

LOC I-LSN	APP CRS	Rwy Ldg	6118
108.7	077°	TDZE	399
		Apt Elev	403

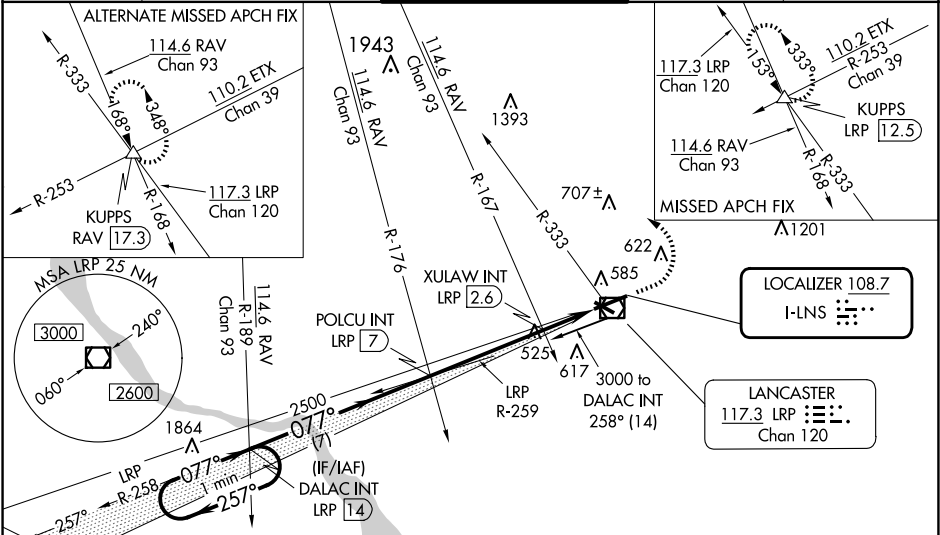
ILS or LOC RWY 8
LANCASTER (LNS)

⚠ Night landing: Rwy 13, 31 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS DA to 664 feet; increase all MDAs 80 feet and visibility S-LOC 8 Cats C/D and Circling Cats B/D visibility ¼ SM, increase Circling Cat C visibility ½ SM, increase XULAW fix minimums S-LOC 8 and Circling Cats C/D visibility ¼ SM. For inop MALSR, increase S-LOC 8 Cats C and D visibility ¾ mile. For inop MALSR when using Harrisburg Intl altimeter setting increase S-ILS 8 visibility all Cats ½ mile, S-LOC 8 Cats B visibility ¾ mile, Cat C, D 1 mile, increase Circling Cat B, D visibility ¼ mile. XULAW Fix minimums increase S-LOC 8 Cats C and D visibility to 1 ½ mile and Circling Cat C visibility to 1 ¾ mile.

MALSR
AS

MISSED APPROACH:
Climb to 1200 then climbing left turn to 3000 on LRP VOR/ DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS 125.675	HARRISBURG APP CON 126.45 281.525	LANCASTER TOWER★ 120.9 (CTAF) 0 251.1	GND CON 121.8	UNICOM 122.95
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*1160 when using Harrisburg Intl altimeter setting.				ELEV 403	TDZE 399
One Minute Holding Pattern				KUPPS	
DALAC INT LRP 14				R-333	
POLCU INT LRP 7				*LOC only.	
XULAW INT LRP 2.6				LRP 0.5	
3000 ← 257°				LRP VOR/DME	
GS 3.00° TCH 40				077°	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).				TWR 476	
2500				6933 X 150	
7 NM				0.3% UP	
4.4 NM				077°	
2.1 NM				REIL Rwy 31	
CATEGORY	A	B	C	D	HIRL Rwy 8-26
S-ILS 8	599-½		200 (200-½)		MIRL Rwy 13-31
S-LOC 8	1080-½	681 (700-½)	1080-1½ 681 (700-½)		FAF to MAP 6.5 NM
CIRCLING	1080-1 677 (700-1)		1080-2 677 (700-2)	1080-2¼ 677 (700-2¼)	Knots 60 90 120 150 180
XULAW FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 8	800-½	401 (400-½)	800-¾	401 (400-¾)	Min:Sec 6:30 4:20 3:15 2:36 2:10
CIRCLING	940-1	537 (600-1)	960-1½ 557 (600-1½)	1060-2 657 (700-2)	

NE-4, 30 OCT 2025 to 27 NOV 2025

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