

LOC/DME I-AVP	APP CRS	Rwy Idg	<b>7502</b>
<b>109.9</b>	<b>045°</b>	TDZE	<b>962</b>
Chan <b>36</b>		Apt Elev	<b>962</b>

## ILS or LOC RWY 4

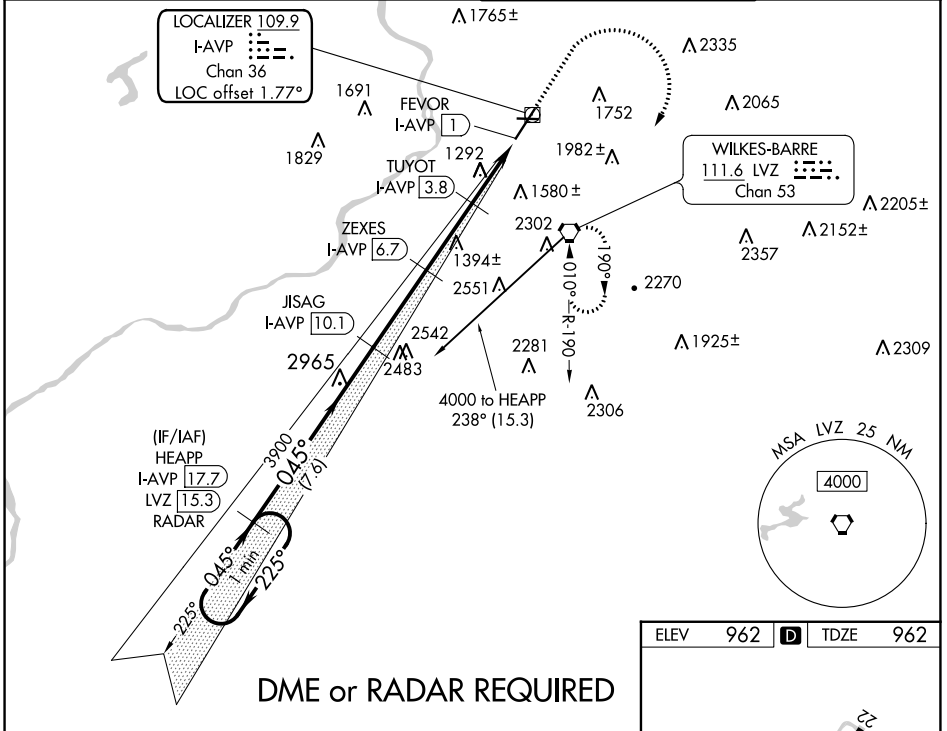
WILKES-BARRE/SCRANTON INTL (AVP)

**⚠** Circling to Rwy 10, 28 NA at night. Circling NA for Cats C and D southeast of Rwy 4-22. Autopilot coupled approach NA below 2530. DME required. For inop ALS, increase S-ILS 4 all Cats visibility to RVR 5000, and S-LOC 4 Cat C/D visibility to 1½ SM.

**MALSR**  
AS

**MISSED APPROACH:**  
Climb to 3000 then climbing right turn to 4000 direct LVZ VORTAC and hold.

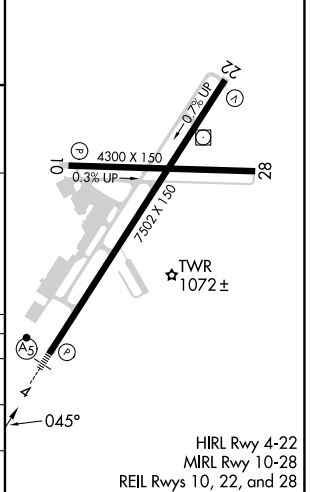
<b>ATIS</b> <b>135.75</b>	<b>WILKES-BARRE APP CON</b> <b>120.95 256.7 (280°-100°)</b> <b>126.3 256.7 (101°-279°)</b>	<b>WILKES-BARRE TOWER</b> <b>120.1 257.8</b>	<b>GND CON</b> <b>121.9</b>
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**DME or RADAR REQUIRED**

One Minute Holding Pattern	HEAPP I-AVP 17.7	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 58).	3000	4000	LVZ
← 225°	← 045°	JISAG I-AVP 10.1	↑	↪	◻
GS 3.00° TCH 56		ZEXES I-AVP 6.7			
		TUYOT I-AVP 3.8			
		FEVOR I-AVP 1			
					*LOC only

ELEV 962	<b>D</b>	TDZE 962
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CATEGORY	A	B	C	D
S-ILS 4		1262/24	300 (300-1)	
S-LOC 4	1540/24	578 (600-1)	1540-1¼	578 (600-1¼)
<b>C</b> CIRCLING	1840-1¼ 878 (900-1¼)	1980-1½ 1018 (1100-1½)	1980-3 1018 (1100-3)	2280-3 1318 (1400-3)

NE-4, 08 AUG 2024 to 05 SEP 2024

NE-4, 08 AUG 2024 to 05 SEP 2024