR</div></div>	
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 2600' on 130^ heading and outbound on RDU VOR R-087 to ZEBUL INT/D19.6 RDU and hold, or as directed by ATC.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Special Aircrew and Aircraft Certification Required. 2. RADAR required. 3. Simultaneous approach authorized with Rwy 5L.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1000'	2600'	130 [^]	RDU	ZEBUL
GS	3.00 [^]	372	478	531	637	743	849	PAPI	↑	on RT	117.2	R-087

TERPS. STRAIGHT-IN LANDING RWY 5R
1 SA CAT I ILS
RA 181'
DA(H) 570' (150')

A	
B	
C	
D	

RVR 14

S. AMEND 28A - 29 MAY 2014

KRDU/RDU

RALEIGH-DURHAM INTL

23 MAY 14

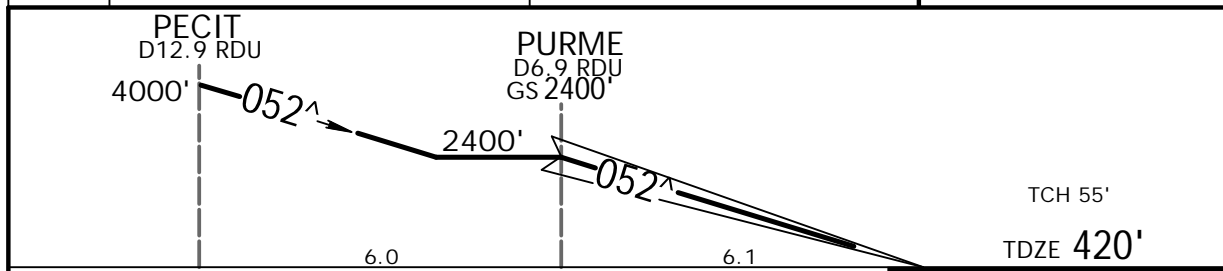
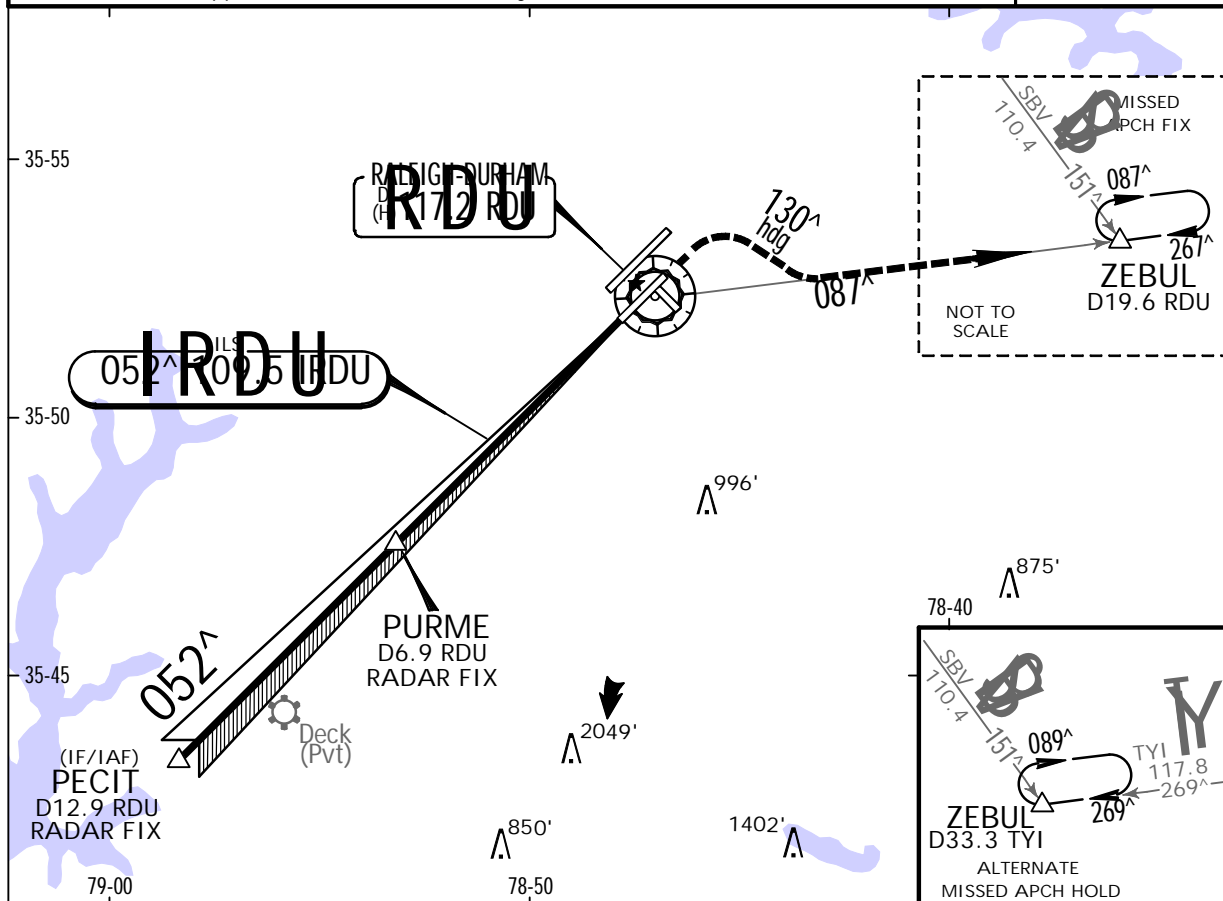
11-2B

JEPPESSEN

RALEIGH/DURHAM, N CAR
ILS Rwy 5R SA CAT II

BRIEFING STRIP

D-ATIS	RALEIGH Approach (R)		RALEIGH Tower		Ground	
Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R			
123.8	128.3	127.45	119.3	121.9	121.7	
LOC IRDU 109.5	Final Apch Crs 052^	GS PURME 2400' (1980')	SA CAT II ILS RA 130' DA(H) 520' (100')	Apt Elev 435' TDZE 420'	<div>3400'</div> <div>MSA RDU VOR</div>	
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 2600' on 130^ heading and outbound on RDU VOR R-087 to ZEBUL INT/D19.6 RDU and hold, or as directed by ATC.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Special Aircrew and Aircraft Certification Required. 2. RADAR required. 3. Simultaneous approach authorized with Rwy 5L.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1000'	2600'	130 [^]	RDU	ZEBUL
GS	3.00 [^]	372	478	531	637	743	849	PAPI	↑	on RT	117.2	R-087

TERPS. STRAIGHT-IN LANDING RWY 5R
1 SA CAT II ILS
RA 130'
DA(H) 520' (100')

A	RVR 12
B	
C	
D	

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

KRDU/RDU

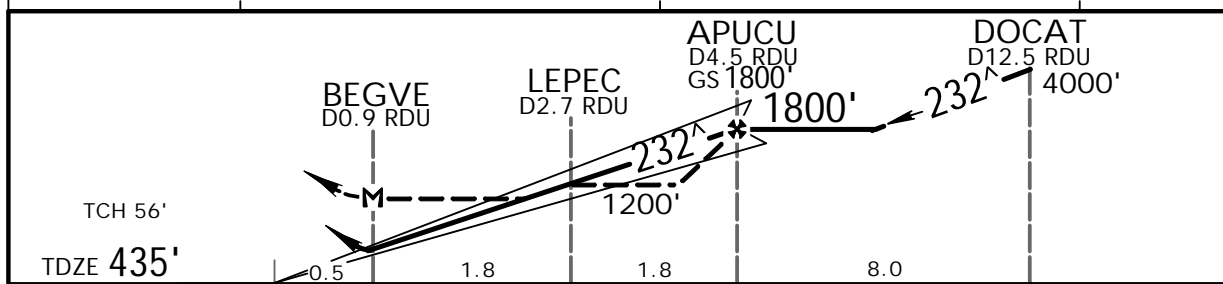
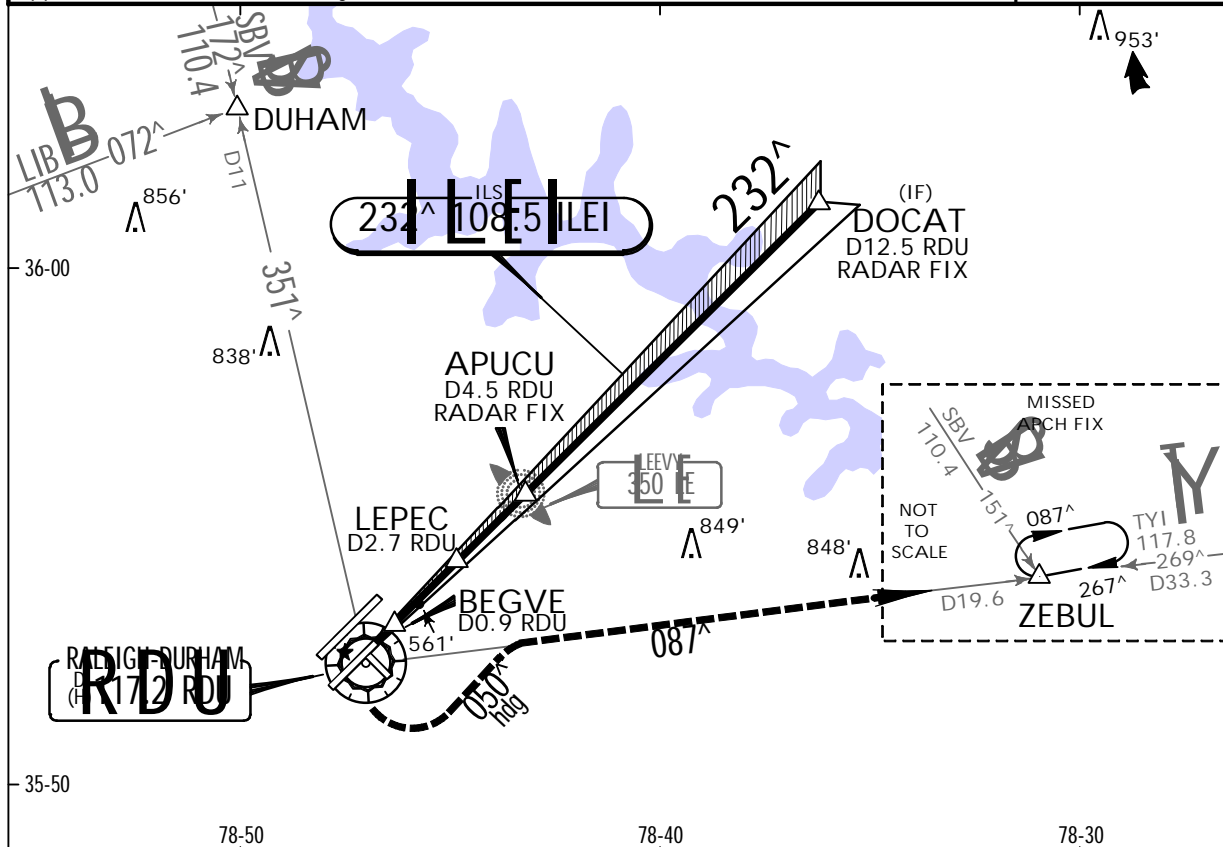
RALEIGH-DURHAM INTL

JEPPESSEN
2 MAR 12 (11-3)

RALEIGH/DURHAM, N CAR
ILS or LOC Rwy 23L

BRIEFING STRIP™

D-ATIS	RALEIGH Approach (R)		RALEIGH Tower		Ground	
			Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R
123.8	128.3		127.45	119.3	121.9	121.7
LOC ILEI 108.5	Final Apch Crs 232^	GS APUCU 1800'(1365')	ILS DA(H) 647'(212')	Apt Elev 435' TDZE 435'	<div>3400'</div> <div>MSA RDU VOR</div>	
MISSED APCH: Climb to 1000', then climbing LEFT turn to 2600' via 050^ heading and outbound on RDU VOR R-087 to ZEBUL INT and hold.						
Alt Set: INCHES						



