

VOR/DME LRP	APP CRS	Rwy Ldg
117.3	090°	6118
Chan 120		TDZE 399
		Apt Elev 403

VOR RWY 8

LANCASTER (LNS)

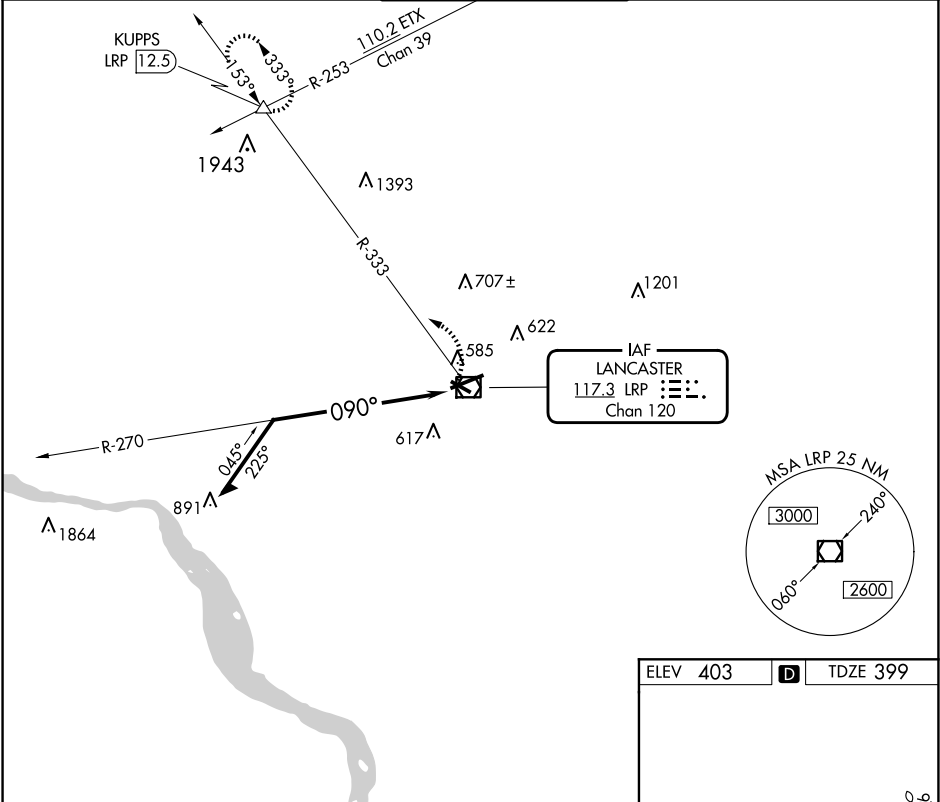
Night landing: Rwy 13, 31 NA. Inop table does not apply.

When local altimeter setting not received, use Harrisburg Init altimeter setting and increase all MDA 80 feet.

MALSR

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

ATIS	HARRISBURG APP CON	LANCASTER TOWER ★	GND CON	UNICOM
125.675	126.45 281.525	120.9 (CTAF) 251.1	121.8	122.95



Remain within 10 NM

2900

270°

090°

3000

LRP VOR/DME

LRP R-333

KUPPS

CATEGORY	A	B	C	D
S-8	1400-1¼ 1001 (1000-1¼)	1400-1½ 1001 (1000-1½)	1400-3	1001 (1000-3)
CIRCLING	1400-1¼ 997 (1000-1¼)	1400-1½ 997 (1000-1½)	1400-3	997 (1000-3)

ELEV 403

TDZE 399

The detailed diagram shows the airport layout with the following details:

- Runways**: 8 (090°), 13 (180°), and 31 (090°).
- taxiways**: 467, 4102 X 100, and 6933 X 150.
- Obstacles**: TWIR 476, 467, and 4102 X 100.
- Gradients**: 0.3% UP on runway 13.
- Other**: REIL Rwy 31, HIRL Rwy 8-26, and MIRL Rwy 13-31.