

APP CRS 087°	Rwy Ldg 12000 TDZE 21 Apt Elev 36
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RNAV (RNP) Z RWY 9R
PHILADELPHIA INTL (PHL)

RNP AR APCH - GPS.  For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1½ SM.		ALSF-2 	MISSED APPROACH: Climb to 3000 on track 087° to ASGEW and on track 169° to CIPOK, and on track 259° to OOD VORTAC and hold.
D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6

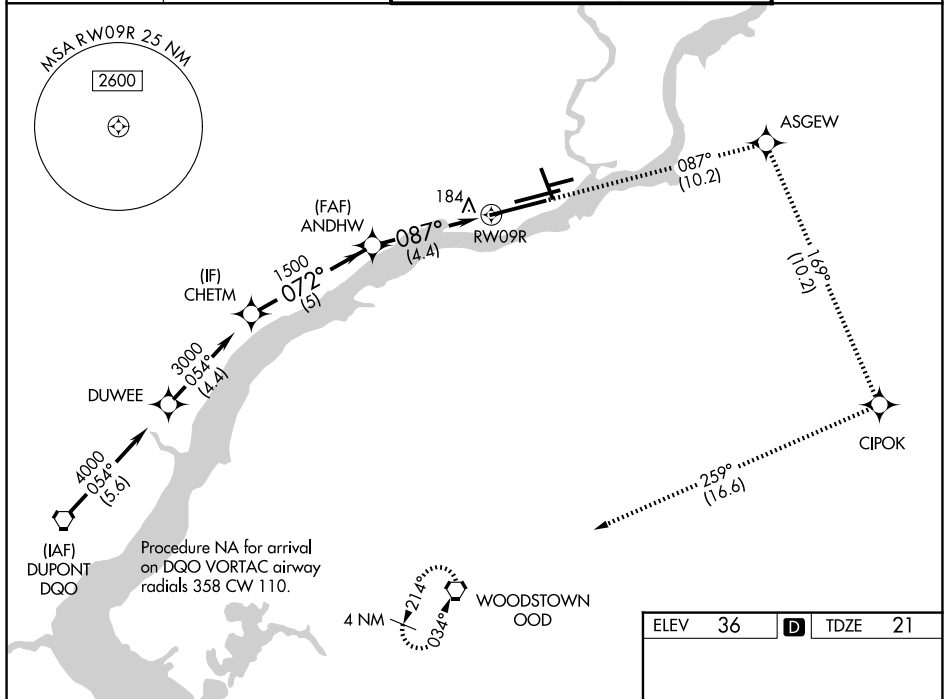


Figure 1 illustrates a non-parallel RNAV approach. The diagram shows a 3D perspective of a flight path. A vertical line represents the CHETM VORTAC station. A horizontal line represents the ground. A diagonal line represents the glidepath, starting at 3000 feet and descending to 1500 feet. The glidepath is labeled with a 072° angle. A second diagonal line represents the RNAV glidepath, starting at 1500 feet and descending to 1500 feet. The RNAV glidepath is labeled with a 087° angle. The distance between the CHETM station and the RNAV station is 5 NM. The distance from the RNAV station to the runway (RW09R) is 4.4 NM. The RNAV station is labeled ANDHW. The runway is labeled RW09R. The diagram also shows a 3000-foot VORTAC station (CHETM) and a 3000-foot RNAV station (ANDHW). The RNAV station is labeled with a 087° angle. The diagram also shows a 3000-foot VORTAC station (CHETM) and a 3000-foot RNAV station (ANDHW). The RNAV station is labeled with a 087° angle. The diagram also shows a 3000-foot VORTAC station (CHETM) and a 3000-foot RNAV station (ANDHW). The RNAV station is labeled with a 087° angle.

