

KAVP/AVP

JEPPesen

WILKES-BARRE/SCRANTON, PA

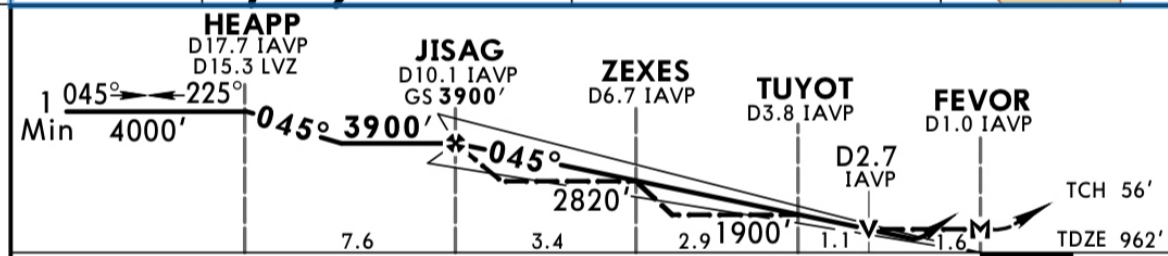
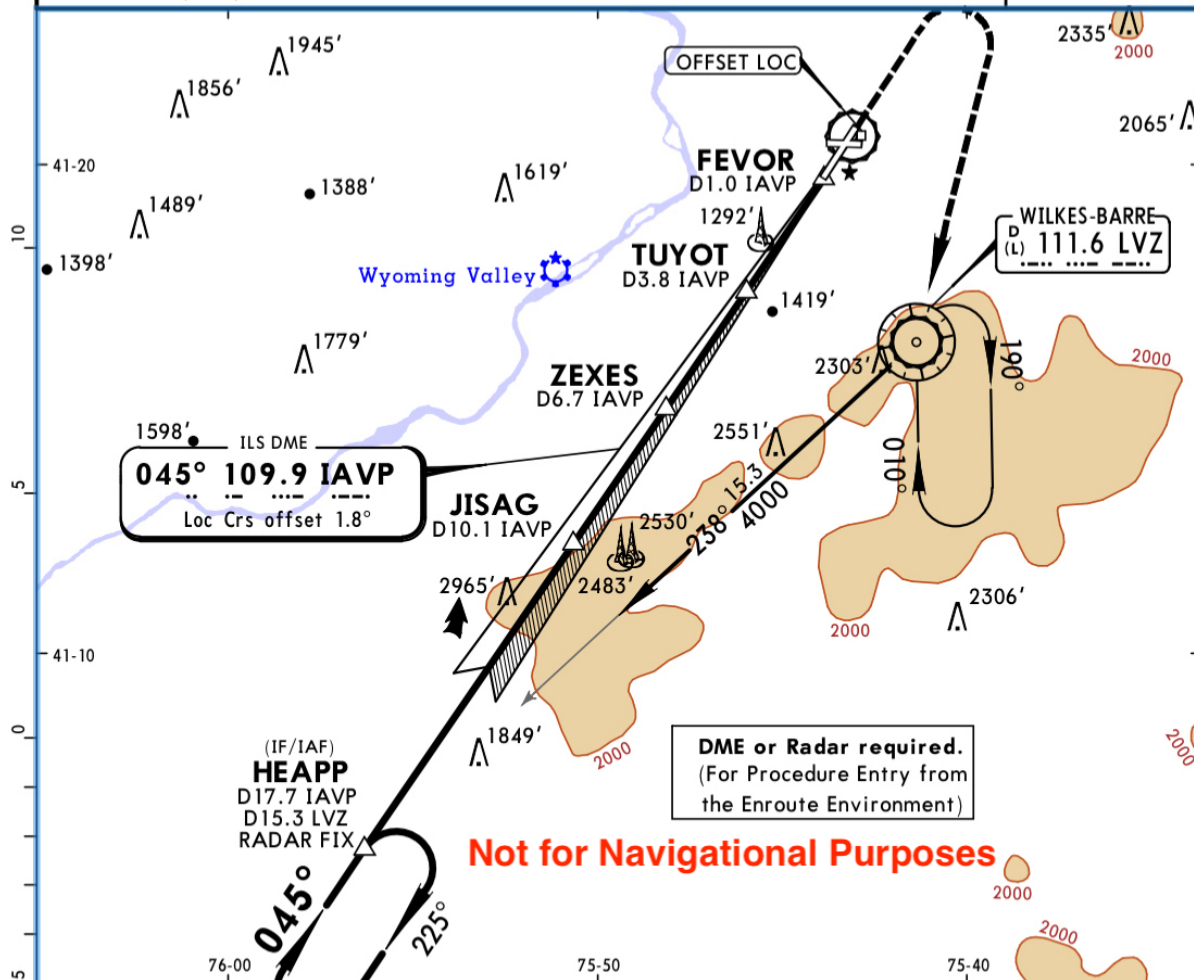
WILKES-BARRE/SCRANTON INTL

2 DEC 16
Eff 8 Dec

(11-1)

ILS or LOC Rwy 4

ATIS 111.6	WILKES-BARRE Approach (R) 280°-100° 120.95	101°-279° 126.3	WILKES-BARRE Tower 120.1	Ground 121.9
LOC IAVP 109.9	Final Apch Crs 045°	GS JISAG 3900' (2938')	ILS DA(H) 1262' (300')	Apt Elev 962' TDZE 962'
MISSED APCH: Climb to 3000' then climbing RIGHT turn to 4000' direct LVZ VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Circling to Rwy 10, 28 not authorized at night. 3. Autopilot coupled approach not authorized below 2530'. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 53'). 5. Cold temperature altitude correction required at or below -21°C (-6°F).				
				4000'
				MSA LVZ VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	3000'	4000'	LVZ	111.6
GS	3.00°	372	478	531	637	743	PAPI				
MAP at FEVOR											

TERPS				STRAIGHT-IN LANDING RWY 4				CIRCLE-TO-LAND			
ILS				LOC (GS out)				Not Authorized Cats C & D Southeast of Rwy 4-22			
DA(H) 1262' (300')				MDA(H) 1540' (578')				Max Kts			
FULL				RAIL/ALS out				MDA(H)			
A								90	1840' (878')	-1 1/4	
B								120	1980' (1018')	-1 1/2	
C								140	1980' (1018')	-3	
D								165	2280' (1318')	-3	

CHANGES: Procedure title, notes, VDP distance, TCH.

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