

LOC/DME I-AVP
109.9
Chan **36**

APP CRS
045°

Rwy Idg
TDZE
Apt Elev
7502
962
962

ILS or LOC RWY 4

WILKES-BARRE/SCRANTON INTL (AVP)

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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.

ATIS 135.75	WILKES-BARRE APP CON 120.95 256.7 (280°-100°) 126.3 256.7 (101°-279°)	WILKES-BARRE TOWER 120.1 257.8	GND CON 121.9
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LOCALIZER 109.9
I-AVP
Chan 36
LOC offset 1.77°

1691
1829
1292
1982±
2302
1394±
2551
2542
2281
2483
2965
3900

FEVOR
I-AVP [1]
TUYOT
I-AVP [3.8]
ZEXES
I-AVP [6.7]
JISAG
I-AVP [10.1]
HEAPP
I-AVP [17.7]
LVZ [15.3]
RADAR

Δ 1765±
Δ 1752
Δ 2065
Δ 2205±
Δ 2152±
Δ 2357
Δ 1925±
Δ 2309
Δ 2335
Δ 1580±
Δ 2306
Δ 2270
4000 to HEAPP
238° (15.3)

WILKES-BARRE
111.6 LVZ
Chan 53

MSA LVZ 25 NM
4000

GS 3.00°
TCH 56

225°
045°
225°

DME or RADAR REQUIRED

One Minute Holding Pattern

HEAPP I-AVP [17.7]
RADAR

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 58).

JISAG I-AVP [10.1]
ZEXES I-AVP [6.7]
TUYOT I-AVP [3.8]
FEVOR I-AVP [1]

3000
4000
LVZ

4000
225°
045°
3900
2820
1900

*LOC only

7.6 NM
3.4 NM
2.9 NM
1.2 NM
1.6 NM

CATEGORY

A

B

C

D

S-ILS 4

1262/24

300 (300-½)

S-LOC 4

1540/24

578 (600-½)

1540-1¼

578 (600-1¼)

CIRCLING

1840-1¼
878 (900-1¼)

1980-1½
1018 (1100-1½)

1980-3
1018 (1100-3)

2280-3
1318 (1400-3)

4300 X 150
0.3% UP

7500 X 150

TWR
1072±

045°

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rws 10, 22, and 28

WILKES-BARRE/SCRANTON, PENNSYLVANIA

Amdt 38 08DEC16

41°20'N-75°43'W

WILKES-BARRE/SCRANTON INTL (AVP)

ILS or LOC RWY 4