

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 48911 W13A | APP CRS 128° | Rwy Idg TDZE Apt Elev | 4500 1885 1915 |
|--|------------------------|-----------------------------|---|

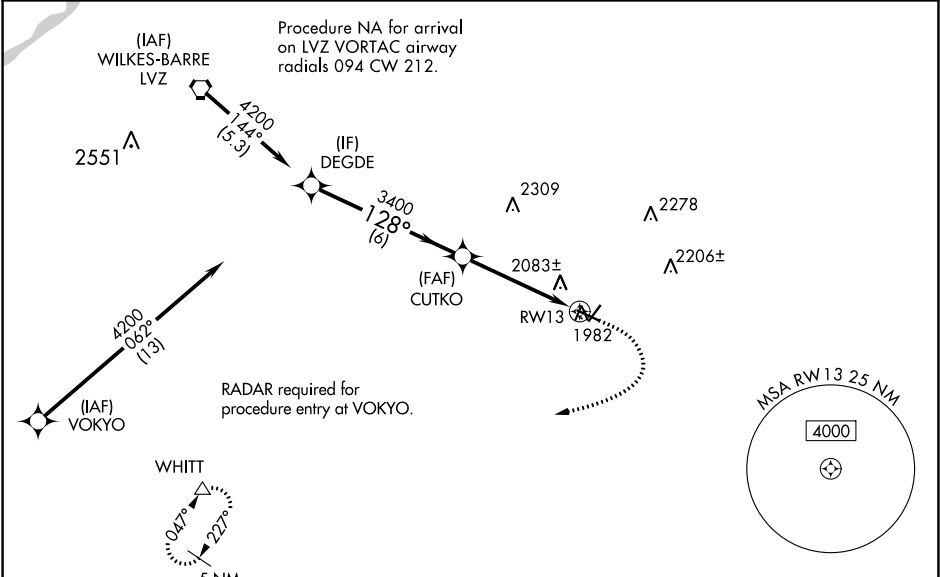
RNAV (GPS) RWY 13

POCONO MOUNTAINS MUNI (MPO)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 54° C (130° F).
⚠ Baro-VNAV and VDP NA when using Wilkes-Barre/Scranton altimeter setting. Rwy 13 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2450 feet, LNAV/VNAV DA to 2537 feet and all visibilities ½ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D ¾ SM and Circling Cat C/D ½ SM. Circling Rwy 23 NA at night.

MISSED APPROACH:
Climb to 3000 then climbing right turn to 4200 direct WHITT and hold.

| | | | |
|------------------------|--|--------------------------|---------------------------------|
| ASOS 120.275 | WILKES-BARRE APP CON 126.3 256.7 | CLNC DEL 125.3 | UNICOM 122.7 (CTAF) 0 |
|------------------------|--|--------------------------|---------------------------------|



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------------------|-----------------------|-----------------------|-------------------------|-----------|-----------|----------|---|---|---|---|--------|---------|--|--------------|--|--------------|---------|--|--------------|--|----------|--------|-------------|---------|--------------|----------|-----------------------|-----------------------|-----------------------|-------------------------|---|--|
| 3 NM | | | | | ELEV 1915 | TDZE 1885 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).</div> <div><div>DEGDE</div><div>4200</div><div>128°</div><div>CUTKO</div><div>3400</div><div>GP 3.00° TCH 40</div><div>3400</div><div>6 NM</div><div>3.3 NM</div><div>1.3</div><div>3000</div><div>4200</div><div>WHITT</div><div>* LNAV only.</div><div>* 1.3 NM to RW13</div><div>RW13</div></div> <table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>LPV DA</td><td colspan="2">2271-1¼</td><td colspan="2">386 (400-1¼)</td></tr><tr><td>LNAV/VNAV DA</td><td colspan="2">2358-1½</td><td colspan="2">473 (500-1½)</td></tr><tr><td>LNAV MDA</td><td>2340-1</td><td>455 (500-1)</td><td>2340-1⅝</td><td>455 (500-1⅝)</td></tr><tr><td>CIRCLING</td><td>2420-1 505 (600-1)</td><td>2500-1 585 (600-1)</td><td>2600-2 685 (700-2)</td><td>2660-2½ 745 (800-2½)</td></tr></table> | | | | | | | CATEGORY | A | B | C | D | LPV DA | 2271-1¼ | | 386 (400-1¼) | | LNAV/VNAV DA | 2358-1½ | | 473 (500-1½) | | LNAV MDA | 2340-1 | 455 (500-1) | 2340-1⅝ | 455 (500-1⅝) | CIRCLING | 2420-1 505 (600-1) | 2500-1 585 (600-1) | 2600-2 685 (700-2) | 2660-2½ 745 (800-2½) | <div>128° to RW13</div> <div><div>23</div><div>31</div><div>5</div><div>13</div><div>5001 X 75</div><div>3995 X 100</div><div>170° Up</div></div> <div>REIL 31</div> <div>REIL Rwys 5, 13, and 23</div> <div>MIRL Rwys 5-23 and 13-31</div> | |
| CATEGORY | A | B | C | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LPV DA | 2271-1¼ | | 386 (400-1¼) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LNAV/VNAV DA | 2358-1½ | | 473 (500-1½) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LNAV MDA | 2340-1 | 455 (500-1) | 2340-1⅝ | 455 (500-1⅝) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CIRCLING | 2420-1 505 (600-1) | 2500-1 585 (600-1) | 2600-2 685 (700-2) | 2660-2½ 745 (800-2½) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |