

LOC I-INS <b>108.7</b>	APP CRS <b>077°</b>	Rwy Ldg TDZE Apt Elev	<b>6118</b> <b>399</b> <b>403</b>
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# ILS or LOC RWY 8

LANCASTER (LNS)

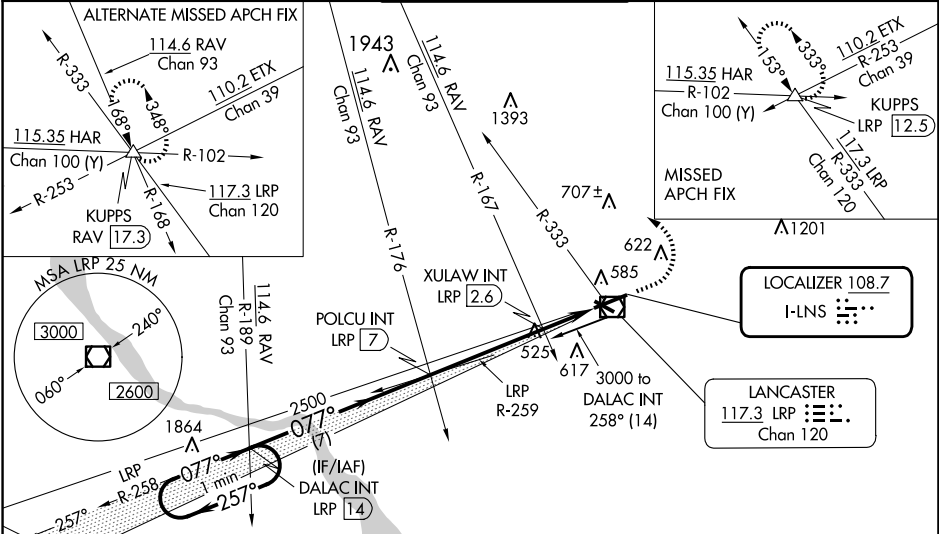
**⚠** Night landing: Rwy 13, 31 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS DA to 664 feet; increase all MDA's 80 feet and visibility S-LOC 8 Cats C/D and Circling Cats B/D visibility ¼ SM, increase Circling Cat C visibility ½ SM, increase XULAW 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



**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 <b>125.675</b>	HARRISBURG APP CON <b>126.45 281.525</b>	<b>LANCASTER TOWER*</b> <b>120.9 (CTAF) 0 251.1</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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NE-4, 20 MAR 2025 to 17 APR 2025

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