

WAAS CH 78013 W31A	APP CRS 308°	Rwy Ldg 8129 TDZE 308 Apt Elev 310
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RNAV (GPS) RWY 31
HARRISBURG INTL (MDT)

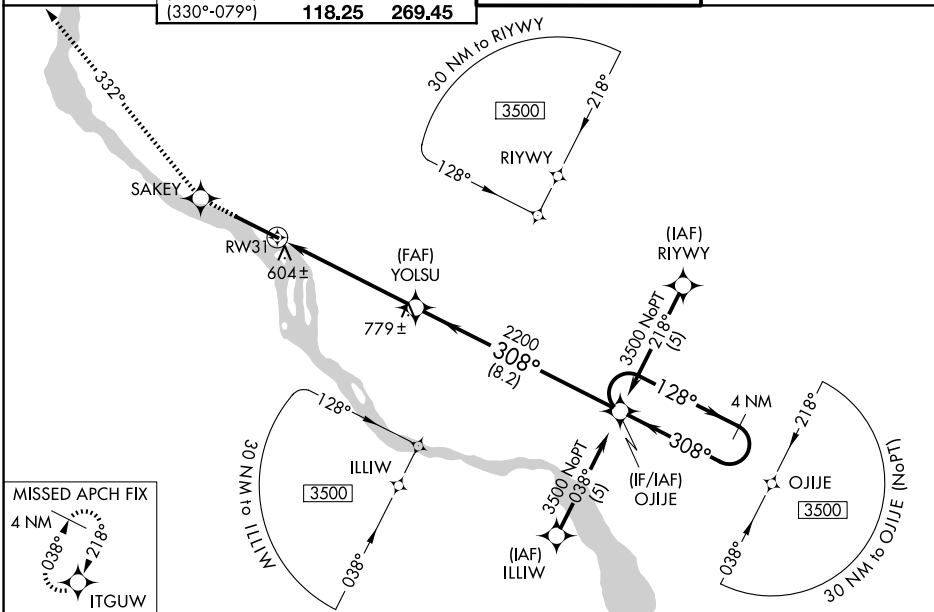
RNP APCH - GPS

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A Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.

 -16°C

MISSED APPROACH: Climb to 3500 direct SAKEY and on track 332° to ITGUW and hold.

ATIS 118.8	HARRISBURG APP CON		HARRISBURG INTL TOWER		GND CON	
	(080°-179°)	126.45	281.525			
	(180°-329°)	124.1	273.525	124.8	269.35	121.7 348.6
	(330°-079°)	118.25	269.45			



ELEV	310	D	TDZE	308
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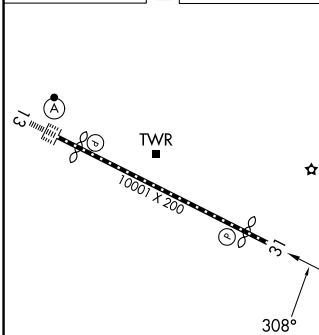


Figure 1 illustrates a scenario where the VGS (Vertical Guidance System) and RNAV (RNAV) glidepaths are not coincident. The diagram shows a 3D perspective of a flight path. A black line represents the VGS glidepath, and a red line represents the RNAV glidepath. The VGS glidepath is labeled "VGS 3.00° TCH 51" and the RNAV glidepath is labeled "RNAV 3.00° TCH 51". The RNAV glidepath is shown as a red line that is slightly higher than the VGS glidepath. The diagram includes a 3D coordinate system with axes labeled "3500", "SAKEY", and "ITGUW". The RNAV glidepath is shown as a red line that is slightly higher than the VGS glidepath. The diagram includes a 3D coordinate system with axes labeled "3500", "SAKEY", and "ITGUW".