

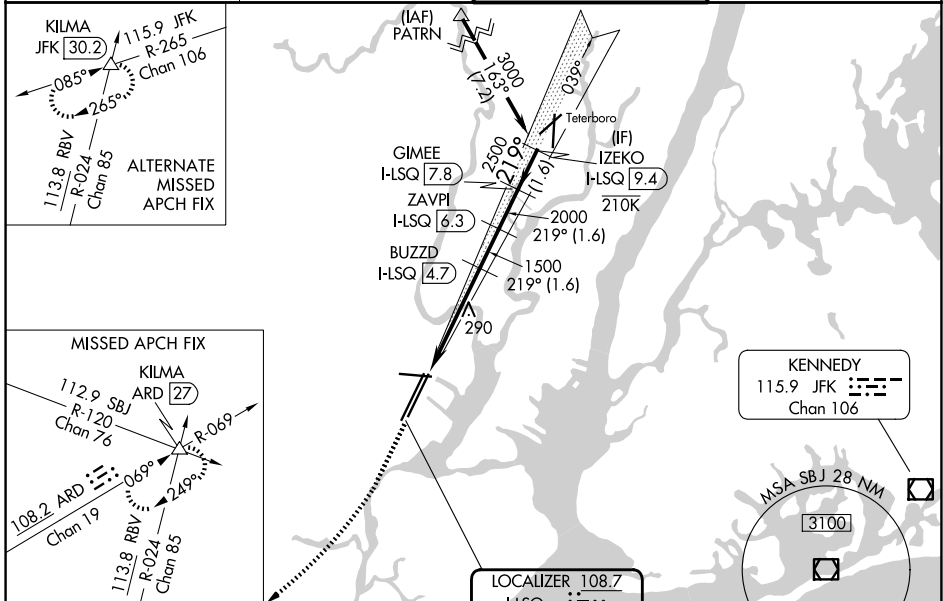
| | | | | |
|----------------|-------------|----------|-----------|-----------|
| LOC/DME I-LSQ | APP CRS | Rwy Ldg | 22L | 22R |
| 108.7 | 219° | TDZE | 10 | 10 |
| Chan 24 | | Apt Elev | 18 | 18 |

ILS or LOC RWY 22L

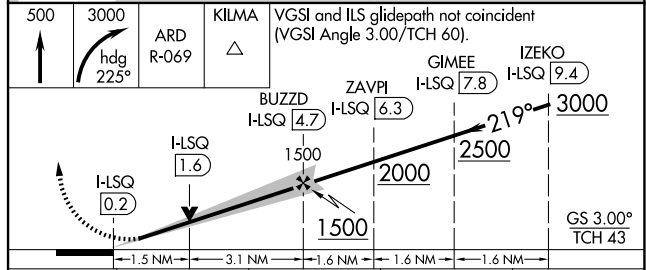
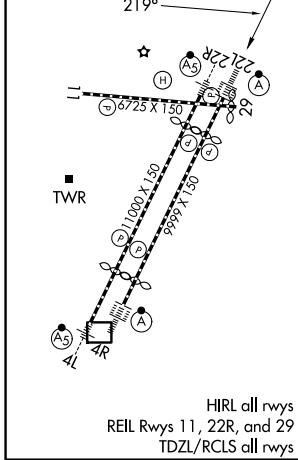
NEWARK LIBERTY INTL (EWR)

| | | | |
|--|------------|-----------|---|
| RNP APCH - GPS. From PATRN. | 22L ALSF-2 | 22R MALSR | MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069° to KILMA INT/ARD 27 DME and hold. |
| DME required. Aircraft not GPS equipped - RADAR required for procedure entry. | | | |
| <p>▼ Circling NA south of Rwy 11-29. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.</p> <p>▲ Caution, departing TEB Rwy 24 traffic climbing to 1500' MSL.</p> | | | |

| | | | |
|--------------------------------|---------------------------------------|------------------------------------|-------------------------|
| D-ATIS 115.7 134.825 | NEWARK APP CON 128.55 379.9 | NEWARK TOWER 118.3 257.6 | GND CON 121.8 |
|--------------------------------|---------------------------------------|------------------------------------|-------------------------|



| | | | |
|---------|----------|-------------|-------------|
| ELEV 18 | D | TDZE 22L 10 | TDZE 22R 10 |
|---------|----------|-------------|-------------|



| | | | | |
|------------------|----------------------|---------------|---------------------------|-----------------------|
| CATEGORY | A | B | C | D |
| S-ILS 22L | 210/18 200 (200-1/2) | | | |
| S-LOC 22L | 540/24 | 530 (600-1/2) | 540/55 | 530 (600-1) |
| SIDESTEP RWY 22R | 540/55 530 (600-1) | | | 540-1/2 530 (600-1/2) |
| CIRCLING | 660-1 | 642 (700-1) | 900-2 3/4 882 (900-2 3/4) | 900-3 882 (900-3) |