

## NEWARK (EWR/KEWR)

Elevation 18ft

### CATEGORY A

AV brief – not required

### GENERAL

- Newark International is located 8 nm SW of New York City.
- Airfield is surrounded by densely populated, noise sensitive communities on all sides.

### Threats

#### CFIT

- Empire State Building 1,522ft asl is 9 nm NE.
- The One World Trade Center 1,776ft asl is 7 nm NE.

#### Mid Air Collision

- Very busy air traffic environment with airports La Guardia 14 nm NE and JFK 16 nm E.
- Parachute jumping acft operate in the vicinity of Calverton (CCC VOR) up to 13,500ft and also glider activity may be in operation in the vicinity of SHAFF VOR.

#### Special Considerations

- BAV has experienced a significant number of TCAS events in New York en-route and terminal airspace and on approach to JFK.
- Crews should be aware of the heightened possibility of TCAS RAs and brief accordingly.
- Due to the volume and complexity of air traffic it is common for arrival aircraft to be vectored into New York Class B airspace and then out again. Areas where crews can expect to be vectored outside the Class B once they have been in it and areas where large numbers of commercial and corporate aircraft can be expected include:
  1. On Rwy 22L/R, South of Sparta VOR, between 5,000ft and 7,000ft.
  2. On vectors for Rwy 11, West of Chatham NDB, in the vicinity of the localiser, below Class B at 2,000ft.
  3. On Rwy 4L/R, North of Robbinsville VOR, vectors outside of Class B at 3,000ft and 4,000ft and below Class B at 2,000ft.

### ARRIVAL

#### Diversions Airports

NEW YORK	JFK/KJFK	018 nm/100°T	CAT B
PHILADELPHIA	PHL/KPHL	070 nm/225°T	CAT A
WASHINGTON	IAD/KIAD	184 nm/235°T	CAT B
BOSTON	BOS/KBOS	174 nm/055°T	CAT B

Others that may be used: Baltimore, Montreal, Toronto, Detroit, Chicago and Windsor Locks.

## Initial Approach

- The STARs contain expected flight levels and altitudes; these are a useful guide to planning the descent.
- Visual Stadium Rwy 29 approved for all fleets. Use FMC RNVV29 for Boeing and RNV29V for Airbus. The approach has a non-charted RF leg between SLIMR and CHUMR. It provides an accurate point to turn on finals to follow a coded 3° glidepath allowing full use of automatics.
- If fuel reserves are low advise ATC in good time.
- Diversions take about 15 mins to arrange.
- LIDO STAR charts show waypoints by which crew can expect radar vectors for final approach. These waypoints are not the end of the STAR and, in the absence of radar vectors, ATC expect crew to continue following the published STAR.
- Last minute RUNWAY CHANGES are FREQUENT, necessitating rapid re-briefing for a different approach.

### BAV Crew Reports

#### **ATC Speed Requirements**

- Reports have been received of ATC requesting crew to maintain high approach speeds (e.g. Rwy 22L ILS – 180 kts to BUZZD at 4.6d).
- Proactive management of approach energy is required to avoid rushed or unstable approaches.

### GROUND

- Terminal B2 Stand 53 – When taxiing on Twy RD for Stand 53, reports have been received of a new taxi line which cuts the corner onto stand – possibly infringing Stand 54 and parking the aircraft such that the jetty cannot be attached. Exercise caution and follow marshaller instructions to position aircraft on the painted stand centreline.
- Contact Speedbird Newark as required and, if necessary, stop and request follow-me guidance onto stand.
- Terminal B2 Stands 54/55 – Access to Stands 54/55 from Twys A or B must be via Twy DL and not via Twys RD or RE. Exercise caution when taxiing south on Twy A as aircraft parked on Stand 55 will obscure Stand 54 until almost abeam.
- Identify taxiway, stand and markings prior to entering Apron B2. Request follow-me guidance if required.

### WEATHER

- SUMMER – Warm with occasional heat-waves.
- Thunderstorms most prevalent May to Sep.
- A risk of Sea Fog in Apr and May.
- WINTER – Cold with snow, sleet or rain from E coast depressions. Heavy snow falls a possibility.
- Slow moving warm fronts just off the coast bring low cloud and poor vis which can be persistent.
- Washington is usually the most reliable alternate during widespread poor weather conditions.

## OPERATIONAL INFORMATION

Handling Agent	BA (above wing)/dnata ground services (below wing)
Handling Agent VHF	BA 129.15 Port Authority 122.85
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times