# ILS Z or LOC RWY 17

PHILADELPHIA INTL (PHL)

| LOC/DME I-MYY | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 108.75 | 171° | TDZE | 11 |
| Chan 24 (Y) | | Apt Elev | 36 |

Inop table does not apply to S-ILS 17 all Cats and S-LOC 17 Cat A. For inop ALS, increase S-LOC 17 Cat C visibility to 2 SM. HOOCH fix minimums: inop table does not apply to Cats A/B. Rwy 17 helicopter visibility reduction below RVR 5000 NA.

MALSF

MISSED APPROACH: Climb to 3000 on heading 155° and ARD VOR/DME R-207 to JEPUG INT and hold.

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

CPDLC

Procedure NA for arrival on ARD VOR/DME airway radials 200 CW 304.

IAF POTTSTOWN 116.5 PTW Chan 112

IAF YARDLEY 108.2 ARD Chan 19

(IF) COWAD INT I-MYY 14.2

HYILL INT I-MYY 7.3

HOOCH INT I-MYY 3.4

LOCALIZER 108.75 I-MYY Chan 24 (Y)

NAAS Mustin (Abandoned)

MSA OOD 25 NM 2600

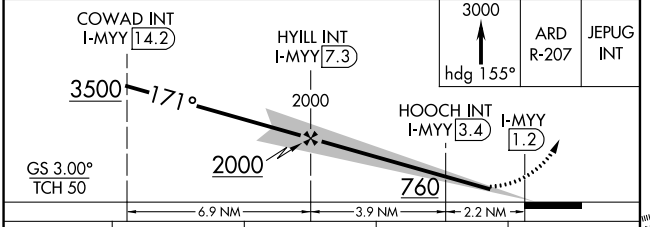
113.2 MXE Chan 79

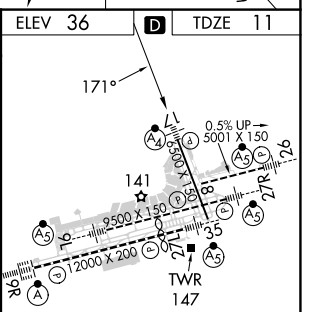
108.2 ARD Chan 19

ALTERNATE MISSED APCH FIX WOODSTOWN OOD 112.8 Chan 75

MISSED APCH FIX JEPUG INT

115.2 VCN Chan 99




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 260/50 249 (300-1) | | | |
| S-LOC 17 | 760/50 749 (800-1) | 760/55 749 (800-1) | 760-1⅞ 749 (800-1⅞) | 760-2¼ 749 (800-2¼) |
| CIRCLING | 760-1 724 (800-1) | 760-1¼ 724 (800-1¼) | 760-2 724 (800-2) | 760-2¼ 724 (800-2¼) |
| HOOCH FIX MINIMUMS | | | | |
| S-LOC 17 | 480/50 469 (500-1) | | 480/60 469 (500-1¼) | |
| CIRCLING | 540-1 504 (600-1) | 600-1 564 (600-1) | 620-1½ 584 (600-1½) | 720-2¼ 684 (700-2¼) |

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

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |



NE-4, 28 NOV 2024 to 26 DEC 2024
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