Gnd speed-Kts	70	90	100	120	140	160	MALS	1000'	2600'	050°	RDU	ZEBUL
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	via hdg	117.2
MAP at BEGVE or APUCU to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21					R-087

STRAIGHT-IN LANDING RWY 23L										CIRCLE-TO-LAND						
ILS				1 LOC (GS out)												
DA(H) 647' (212')				MDA(H) 820' (385')			MDA(H) 1200' (765')									
				With LEPEC			Without LEPEC			With LEPEC		Without LEPEC				
										Max Kts		MDA(H)				
FULL				TDZ or CL out	RAIL or ALS out			RAIL out	ALS out			MDA(H)	MDA(H)			
A	RVR 18 or 1/2			RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	960' (525') -1	1200' (765') -1	
B										RVR 40 or 3/4	RVR 60 or 1/4	120	960' (525') -1 1/2			1200' (765') -1 1/4
C										1 3/4	2 1/4	140				
D							RVR 40 or 3/4	RVR 60 or 1/4	2	2 1/2	165	1060' (625') -2	1200' (765') -2 1/2			

IS AMEND 8A 8 MAR 2012

KRDU/RDU

RALEIGH-DURHAM INTL

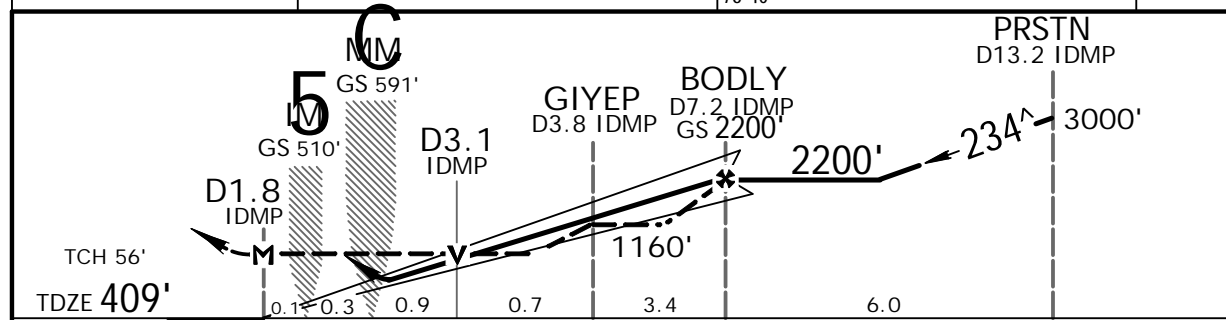
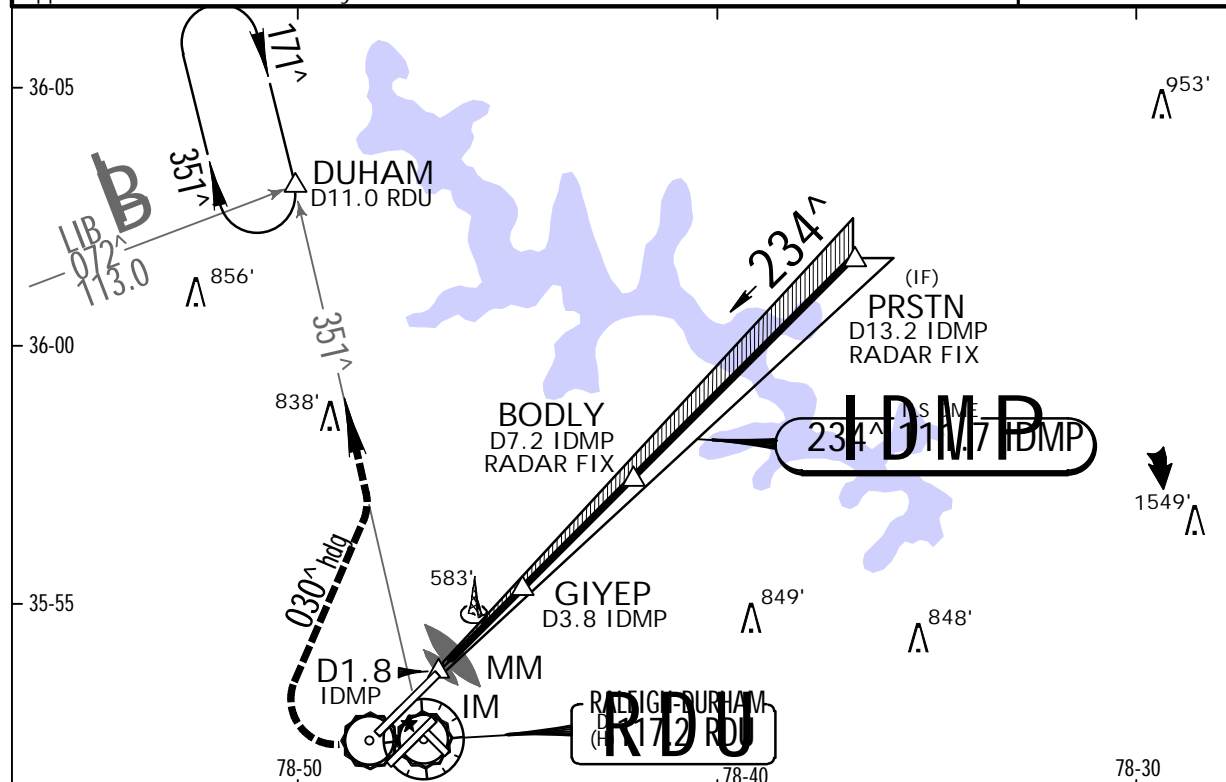
JEPPESSEN

2 MAR 12 (11-4)

RALEIGH/DURHAM, N CAR
ILS or LOC Rwy 23R

BRIEFING STRIP™

D-ATIS		RALEIGH Approach (R)		RALEIGH Tower		Ground			
Rwy 5L/23R		Rwys 5R/23L, 14/32		Rwy 5L/23R		Rwys 5R/23L, 14/32			
123.8		128.3		119.3 127.45		121.7 121.9			
LOC IDMP 111.7		Final Apch Crs 234^		GS BODLY 2200'(1791')		ILS DA(H) 609'(200')		Apt Elev 435' TDZE 409'	
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2100' via 030^ heading and outbound on RDU VOR R-351 to DUHAM INT/D11.0 RDU and hold.								<div>3400'</div> <div>MSA RDU VOR</div>	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. RADAR required. 2. VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Rwy 23L.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1000'	2100'	030° hdg	RDU	DUHAM
GS	3.00°	377	484	538	646	753	861	PAPI	↑	RT	via	
MAP at D1.8 IDMP or BODLY to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02				117.2	

STRAIGHT-IN LANDING RWY 23R						CIRCLE-TO-LAND			
ILS			1 LOC (GS out)			With GIYEP		Without GIYEP	
DA(H) 609' (200')			MDA(H) 900' (491')			MDA(H) 1160' (751')		MDA(H)	
			With GIYEP			Without GIYEP			
FULL	LDZ or CL out	ALS out		ALS out			ALS out	Max Kts	
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	90	960' (525') -1
				RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 40 or 3/4	RVR 60 or 1 1/4	120	1160' (725') -1 1/4
				RVR 50 or 1	1 1/2	2	2 1/2	140	960' (525') -1 1/2
								165	1060' (625') -2

S. AMEND 11B 8 MAR 2012

KRDU/RDU

RALEIGH-DURHAM INTL

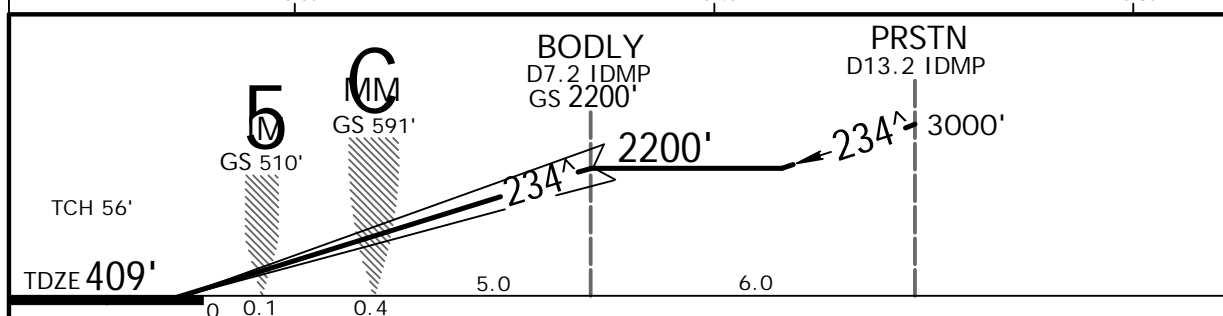
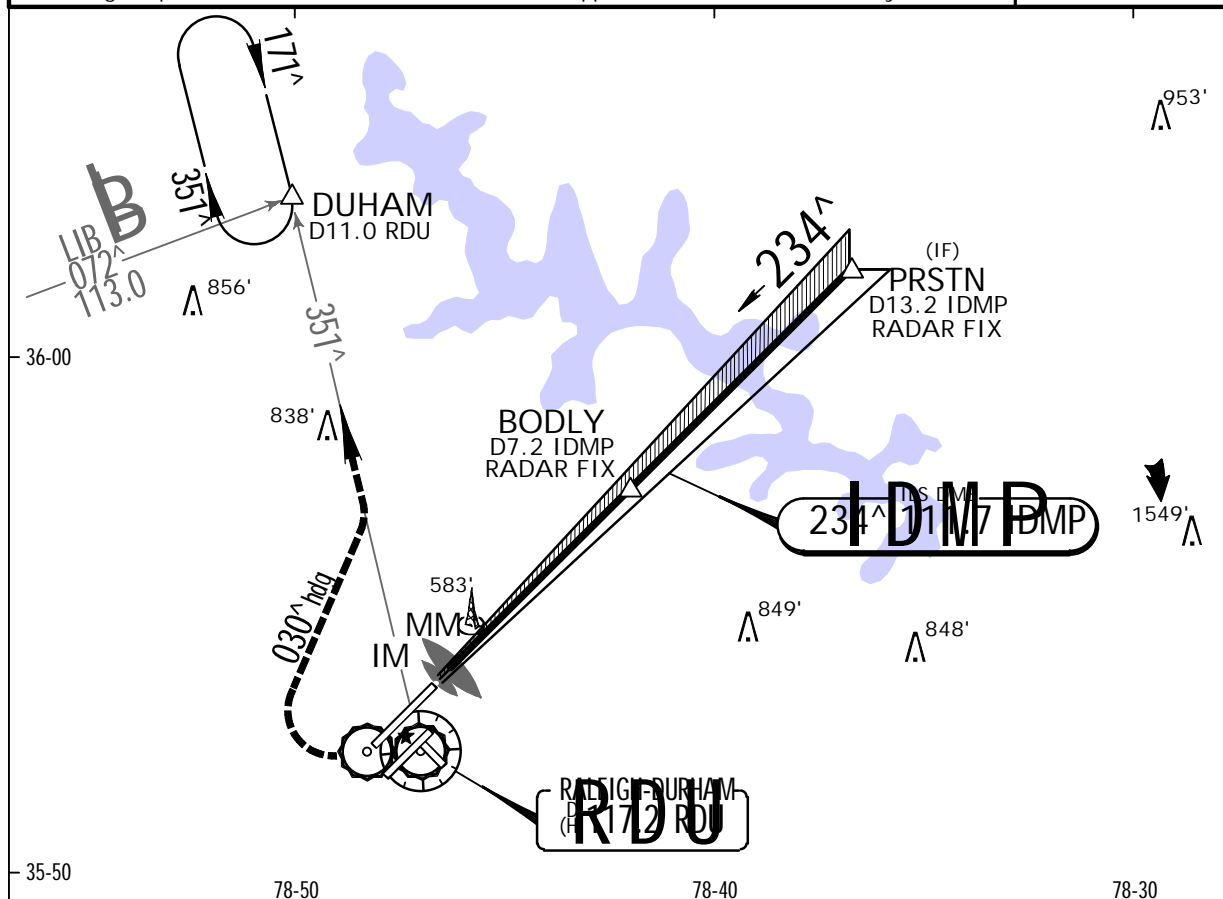
2 MAR 12

