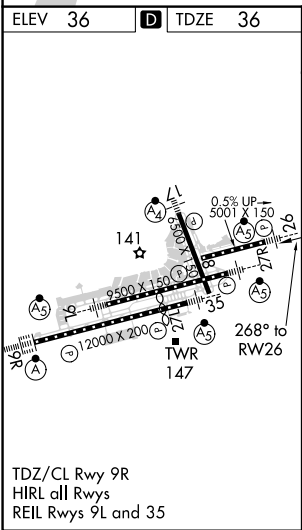
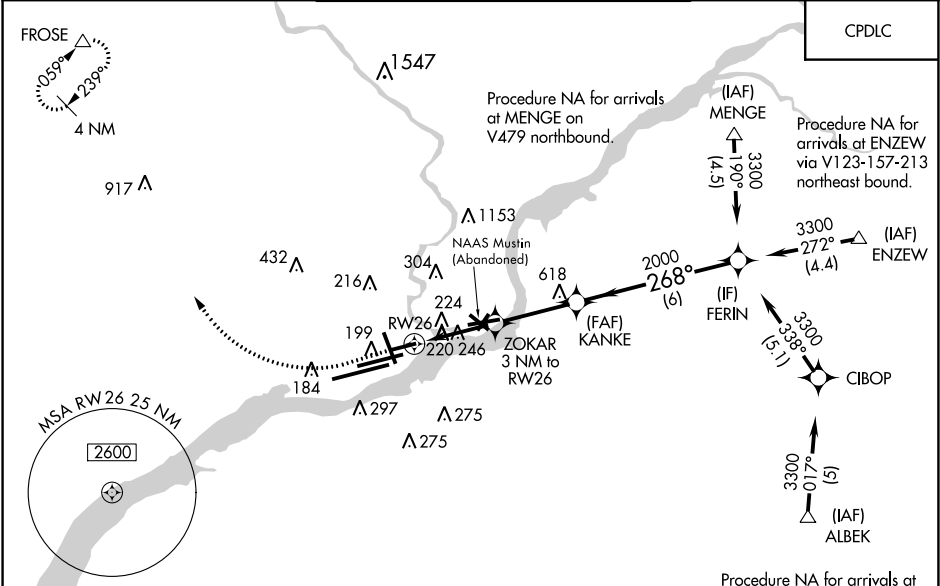


WAAS CH <b>78117</b> <b>W26A</b>	APP CRS <b>268°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>36</b> <b>36</b>
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RNAV (GPS) RWY 26  
PHILADELPHIA INTL (PHL)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LPV all Cats visibility 3/4 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.			MALS R AS	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct FROSE and hold.
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>



AltBEK on V312 westbound.

1055

800

3000

↑

↑

△

\* LNAV only.

ZOKAR

3 NM to RW26

KANKE

2000

FERIN

3300

\* 1.2 NM to RW26

RW26

1040\*

GP 3.00°

TCH 50

1.2

1.8 NM

3 NM

6 NM

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)	
CIRCLING	540-1 504 (600-1)	600-1 564 (600-1)	620-1½ 584 (600-1½)	720-2¼ 684 (700-2¼)	