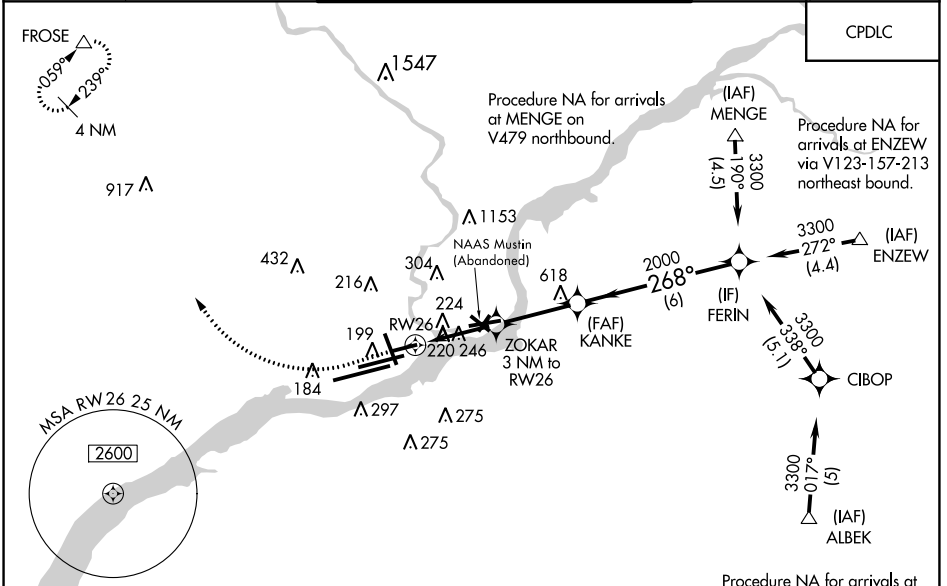


WAAS CH 78117	APP CRS 268°	Rwy Idg TDZE 36	5001
W26A	268°	Apt Elev	36

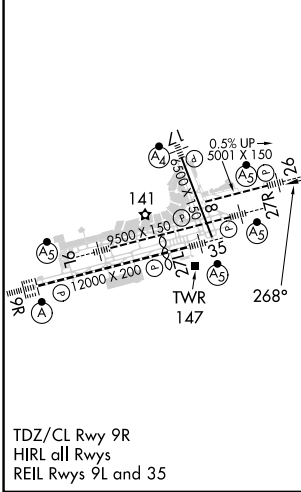
RNAV (GPS) RWY 26

PHILADELPHIA INTL (PHL)

RNP APCH		PHILADELPHIA TOWER		GND CON		CLNC DEL	
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LPV all Cats visibility 3/8 SM, increase LNAV Cats 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>118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)</p>		<p>121.9 348.6</p>		<p>118.85 348.6</p>	
D-ATIS ARR 133.4 DEP 135.925		PHILADELPHIA APP CON 124.35 319.15					



ELEV 36	D	TDZE 36
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<p>* LNAV only.</p> <p>ZOKAR 3 NM to RW26</p> <p>1.2 1.8 NM</p> <p>3 NM</p> <p>6 NM</p> <p>1040*</p> <p>2000</p> <p>268°</p> <p>3300</p> <p>GP 3.00° TCH 50</p>																									
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <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 (600-1½)</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> </tbody> </table>	CATEGORY	A	B	C	D	LPV DA		513/60	477 (500-1¼)		LNAV/VNAV DA		573-1¾	537 (600-1½)		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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