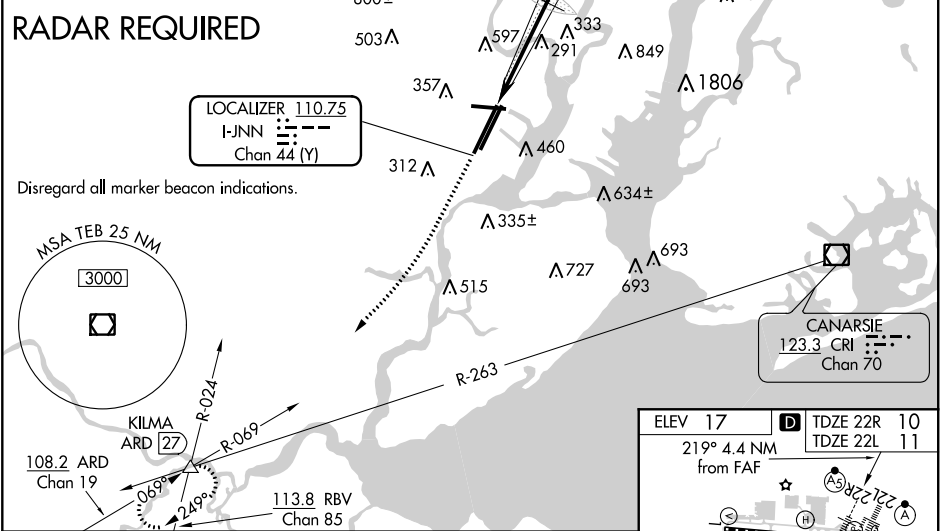
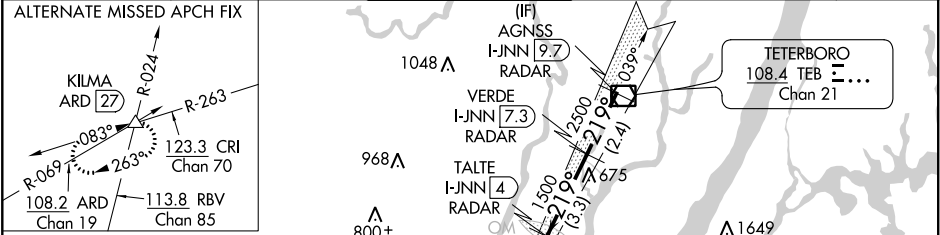


LOC/DME I-JNN	APP CRS	Rwy Idg	22R	22L
<b>110.75</b>	<b>219°</b>	TDZE	<b>9560</b>	<b>8206</b>
Chan 44 (Y)		Apt Elev	<b>10</b>	<b>11</b>
			<b>17</b>	<b>17</b>

ILS or LOC RWY 22R  
NEWARK LIBERTY INTL (EWR)

<div><div></div><div>DME or radar required. Night landing: RWY 29 NA. For inoperative ALSF-2, increase Sidestep 22L Cat C visibility to 1½ mile. Inoperative table does not apply to sidestep 22L Cats A and B.</div></div>	<div><div>22R</div><div>MALSR</div></div>	<div><div>22L</div><div>ALSF-2</div></div>	<div><div>MISSED APPROACH:</div><div>Climb to 3000 on heading 219° and on ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.</div></div>
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D-ATIS	NEW YORK 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	



3000	ARD R-069	KILMA	TALTE I-JNN 4	VERDE I-JNN 7.3	AGNSS I-JNN 9.7
hdg 219°			RADAR	RADAR	RADAR
*LOC only.	*I-JNN 0.8	1500	219°	3000	GS 3.10° TCH 47
		2500			VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 70).
		1500			
	1.2	3.2 NM	3.3 NM	2.4 NM	
CATEGORY	A	B	C	D	
S-ILS 22R	210/18 200 (200-½)				
S-LOC 22R	460/24	450 (500-½)	460/45	450 (500-¾)	
SIDESTEP RWY 22L	560/50 549 (600-1)				
	560-1½ 549 (600-1½)				
CIRCLING	760-1 743 (800-1)	820-1 803 (900-1)	900-2¾ 883 (900-2¾)	900-3 883 (900-3)	

