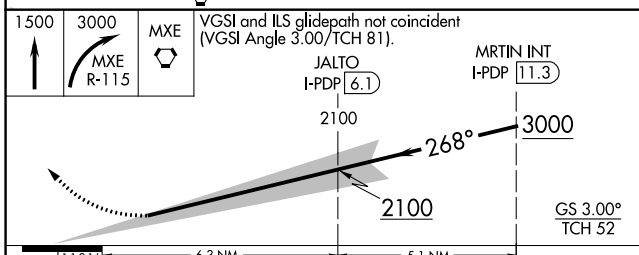
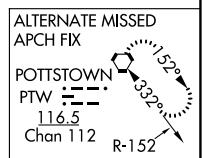
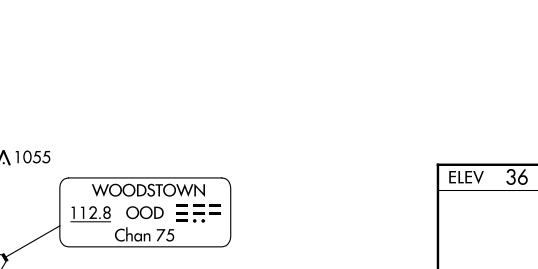
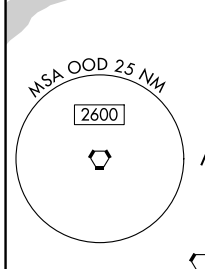
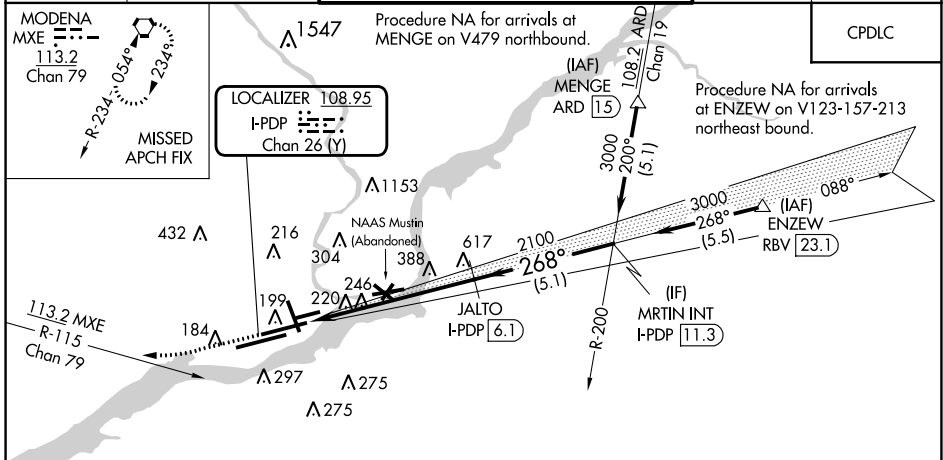


| | | |
|---|------------------------|---|
| LOC/DME I-PDP 108.95 Chan 26 (Y) | APP CRS 268° | Rwy Idg 8864 TDZE 11 Apt Elev 36 |
|---|------------------------|---|

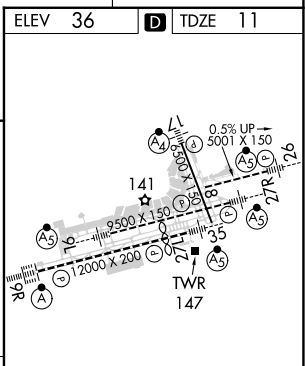
ILS RWY 27R (SA CAT I & II)

PHILADELPHIA INTL (PHL)

| | | | | |
|--|--|---|---|---------------------------------|
| DME required. | | MALSR | MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on MXE VORTAC R-115 to MXE VORTAC and hold. | |
| ▼ SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown. | | | | |
| D-ATIS ARR 133.4 DEP 135.925 | PHILADELPHIA APP CON 124.35 319.15 | PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | GND CON 121.9 348.6 | CLNC DEL 118.85 348.6 |



| | | | | |
|-----------|--------------------------------|--------|---|-------------------------|
| 1500 | 3000 | MXE | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 81). | |
| ↑ | ↘ | ⬡ | JALTO I-PDP (6.1) | MARTIN INT I-PDP (11.3) |
| 6.3 NM | | 5.1 NM | | |
| CATEGORY | A | B | C | D |
| S-ILS 27R | SA CAT I RA 157/14 150 DA 161 | | | |
| S-ILS 27R | SA CAT II RA 102/12 100 DA 111 | | | |



SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 9R
HIRL all Rwys
REIL Rwys 9L and 35

NE-4, 28 NOV 2024 to 26 DEC 2024

NE-4, 28 NOV 2024 to 26 DEC 2024