

WAAS CH 58016 W31A	APP CRS 308°	Rwy Ldg TDZE 1885 Apt Elev 1915
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RNAV (GPS) RWY 31

POCONO MOUNTAINS RGNL (MPO)

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Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Rwy 31 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2403 feet and visibility ¼ SM, LNAV/VNAV DA to 2446 feet and visibility ⅓ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D ⅓ SM and Circling Cat C/D ½ SM. Circling Rwy 23 NA at night.

MISSED APPROACH:

Climb to 4200 direct RYANF and on track 228° to WHITT and hold.

ASOS 120.275	WILKES-BARRE APP CON 126.3 256.7	CLNC DEL 125.3	UNICOM 122.7 (CTAF) 0
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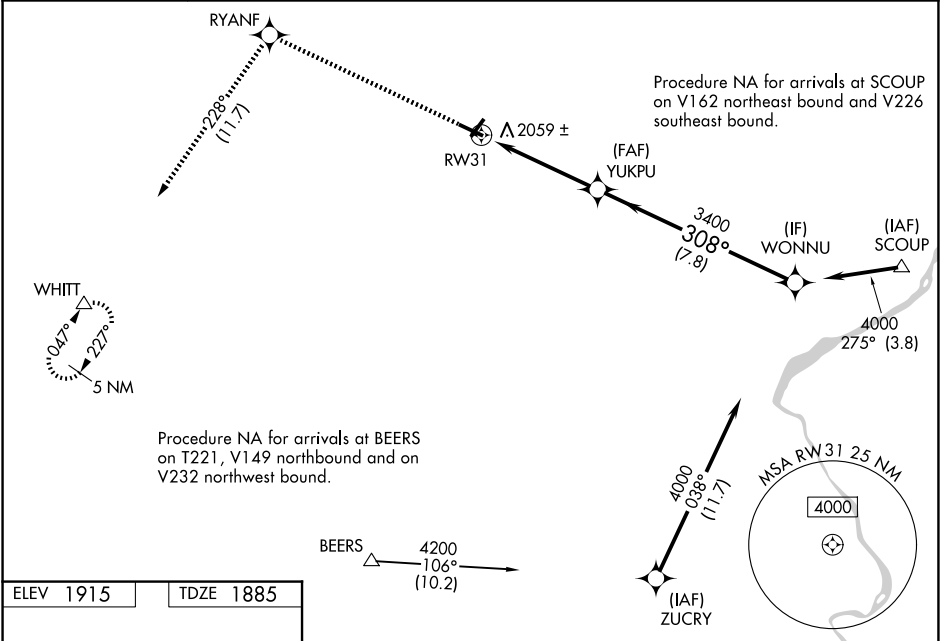


Diagram illustrating the approach paths for Runway 31 and Runway 13. Runway 31 is shown with a 308° heading and a 5001 x 75 ft width. Runway 13 is shown with a 308° heading and a 3599 x 100 ft width. The diagram also shows the intersection of Runway 5 and Runway 31, and the intersection of Runway 13 and Runway 31. The diagram includes a 308° heading and a 5001 x 75 ft width for Runway 31, and a 3599 x 100 ft width and 1.0% UP for Runway 13.

REIL Rwy's 5, 13, 23, and 31
MIRL Rwy's 5-23 and 13-31

4200	RYANF	tr 228°	WHITT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 40).					
				WONNU	4000				
				YUKPU	3400				
				RW31	3400				
				4.6 NM	7.8 NM				
CATEGORY	A		B		C	D			
LPV DA	2224-1½		339 (400-1½)						
LNAV/VNAV DA	2267-1¼		382 (400-1¼)						
LNAV MDA	2320-1		435 (500-1)		2320-1¾	435 (500-1¾)			
CIRCLING	2420-1 505 (600-1)		2500-1 585 (600-1)		2600-2 685 (700-2)	2660-2½ 745 (800-2½)			