



VOR/DME LRP <b>117.3</b> Chan <b>120</b>	APP CRS <b>290°</b>	Rwy Ldg <b>8129</b> TDZE <b>308</b> Apt Elev <b>310</b>
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VOR RWY 31

HARRISBURG INTL (MDT)

  -16°C	Circling NA south of Rwy 13-31. Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 090° and RAV VORTAC R-193 to BAARN INT/LRP 18 DME and hold.
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ATIS <b>118.8</b>	HARRISBURG APP CON				HARRISBURG INTL TOWER		GND CON	
	(080°-179°)	<b>126.45</b>	<b>281.525</b>		<b>124.8</b>	<b>269.35</b>	<b>121.7</b>	<b>348.6</b>
	(180°-329°)	<b>124.1</b>	<b>273.525</b>					
	(330°-079°)	<b>118.25</b>	<b>269.45</b>					

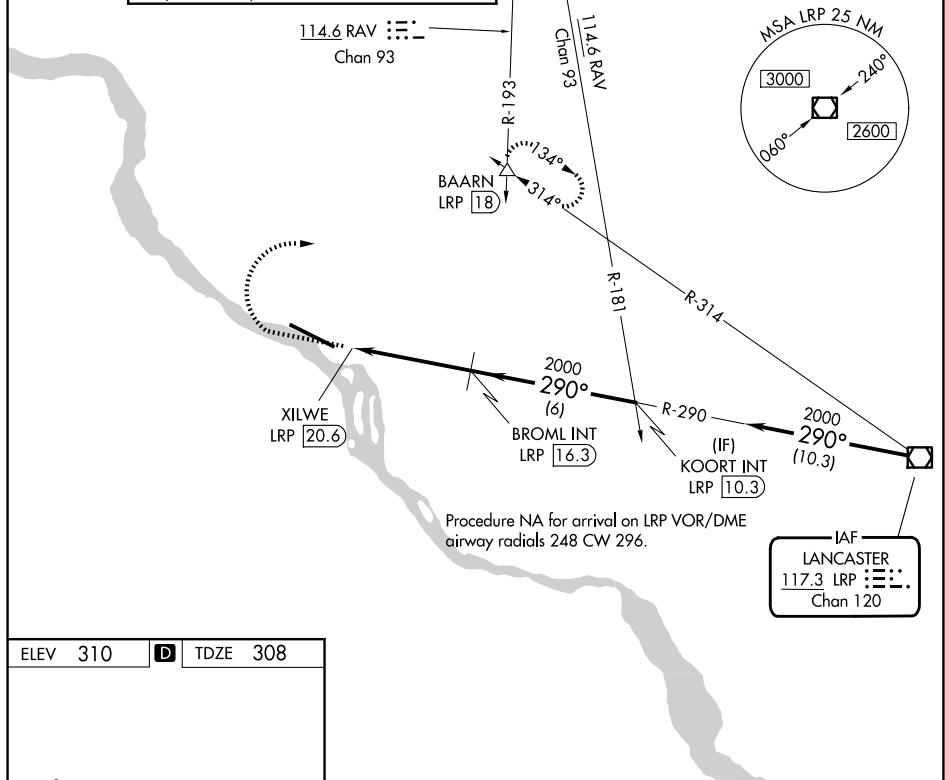


Figure 1 illustrates a 3D visualization of a flight path. The top portion shows a perspective view of the path starting from a TWR (Tower) and heading towards a 31° heading, with a scale of 10001 x 200. The bottom portion shows a 2D plan view of the flight path, including a table of flight parameters and a table of flight path segments.

PARAMETER	VALUE
1500	↑
3000	hdg 090°
RAV	R-193
BAARN	△
BROML INT LRP	16.3
KOORT INT LRP	10.3

CATEGORY	A	B	C	D
S-31	1260-1 ¼ 952 (1000-1 ¼)	1260-1 ½ 952 (1000-1 ½)	1260-3	952 (1000-3)
CIRCLING	1260-1 ¼ 950 (1000-1 ¼)	1260-1 ½ 950 (1000-1 ½)	1260-3 950 (1000-3)	1440-3 1130 (1200-3)

HARRISBURG, PENNSYLVANIA  
Amdt 2C 03NOV22

40°12'N-76°46'W

HARRISBURG INTL (MDT)

VOR RWY 31

NE-4, 07 AUG 2025 to 04 SEP 2025