

VOR/DME LRP	APP CRS	Rwy Idg
117.3	090°	6118
Chan 120		TDZE 399
		Apt Elev 403

VOR RWY 8

LANCASTER (LNS)

⚠

Night landing: Rwy 13, 31 NA. Inop table does not apply.

⚠

When local altimeter setting not received, use Harrisburg Init altimeter setting and increase all MDA 80 feet.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via 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) 251.1	GND CON 121.8	UNICOM 122.95
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The main enroute chart displays the following features:

- Harrisburg Area:** R-102 (115.35 HAR Chan 100 (Y)) and R-253 (110.2 ETX Chan 39) converge at a point with altitudes 1943 and 1530.
- Intermediate Points:** R-333 (11393) and R-270 (090°) lead to a point with altitudes 617 and 585.
- Lancaster:** IAF LANCASTER 117.3 LRP Chan 120 is shown with a 622 altitude.
- Obstacles:** Various altitudes are marked along the routes, including 1201, 707±, 622, 585, 617, 891, and 1864.
- MSA:** A Minimum Safe Altitude (MSA) circle is centered on Lancaster, showing 3000 feet for 060°-240° and 2600 feet for 240°-060°.

Remain within 10 NM

2900

270°

090°

3000

LRP VOR/DME

LRP R-333

KUPPS

CATEGORY	A	B	C	D
S-8	1400-1¼ 1001 (1000-1¼)	1400-1½ 1001 (1000-1½)	1400-3	1001 (1000-3)
CIRCLING	1400-1¼ 997 (1000-1¼)	1400-1½ 997 (1000-1½)	1400-3	997 (1000-3)

ELEV 403

D

TDZE 399

The detailed airport diagram includes:

- Runways:** 8 (090°), 13 (180°), and 31 (090°).
- Obstacles:** Tower 476, and other structures with altitudes 467, 4102, and 6933.
- Gradients:** 0.3% UP on Runway 13.
- Other:** REIL Rwy 31, HIRL Rwy 8-26, and MIRL Rwy 13-31.

LANCASTER, PENNSYLVANIA

Amdt 21B 15SEP16

40°07'N-76°18'W

LANCASTER (LNS)

VOR RWY 8