

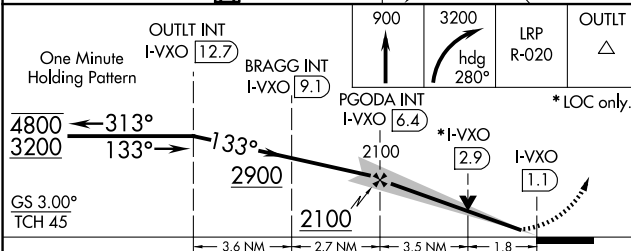
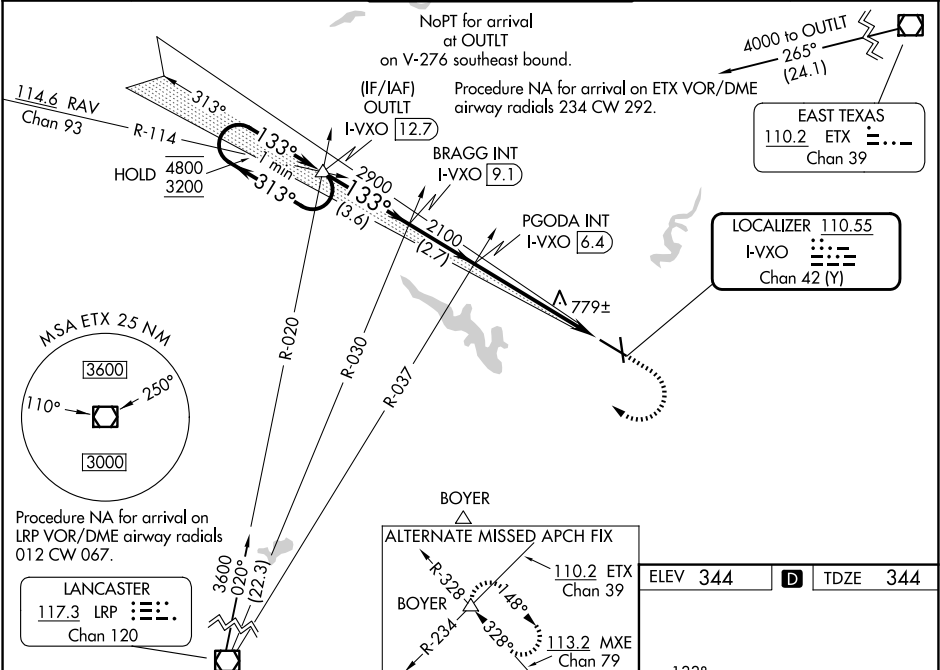
LOC/DME I-VXO <b>110.55</b> Chan <b>42</b> (Y)	APP CRS <b>133°</b>	Rwy Ldg TDZE <b>344</b> Apt Elev <b>344</b>
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ILS or LOC RWY 13  
READING RGNL/CARL A SPAATZ FLD (RDG)

**⚠** 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 <b>127.1</b>	HARRISBURG APP CON <b>125.15 257.9</b>	READING TOWER ★ <b>119.9</b> (CTAF) <b>0 288.3</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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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)	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)

