

WAAS CH <b>97538</b> <b>W13A</b>	APP CRS <b>138°</b>	Rwy Idg TDZE <b>1910</b> Apt Elev <b>1910</b>
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RNAV (GPS) RWY 13  
PHILLIPSBURG MUNI (PHG)

RNP APCH - GPS. ▼ ▲ NA 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 Rwy 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.	MISSED APPROACH: Climb to 4000 direct BANRE and hold.
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AWOS-3PT <b>119.125</b>	DENVER CENTER <b>132.7 226.675</b>	UNICOM <b>122.8 (CTAF) 0</b>
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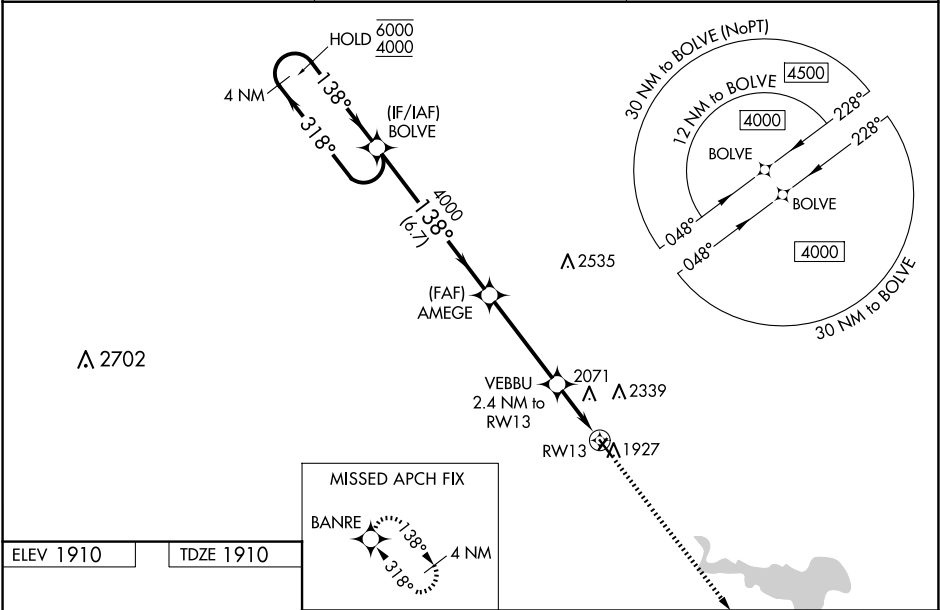


Diagram illustrating the runway layout and dimensions:

- Runway 13: 1755 x 150 ft, 0.3% UP
- Runway 31: 5101 x 60 ft, 0.5% UP
- Runway orientation: 138°

MIRL Rwy 13-31

REIL Rwys 13 and 31

Diagram illustrating the approach procedure and distances:

- 4 NM Holding Pattern
- 6000/4000
- 138°
- 138°
- 4000
- MEZE
- 2.4 NM to RW13
- 1.2 NM to RW13
- 1.2 NM
- 1.2 NM
- 6.7 NM
- 4 NM
- 2720
- GP 3.00°
- TCH 40

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 $\frac{1}{4}$ 430 (500-1 $\frac{1}{4}$ )	NA
CIRCLING	2340-1 430 (500-1)	2360-1 450 (500-1)	2380-1 $\frac{1}{2}$ 470 (500-1 $\frac{1}{2}$ )	NA

NC-2, 07 AUG 2025 to 04 SEP 2025

NC-2, 07 AUG 2025 to 04 SEP 2025