

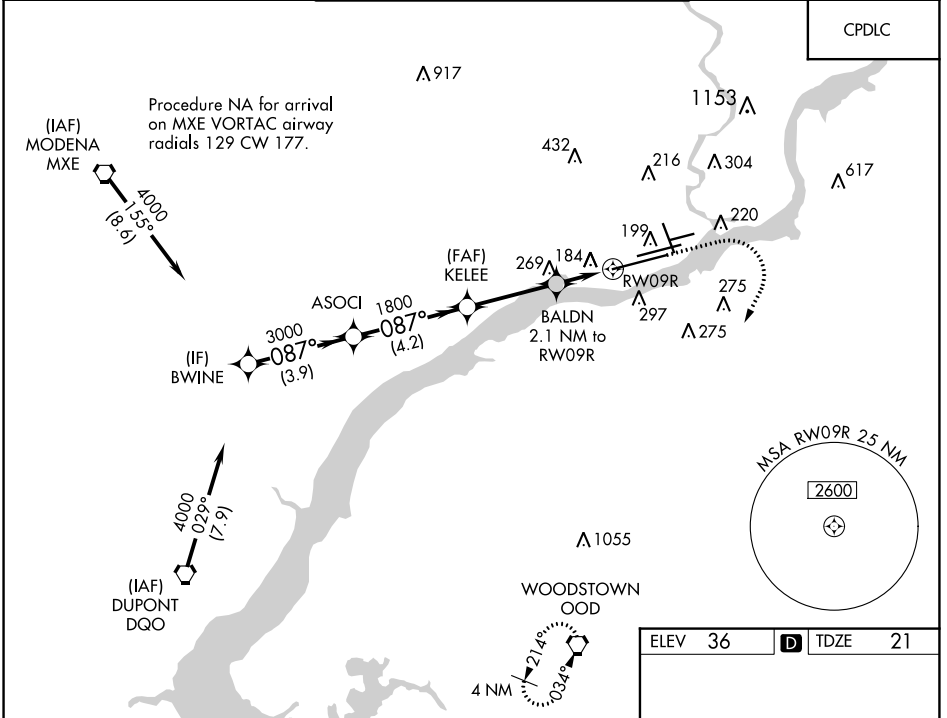
WAAS CH <b>40023</b> <b>W09A</b>	APP CRS <b>087°</b>	Rwy Idg TDZE <b>21</b> Apt Elev <b>36</b>	<b>12000</b>
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# RNAV (GPS) Y RWY 9R

PHILADELPHIA INTL (PHL)

<p>▼ 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 visibility all Cats to RVR 5000 and LNAV Cats C/D visibility to RVR 6000.</p>	<p>ALSF-2 A</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.</p>
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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>
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NE-4, 22 FEB 2024 to 21 MAR 2024

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<p>BWINE VGSI and RNAV glidepath not coincident ASOCI (VGSI Angle 3.00/TCH 72).</p>		<p>1500</p>	<p>3000</p>	<p>OOD</p>
<p>4000 — 087° — 3000</p>		<p>1800</p>	<p>1800</p>	<p>*LNNAV only.</p>
<p>GP 3.00° TCH 58</p>		<p>1800</p>	<p>*740</p>	<p>BALDN 2.1 NM to RWY 9R</p>
<p>3.9 NM</p>		<p>4.2 NM</p>	<p>3.3 NM</p>	<p>*1.1 NM to RWY 9R</p>
<p>1 NM</p>		<p>1.1 NM</p>		
CATEGORY	A	B	C	D
LPV DA		221/18	200 (200-½)	
LNAV/VNAV DA		346/30	325 (400-¾)	
LNAV MDA	440/24	419 (500-½)	440/40	419 (500-¾)
CIRCLING	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>				