

ILS or LOC/DME RWY 24
LEHIGH VALLEY INTL (ABE)



MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ETX VOR/DME and hold.

ALTERNATE MISSED
APCH FIX

108.55 LGUW
Chan 22(Y)

063°

109.6 STW
R-243
Chan 33

243°

112.9 SBJ
Chan 76

MUDRE INT
I-GUW [13.6]
RADAR

IAF
STILLWATER
109.6 STW
Chan 33

3000 NoPT
243°
(20.5)

R-243

063°

243°

2400
243°
(5.9)

MUSYK
I-GUW [7.7]
RADAR

NENTE
I-GUW [4.6]

496

112.9 SBJ
Chan 76

(IF/IAF)
MUDRE INT
I-GUW [13.6]
RADAR

R-309

EAST TEXAS
110.2 ETX
Chan 39

R-292

112°

292°

LOCALIZER 108.55
I-GUW
Chan 22(Y)

MSA ETX 25 NM

3600

2600

080°

260°

ELEV 394

TDZE 387

Diagram illustrating the intersection of REIL (Runway End Identifier Lights) and HIRL (High Intensity Runway Lights) for Runways 24 and 31.

Runway 24 (REIL) is shown with a bearing of 243°.

Runway 31 (REIL) is shown with a bearing of 7599°.

Runway 24 (HIRL) is shown with a bearing of 13°.

Runway 31 (HIRL) is shown with a bearing of 150°.

The intersection is marked with a TWR (Tower) symbol.

Light patterns are indicated by circles with numbers inside, representing different light sequences or intensities.

A star symbol is also present near the intersection.

*** LOC only.**

NENTE
MUSYK
RADAR

MUDRE INT
I-GUW [13.6]
RADAR

I-GUW [7.7]

I-GUW [2.7]

I-GUW [1.6]

2400

243°

063° → 3000

← 243°

GS 3.00°
TCH 55°

1.1 NM 1.9 NM 3.2 NM 5.9 NM

CATEGORY	A	B	C	D
S-ILS 24	587/40 200 (200-¾)			
S-LOC 24	800/55	413 (500-1)	800/60	413 (500-1¼)
CIRCLING	900-1	506 (600-1)	1180-2¼ 786 (800-2¼)	1600-3 1206 (1300-3)