

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: D9731B46287E4178B1395D32D238BCD6	APWS Project ID: 995F990A29E24DEA9E648BFBB668CBD
Procedure: RNAV (GPS) RWY 27R AMDT 2		Enroute: NO	Specialist: Ferreira, Giorgia		Agreement Number:
Airport ID: KPHL			Airport City: PHILADELPHIA		State: PA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

WAIVER REQUEST - REQUESTING APPROVAL TO CHART MANDATORY ALTITUDES IAW 8260.19J, 8-6-11.N(1).
ACTIVE AIRPORT AND RUNWAY DATA USED.

KMZ FILE: KPHL_RNAV_(GPS)_RWY_27R_AMDT_2 (ENTIRE PROCEDURE).
KMZ FILE: KPHL_RNAV_(GPS)_RWY_27R_AMDT_2_1 (LPV MISSED PENETRATIONS).

POC: ROBERT HAMILTON AJV-A433 405-954-4608.

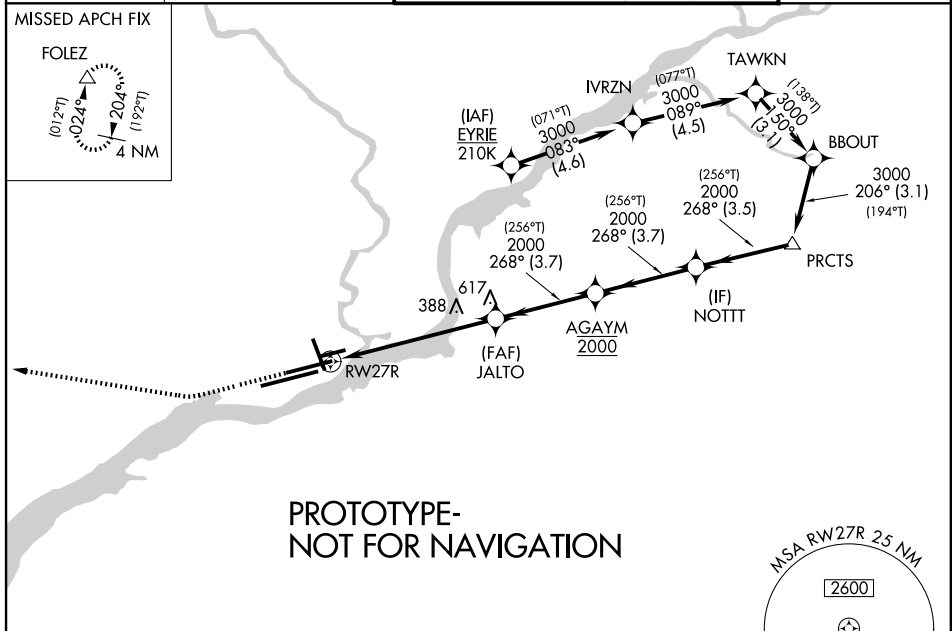


WAAS CH 90122 W27B	APP CRS 268°	Rwy Ldg TDZE Apt Elev	8864 11 36
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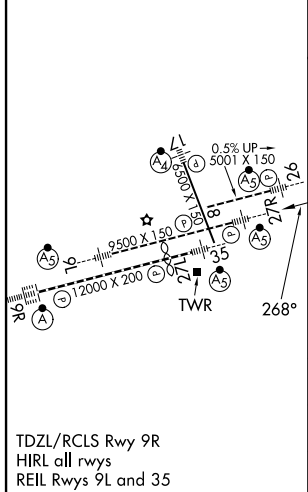
RNAV (GPS) RWY 27R

PHILADELPHIA INTL (PHL)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct FOLEZ and hold.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D to 2 SM.</p>			
D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6



ELEV 36	D	TDZE 11
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500	3000	FOLEZ	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 81).	
		JALTO	AGAYM	NOTTT
		2000	2000	2000
		2000	2000	GP 3.00° TCH 57
CATEGORY	A	B	C	D
LPV DA	267/24 256 (300-½)			
LNAV/VNAV DA	520/55 509 (500-1)			
LNAV MDA	720/24	709 (700-½)	720-1½	709 (700-1½)
CIRCLING	720-1	684 (700-1)	720-2 684 (700-2)	720-2¼ 684 (700-2¼)

1. FLIGHT PROCEDURE IDENTIFICATION:

PHILADELPHIA, PA
PHL
RNAV (GPS) RWY 27R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260.19J, 8-6-11.n(1) "Maximum or mandatory altitudes should be avoided where possible, especially in the final approach segment. Maximum, mandatory, or block altitudes in the intermediate, final, and/or missed approach segment requires Flight Standards approval from the Flight Technologies and Procedures Division, prior to forwarding for publication."

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request approval to chart mandatory altitudes at the KPHL RNAV (GPS) RWY 27R intermediate fix (IF), and the intermediate step-down fix.

The mandatory altitudes in the proposed approach are necessary to:

1. Prevent aircraft executing the approach from entering airspace delegated to other sectors and facilities.
2. Keep aircraft separated from nearby airport traffic.
3. The mandatory crossing altitude at AGAYM is needed for separation and to deconflict from traffic landing RWY 27L, that is being stepped down by controllers 1000 feet above traffic landing RWY 27R, until visual separation can be applied between the two aircraft.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. The mandatory altitude set at BBOUT and PRCTS ensures level flight prior to NOTTT.
2. Adequate distance has been provided for aircraft to achieve the mandatory altitude at AGAYM.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

The use of at or above altitudes at the fixes does not provide the necessary separation required for the congested airspace.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

PHL TRACON, AFS-420

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
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SIGNATURE

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

Digitally signed by
ROBERT G HAMILTON
Dec 09, 2025

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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