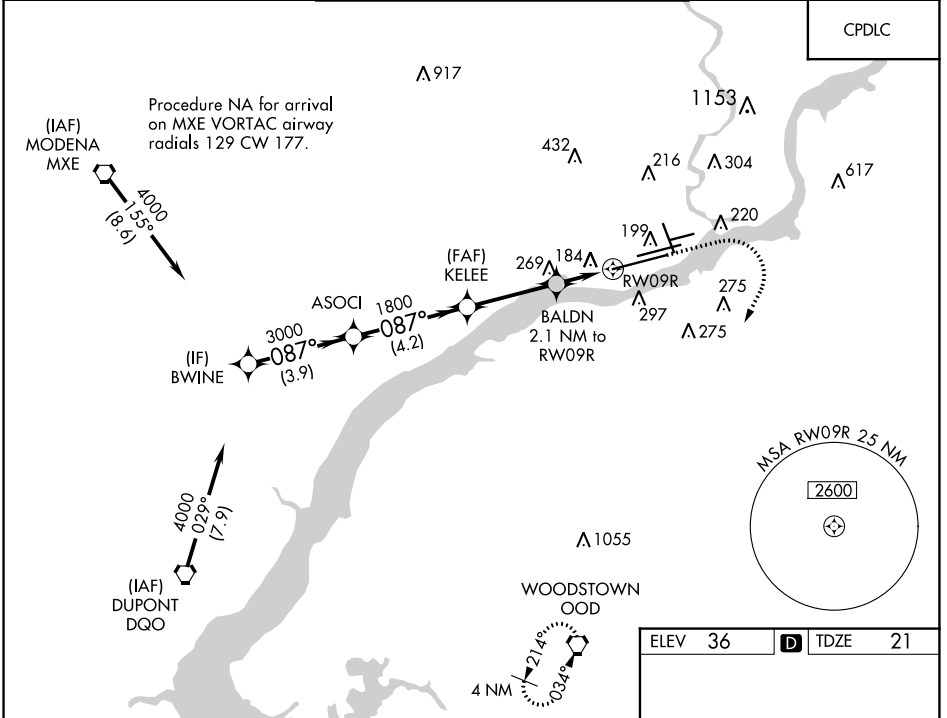


WAAS CH <b>40023</b> W09A	APP CRS <b>087°</b>	Rwy Idg TDZE <b>21</b> Apt Elev <b>36</b>	<b>12000</b>
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# RNAV (GPS) Y RWY 9R

PHILADELPHIA INTL (PHL)

<p><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.  <b>▲</b> For inop ALS, increase LNAV/VNAV visibility all Cats to RVR 5000 and LNAV Cats C/D visibility to RVR 6000.</p>	<p>ALSF-2  </p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.</p>		
<p>D-ATIS ARR <b>133.4</b> DEP <b>135.925</b></p>	<p>PHILADELPHIA APP CON <b>124.35 319.15</b></p>	<p>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)</p>	<p>GND CON <b>121.9 348.6</b></p>	<p>CLNC DEL <b>118.85 348.6</b></p>



<p>Procedure NA for arrival on MXE VORTAC airway radials 129 CW 177.</p>		<p>ELEV 36 <b>D</b> TDZE 21</p>		
<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).</p>		<p>1500 3000 OOD</p>		
<p>GP 3.00° TCH 58</p>		<p>*LNAV only.</p>		
<p>3.9 NM 4.2 NM 3.3 NM 1 NM 1.1 NM</p>		<p>*1.1 NM to RWY 9R</p>		
<p>CATEGORY</p>	A	B	C	D
<p>LPV DA</p>		221/18	200 (200-½)	
<p>LNAV/VNAV DA</p>		346/30	325 (400-¾)	
<p>LNAV MDA</p>	440/24	419 (500-½)	440/40	419 (500-¾)
<p><b>C</b> CIRCLING</p>	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	720-2¼ 684 (700-2¼)
<p>TDZ/CL Rwy 9R HIRL all Rwys REIL Rwys 9L and 35</p>				

NE-4, 26 DEC 2024 to 23 JAN 2025

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