

ILS or LOC RWY 22R

NEWARK LIBERTY INTL (EWR)

LOC/DME I-JNN	APP CRS	Rwy Idg	22R 9559	22L 8205
<u>110.75</u>	219°	TDZE	10	11
Chan 44 (Y)		Apt Elev	17	17

RNP APCH - GPS

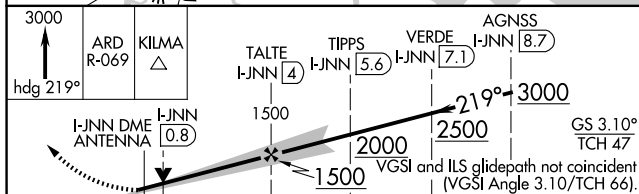
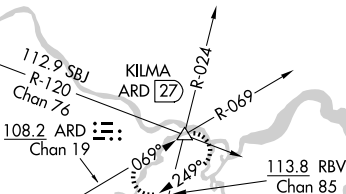
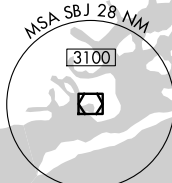
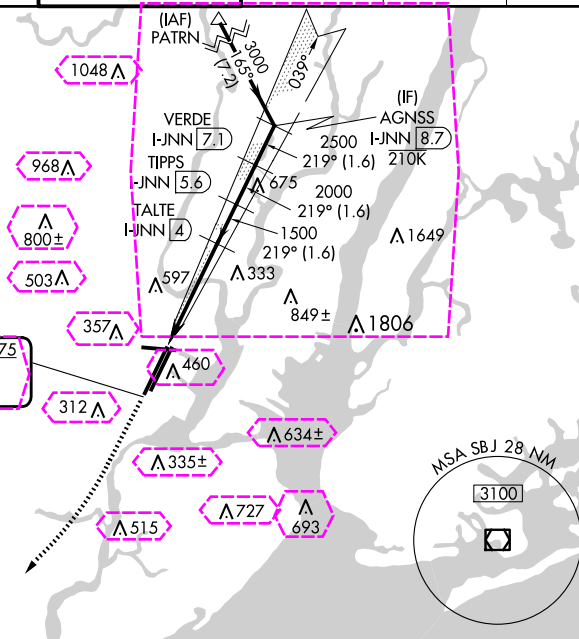
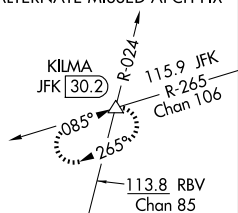
Aircraft not GPS equipped - RADAR required for procedure entry. DME required.

T Circling NA south of Rwy 11-29. When Circling to Rwy 29 at night, operational VGS required, remain on or above VGS glidepath until

A Operational VCS required, remain on or above VCS glidepath until threshold. For inop ALS, increase S-LOC 22R Cat C/D visibility to 13

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	

ALTERNATE MISSED APCH FIX



CATEGORY	A	B	C	D
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CATEGORY	A	B	C	D
S II S 22B	210/18 200 (200 kg)			

S-ILS ZZR	210/18	200 (200- $\frac{1}{2}$)
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S-LOC 22R	480/24 470 (500-½)	480/50 470 (500-1)
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5.000 ZLR	400/24 47,6 (500 %)	400/30 47,6 (500 %)
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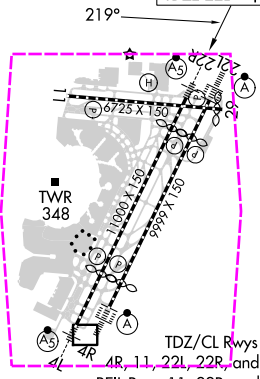
SIDESTEP	540/55 529 (600-1)	540-1½
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RWY 22L	540/55 527 (600-1)	529 (600-1½)
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CIRCULING	660-1 643 (700-1)	900-2 ³ / ₄	900-3
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 CIRCLING	880-1 843 (700-1)	883 (900-2 ³ / ₄)	883 (900-3)
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ELEV 17	D	TDZE 22R 10
		TDZE 22L 11

REIL Rwys 11, 22R, and 29
LIRL Rwy 4L, 22R, 4R, 22L, and 11, 20HIRL Rwy 4L-22R, 4R-22L, and 11-29
FAF: 1140 4.1 NM

FAF to MAP 4.4 NM					
0.0	0.2	0.4	0.6	0.8	1.0

Knots	60	90	120	150	180
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Min:Sec	4:24	2:56	2:12	1:46	1:28
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NEWARK, NEW JERSEY

