

WAAS CH <b>42723</b> <b>W13A</b>	APP CRS <b>128°</b>	Rwy Idg <b>4102</b> TDZE <b>402</b> Apt Elev <b>403</b>
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RNAV (GPS) RWY 13  
LANCASTER (LNS)

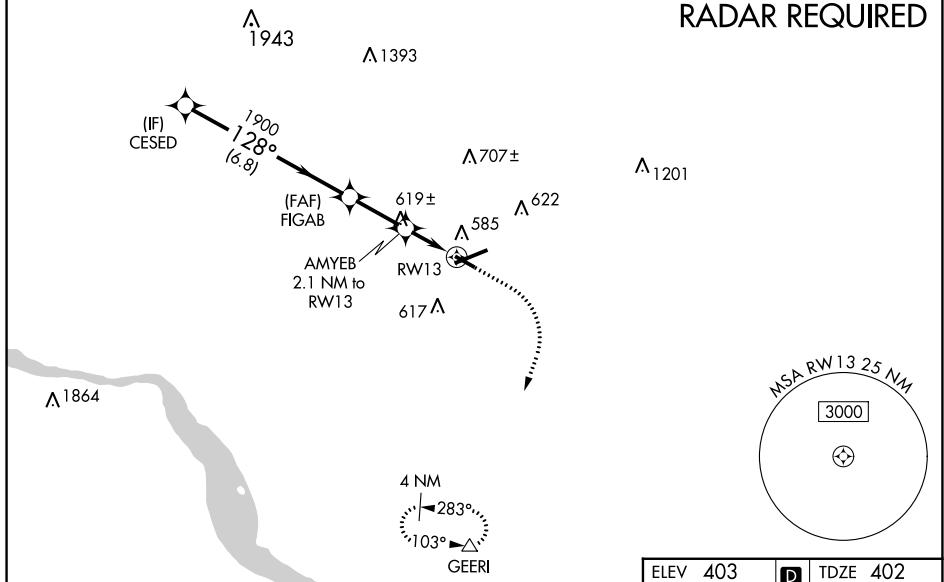
**T  
A**

Night landing: Rwy 13, 31 NA. Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 31°C (87°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 LPV and LNAV/VNAV visibility all Cats ½, and LNAV and Circling Cats C and D ¼.

**MISSED APPROACH:**  
Climb to 900 then  
climbing right turn  
to 3000 direct  
GEER and hold

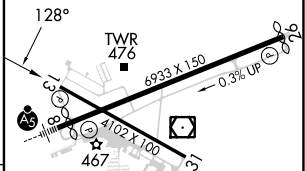
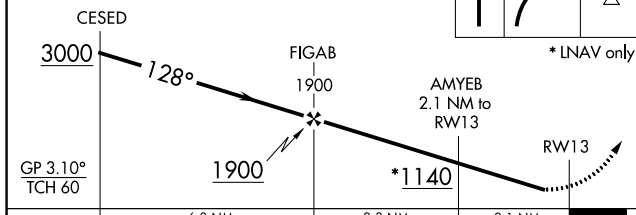
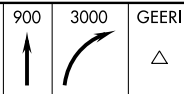
ATIS <b>125.675</b>	HARRISBURG APP CON <b>126.45 281.525</b>	LANCASTER TOWER ★ <b>120.9 (CTAF) 0 251.1</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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## RADAR REQUIRED



ELEV 403	<b>D</b>	TDZE 402
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VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 40).



CATEGORY	A	B	C	D
LPV DA	687-1		285 (300-1)	
LNAV/ VNAV DA	894-1 $\frac{5}{8}$		492 (500-1 $\frac{5}{8}$ )	
LNAV MDA	880-1 478 (500-1)		880-1 $\frac{3}{8}$ 478 (500-1 $\frac{3}{8}$ )	
CIRCLING	940-1 537 (600-1)		960-1 $\frac{1}{2}$ 557 (600-1 $\frac{1}{2}$ )	1060-2 657 (700-2)

REIL Rwy 31 **L**  
HIRL Rwy 8-26 **L**  
MIRL Rwy 13-31 **L**