

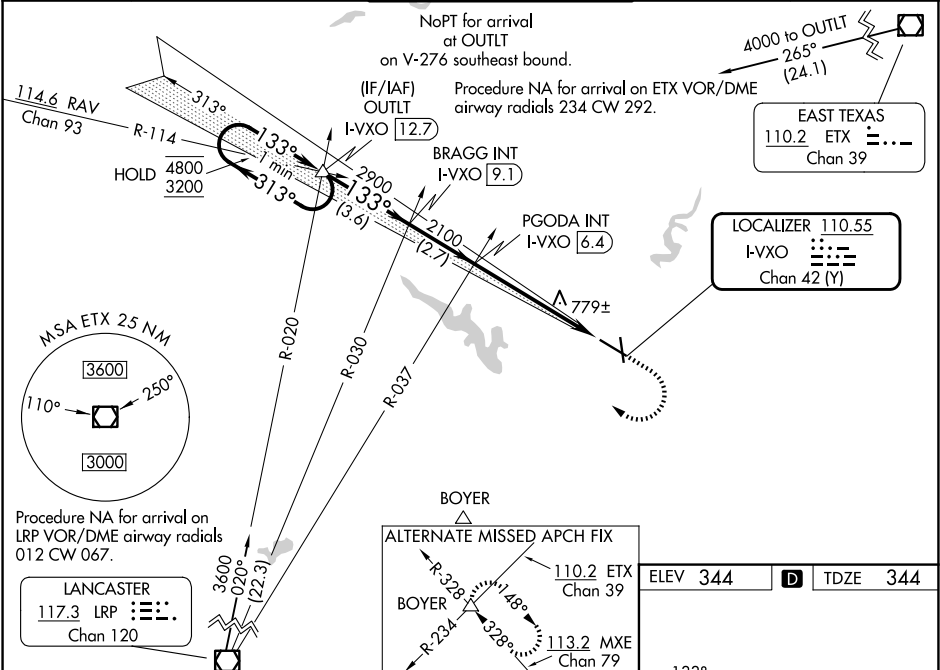
LOC/DME I-VXO 110.55 Chan 42 (Y)	APP CRS 133°	Rwy Ldg TDZE 344 Apt Elev 344
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ILS or LOC RWY 13
READING RGNL/CARL A SPAATZ FLD (RDG)

⚠ Circling Rwy 18, 31 NA at night. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cat A DA to 637 feet and visibility $\frac{1}{8}$ SM, Cat B DA to 652 feet and visibility $\frac{1}{8}$ SM, Cat C and D DA to 687 feet and visibility $\frac{1}{4}$ SM, and increase all MDA 100 feet and S-LOC 13 Cat C visibility $\frac{1}{4}$ SM, Circling Cats B and C visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 on heading 280° and LRP VOR/DME R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

ATIS 127.1	HARRISBURG APP CON 125.15 257.9	READING TOWER ★ 119.9 (CTAF) 0 288.3	GND CON 121.9	UNICOM 122.95
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One Minute Holding Pattern

OUTLT INT I-VXO 12.7

BRAGG INT I-VXO 9.1

PGODA INT I-VXO 6.4

*I-VXO 2.9

I-VXO 1.1

4800 3200

313° 133° 133°

2900

2100

2100

3.6 NM 2.7 NM 3.5 NM 1.8

GS 3.00° TCH 45

900 3200 LRP R-020 OUTLT

*LOC only.

133°

81

1.0% UP

6350 X 150

5151 X 150

TWR

36

CATEGORY	A	B	C	D
S-ILS 13	544- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)	559- $\frac{3}{4}$ 215 (300- $\frac{3}{4}$)	594- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)	
S-LOC 13	980-1	636 (700-1)	980-1 636 (700-1 $\frac{3}{4}$)	980-2 636 (700-2)
CIRCLING	1020-1 676 (700-1)	1080-1 736 (800-1)	1280-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$)	1660-3 1316 (1400-3)

REIL Rwy 13 and 31

HIRL Rws 13-31 and 18-36

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-4, 09 JUL 2026 to 06 AUG 2026

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