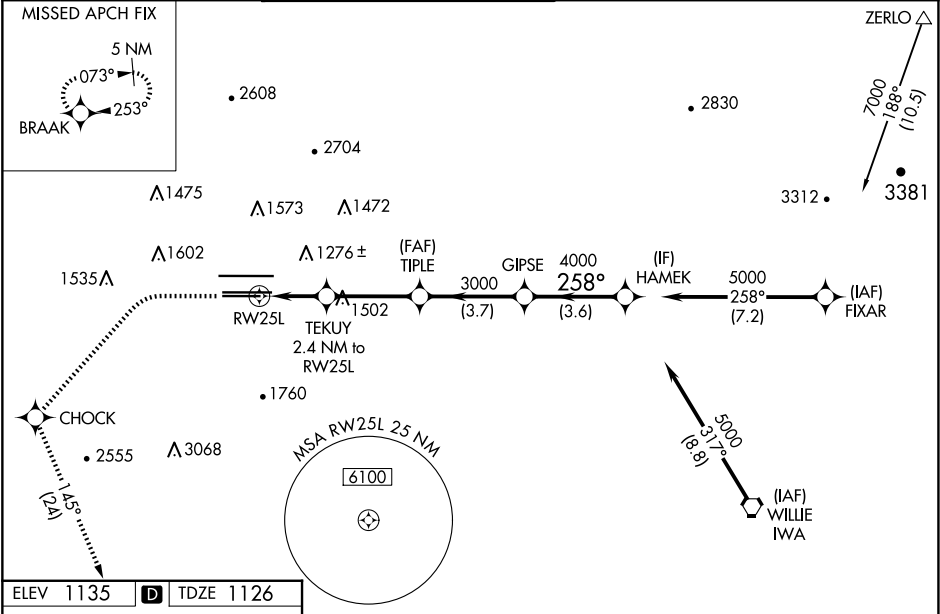


WAAS CH <b>82211</b> <b>W25B</b>	APP CRS <b>258°</b>	Rwy Idg TDZE Apt Elev	<b>7800</b> <b>1126</b> <b>1135</b>
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RNAV (GPS) Y RWY 25L  
PHOENIX SKY HARBOR INTL (PHX)

RNP APCH-GPS. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C. For inop ALS, increase visibility LPV all Cats to 1 SM, LNAV/VNAV all Cats to 1½ SM and LNAV Cats C/D 1¾ SM.	MALSR 	MISSED APPROACH: Climb to 1900 then climbing left turn to 5000 direct CHOCK and on track 145° to BRAAK and hold.
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D-ATIS <b>127.575</b>	PHOENIX APP CON <b>128.65 353.9</b>	PHOENIX TOWER <b>118.7 278.8</b> (Rwy 8-26) <b>120.9 254.3</b> (Rwy 7L-25R, 7R-25L)	GND CON <b>119.75 269.2</b> (N) <b>132.55 269.2</b> (S)	CLNC DEL <b>118.1 269.2</b>	CPDLC
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HIRL Rwy 26  
REIL Rwy 26

1900 ↑	5000 ↘	CHOCK ✦	tr 145°	BRAAK ✦	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).																									
					HAMEK																									
<table border="1"> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> </tr> <tr> <td>LPV DA</td> <td colspan="4">1449-½ 323 (400-½)</td> </tr> <tr> <td>LNAV/VNAV DA</td> <td colspan="3">1589-1 463 (500-1)</td> <td>1674-1½ 548 (600-1½)</td> </tr> <tr> <td>LNAV MDA</td> <td colspan="2">1740-½ 614 (700-½)</td> <td colspan="2">1740-1¾ 614 (700-1¾)</td> </tr> <tr> <td>CIRCLING</td> <td colspan="2">1740-1 605 (700-1)</td> <td>2040-2¾ 905 (1000-2¾)</td> <td>2340-3 1205 (1300-3)</td> </tr> </table>						CATEGORY	A	B	C	D	LPV DA	1449-½ 323 (400-½)				LNAV/VNAV DA	1589-1 463 (500-1)			1674-1½ 548 (600-1½)	LNAV MDA	1740-½ 614 (700-½)		1740-1¾ 614 (700-1¾)		CIRCLING	1740-1 605 (700-1)		2040-2¾ 905 (1000-2¾)	2340-3 1205 (1300-3)
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SW-4, 10 JUL 2025 to 07 AUG 2025

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