

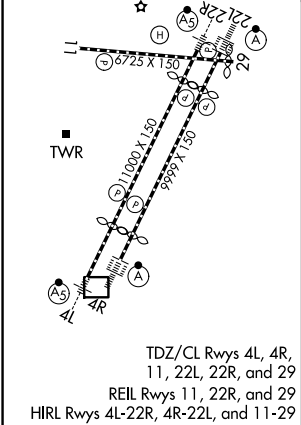
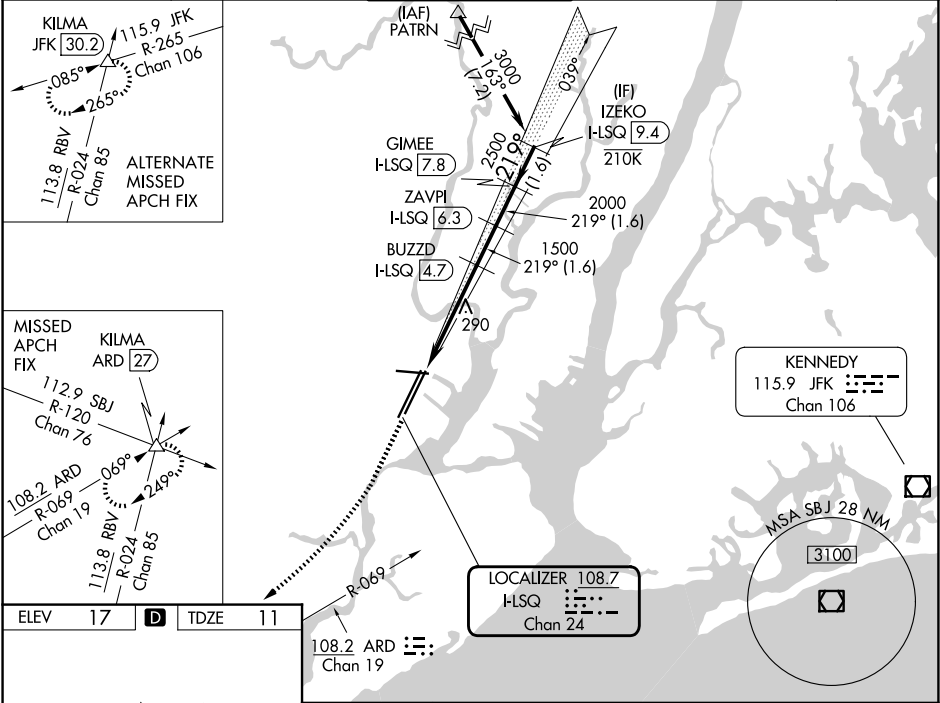


| | | | |
|---------------|---------|----------|------|
| LOC/DME I-LSQ | APP CRS | Rwy Ldg | 8205 |
| 108.7 | 219° | TDZE | 11 |
| Chan 24 | | Apt Elev | 17 |

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

| | | | | | | | | |
|---|--|----------------|---|--|--|---------|----------|-------|
| RNP APCH - GPS. | | | ALSf-2  | 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. | | | | |
| Aircraft not GPS equipped - RADAR required for procedure entry. DME required. | | | | | | | | |
|  CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. | | | | | | | | |
| D-ATIS | | NEWARK APP CON | | NEWARK TOWER | | GND CON | CLNC DEL | CPDLC |
| 115.7 134.825 | | 128.55 379.9 | | 118.3 257.6 | | 121.8 | 118.85 | |



| | | | | | |
|-----------------|-----------------------------|-----------------|-----------------|---|-----------------|
| 500 | 3000 | ARD R-069 | KILMA | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60). | IZEKO I-LSQ 9.4 |
| ↑ | hdg 225° | | △ | | |
| BUZZD I-LSQ 4.7 | ZAVPI I-LSQ 6.3 | GIMEE I-LSQ 7.8 | IZEKO I-LSQ 9.4 | 3000 | |
| 1500 | 2000 | 2500 | | | |
| 1500 | 2000 | 2500 | | | |
| 81° | 4.5 NM | 1.6 NM | 1.6 NM | 1.6 NM | GS 3.00° TCH 43 |
| CATEGORY | A | B | C | D | |
| S-ILS 22L | CAT II RA 102/12 100 DA 111 | | | | |
| S-ILS 22L | CAT III RVR 06 | | | | |

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED