

LOC/DME I-AVP 109.9 Chan 36	APP CRS 045°	Rwy Ldg TDZE Apt Elev 7502 962 962	ILS or LOC RWY 4 WILKES-BARRE/SCRANTON INTL (AVP)
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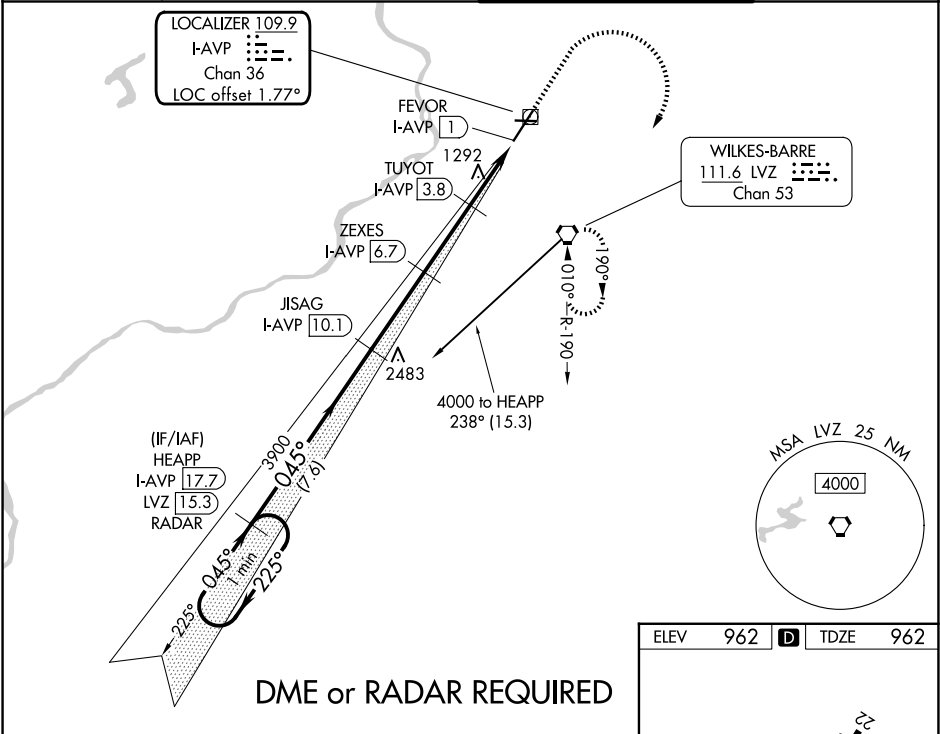
Circling to Rwy 10, 28 NA at night. Circling NA for Cats C and D southeast of Rwy 4-22. Autopilot coupled approach NA below 2530. DME required. For inop ALS, increase S-ILS 4 all Cats visibility to RVR 5000, and S-LOC 4 Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH:

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

ATIS 135.75	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
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One Minute Holding Pattern

HEAPP I-AVP 17.7

RADAR

4000 ← 225° → 045° → 4000

GS 3.00° TCH 56

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

*LOC only

*2820

*1900

3900

3000

4000

LVZ

0.7% UP

0.3% UP

4300 X 150

7502 X 150

TWR

045°

HIRL Rwy 4-22

MIRL Rwy 10-28

REIL Rws 10, 22, and 28

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)