

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)

⚠

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 |
|-----------------------|---|--|-------------------------|

LOCALIZER 109.9
I-AVP
Chan 36
LOC offset 1.77°

1691
1829
1292
1394±
2551
2542
2965
2483
3900

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

1765±
1752
1982±
1580±
2302
2281
2306
2270
2357
2205±
2152±
1925±
2309

WILKES-BARRE
111.6 LVZ
Chan 53

MSA LVZ 25 NM
4000

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

225°
045°
225°
1 min

4000 to HEAPP
238° (15.3)

DME or RADAR REQUIRED

One Minute Holding Pattern

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

3000

4000

LVZ

4000

225°

045°

GS 3.00° TCH 56

HEAPP I-AVP [17.7] RADAR

JISAG I-AVP [10.1]

ZEXES I-AVP [6.7]

TUYOT I-AVP [3.8]

FEVOR I-AVP [1]

*LOC only

*I-AVP [2.7]

*2820

*1900

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

1980-1½

1980-3

2280-3

878 (900-1¼)

1018 (1100-½)

1018 (1100-3)

1318 (1400-3)

01

04300 X 150

0.3% UP

045°

22

28

7500 X 150

TWR 1072±

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