

LOC/DME I-VXO 110.55 Chan 42 (Y)	APP CRS 133°	Rwy Ldg TDZE 344 Apt Elev 344
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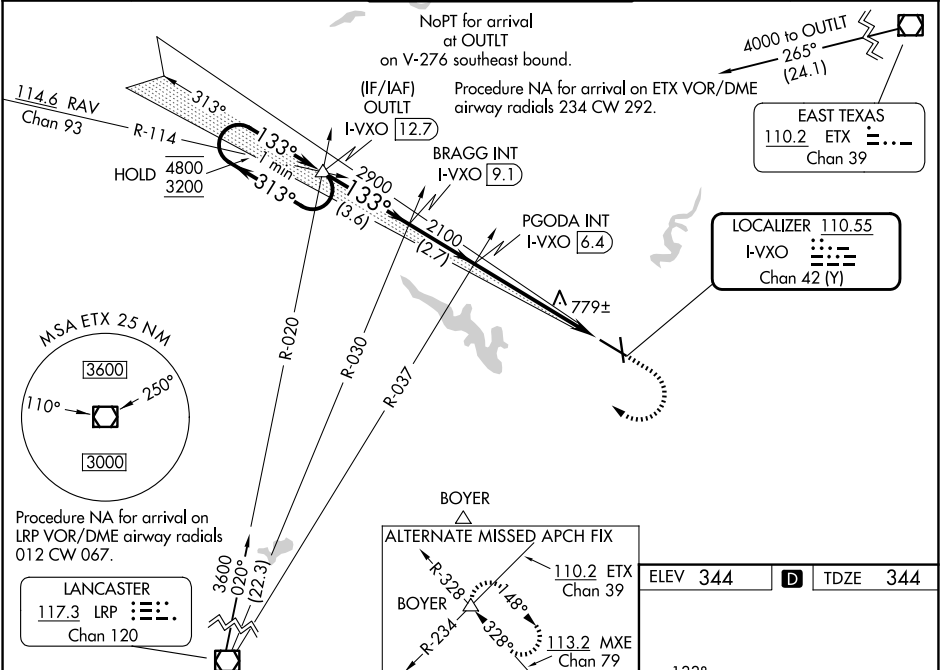
ILS or LOC RWY 13

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) 0 288.3	GND CON 121.9	UNICOM 122.95
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One Minute Holding Pattern

4800

3200

GS 3.00°

TCH 45

OUTLT INT

I-VXO

12.7

BRAGG INT

I-VXO

9.1

PGODA INT

I-VXO

6.4

900

3200

hdg 280°

LRP

R-020

OUTLT

△

313°

133°

733°

2900

2100

2100

2100

3.6 NM

2.7 NM

3.5 NM

1.8

*LOC only.

CATEGORY

A

B

C

D

S-ILS 13

544- $\frac{3}{4}$
200 (200- $\frac{3}{4}$)

559- $\frac{3}{4}$
215 (300- $\frac{3}{4}$)

594- $\frac{3}{4}$

250 (300- $\frac{3}{4}$)

S-LOC 13

980-1

636 (700-1)

980-1 $\frac{3}{4}$
636 (700-1 $\frac{3}{4}$)

980-2
636 (700-2)

CIRCLING

1020-1
676 (700-1)

1080-1
736 (800-1)

1280-2 $\frac{3}{4}$
936 (1000-2 $\frac{3}{4}$)

1660-3
1316 (1400-3)

REIL Rwy 13 and 31

HIRL Rwys 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

133°

13

13

6350 X 150

5151 X 150

TWR

36

31

1.0% UP