(11-4A)

RALEIGH/DURHAM, N CAR
ILS Rwy 23R CAT II & III

BRIEFING STRIP™

D-ATIS		RALEIGH Approach (R)		RALEIGH Tower		Ground	
123.8		128.3		Rwy 5L/23R 119.3	Rwys 5R/23L, 14/32 127.45	Rwy 5L/23R 121.7	Rwys 5R/23L, 14/32 121.9
LOC IDMP 111.7	Final Apch Crs 234^	GS BODLY 2200' (1791')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA RA 105' DA(H) 509'(100')	LS Apt Elev 435' TDZE 409'	3400'
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2100' via 030^ heading and outbound on RDU VOR R-351 to DUHAM INT/D11.0 RDU and hold.							MSA RDU VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Special Aircrew & Acft Certification Required. 2. RADAR required. 3. VGSi and ILS glidepath not coincident. 4. Simultaneous approach authorized with Rwy 23L.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1000'	2100'	030^	RDU	DUHAM
GS	3.00^	377	484	538	646	753	861	PAPI	↑	RT	via hdg and 117.2 R-351	

STRAIGHT-IN LANDING RWY 23R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 105' DA(H) 509'(100')
NA	RVR 6	RVR 7	RVR 12

15 AMEND 11B 8 MAR 2012

KRDU/RDU

RALEIGH-DURHAM INTL

23 MAY 14

(12-1)

JEPPESSEN

RALEIGH/DURHAM, N CAR
RNAV (GPS) Y Rwy 5L

BRIEFING STRIP™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower		Ground
123.8	128.3	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R Rwys 5R/23L, 14/32
119.3	127.45	121.7	121.9	
WAAS Ch 48813 W-05A	Final Apch Crs 052°	Minimum Alt WEPAS 2100' (1715')	LPV DA(H) 596' (211')	Apt Elev 435' TDZE 385'
TAA 30 NM IAF				

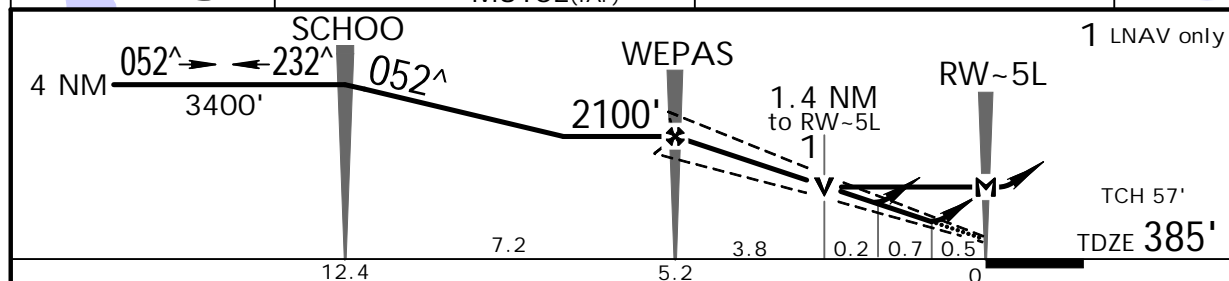
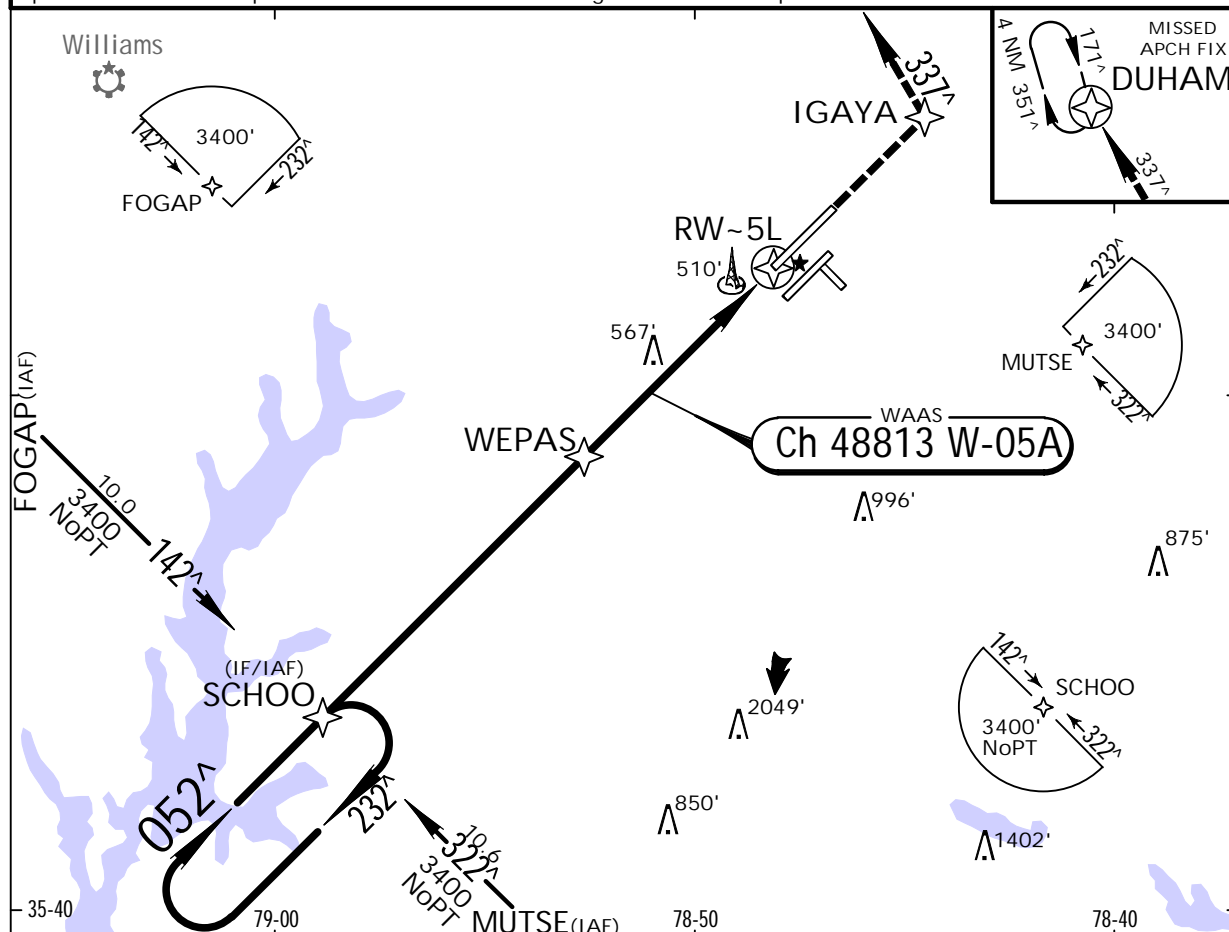
MISSED APCH: Climb to 2100' direct IGAYA and via track 337° to DUHAM and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with ILS or LOC Rwy 5R, RNAV (GPS) Y Rwy 5R, RNAV (RNP) Z Rwy 5R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. LNAV procedure not authorized during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW-5L										

STRAIGHT-IN LANDING RWY 5L					CIRCLE-TO-LAND				
LPV DA(H) 596' (211')		LNAV/VNAV DA(H) 793' (408')		LNAV MDA(H) 880' (495')		CIRCLE-TO-LAND			
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		Max Kts	
A								90	960' (525') -1
B								120	960' (525') -1 1/2
C								140	960' (525') -1 1/2

S AVEND 1A 8 MAR 2012

KRDU/RDU

RALEIGH-DURHAM INTL

23 MAY 14

12-2

JEPPesen

RALEIGH/DURHAM, N CAR
RNAV (GPS) Y'Rwy 5R

RNAV (GPS) Y Rwy 5R

BRIEFING STRIP™

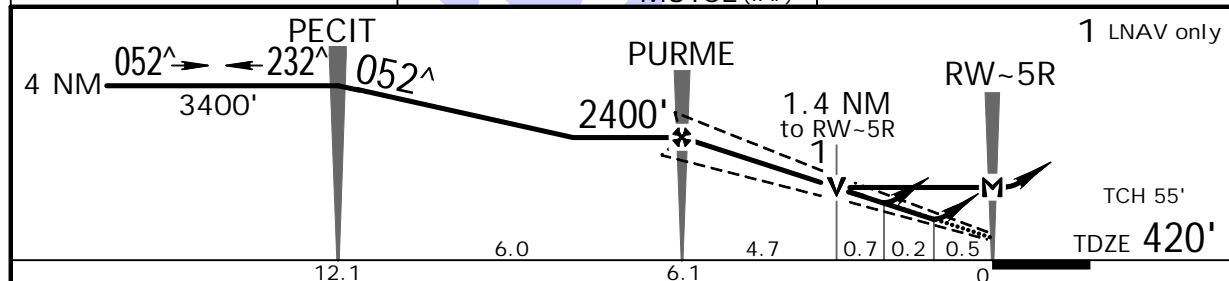
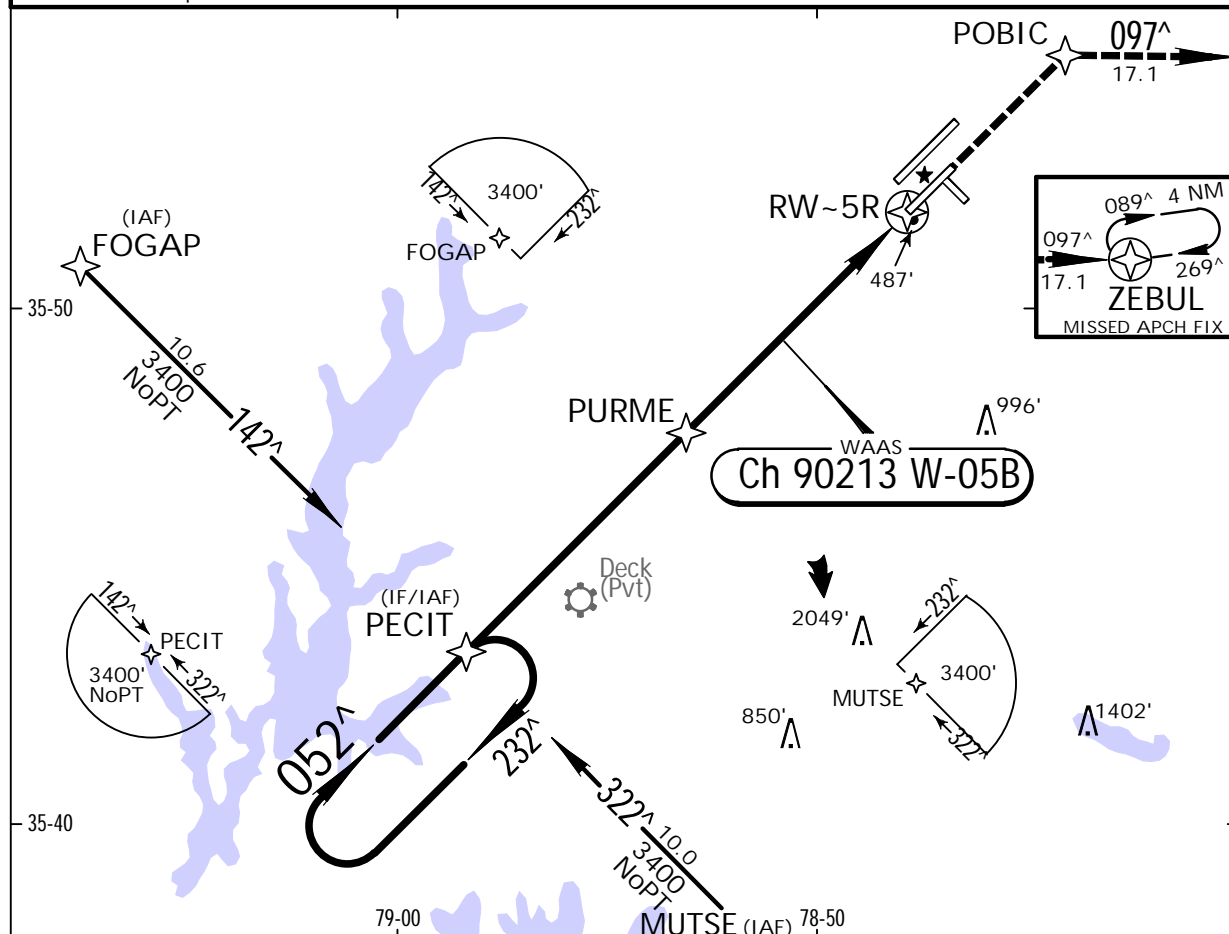
D-ATIS	RALEIGH Approach (R)		RALEIGH Tower		Ground	
123.8	128.3		Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R
			127.45	119.3	121.9	121.7
WAAS Ch 90213 W-05B	Final Apch Crs 052^	Minimum Alt PURME 2400' (1980')	LPV DA(H) 620' (200')	Apt Elev 435' TDZE 420'	TAA 30 NM IAF	
MISSED APCH: Climb to 2600' direct POBIC and on track 097^ to ZEBUL and hold.						

