

VOR/DME LRP <b>117.3</b> Chan <b>120</b>	APP CRS <b>247°</b>	Rwy Idg <b>6118</b> TDZE <b>384</b> Apt Elev <b>403</b>
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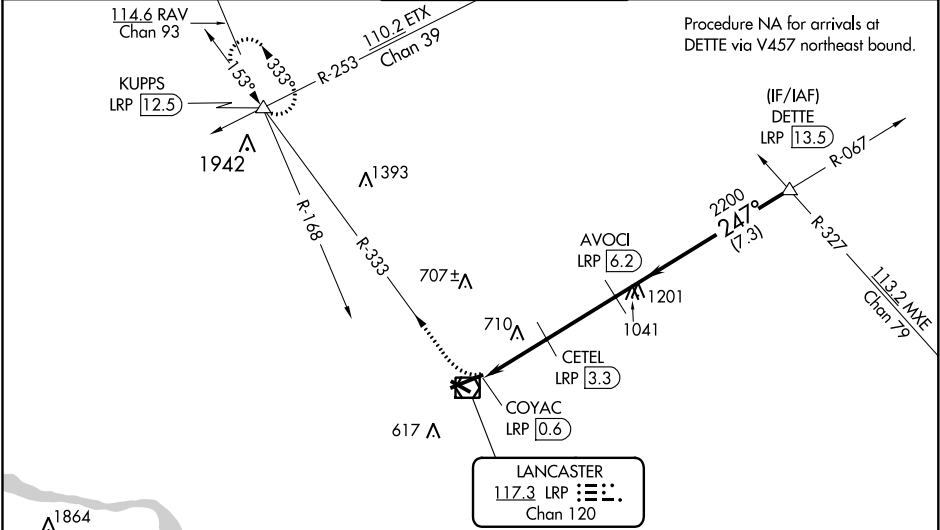
VOR/DME RWY 26  
LANCASTER (LNS)

**▼** Night landing: Rwy 13, 31 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

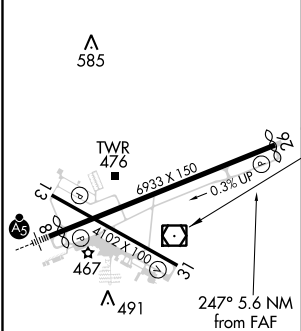
**▲** When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climbing right turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

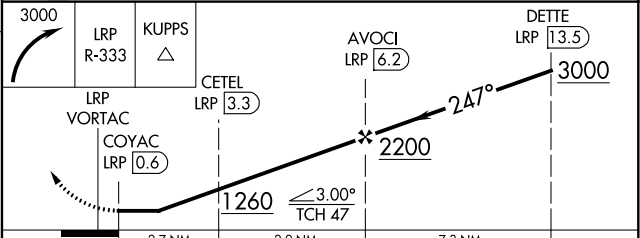
ATIS <b>125.675</b>	HARRISBURG APP CON <b>126.45 281.525</b>	LANCASTER TOWER★ <b>120.9 (CTAF) 251.1</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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ELEV <b>403</b>	<b>D</b>	TDZE <b>384</b>
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REIL Rwy 31	1
HIRL Rwy 8-26	1
MIRL Rwy 13-31	1



CATEGORY	A	B	C	D
S-26	1020-1	636 (700-1)	1020-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$ )	1020-2 636 (700-2)
CIRCLING	1020-1	617 (700-1)	1020-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$ )	1080-2 $\frac{1}{4}$ 677 (700-2 $\frac{1}{4}$ )