

WAAS CH <b>40023</b> <b>W09A</b>	APP CRS <b>087°</b>	Rwy Idg <b>12000</b> TDZE <b>21</b> Apt Elev <b>36</b>
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RNAV (GPS) Y RWY 9R  
PHILADELPHIA INTL (PHL)

**T** 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.  
**A** For inop ALS, increase LNAV/VNAV visibility all Cats to RVR 5000 and LNAV Cats C/D visibility to RVR 6000.

ALSF-2

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

D-ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER		GND CON	CLNC DEL
ARR <b>133.4</b>		<b>118.5</b>	<b>327.05</b> (Rwys 9L/27R, 8/26 and 17/35)		
DEP <b>135.925</b>	<b>124.35 319.15</b>	<b>135.1</b>	<b>327.05</b> (Rwy 9R/27L)	<b>121.9 348.6</b>	<b>118.85 348.6</b>

CPDLC

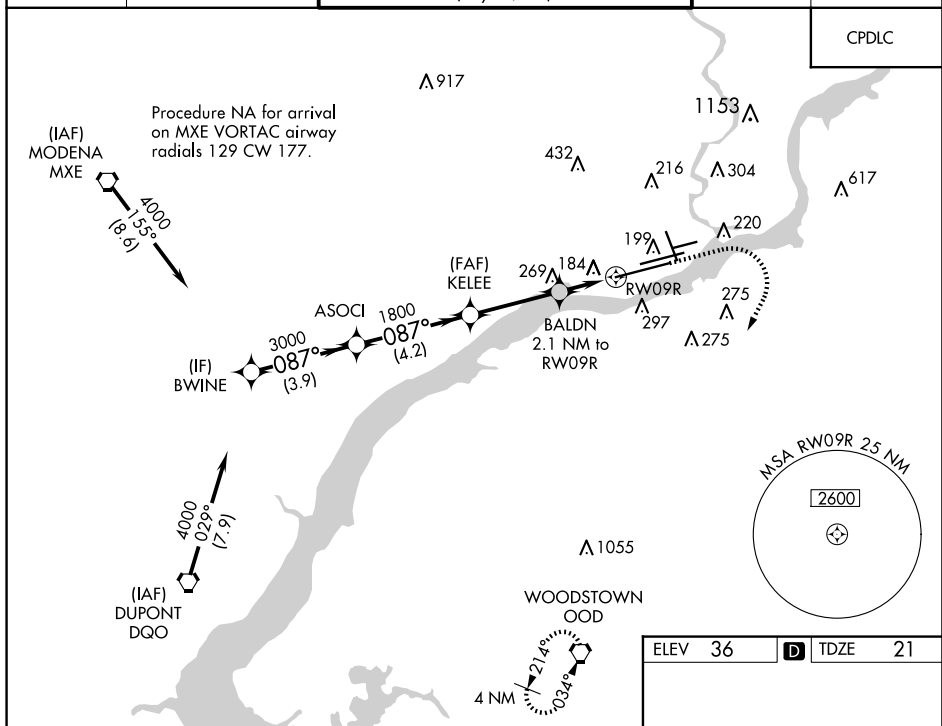


Figure 1 is an example of a non-precision approach chart. The chart includes the following information:

- Approach Path:** A 4000-foot starting altitude, a 3000-foot intermediate altitude, and a 1800-foot final approach altitude. The glidepath is 087 degrees. The chart includes a diagram of the approach path and a diagram of the runway layout.
- Table 1: Approach Categories**

CATEGORY	A	B	C	D
LPV DA	221/18		200 (200-½)	
LNAV/VNAV DA	346/30		325 (400-¾)	
LNAV MDA	440/24 419 (500-½)		440/40 419 (500-¾)	

- Table 2: Circling Altitudes**

CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	720-2¼ 684 (700-2¼)