ILS or LOC RWY 22L

NEWARK LIBERTY INTL (EWR)

LOC/DME I-LSQ	APP CRS	Rwy Ldg	22L	22R
108.7	219°		8205	9559
Chan 24		TDZE	10	10
		Apt Elev	18	18

RNP APCH - GPS. From PATRN.

DME required. Aircraft not GPS equipped - RADAR required for procedure entry.

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. Caution, departing TEB Rwy 24 traffic climbing to 1500' MSL.

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.

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

KILMA
JFK 30.2
115.9 JFK
R-265
Chan 106
085°
265°
113.8 RBV
R-024
Chan 85
ALTERNATE MISSED APCH FIX

(IAF)
PATRN
3000
033°
213°
Teterboro
(IF)
IZEKO
I-LSQ 9.4
210K
GIMEE
I-LSQ 7.8
2500
219°
(11.6)
ZAVPI
I-LSQ 6.3
2000
219° (1.6)
BUZZD
I-LSQ 4.7
1500
219° (1.6)
290

MISSED APCH FIX
KILMA
ARD 27
112.9 SBJ
R-120
Chan 76
R-069
108.2 ARD
Chan 19
069°
249°
113.8 RBV
R-024
Chan 85

KENNEDY
115.9 JFK
Chan 106
MSA SBJ 28 NM
3100

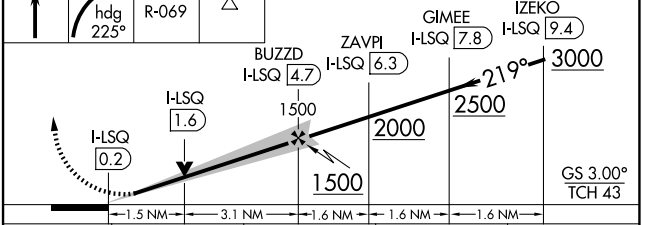
LOCALIZER 108.7
I-LSQ
Chan 24

ELEV 18 D
TDZE 22L 10
TDZE 22R 10

219°
22L 22R
11
6/25 X 150
29
TWR
11000 X 150
9966 X 150
4L 4R

500	3000 hdg 225°	ARD R-069	KILMA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).



CATEGORY	A	B	C	D
S-ILS 22L	210/18 200 (200-½)			
S-LOC 22L	540/24 530 (600-½)		540/55 530 (600-1)	
SIDESTEP RWY 22R	540/55 530 (600-1)			540-1½ 530 (600-1½)
CIRCLING	660-1 642 (700-1)		900-2¾ 882 (900-2¾)	900-3 882 (900-3)

HIRL all rwys
REIL Rwys 11, 22R, and 29
TDZL/RCLS all rwys

NE-2, 29 OCT 2026 to 26 NOV 2026
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