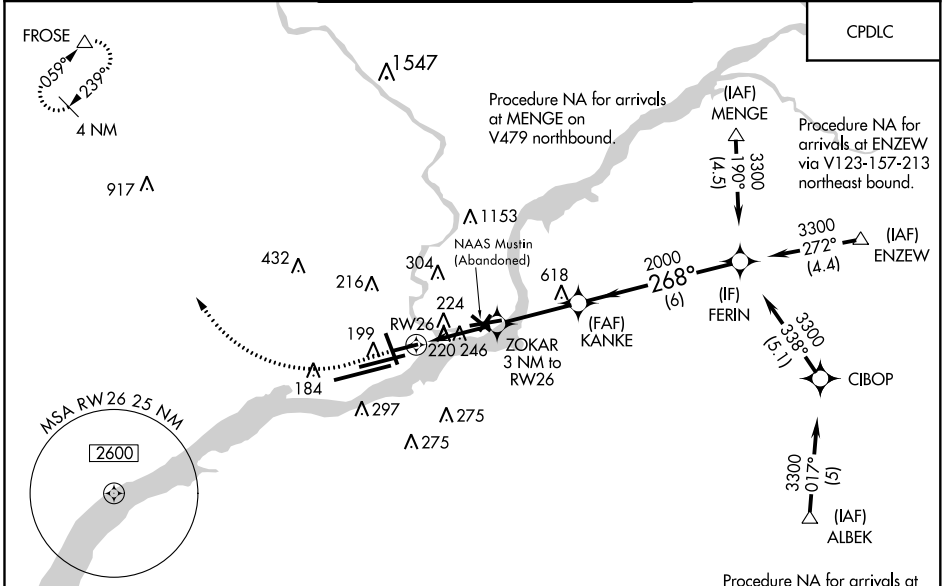


WAAS CH 78117	APP CRS 268°	Rwy Idg TDZE 36	5001
W26A		Apt Elev	36

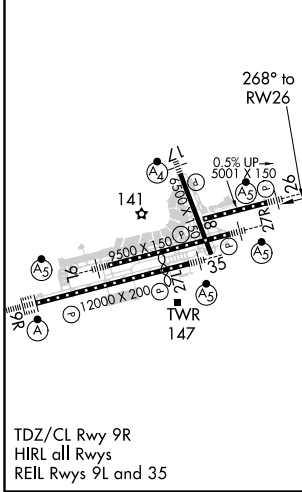
RNAV (GPS) RWY 26

PHILADELPHIA INTL (PHL)

RNP APCH.		<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LPV all Cts visibility 3/8 SM, increase LNAV Cts A and B to RVR 5500. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Rwy 26 helicopter visibility reduction below RVR 4000 NA.</p>		<p>MALSRL</p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct FROSE and hold.</p>
D-ATIS ARR 133.4 DEP 135.925	PHILADELPHIA APP CON 124.35 319.15	<p>PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)</p>		GND CON 121.9 348.6	CLNC DEL 118.85 348.6



ELEV 36	D	TDZE 36
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<p>1055</p> <p>800 3000 FROSE</p> <p>*LNAV only.</p> <p>ZOKAR 3 NM to RWY 26</p> <p>*1.2 NM to RWY 26</p> <p>RWY 26</p> <p>1040*</p> <p>KANKE 2000</p> <p>FERIN 3300</p> <p>GP 3.00° TCH 50</p>																									
<table border="1"> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> </tr> <tr> <td>LPV DA</td> <td></td> <td>513/60</td> <td>477 (500-1¼)</td> <td></td> </tr> <tr> <td>LNAV/VNAV DA</td> <td></td> <td>573-1¾</td> <td>537 (600-1¾)</td> <td></td> </tr> <tr> <td>LNAV MDA</td> <td>540/40</td> <td>504 (600-¾)</td> <td>540/55</td> <td>504 (600-1)</td> </tr> <tr> <td>C CIRCLING</td> <td>540-1 504 (600-1)</td> <td>600-1 564 (600-1)</td> <td>620-1½ 584 (600-1½)</td> <td>720-2¼ 684 (700-2¼)</td> </tr> </table>	CATEGORY	A	B	C	D	LPV DA		513/60	477 (500-1¼)		LNAV/VNAV DA		573-1¾	537 (600-1¾)		LNAV MDA	540/40	504 (600-¾)	540/55	504 (600-1)	C CIRCLING	540-1 504 (600-1)	600-1 564 (600-1)	620-1½ 584 (600-1½)	720-2¼ 684 (700-2¼)
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NE-4, 15 JUL 2021 to 12 AUG 2021

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