

LOC/DME I-VXO 110.55 Chan 42 (Y)	APP CRS 133°	Rwy Ldg TDZE 344 Apt Elev 344
--	------------------------	---

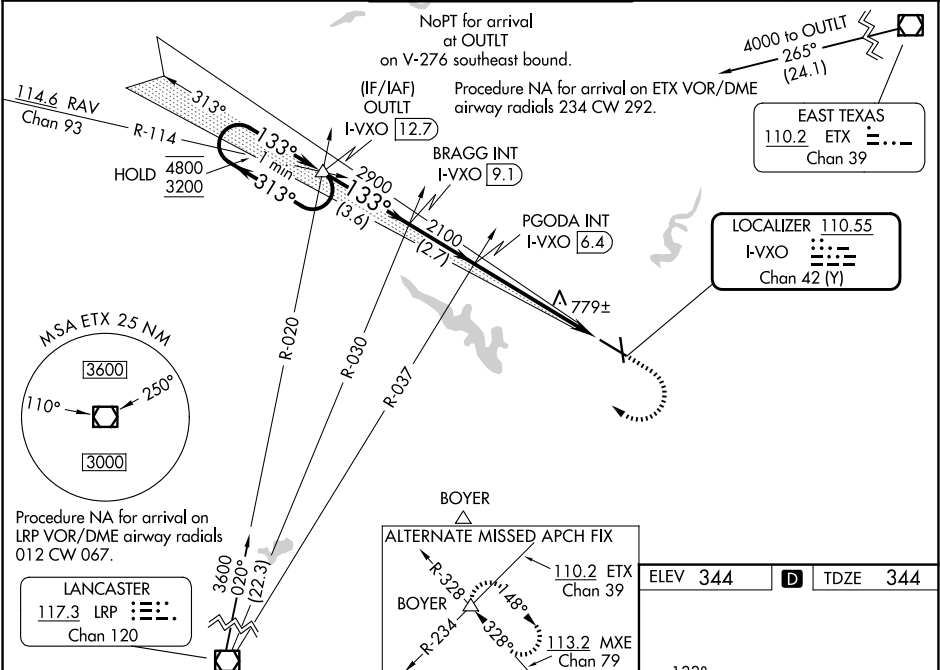
ILS or LOC RWY 13

READING RGNL/CARL A SPAATZ FLD (RDG)

⚠ Circling Rwy 18, 31 NA at night. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cat A DA to 637 feet and visibility $\frac{1}{8}$ SM, Cat B DA to 652 feet and visibility $\frac{1}{8}$ SM, Cat C and D DA to 687 feet and visibility $\frac{1}{4}$ SM, and increase all MDA 100 feet and S-LOC 13 Cat C visibility $\frac{1}{4}$ SM, Circling Cats B and C visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 on heading 280° and LRP VOR/DME R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

ATIS 127.1	HARRISBURG APP CON 125.15 257.9	READING TOWER ★ 119.9 (CTAF) 288.3	GND CON 121.9	UNICOM 122.95
----------------------	---	---	-------------------------	-------------------------



One Minute Holding Pattern		OUTLT INT I-VXO 12.7		BRAGG INT I-VXO 9.1		PGODA INT I-VXO 6.4		*I-VXO 2.9		I-VXO 1.1	
4800 ← 313°		3200 → 133°		133°		2900		2100		2100	
GS 3.00°		TCH 45		3.6 NM		2.7 NM		3.5 NM		1.8	
CATEGORY	A		B		C		D				
S-ILS 13	544-¾ 200 (200-¾)		559-¾ 215 (300-¾)		594-¾		250 (300-¾)				
S-LOC 13	980-1		636 (700-1)		980-1¾ 636 (700-1¾)		980-2 636 (700-2)				
CIRCLING	1020-1 676 (700-1)		1080-1 736 (800-1)		1280-¾ 936 (1000-¾)		1660-3 1316 (1400-3)				
REIL Rwy 13 and 31 HIRL Rwy 13-31 and 18-36											
FAF to MAP 5.3 NM											
Knots		60		90		120		150		180	
Min:Sec		5:18		3:32		2:39		2:07		1:46	