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|-------------------------|------------------------|---------------------------|-------------|
| WAAS CH 90122 | APP CRS 268° | Rwy Idg TDZE 11 | 8864 |
| W27B | | Apt Elev 36 | |

RNAV (GPS) RWY 27R

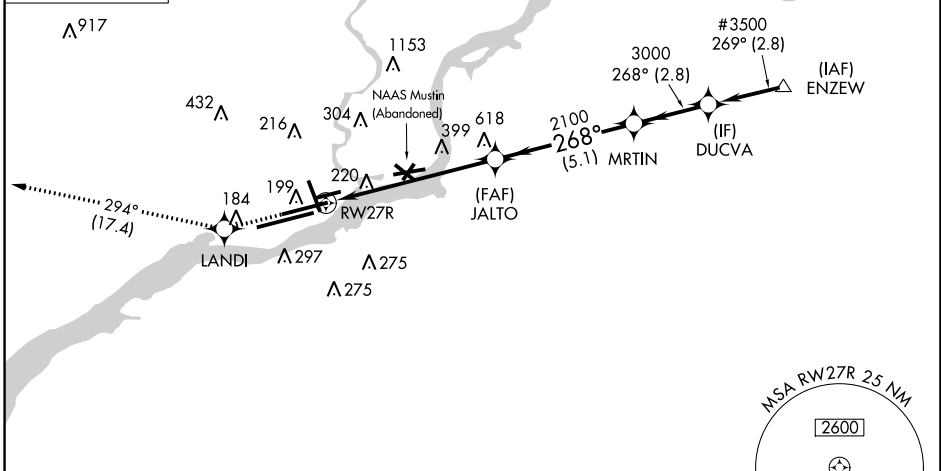
PHILADELPHIA INTL (PHL)

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|---|--|---|-------------------------------|---------------------------------|
| ▽ 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 all Cats visibility to 1 3/8 SM and LNAV Cat C/D to 2 SM. | MALSR | MISSED APPROACH: Climb to 3000 direct LANDI and on track 294° to MXE VORTAC and hold. | | |
| D-ATIS ARR 133.4 DEP 135.925 | PHILADELPHIA APP CON 124.35 319.15 | PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | GND CON 121.9 348.6 | CLNC DEL 118.85 348.6 |

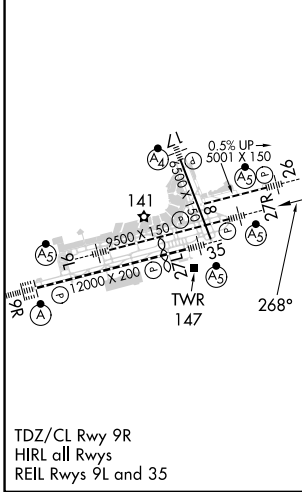
MISSED APCH FIX
MODENA
MXE

CPDLC

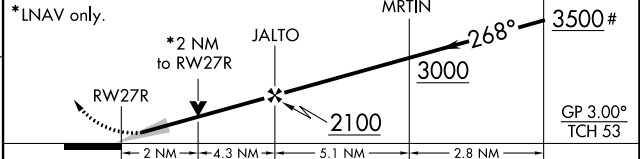
#3000 when authorized by ATC.



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|---------|----------|---------|
| ELEV 36 | D | TDZE 11 |
|---------|----------|---------|



| | | | | | |
|------|-------|---------|-----|---|--------------------------------|
| 3000 | LANDI | tr 294° | MXE | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 81). | # 3000 when authorized by ATC. |
|------|-------|---------|-----|---|--------------------------------|



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|--------------|------------------------|---------------|------------------------------|------------------------------|
| CATEGORY | A | B | C | D |
| LPV DA | 267/24 256 (300-1/2) | | | |
| LNAV/VNAV DA | 520/60 509 (500-1 1/4) | | | |
| LNAV MDA | 720/24 | 709 (700-1/2) | 720-1 1/2 709 (700-1 1/2) | 720-1 3/4 709 (700-1 3/4) |
| CIRCLING | 720-1 | 684 (700-1) | 720-2 684 (700-2) | 720-2 1/4 684 (700-2 1/4) |