

LOC/DME I-AVP

109.9

Chan 36

APP CRS

045°

Rwy Idg

7502

TDZE

962

Apt Elev

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

LOCALIZER 109.9
I-AVP
Chan 36
LOC offset 1.77°

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

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

1691
1829
1292
1982±
1580±
2302
1394±
2551
2542
2483
2965
3900

045°
225°
225°
045°
1 min

4000 to HEAPP 238° (15.3)

WILKES-BARRE 111.6 LVZ
Chan 53

2270
2357
2205±
2152±
2309
1925±

MSA LVZ 25 NM
4000

DME or RADAR REQUIRED

One Minute Holding Pattern

HEAPP I-AVP 17.7

RADAR

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

JISAG I-AVP 10.1

ZEXES I-AVP 6.7

TUYOT I-AVP 3.8

FEVOR I-AVP 1

3000

4000

LVZ

4000

225°

045°

3900

2820

1900

GS 3.00° TCH 56

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
878 (900-1¼)

1980-1½
1018 (1100-1½)

1980-3
1018 (1100-3)

2280-3
1318 (1400-3)

ELEV 962

TDZE 962

4300 X 150

0.3% UP

7500 X 150

TWR 1072±

045°

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