

HARRISBURG, PENNSYLVANIA

AL-187 (FAA)

24193

| | | |
|---------------------------|------------------------|---|
| LOC I-CXY 109.1 | APP CRS 082° | Rwy Idg 5000 TDZE 342 Apt Elev 347 |
|---------------------------|------------------------|---|

ILS or LOC RWY 8

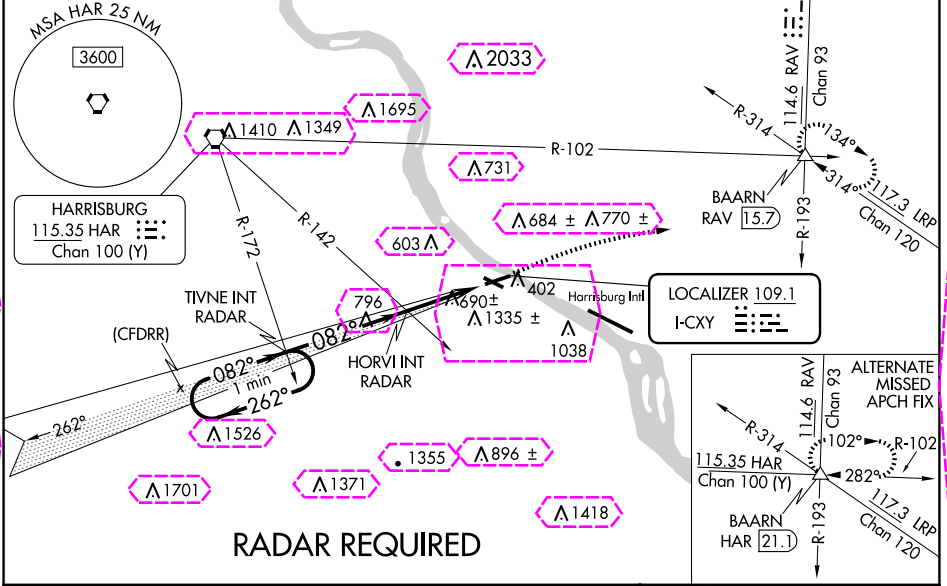
CAPITAL CITY (CXY)

⚠ When local altimeter setting not received, use Harrisburg Intl altimeter setting. For inop MALS, increase S-ILS-8 all Cats visibility to $1\frac{3}{4}$ mile and S-LOC-8 Cat A and HORVI FIX minimums Cat A and B visibility to 1 mile. Night landing Rwy 12, 30 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MALS

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 087° and on RAV VORTAC R-193 to BAARN INT/RAV 15.7 DME and hold.

| | | | | |
|-----------------------|--|---|-------------------------|-------------------------|
| ATIS 134.95 | HARRISBURG APP CON 124.1 273.525 | CAPITAL CITY TOWER ★ 119.5 (CTAF) 257.8 | GND CON 121.9 | UNICOM 122.95 |
|-----------------------|--|---|-------------------------|-------------------------|



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

One Minute Holding Pattern

GS 3.00° TCH 58

TIVNE INT RADAR

HORVI INT RADAR

1100 3000 RAV R-193 BAARN

hdg 087°

* LOC only

3000 2800 262° 082° 2800 1340 4.6 NM 3 NM

ELEV 347 TDZE 342

| CATEGORY | A | B | C | D |
|--------------------|--|---|--------|---------------|
| S-ILS 8 | 834-1 $\frac{1}{4}$ 492 (500-1 $\frac{1}{4}$) | | | |
| S-LOC 8 | 1340-1 1005 (1000-1) | 1340-2 $\frac{1}{2}$ 1005 (1000-2 $\frac{1}{2}$) | | |
| CIRCLING | 1340-1 $\frac{1}{4}$ 993 (1000-1 $\frac{1}{4}$) | 1700-1 $\frac{1}{2}$ 1353 (1400-1 $\frac{1}{2}$) | 1700-3 | 1353 (1400-3) |
| HORVI FIX MINIMUMS | | | | |
| S-LOC 8 | 940-1 605 (600-1) | 940-1 $\frac{3}{8}$ 605 (600-1 $\frac{3}{8}$) | | |
| CIRCLING | 1200-1 $\frac{1}{4}$ 853 (900-1 $\frac{1}{4}$) | 1700-1 $\frac{1}{2}$ 1353 (1400-1 $\frac{1}{2}$) | 1700-3 | 1353 (1400-3) |

HIRL Rwy 8-26 **0**
MIRL Rwy 12-30 **0**

FAF to MAP 7.6 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:36 | 5:04 | 3:48 | 3:02 | 2:32 |

