

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>48823</b><br><b>W31A</b> | APP CRS<br><b>308°</b> | Rwy Idg <b>4102</b><br>TDZE <b>403</b><br>Apt Elev <b>403</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

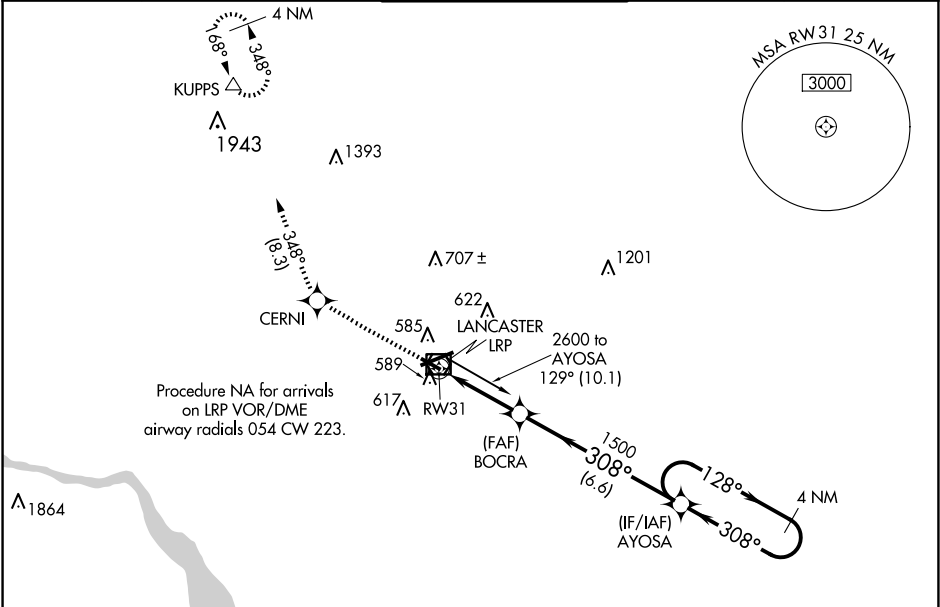
RNAV (GPS) RWY 31

LANCASTER (LNS)

**⚠** Night landing: Rwy 13, 31 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats and LNAV and Circling Cat C/D visibility ¼. Baro-VNAV NA when using Harrisburg Intl altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct CERNI and on track 348° to KUPPS and hold.

|                        |                                             |                                                  |                         |                         |
|------------------------|---------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|
| ATIS<br><b>125.675</b> | HARRISBURG APP CON<br><b>126.45 281.525</b> | LANCASTER TOWER ★<br><b>120.9 (CTAF) 0 251.1</b> | GND CON<br><b>121.8</b> | UNICOM<br><b>122.95</b> |
|------------------------|---------------------------------------------|--------------------------------------------------|-------------------------|-------------------------|



|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>403</b> | <b>D</b> | TDZE <b>403</b> |
|-----------------|----------|-----------------|

|                                                               |      |                   |         |                                          |       |                      |
|---------------------------------------------------------------|------|-------------------|---------|------------------------------------------|-------|----------------------|
| <p>REIL Rwy 31 1<br/>HIRL Rwy 8-26 1<br/>MIRL Rwy 13-31 1</p> | 3000 | CERNI             | tr 348° | KUPPS                                    | AYOSA | 4 NM Holding Pattern |
|                                                               |      |                   |         |                                          | BOCRA | 1500                 |
|                                                               |      |                   |         |                                          | RW31  | 1500                 |
|                                                               |      |                   |         |                                          |       | 2600                 |
|                                                               |      |                   |         |                                          |       | GP 3.00° TCH 37      |
| CATEGORY                                                      |      | A                 | B       | C                                        | D     |                      |
| LPV DA                                                        |      | 653-1             |         | 250 (300-1)                              |       |                      |
| LNAV/VNAV DA                                                  |      | 774-1 ¼           |         | 371 (400-1 ¼)                            |       |                      |
| LNAV MDA                                                      |      | 840-1 437 (500-1) |         | 840-1 ⅜ 437 (500-1 ⅜)                    |       |                      |
| CIRCLING                                                      |      | 940-1 537 (600-1) |         | 960-1 ½ 557 (600-1 ½) 1060-2 657 (700-2) |       |                      |