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F). 3. Simultaneous approach authorized with ILS or LOC Rwy 5L, RNAV (GPS) Y Rwy 5L, RNAV (RNP) Z Rwy 5L. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160	<div><div>MALSR</div><div>PAPI</div><div>2600'</div><div><div></div><div>↑</div></div><div><div>⊞→</div></div><div>POBIC</div></div>
Glide Path Angle 3.00^	372	478	531	637	743	849	
MAP at RW-5R							

TERPS.

STRAIGHT-IN LANDING RWY 5R

CIRCLE-TO-LAND

LPV 620' (200')		LNAV/VNAV 690' (270')			LNAV 900' (480')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL out ALS out			RAIL out ALS out					
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	960'(525')-1
B									120	
C										

KRDU/RDU

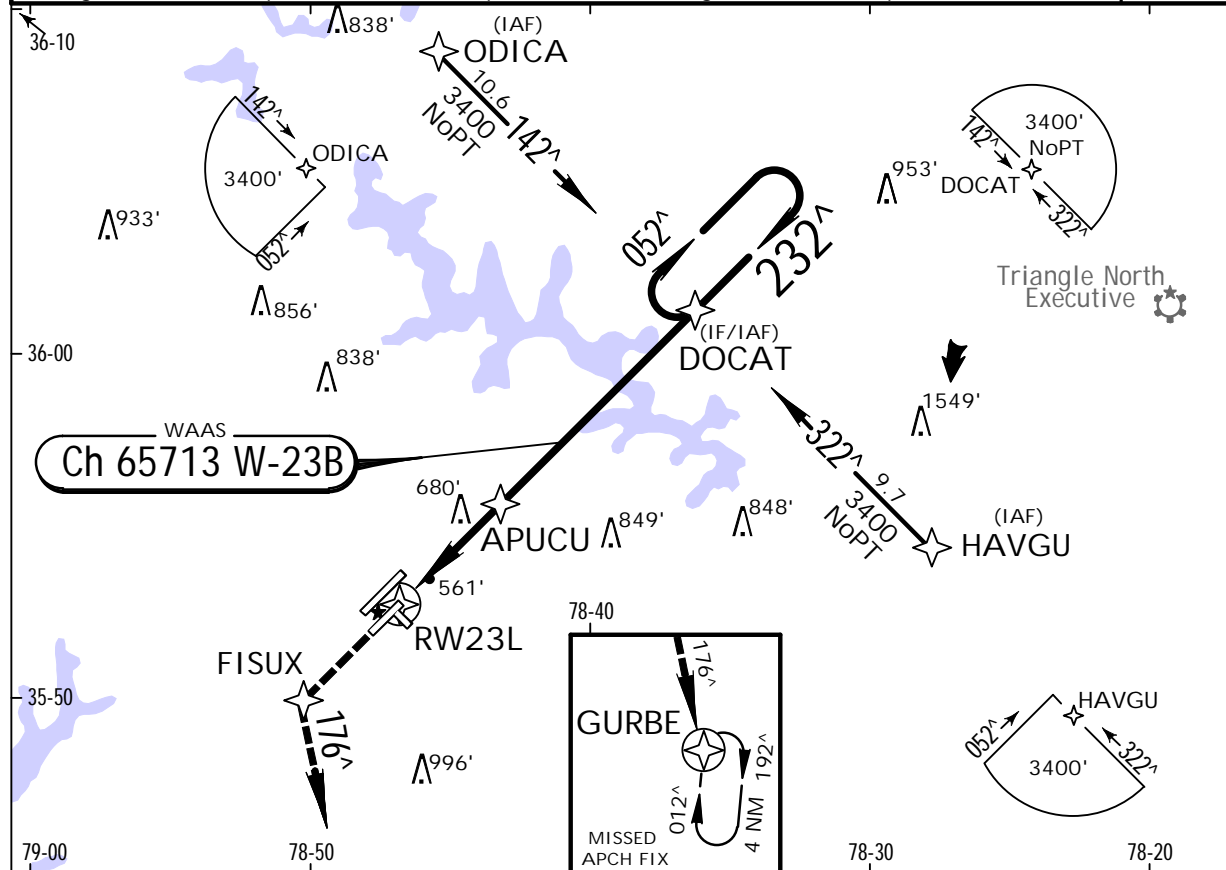
RALEIGH-DURHAM INTL

JEPPESSEN
2 MAR 12 (12-3)

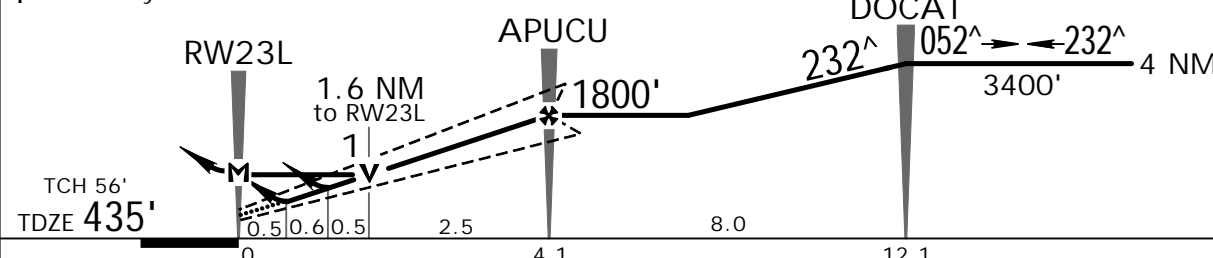
RALEIGH/DURHAM, N CAR
RNAV (GPS) Y Rwy 23L

BRIEFING STRIP™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower		Ground	
123.8	128.3	Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R
127.45	119.3	121.9	121.7		
WAAS Ch 65713 W-23B	Final Appch Crs 232°	Minimum Alt APUCU 1800' (1365')	LPV DA(H) 635' (200')	Apt Elev 435' TDZE 435'	
MISSED APCH: Climb to 3100' direct FISUX and LEFT turn via track 176° to GURBE and hold.					TAA 30 NM IAF
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 23R, ILS Rwy 23R (CAT II & CAT III), RNAV (GPS) Y Rwy 23R, RNAV (RNP) Z Rwy 23R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure NA during simultaneous operations.					



1 LNAV only



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3100'	FISUX
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW23L									

STRAIGHT-IN LANDING RWY 23L				CIRCLE-TO-LAND			
LPV DA(H) 635' (200')		LNAV/VNAV DA(H) 841' (406')		LNAV MDA(H) 1000' (565')		CIRCLE-TO-LAND	
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	90	1000'(565')-1
B				RVR 50 or 1	1 1/2	120	1000'(565')-1 1/2
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2		140	1000'(565')-1 1/2
D				RVR 60 or 1 1/4	1 3/4	165	1060'(625')-2

1'S AMEND 1A 8 MAR 2012

KRDU/RDU
RALEIGH-DURHAM INTL

JEPPESEN
2 MAR 12 (12-4)

RALEIGH/DURHAM, N CAR
RNAV (GPS) Y Rwy 23R

BRIFFING STRIP™

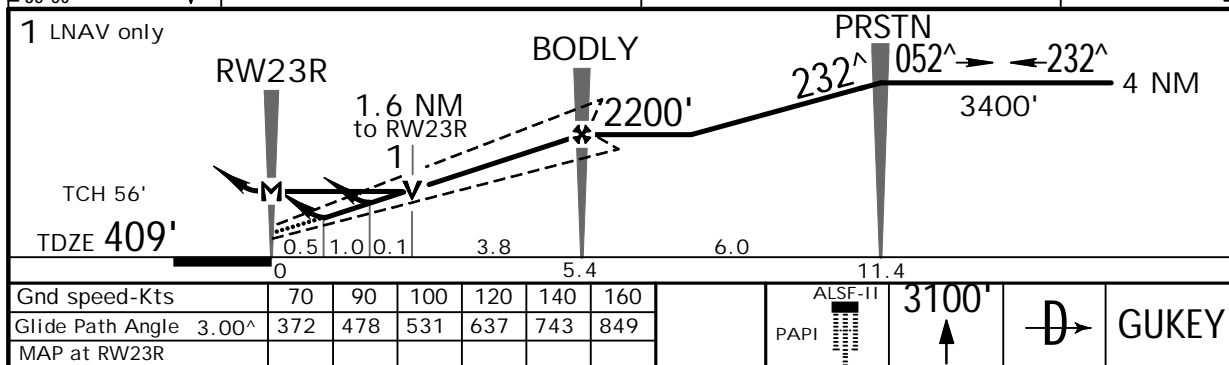
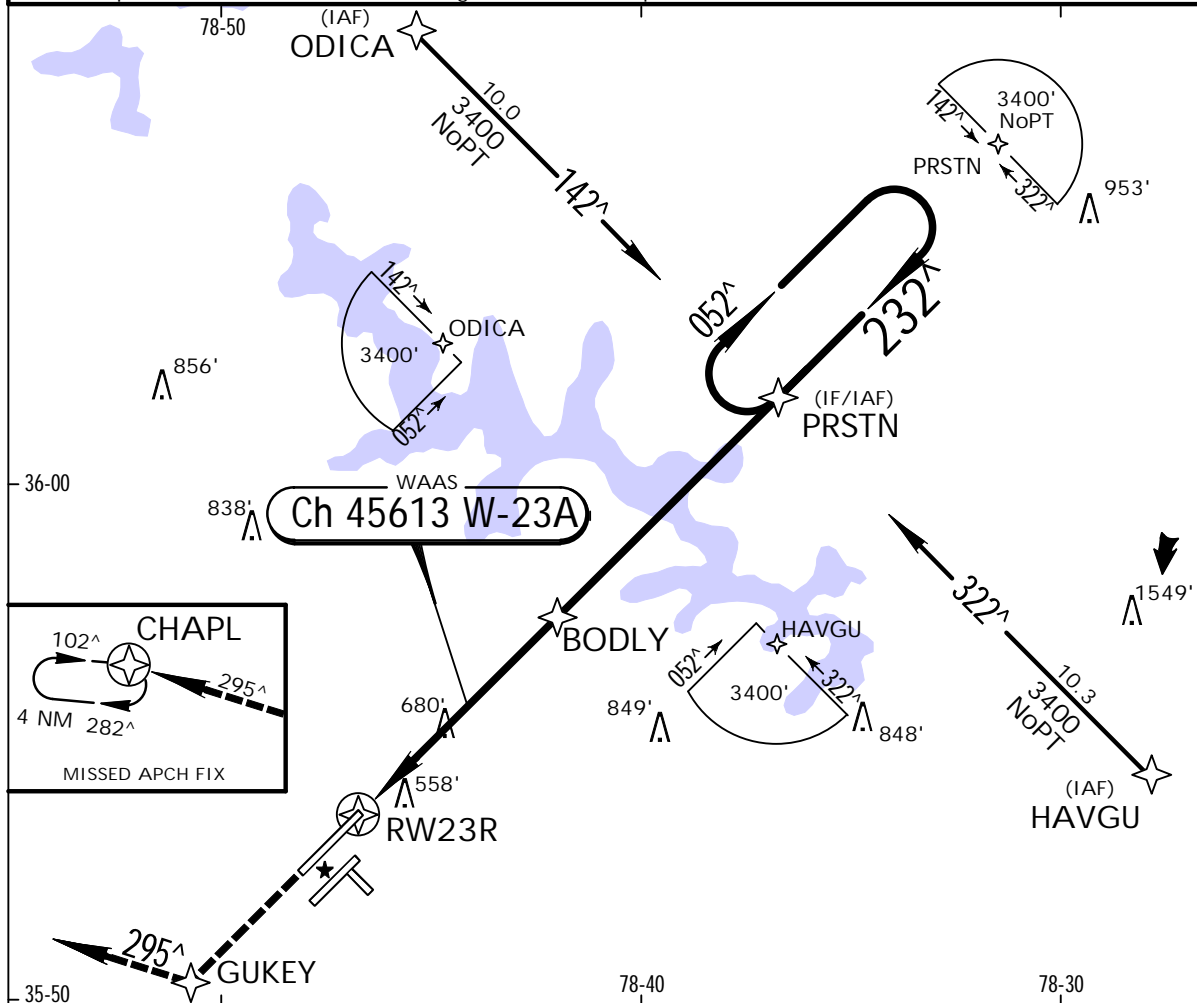
D-ATIS 123.8	RALEIGH Approach (R) 128.3		RALEIGH Tower Rwy 5L/23R 119.3 Rwys 5R/23L, 14/32 127.45		Rwy 5L/23R 121.7	Ground Rwys 5R/23L, 14/32 121.9
WAAS Ch 45613 W-23A	Final Apch Crs 232^	Minimum Alt BODLY 2200' (1791')	LPV DA(H) 609' (200')	Apt Elev 435' TDZE 409'	TAA 30 NM IAF	
<p>MISSED APCH: Climb to 3100' direct GUKEY and RIGHT turn via 295^ track to CHAPL and hold.</p>						

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with ILS or LOC Rwy 23L, RNAV (GPS) Y Rwy 23L, RNAV (RNP) Z Rwy 23L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. LNAV procedure not authorized during simultaneous operations.



STRAIGHT-IN LANDING RWY 23R							CIRCLE-TO-LAND	
LPV DA(H) 609' (200')		LNAV/VNAV DA(H) 927' (518')		LNAV MDA(H) 1000' (591')				
ALS out		ALS out		ALS out		Max Kts	MDA(H)	
A				RVR 24 or 1/2	RVR 50 or 1	90	1000'(565')-1	
B				RVR 50 or 1	1 1/2	120		
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4		140	1000'(565')-1 1/2	

S AMEND 1A 8 MAR 2012

KRDU/RDU

RALEIGH-DURHAM INTL

8 JUL 11

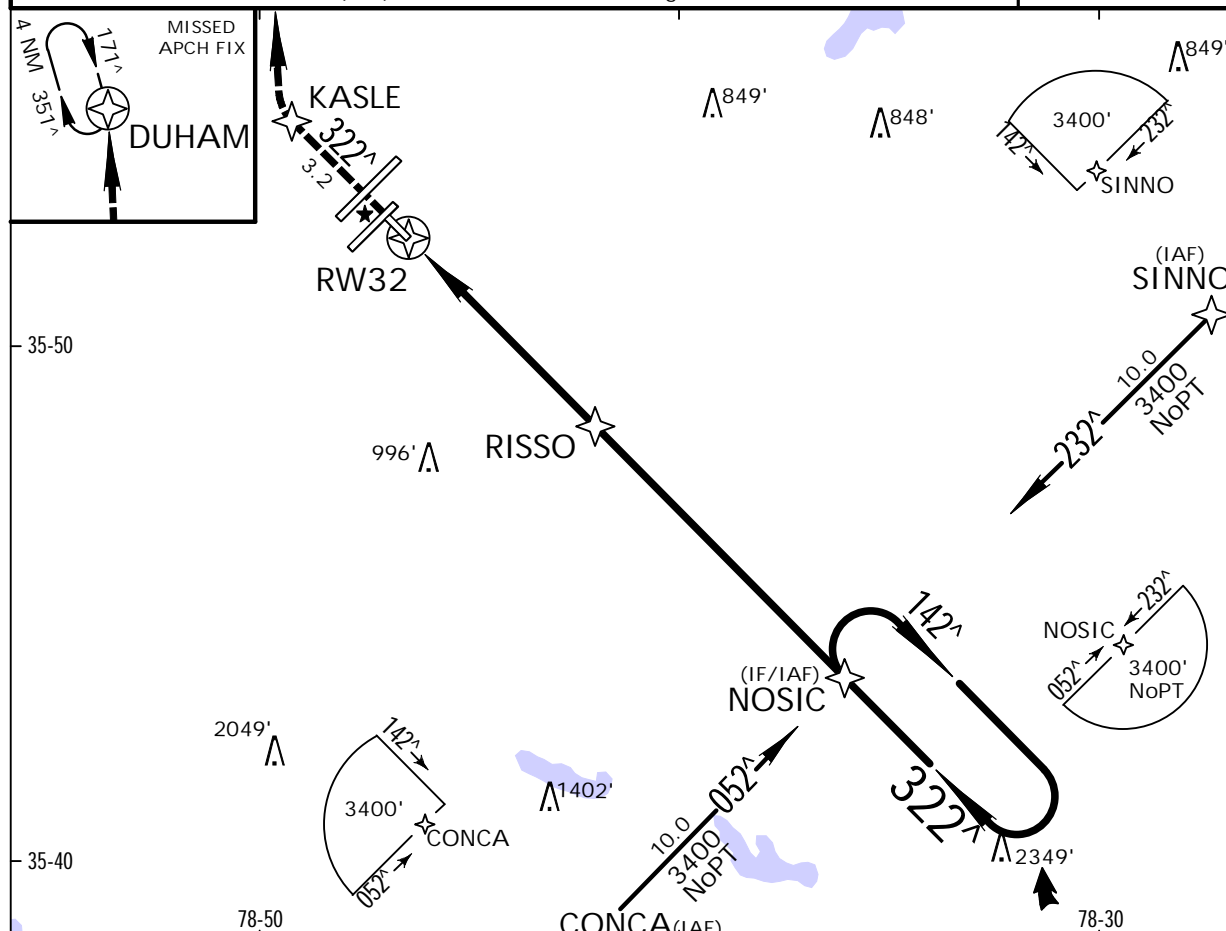
(12-5)

CAT A, B & C

RALEIGH/DURHAM, N CAR
RNAV (GPS) Rwy 32

BRIEFING STRIP

D-ATIS	RALEIGH Approach (R)		RALEIGH Tower		Ground	Rwy 5L/23R
123.8	128.3		Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R
			127.45	119.3	121.9	121.7
RNAV	Final Apch Crs	Minimum Alt RISSO	LNAV/VNAV DA(H)	Apt Elev	TDZE	TAA
	322 [^]	2400' (1971')	820' (391')	435'	429'	30 NM IAF
MISSED APCH: Climb to 2100' via 322 [^] course to KASLE, then RIGHT turn direct to DUHAM and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized below -15°C (5°F). 4. VGSI and descent angles not coincident.						



1 LNAV only		RW32		RISSE		NOSIC		KASLE	
		1.3 NM to RW32		2400'		322 [^] 142 [^]		322 [^] 3400'	
[TCH 45']		0.9		0.4		3.8		6.9	
TDZE 429'		0		5.1		12.0		4 NM	
Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.50°]	434	557	619	743	867	991			
MAP at RW32									
								2100' via 322 [^]	
								KASLE	

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV					
DA(H) 820' (391')		MDA(H) 1000' (571')					
A				Max Kts			
B	1 1/4		1	90		1000' (565') - 1 1/4	
C			1 1/2	120			
D	NA		NA	140		1000' (565') - 1 3/4	
				D		NA	

KRDU/RDU

RALEIGH-DURHAM INTL

23 MAY 14

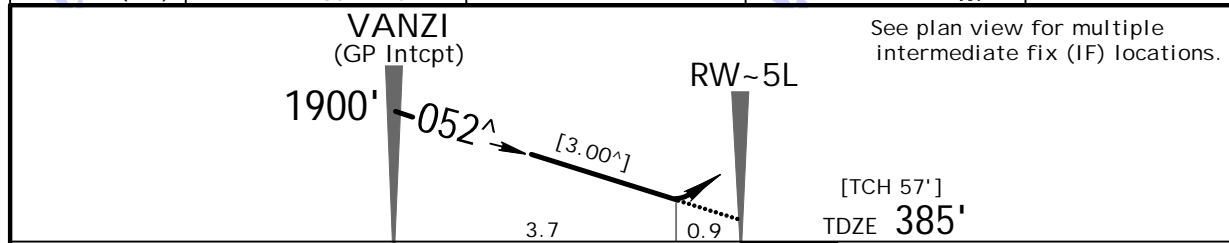
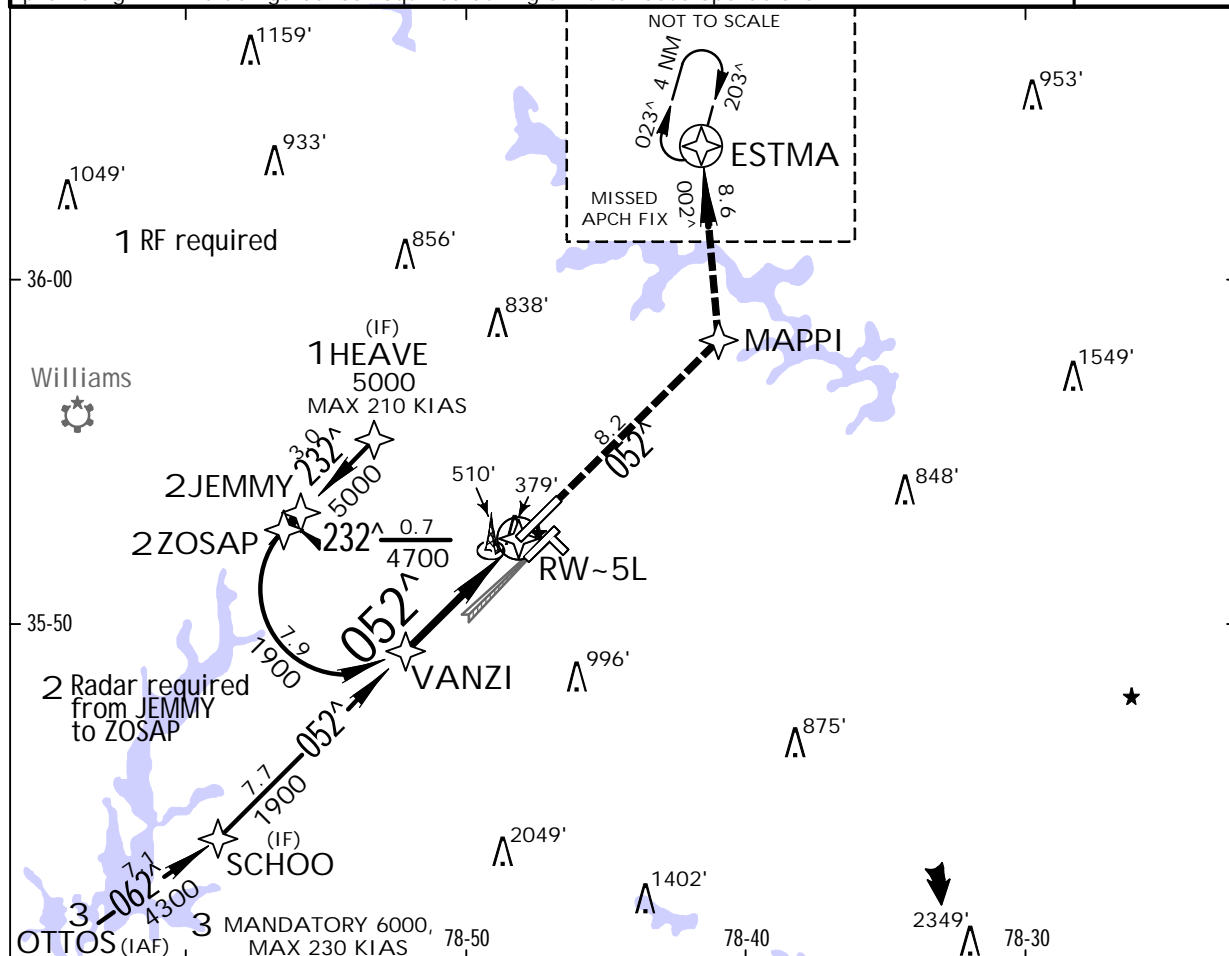
12-20

