

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

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

LOCALIZER 109.9
I-AVP
Chan 36
LOC offset 1.77°

1691
1829
FEVOR
I-AVP 1
1292
TUYOT
I-AVP 3.8
ZEXES
I-AVP 6.7
JISAG
I-AVP 10.1
2965
2483
2542
2281
4000 to HEAPP
238° (15.3)
2306
2270
2302
1580±
1982±
1752
2335
2065
2205±
2357
2152±
1925±
2309

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

3900
045°
1 min
225°

WILKES-BARRE
111.6 LVZ
Chan 53

MSA LVZ 25 NM
4000

ELEV 962 TDZE 962

DME or RADAR REQUIRED

The diagram illustrates the HIRL (High Intensity Runway Light) and REIL (Runway End Identifier Light) systems for Runway 4-22 at KLAS. The runway is shown as a thick black line with a 0.3% upward slope. The HIRL system consists of a series of lights along the runway edge, with a 0.7% upward slope indicated. The REIL system is shown as a series of lights at the end of the runway, with a 0.7% upward slope indicated. The diagram also shows the runway width of 4300 X 150 and 7502 X 150. A star symbol indicates the TWR (Tower) at 1072 ± feet. The diagram is labeled with 'ELEV 962', 'D', 'TDZE', and '962'.