

LOC/DME I-MYY 108.75 Chan 24 (Y)	APP CRS 171°	Rwy Ldg TDZE 11 Apt Elev 36
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ILS Z or LOC RWY 17

PHILADELPHIA INTL (PHL)

DME or RADAR required.

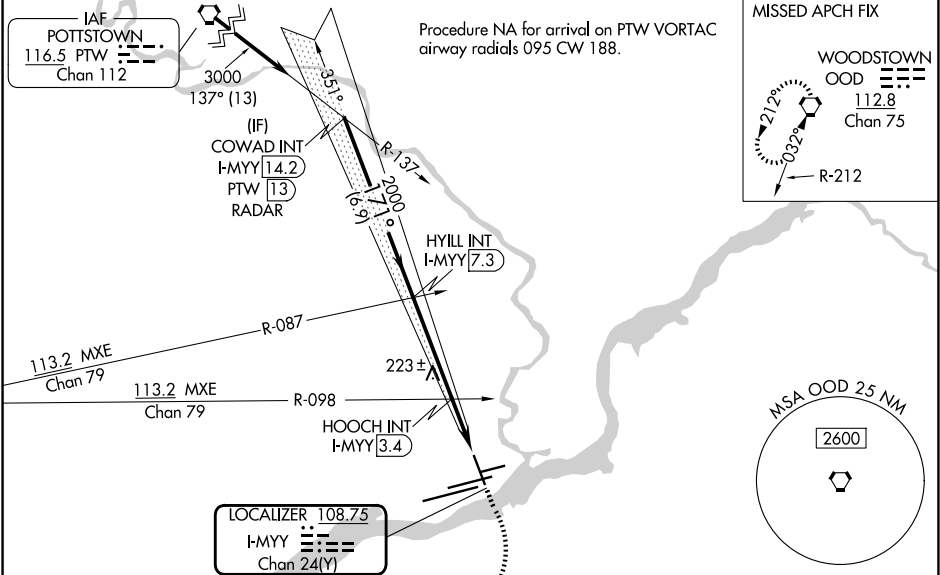
⚠

Inop table does not apply to S-ILS 17 all Cats. Rwy 17 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 17 Cat A visibility to RVR 5500, Cat B visibility to 1¼ SM, and Cat C/D visibility to 2 SM. HOOCH fix minimums: Increase S-LOC 17 Cat A/B visibility to RVR 5500 and Cat C/D visibility to 1¾ SM. Circling NA to Rwy 8.

MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOD VORTAC and hold.

D-ATIS 133.4	PHILADELPHIA APP CON 124.35 319.15	PHILADELPHIA TOWER 118.5 327.05 (08/26, 09L/27R, 17/35) 135.1 327.05 (09R/27L)	GND CON 121.9 348.6
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COWAD INT
I-MYY 14.2
PTW 13
RADAR

2000

OOD

3000

171°

2000

HOOCH INT
I-MYY 3.4

I-MYY 2.5

I-MYY 1.2

760

GS 3.00°
TCH 50

6.9 NM

3.9 NM

0.9 NM

1.3 NM

ELEV 36

D

TDZE 11

171°

0.5% UP

5001 X 150

2500 X 150

2000 X 200

35

TWR

CATEGORY	A	B	C	D
S-ILS 17	261/40		250 (300-¾)	
S-LOC 17	760/40 749 (800-¾)	760/55 749 (800-1)	760-1⅞ 749 (800-1⅞)	
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	480/40	469 (500-¾)	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