

|                                        |                        |                                                     |
|----------------------------------------|------------------------|-----------------------------------------------------|
| WAAS<br>CH <b>97538</b><br><b>W13A</b> | APP CRS<br><b>138°</b> | Rwy Idg<br>TDZE <b>1910</b><br>Apt Elev <b>1910</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|

RNAV (GPS) RWY 13

PHILLIPSBURG MUNI (PHG)

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| RNP APCH - GPS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                       |
| <div><div><div><div></div><div>NA</div></div></div><div>Rwy 13 helicopter visibility reduction below ¾ SM NA. Circling NA northeast of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling NA to Rwys 3 and 21. Baro-VNAV and VDP NA when using HYS altimeter setting. When local altimeter setting not received, use HYS altimeter setting and increase LPV DA to 2296 feet and all visibilities ¾ SM. Increase LNAV/VNAV DA to 2497 feet and all visibilities ¾ SM. Increase all MDAs 140 feet and LNAV visibility Cat C ¾ SM, and Circling visibility Cat C ¼ SM.</div></div> | MISSED APPROACH: Climb to 4000 direct BANRE and hold. |

|                            |                                       |                                 |
|----------------------------|---------------------------------------|---------------------------------|
| AWOS-3PT<br><b>119.125</b> | DENVER CENTER<br><b>132.7 226.675</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---------------------------------------|---------------------------------|

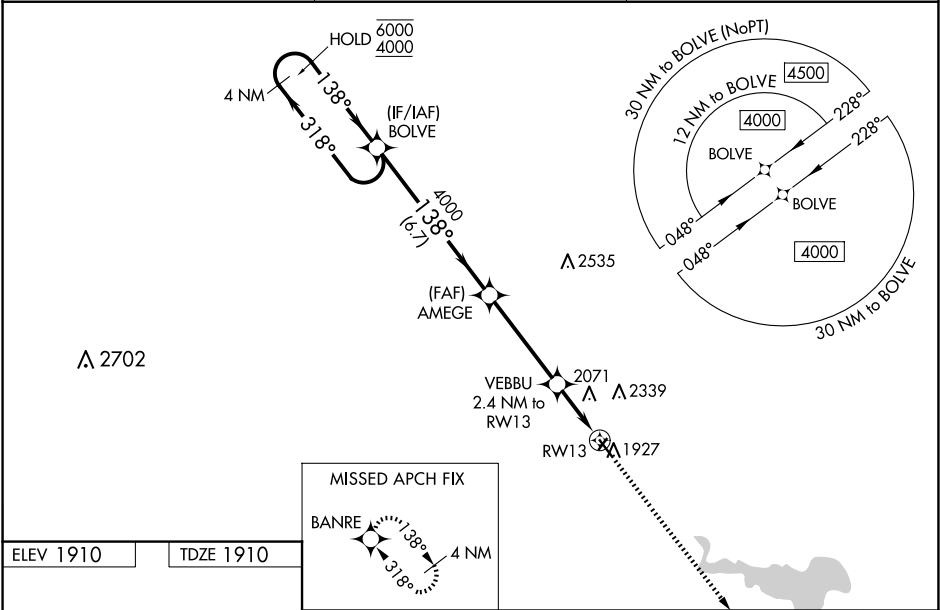


Diagram illustrating the 138° holding pattern and approach path. The holding pattern is a racetrack shape with a 138° inbound leg, a 175° x 160' crossbar, and a 510° x 80' crossbar. The approach path is a 138° inbound leg, a 175° x 160' crossbar, and a 510° x 80' crossbar.

MIRL Rwy 13-31   
 REIL Rwys 13 and 31 

Diagram illustrating the 4000 holding pattern and approach path. The holding pattern is a racetrack shape with a 4000 inbound leg, a 6000 x 4000 crossbar, and a 4000 x 4000 crossbar. The approach path is a 4000 inbound leg, a 6000 x 4000 crossbar, and a 4000 x 4000 crossbar.

| CATEGORY                                                                                     | A                     | B                          | C                                                  | D  |
|----------------------------------------------------------------------------------------------|-----------------------|----------------------------|----------------------------------------------------|----|
| LPV DA                                                                                       | 2160-1                | 250 (300-1)                |                                                    | NA |
| LNAV/VNAV DA                                                                                 | 2361-1 $\frac{3}{8}$  | 451 (500-1 $\frac{3}{8}$ ) |                                                    | NA |
| LNAV MDA                                                                                     | 2340-1                | 430 (500-1)                | 2340-1 $\frac{1}{4}$<br>430 (500-1 $\frac{1}{4}$ ) | NA |
|  CIRCLING | 2340-1<br>430 (500-1) | 2360-1<br>450 (500-1)      | 2380-1 $\frac{1}{2}$<br>470 (500-1 $\frac{1}{2}$ ) | NA |

NC-2, 04 SEP 2025 to 02 OCT 2025

NC-2, 04 SEP 2025 to 02 OCT 2025