

WAAS CH <b>90122</b>	APP CRS <b>268°</b>	Rwy Idg TDZE <b>11</b>	<b>8864</b>
<b>W27B</b>		Apt Elev <b>36</b>	

# RNAV (GPS) RWY 27R

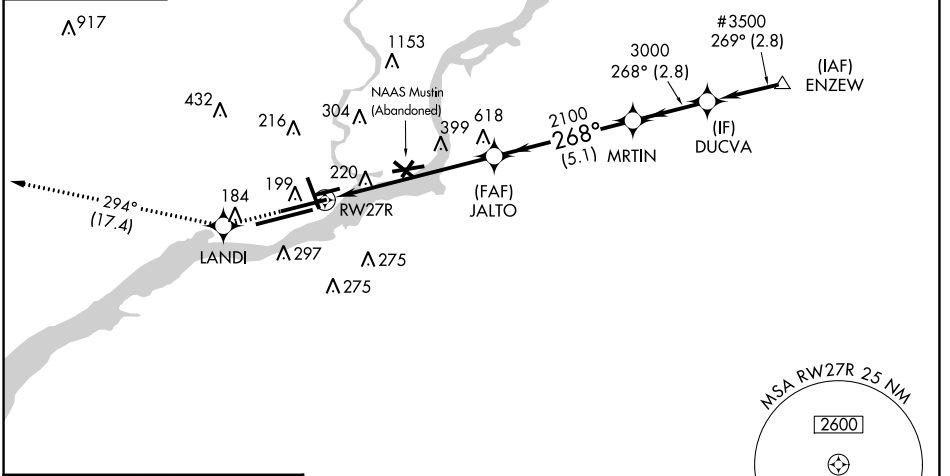
PHILADELPHIA INTL (PHL)

<b>▽</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D to 2 SM.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 3000 direct LANDI and on track 294° to MXE 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>

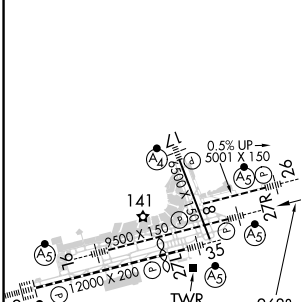
MISSED APCH FIX  
MODENA  
MXE

CPDLC

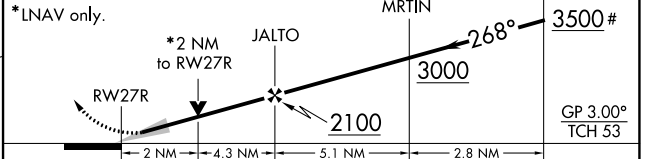
#3000 when authorized by ATC.



ELEV 36	<b>D</b>	TDZE 11
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3000	LANDI	tr 294°	MXE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 81).	# 3000 when authorized by ATC.
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CATEGORY	A	B	C	D
LPV DA	267/24 256 (300-½)			
LNAV/VNAV DA	520/60 509 (500-1¼)			
LNAV MDA	720/24	709 (700-½)	720-1½ 709 (700-1½)	720-1¾ 709 (700-1¾)
CIRCLING	720-1	684 (700-1)	720-2 684 (700-2)	720-2¼ 684 (700-2¼)

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

NE-4, 11 JUL 2024 to 08 AUG 2024

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