Amdt 7 23FEB23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

ILS or LOC RWY 22R

NE-2, 10 JUL 2025 to 07 AUG 2025

NE-2, 10 JUL 2025 to 07 AUG 2025

NEWARK, NEW JERSEY

AL-285 (FAA)

25219

LOC/DME I-JNN 110.75 Chan 44 (Y)	APP CRS 219°	Rwy Ldg TDZE 10 Apt Elev 17	22R 9559 22L 8205 11 17
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ILS or LOC RWY 22R

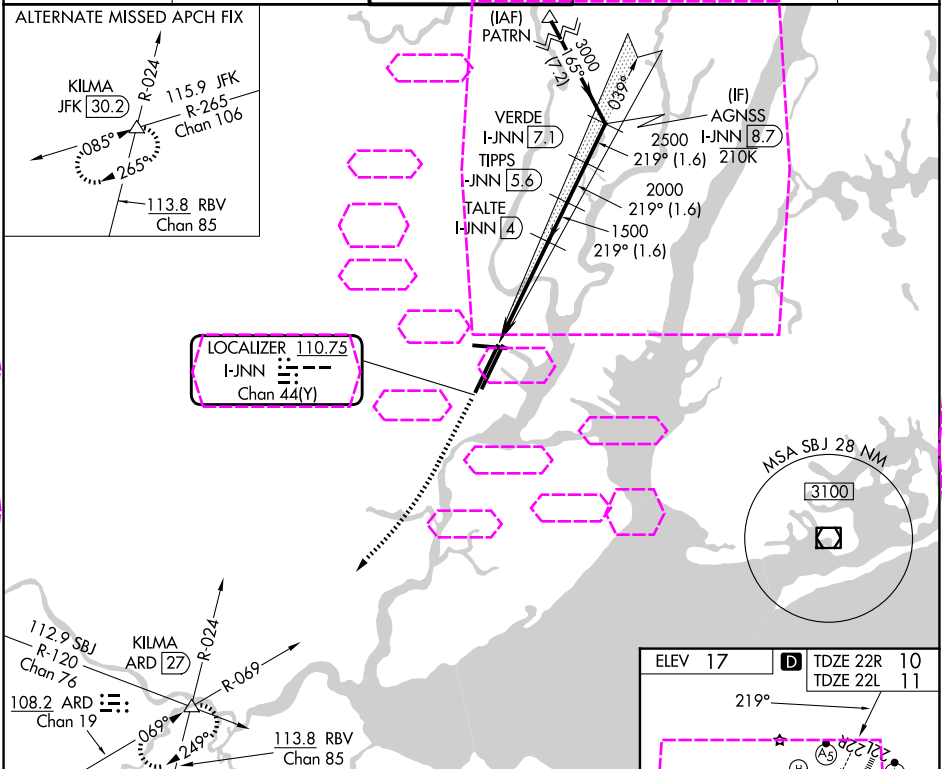
NEWARK LIBERTY INTL (EWR)

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

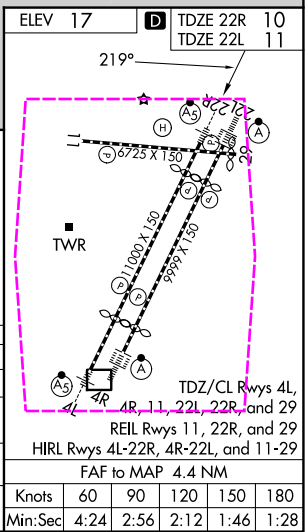
▼ Circling NA south of Rwy 11-29. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase S-LOC 22R Cat C/D visibility to 1½ SM.

22R MALSR
22L ALSF-2
MISSED APPROACH: Climb to 3000 on heading 219° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

D-ATIS 115.7	NEWARK APP CON 134.825	NEWARK TOWER 128.55	NEWARK TOWER 379.9	GND CON 118.3	CLNC DEL 257.6	CPDLC 121.8	CPDLC 118.85
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3000 ↑ hdg 219°	ARD R-069 KILMA △	TALTE I-JNN [4]	TIPPS I-JNN [5.6]	VERDE I-JNN [7.1]	AGNSS I-JNN [8.7]	GS 3.10° TCH 47
I-JNN DME ANTENNA	I-JNN [0.8]	1500	2000	2500	3000	VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 66).
1.2 NM	3.2 NM	1.6 NM	1.6 NM	1.6 NM		
CATEGORY	A	B	C	D		
S-ILS 22R	210/18 200 (200-½)					
S-LOC 22R	480/24	470 (500-½)	480/50	470 (500-1)		
SIDESTEP RWY 22L	540/55	529 (600-1)	540-1½ 529 (600-1½)			
CIRCLING	660-1	643 (700-1)	900-2¾ 883 (900-2¾)	900-3 883 (900-3)		



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