JEPPESSEN

RALEIGH/DURHAM, N CAR
RNAV (RNP) Z Rwy 5L

BRIEFING STRIP

D-ATIS 123.8	RALEIGH Approach (R) 128.3	RALEIGH Tower Rwy 5L/23R 119.3 Rwys 5R/23L, 14/32 127.45		Rwy 5L/23R 121.7 Rwys 5R/23L, 14/32 121.9	Ground
RNAV	Final Apch Crs 052^	Minimum Alt VANZI 1900'(1515')	RNP 0.10 DA(H) 727'(342')	Apt Elev 435' TDZE 385'	<div>3400'</div> <div>MSA RW-5L</div>
MISSED APCH: Climb to 3000' on track 052^ to MAPPI and on track 002^ to ESTMA and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems procedures not authorized below -9°C (16°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with ILS or LOC Rwy 5R, RNAV (GPS) Y Rwy 5R, except for arrivals at HEAVE. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' on 052 [^]	MAPPI
Descent Angle [3.00 [^]]	372	478	531	637	743	849			
MAP at DA									

TERPS		STRAIGHT-IN LANDING RWY 5L		STRAIGHT-IN LANDING RWY 5L	
RNP 0.10 DA(H) 727' (342')		RNP 0.30 DA(H) 821' (436')		RNP 0.30 DA(H) 821' (436')	
RAIL out		ALS out		RAIL out	
A					
B					
C	RVR 30 or 5/8	RVR 40 or 3/4	RVR 60 or 1/8	RVR 50 or 1	1 3/8

S. AMEND 2A 29 MAY 2014

KRDU/RDU

RALEIGH-DURHAM INTL

23 MAY 14

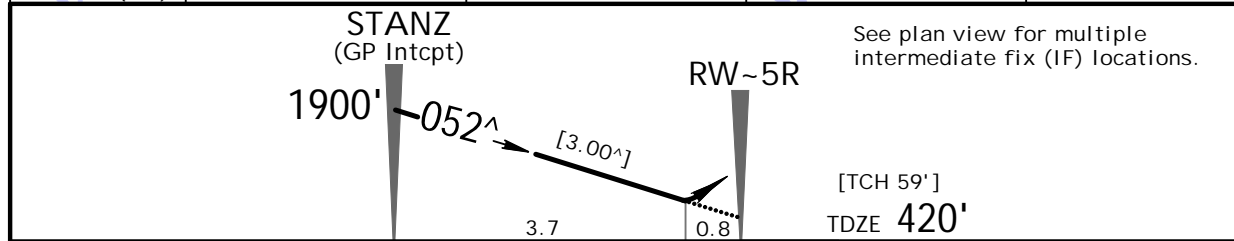
(12-21)

JEPPESSEN

RALEIGH/DURHAM, N CAR
RNAV (RNP) Z Rwy 5R

BRIEFING STRIP™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower		Ground	Rwy 5L/23R
123.8	128.3	Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R
		127.45	119.3	121.9	121.7
RNAV	Final Apch Crs	Minimum Alt STANZ	RNP 0.30 DA(H)	Apt Elev 435' TDZE 420'	
	052^	1900' (1480')	732' (312')		
MISSED APCH: Climb to 3000' on track 052^ to HOKEB and on track 076^ to HIKOR and hold.					3400'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 54^C (130^F). 4. Simultaneous approach authorized with ILS or LOC Rwy 5L, RNAV (GPS) Y Rwy 5L, except for arrivals at STINT. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.					MSA RW-5R



Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	052^	HOKEB
Descent Angle [3.00^]	372	478	531	637	743	849		PAPI			
MAP at DA											

TERPS.			STRAIGHT-IN LANDING RWY 5R		
			RNP 0.30		
			DA(H) 732' (312')		
			RAIL out		
			ALS out		
A					
B					
C	RVR 24 or 1/2		RVR 40 or 3/4		RVR 50 or 1

PS AMEND 2A 29 MAY 2014

KRDU/RDU

RALEIGH-DURHAM INTL

23 MAY 14

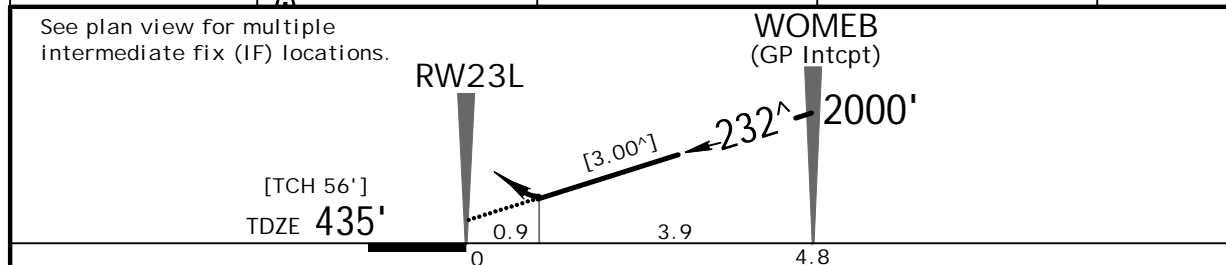
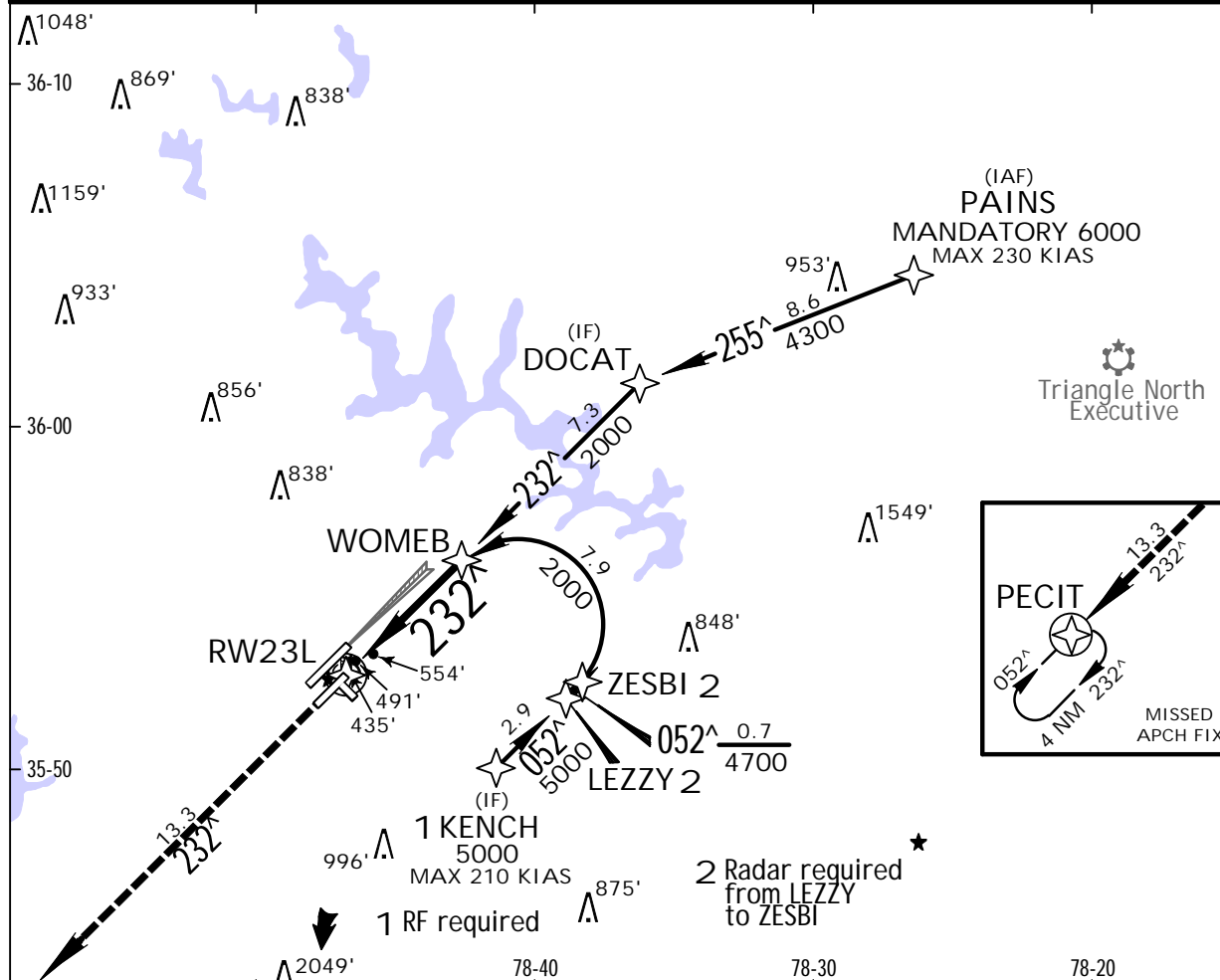
(12-22)

JEPPESSEN

RALEIGH/DURHAM, N CAR
RNAV (RNP) Z Rwy 23L

BRIEFING STRIP™

D-ATIS	RALEIGH Approach (R)	RALEIGH Tower		Ground	Rwy 5L/23R
123.8	128.3	Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R
		127.45	119.3	121.9	121.7
RNAV	Final Apch Crs	Minimum Alt WOMEB	RNP 0.10 DA(H)	Apt Elev 435'	
	232^	2000' (1565')	774' (339')	TDZE 435'	
MISSED APCH: Climb to 3300' on track 232^ to PECIT and hold.					3400'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 54°C (130°F).					
4. Simultaneous approach authorized with ILS or LOC Rwy 23R, ILS Rwy 23R (CAT II & CAT III), RNAV (GPS) Y Rwy 23R, except for arrivals at KENCH. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.					MSA RW23L



Gnd speed-Kts	70	90	100	120	140	160		MALSR	3300'	232^	PECIT
Descent Angle [3.00°]	372	478	531	637	743	849		PAPI	↑		
MAP at DA											

TERPS				STRAIGHT-IN LANDING RWY 23L			
RNP 0.10		RNP 0.30		RNP 0.10		RNP 0.30	
DA(H) 774' (339')		DA(H) 870' (435')		DA(H) 774' (339')		DA(H) 870' (435')	
RAIL out		ALS out		RAIL out		ALS out	
A							
B							
C	RVR 40 or 3/4	RVR 60 or 1/8		RVR 50 or 1		1 3/8	

3. AMEND 2A 29 MAY 2014

KRDU/RDU

RALEIGH-DURHAM INTL

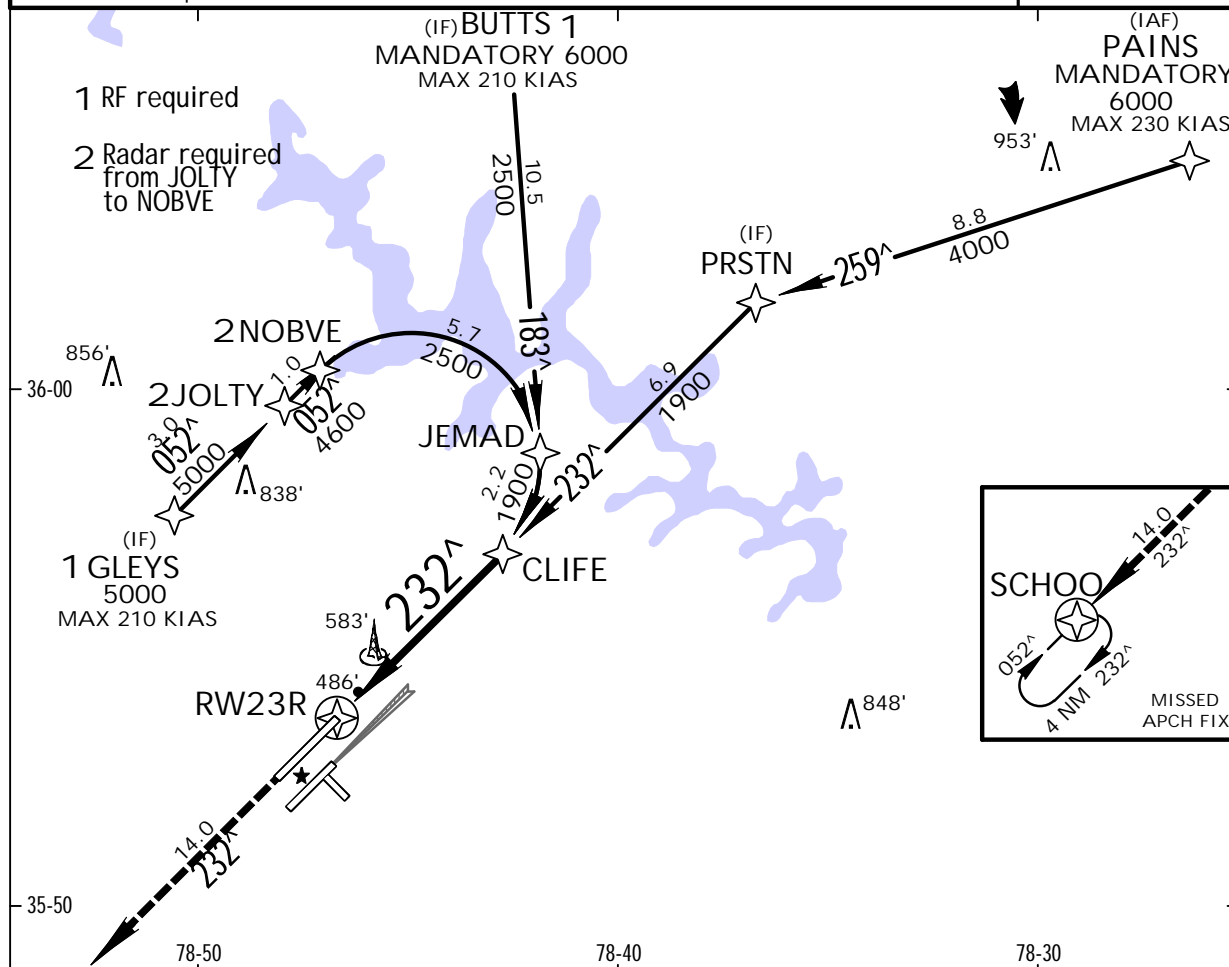
23 MAY 14

12-23

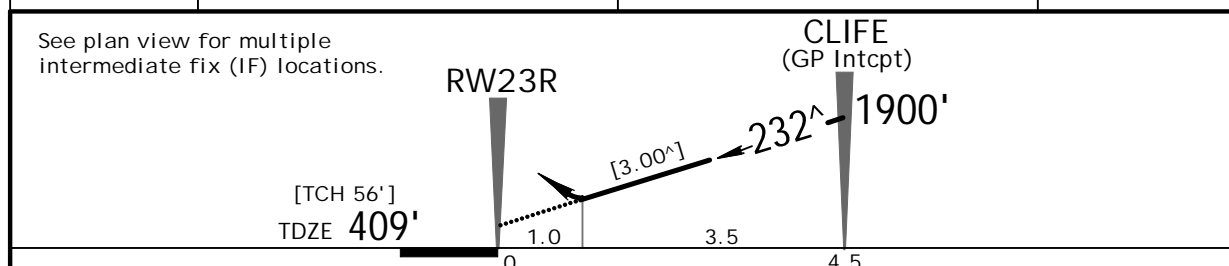
RALEIGH/DURHAM, N CAR
RNAV (RNP) Z Rwy 23R

BRIEFING STRIP

D-ATIS 123.8	RALEIGH Approach (R) 128.3	RALEIGH Tower Rwy 5L/23R 119.3	Rwys 5R/23L, 14/32 127.45	Rwy 5L/23R 121.7	Ground Rwys 5R/23L, 14/32 121.9
RNAV	Final Apch Crs 232 [^]	Minimum Alt CLIFE 1900' (1491')	RNP 0.15 DA(H) 779' (370')	Apt Elev 435' TDZE 409'	3400' MSA RW23R
MISSED APCH: Climb to 3000' on track 232 [^] to SCHOO and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (16°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with ILS or LOC Rwy 23L, RNAV (GPS) Y Rwy 23L, except for arrivals at GLEYS and BUTTS. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.					



See plan view for multiple
intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	232 [^]	SCHOO
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	↑	on	
MAP at DA										

TERPS.				STRAIGHT-IN LANDING RWY 23R			
RNP 0.15 DA(H) 779' (370')				RNP 0.30 DA(H) 978' (569')			
ALS out				ALS out			
A							
B							
C	RVR 40 or 3/4			1 1/4			1 1/2

AS AMEND 2A 29 MAY 2014

KRDU/RDU

RALEIGH-DURHAM INTL

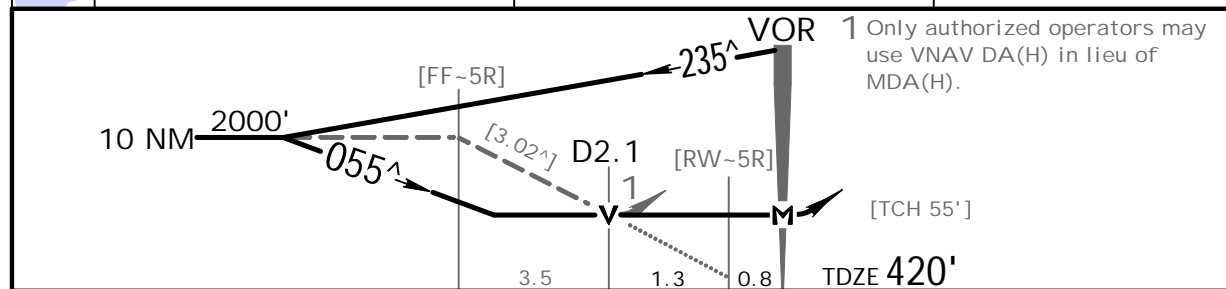
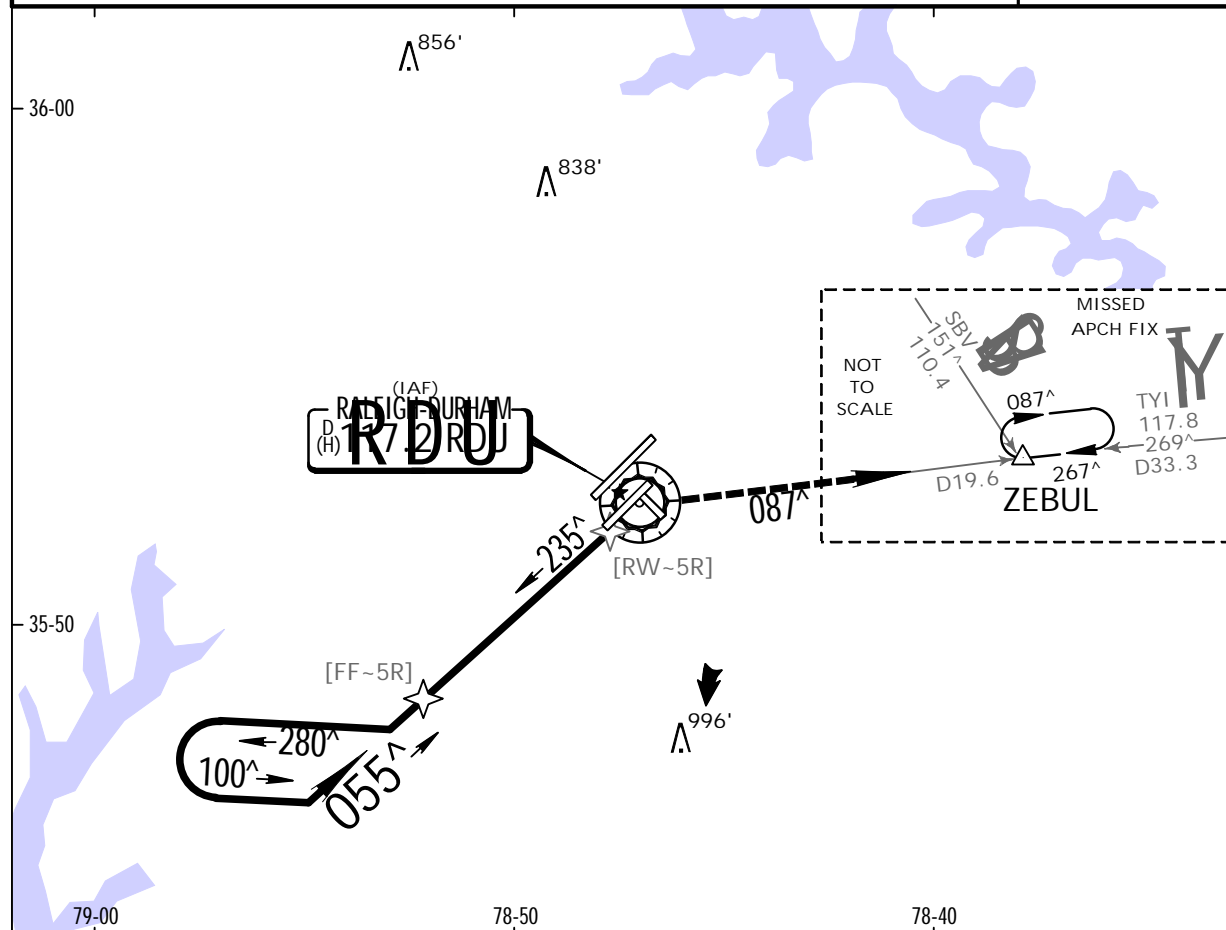
JEPPESEN

22 JUL 11 (13-1)

RALEIGH/DURHAM, N CAR
VOR Rwy 5R

BRIEFING STRIP™

D-ATIS	RALEIGH Approach (R)		RALEIGH Tower		Ground	
123.8	128.3		Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R
			127.45	119.3	121.9	121.7
VOR RDU 117.2	Final Apch Crs 055 [^]	No FAF	MDA(H) 940' (520')	Apt Elev 435'	3400'	
				TDZE 420'		
MISSED APCH: Climbing RIGHT turn to 2500' outbound via RDU VOR R-087 to ZEBUL INT and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA RDU VOR



Gnd speed-Kts	70	90	100	120	140	160	<div><div>MALSR</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div></div></div>	<div><div>2500'</div><div><div></div><div>RT</div></div><div><div>via</div><div>R-087</div></div></div>	<div><div>RDU</div><div>117.2</div></div>	ZEBUL
Descent angle [3.02^]	374	481	534	641	748	855				
MAP at VOR										

STRAIGHT-IN LANDING RWY 5R				CIRCLE-TO-LAND			
MDA(H) 940' (520')							
		RAIL out	ALS out	Max Kts	MDA(H)		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	980' (545') - 1		
B				120			
C	RVR 50 or 1		1 1/2	140	980' (545') - 1 1/2		
D	RVR 60 or 1 1/4		1 3/4	165	1060' (625') - 2		

KRDU/RDU

RALEIGH-DURHAM INTL



JEPPESSEN

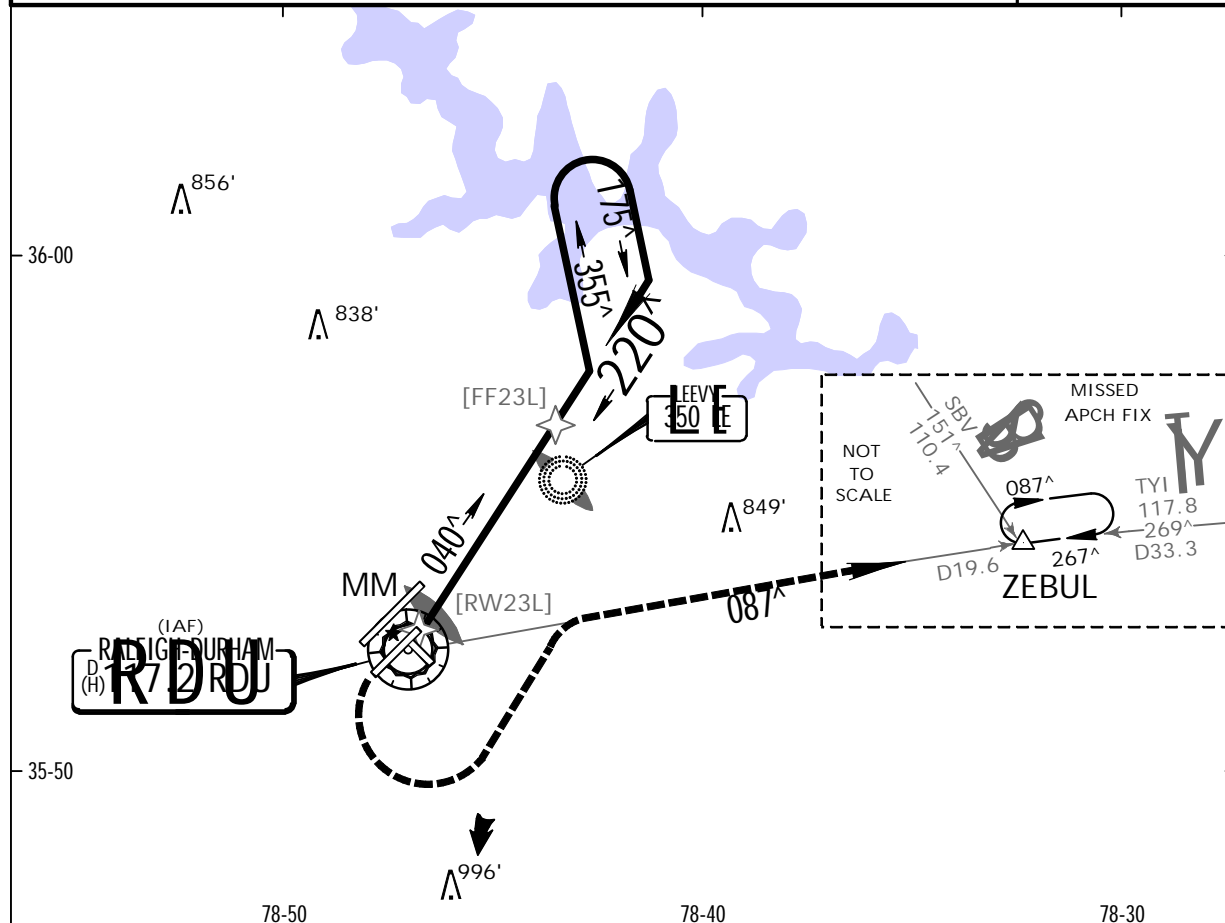
22 JUL 11

(13-2)

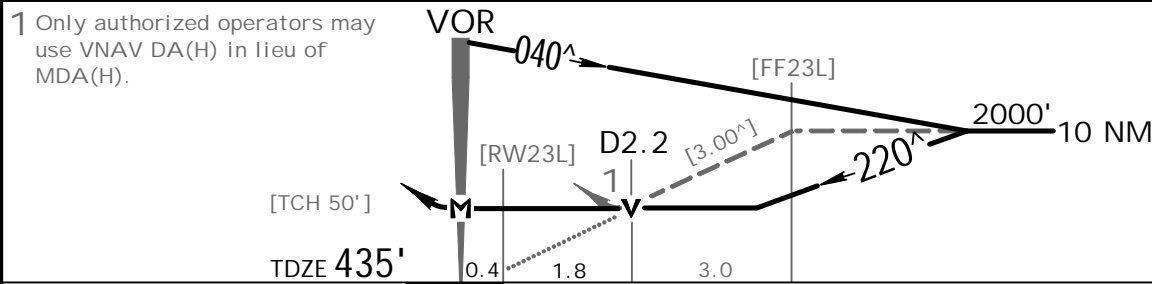
RALEIGH/DURHAM, N CAR
VOR Rwy 23L

BRIEFING STRIP™

D-ATIS	RALEIGH Approach (R)		RALEIGH Tower		Ground	
123.8	128.3		Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R
			127.45	119.3	121.9	121.7
VOR RDU 117.2	Final Apch Crs 220 [^]	No FAF	MDA(H) 1060' (625')	Apt Elev 435'	3400'	
				TDZE 435'		
MISSED APCH: Climbing LEFT turn to 2500' outbound via RDU VOR R-087 to ZEBUL INT and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA RDU VOR



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



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

MALSR	2500'	RDU	ZEBUL
PAPI	LT	via 117.2 R-087	

STRAIGHT-IN LANDING RWY 23L				CIRCLE-TO-LAND	
MDA(H) 1060' (625')					
	RAIL out	ALS out	Max Kts	MDA(H)	
A	RVR 24 or 1/2	RVR 40 or 3/4	90	1060' (625') - 1	
B			120		
C	RVR 60 or 1/4	1 3/4	140	1060' (625') - 1 3/4	
D	1 1/2	2	165	1060' (625') - 2	

14 D

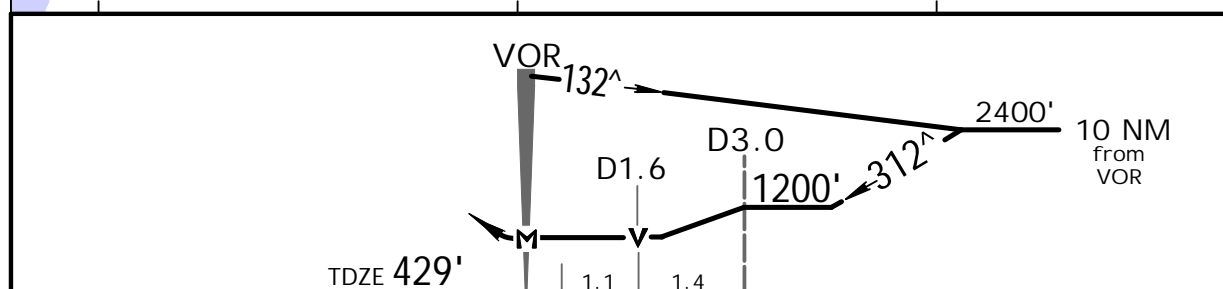
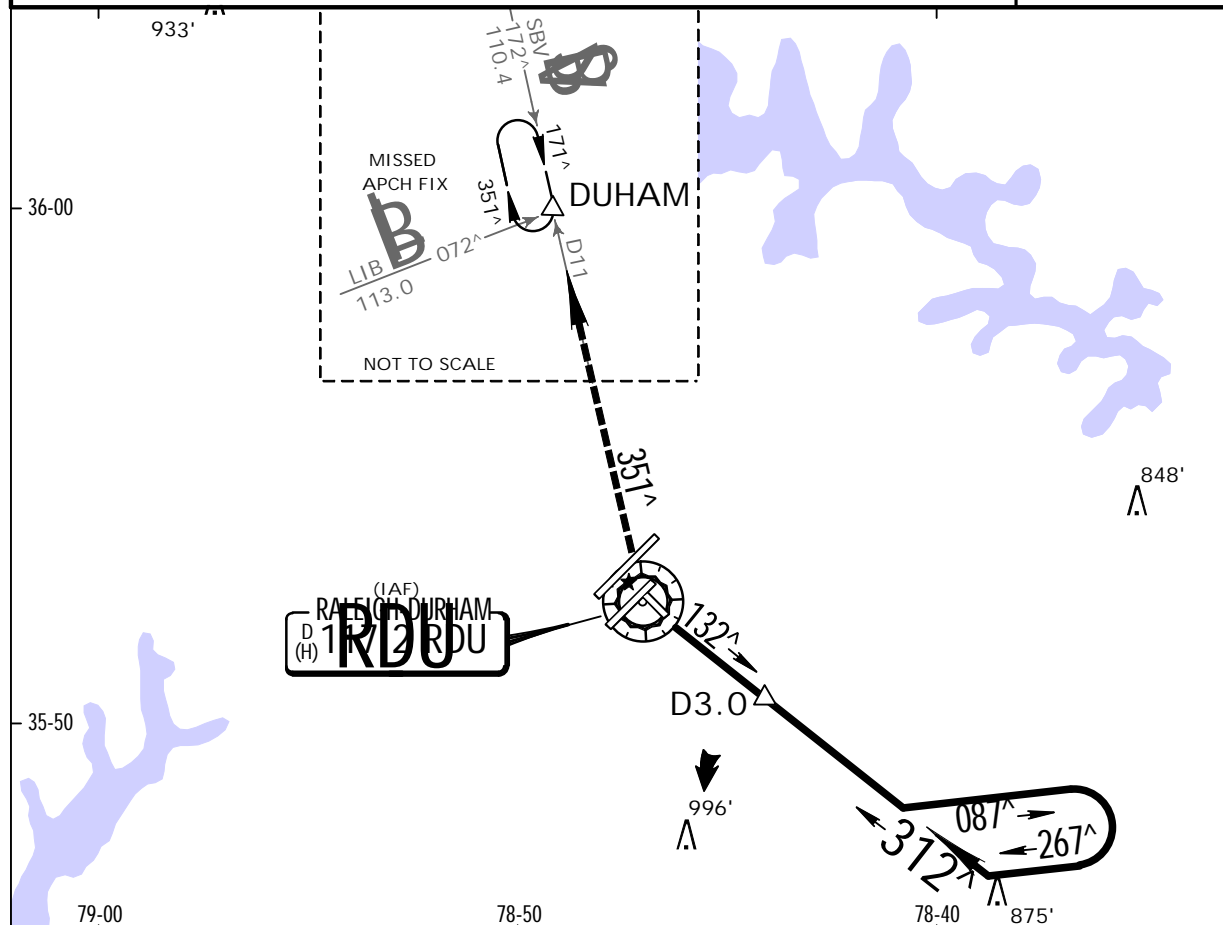
KRDU/RDU
RALEIGH-DURHAM INTL

**JEPPESEN**

12 SEP 14 (13-3)

RALEIGH/DURHAM, N CAR
VOR Rwy 32

D-ATIS	RALEIGH Approach (R)		RALEIGH Tower		Ground	
			Rwys 5R/23L, 14/32	Rwy 5L/23R	Rwys 5R/23L, 14/32	Rwy 5L/23R
123.8	128.3		127.45	119.3	121.9	121.7
VOR RDU	Final Apch Crs	Minimum Alt D3.0	MDA(H) (CONDITIONAL)	Apt Elev 435'		
117.2	312^	1200' (771')	860' (431')	TDZE 429'		
MISSED APCH: Climbing RIGHT turn to 2200' on RDU VOR R-351 to DUHAM INT and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Helicopter visibility reduction below 3/4 SM not authorized.						

[illegible]

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
MDA(H) 860' (431')		MDA(H) 1200' (771')		With D3.0		Without D3.0	
With D3.0		Without D3.0		Max Kts.	MDA(H) _____	MDA(H) _____	
A	1	1		90	980' (545') - 1	1200' (765') - 1	
B		1¼		120		1200' (765') - 1¼	
C	1¼	2¼		140	980' (545') - 1½	1200' (765') - 2¼	
D	1½	2½		165	1060' (625') - 2	1200' (765') - 2½	