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|--|------------------------|---|
| LOC/DME I-ZK 109.9 Chan 36 | APP CRS 222° | Rwy Idg 7502 TDZE 933 Apt Elev 962 |
|--|------------------------|---|

ILS or LOC RWY 22

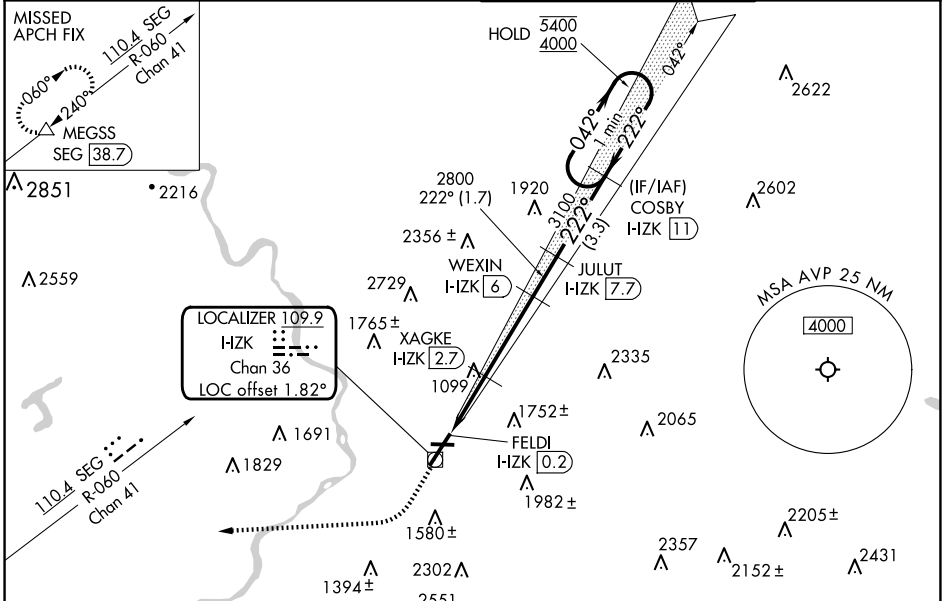
WILKES-BARRE/SCRANTON INTL (AVP)

RADAR required for procedure entry. DME required.

⚠ Circling NA for Cats C and D southeast of Rwy 4-22.
Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 on heading 275° and SEG VOR/DME R-060 to MEGSS/SEG 38.7 DME and hold.

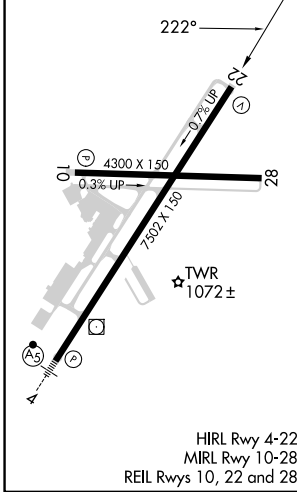
| | | | |
|-----------------------|--|--|-------------------------|
| ATIS 135.75 | WILKES-BARRE APP CON 120.95 256.7 126.3 256.7 (280°-100°) (101°-279°) | WILKES-BARRE TOWER 120.1 257.8 | GND CON 121.9 |
|-----------------------|--|--|-------------------------|



NE-4, 20 MAR 2025 to 17 APR 2025

NE-4, 20 MAR 2025 to 17 APR 2025

| | | |
|-----------------|----------|-----------------|
| ELEV 962 | D | TDZE 933 |
|-----------------|----------|-----------------|



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|------|----------|-----------|-------|---|----------------------------|
| 1500 | 4000 | SEG R-060 | MEGSS | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 54). | One Minute Holding Pattern |
| ↑ | hdg 275° | | | | |
| | | | | JULUT I-HZK [7.7] | COSBY I-HZK [11] |
| | | | | XAGKE I-HZK [2.7] | WEXIN I-HZK [6] |
| | | | | FELDI I-HZK [0.2] | |
| | | | | 1740 | 2800 |
| | | | | 1.4 NM | 1.1 |
| | | | | 3.3 NM | 1.7 NM |
| | | | | 3.3 NM | |
| | | | | GS 3.00° | TCH 46 |

| | | | | |
|----------|--|--|-------------------------|----------------------------|
| CATEGORY | A | B | C | D |
| S-ILS 22 | 1201/45 268 (300-7%) | | | |
| S-LOC 22 | 1400/55 | 467 (500-1) | 1400-1 $\frac{3}{8}$ | 467 (500-1 $\frac{3}{8}$) |
| CIRCLING | 1840-1 $\frac{1}{4}$ 878 (900-1 $\frac{1}{4}$) | 1980-1 $\frac{1}{2}$ 1018 (1100-1 $\frac{1}{2}$) | 1980-3 1018 (1100-3) | 2280-3 1318 (1400-3) |