HARRISBURG, PENNSYLVANIA

Amdt 12A 19MAY22

40°13'N-76°51'W

CAPITAL CITY (CXY)

ILS or LOC RWY 8

NE-4, 10 JUL 2025 to 07 AUG 2025

HARRISBURG, PENNSYLVANIA

AL-187 (FAA)

25219

| | | |
|---------------------------|------------------------|--|
| LOC I-CXY 109.1 | APP CRS 082° | Rwy Ldg 5000 TDZE 342 Apt Elev 347 |
|---------------------------|------------------------|--|

ILS or LOC RWY 8

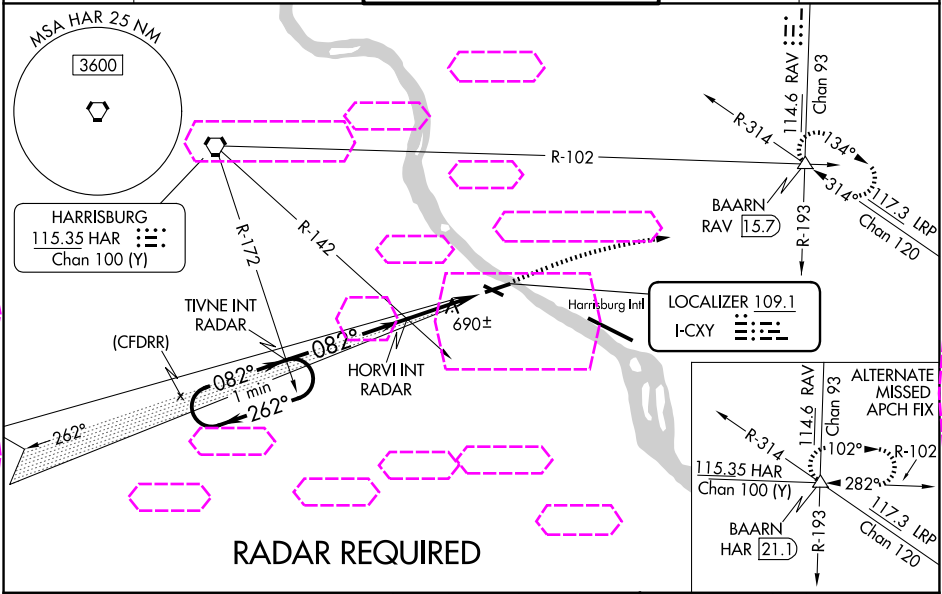
CAPITAL CITY (CXY)

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MALS

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 087° and on RAV VORTAC R-193 to BAARN INT/RAV 15.7 DME and hold.

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| ATIS 134.95 | HARRISBURG APP CON 124.1 273.525 | CAPITAL CITY TOWER ★ 119.5 (CTAF) 0 257.8 | GND CON 121.9 | UNICOM 122.95 |
|-----------------------|--|---|-------------------------|-------------------------|



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).
One Minute Holding Pattern

TIVNE INT RADAR
2800

HORVI INT RADAR
2800

* LOC only

GS 3.00° TCH 58

4.6 NM

3 NM

ELEV 347

TDZE 342

1100

3000

hdg 087°

RAV R-193

BAARN △

| CATEGORY | A | B | C | D |
|--------------------|--------------------------------|---------------------------------|-----------------|-------------------|
| S-ILS 8 | 834-1 1/4 | | 492 (500-1 1/4) | |
| S-LOC 8 | 1340-1 | 1005 (1000-1) | 1340-2 1/2 | 1005 (1000-2 1/2) |
| CIRCLING | 1340-1 1/4 993 (1000-1 1/4) | 1700-1 1/2 1353 (1400-1 1/2) | 1700-3 | 1353 (1400-3) |
| HORVI FIX MINIMUMS | | | | |
| S-LOC 8 | 940-1 | 605 (600-1) | 940-1 3/8 | 605 (600-1 3/8) |
| CIRCLING | 1200-1 1/4 853 (900-1 1/4) | 1700-1 1/2 1353 (1400-1 1/2) | 1700-3 | 1353 (1400-3) |

| | | | | |
|-------------------|------|------|------|------|
| HIRL Rwys 8-26 0 | | | | |
| MRL Rwy 12-30 0 | | | | |
| FAF to MAP 7.6 NM | | | | |
| Knots | 60 | 90 | 120 | 150 |
| Min:Sec | 7:36 | 5:04 | 3:48 | 3:02 |

HARRISBURG, PENNSYLVANIA

Amdt 12A 19MAY22

40°13'N-76°51'W

CAPITAL CITY (CXY)

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