

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°

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

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

HEAPP (IF/IAF) I-AVP 17.7
LVZ 15.3
RADAR

WILKES-BARRE 111.6 LVZ
Chan 53

MSA LVZ 25 NM
4000

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

7.6 NM

3.4 NM

2.9 NM

1.2 NM

1.6 NM

GS 3.00°

TCH 56

*LOC only

*I-AVP 2.7

4300 X 150

0.3% UP

750° X 150

TWR 1072±

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)

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