

| | | | | |
|---------|------|---------|----------|------|
| LOC/DME | I-ZK | APP CRS | Rwy Idg | 7501 |
| 109.9 | | 225° | TDZE | 933 |
| Chan 36 | | | Apt Elev | 962 |

ILS or LOC RWY 22

WILKES-BARRE/SCRANTON INTL (AVP)

RADAR or DME required for procedure entry. DME required.

⚠

Circling NA for Cats C and D southeast of Rwy 4-22.
Circling Rwy 28 NA at night.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 on heading 330° and LVZ VORTAC R-320 to LOPEZ/LVZ 16 DME and hold.

| | | | |
|---------------|---|-----------------------------------|------------------|
| ATIS 111.6 | 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 |
|---------------|---|-----------------------------------|------------------|

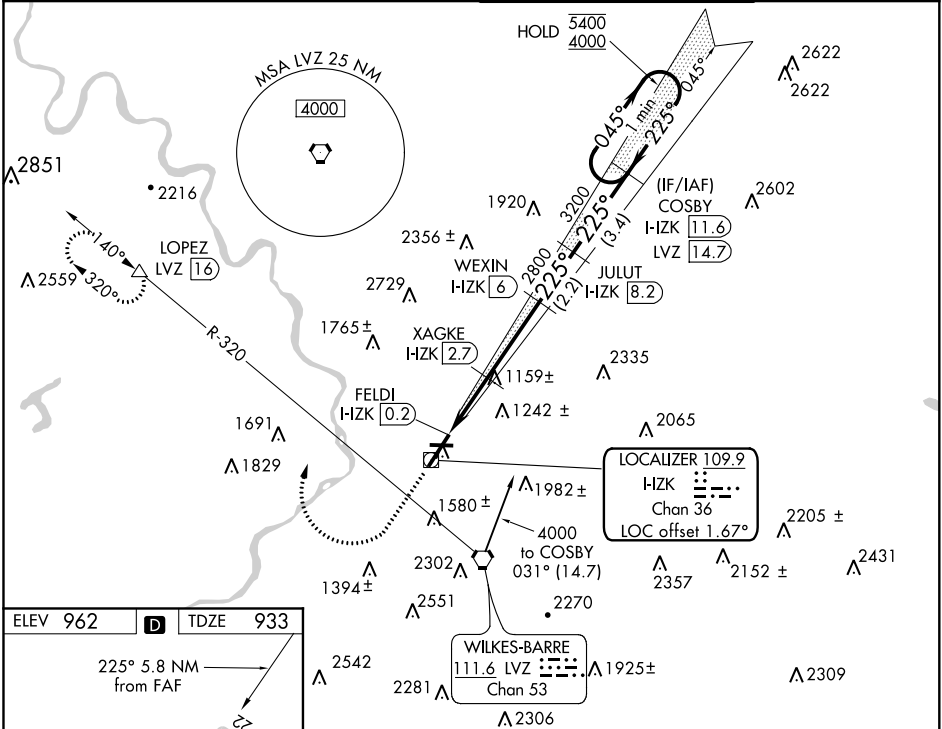


Diagram of runway 4-22 showing elevation, width, and various lights. It includes a 0.3% UP slope, TWL 1072±, and various light patterns like A5, A1004, and A1006.

1900

↑

4000

hdg 330°

LVZ R-320

LOPEZ

△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 54).

One Minute Holding Pattern

* LOC only.

FELDI I-ZK [0.2]

XAGKE I-ZK [2.7]

WEXIN I-ZK [6]

JULUT I-ZK [8.2]

COSBY I-ZK [11.6]

2800

2800

1740

1.4 NM

1.1

3.3 NM

2.2 NM

3.4 NM

045° → 5400

← 225° 4000

GS 3.00° TCH 46

| CATEGORY | A | B | C | D |
|----------|---|---|---|----------------------|
| S-ILS 22 | 1201/45 268 (300-7%) | | | |
| S-LOC 22 | 1420/55 | 487 (500-1) | 1420-1 ³ / ₈ 487 (500-1 ³ / ₈) | |
| CIRCLING | 1840-1 ¹ / ₄ 878 (900-1 ¹ / ₄) | 1980-1 ¹ / ₂ 1018 (1100-1 ¹ / ₂) | 1980-3 1018 (1100-3) | 2280-3 1318 (1400-3) |

4300 X 150

0.3% UP

983

280

1044

7502 X 150

TWR 1072±

A 1006

A 1004

A5

2

HIRL Rwy 4-22

MIRL Rwy 10-28

REIL Rws 10, 22 and 28