

LOC/DME I-AVP <b>109.9</b> Chan <b>36</b>	APP CRS <b>045°</b>	Rwy Idg TDZE Apt Elev	<b>7502</b> <b>962</b> <b>962</b>
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**ILS or LOC RWY 4**

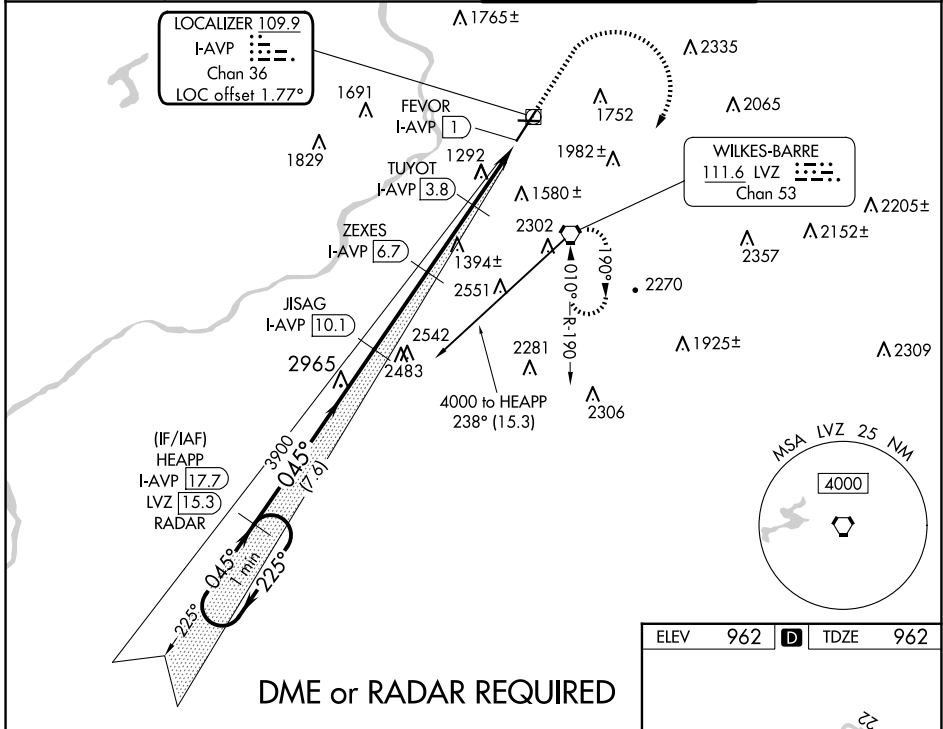
WILKES-BARRE/SCRANTON INTL (AVP)

**⚠** 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 <b>135.75</b>	WILKES-BARRE APP CON <b>120.95 256.7</b> (280°-100°) <b>126.3 256.7</b> (101°-279°)	WILKES-BARRE TOWER <b>120.1 257.8</b>	GND CON <b>121.9</b>
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One Minute Holding Pattern  
HEAPP I-AVP [17.7] RADAR

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

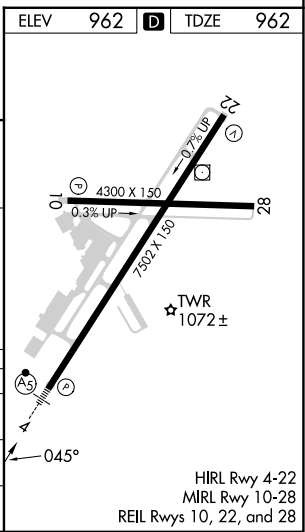
3000 4000 LVZ

GS 3.00° TCH 56

4000 ← 225° → 045° → 3900

\*2820 \*1900

I-AVP [10.1] ZEXES I-AVP [6.7] TUYOT I-AVP [3.8] \*I-AVP [2.7] FEVOR I-AVP [1]



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)
<b>C</b> 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

NE-4, 20 MAR 2025 to 17 APR 2025

NE-4, 20 MAR 2025 to 17 APR 2025