

WAAS CH <b>97322</b> <b>W27A</b>	APP CRS <b>268°</b>	Rwy Idg TDZE <b>10</b> Apt Elev <b>36</b>	<b>9912</b>
--	------------------------	---	-------------

RNAV (GPS) RWY 27L

PHILADELPHIA INTL (PHL)

▼

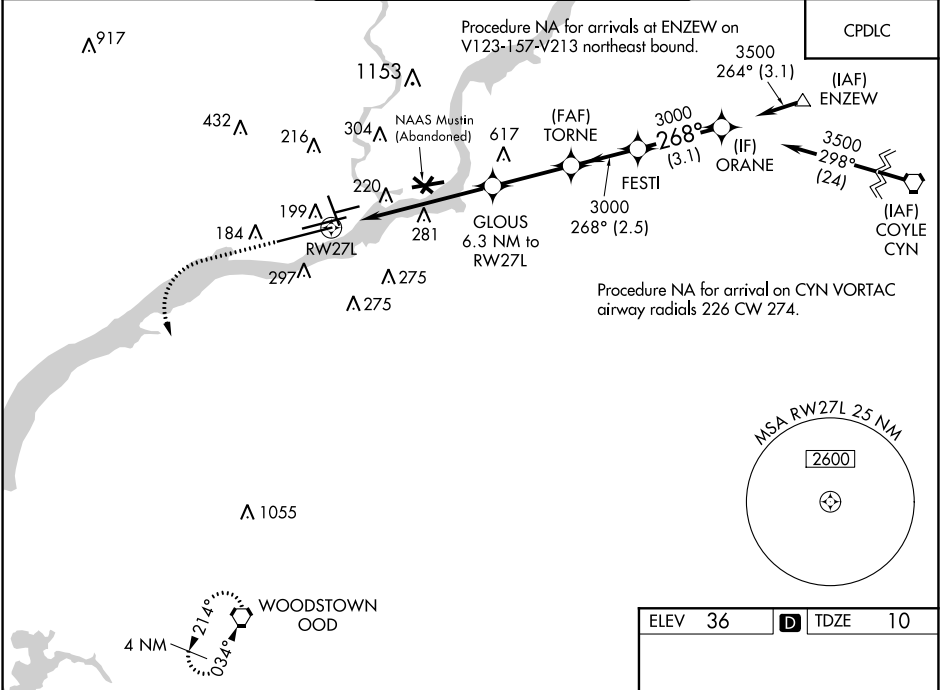
▲




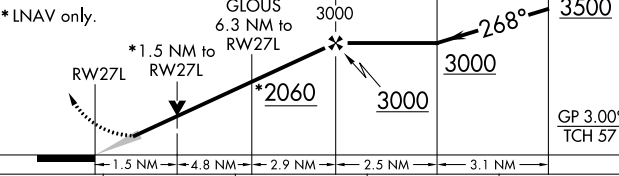
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OOD VORTAC and hold.

D-ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
--	--	---	-------------------------------	---------------------------------



1500	3000	OOD	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).			
						
*LNAV only.						
						
CATEGORY	A		B		C	D
LPV DA	260/24		250 (300-½)			
LNAV/ VNAV	423/45		413 (400-¾)			
LNAV MDA	560/24		550 (600-½)		560/60 550 (600-1¼)	
CIRCLING	560-1 524 (600-1)		600-1 564 (600-1)		620-1½ 584 (600-1½)	
					720-2¼ 684 (700-2¼)	

ELEV 36

TDZE 10

TDZ/CL Rwy 9R  
HIRL all Rwys  
REIL Rwys 9L and 35