

WAAS  
CH **40302**  
**W35A**

APP CRS  
**355°**

Rwy Idg  
TDZE **70**  
Apt Elev **70**

**RNAV (GPS) RWY 35**  
SUMMIT (EVY)

RNP APCH.

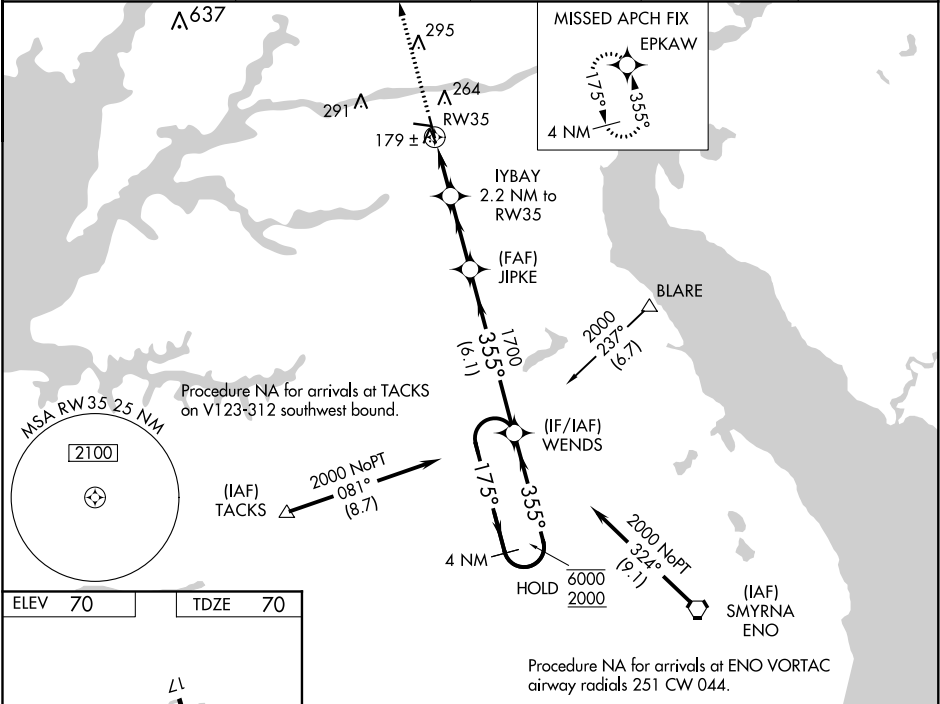
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NA

Baro-VNAV and VDP NA when using Wilmington altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 27 feet, all MDA 40 feet and LNAV Cat C visibility ½ SM.

MISSED APPROACH: Climb to 2000 direct EPKAW and hold.

AWOS-3 <b>132.325</b>	PHILADELPHIA APP CON <b>118.35 323.1</b>	CLNC DEL <b>125.3</b>	UNICOM <b>122.725</b> (CTAF)	<b>123.5</b>
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ELEV 70

TDZE 70

REIL Rwy 11 and 29

REIL Rwy 17 and 35

LIRL Rwy 11-29

MIRL Rwy 17-35

2000	EPKAW	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 41).		4 NM Holding Pattern
		IYBAY 2.2 NM to RW35	JIPKE 1700	WENDS
* LNAV only.	* 1.3 NM to RW35			
RW35		* 820	1700	6000 175° → 2000 355° ←
1.3 NM	0.9 NM	2.7 NM	6.1 NM	GP 3.00° TCH 50
CATEGORY	A	B	C	D
LPV DA	320-1 250 (300-1)			
LNAV/VNAV DA	480-1½ 410 (500-1½)			
LNAV MDA	440-1 370 (400-1)			440-1¼ 370 (400-1¼)