

# ILS or LOC RWY 13

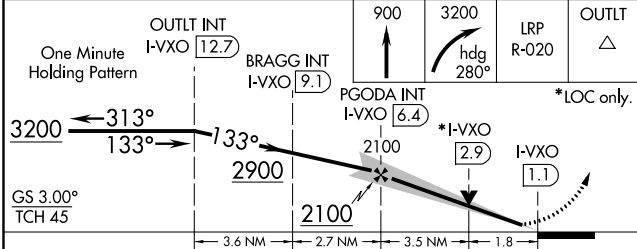
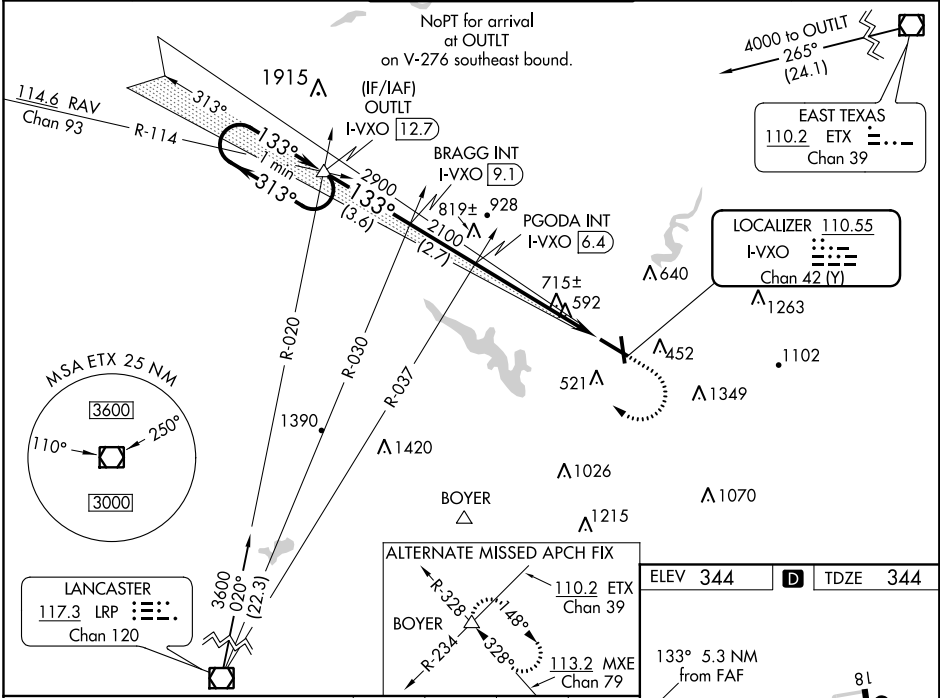
READING RGNL/CARL A SPAATZ FIELD (RDG)

LOC/DME I-VXO <b>110.55</b> Chan <b>42 (Y)</b>	APP CRS <b>133°</b>	Rwy Idg <b>6350</b> TDZE <b>344</b> Apt Elev <b>344</b>
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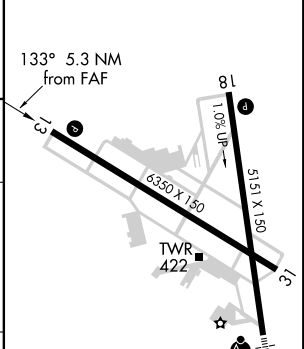
**⚠** Night landing: Rwy 18, 31 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cats A and B DA to 637 feet and visibility  $\frac{1}{4}$  mile, Cats C and D DA to 687 feet and visibility  $\frac{1}{2}$  mile, and increase all MDA 100 feet, and S-LOC 13 Cats C and D visibility  $\frac{1}{4}$  mile, Circling Cats B and C visibility  $\frac{1}{2}$  mile and Cat D visibility  $\frac{1}{2}$  mile.

**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>	READING APP CON ★ <b>125.15 257.9</b>	READING TOWER ★ <b>119.9 (CTAF) 288.3</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 344	<b>D</b>	TDZE 344
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CATEGORY	A	B	C	D
S-ILS 13	544- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )		594- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ )	
S-LOC 13	980-1 636 (700-1)		980-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$ )	980-2 636 (700-2)
CIRCLING	1020-1 676 (700-1)		1020-1 $\frac{3}{4}$ 676 (700-1 $\frac{3}{4}$ )	1140-2 $\frac{1}{2}$ 796 (800-2 $\frac{1}{2}$ )

REIL Rwy 13 and 31	
HIRL Rwys 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

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NE-4, 25 FEB 2021 to 25 MAR 2021

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