

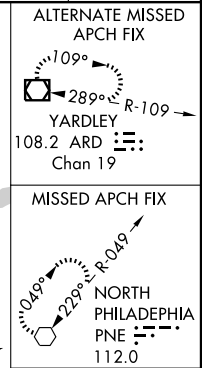
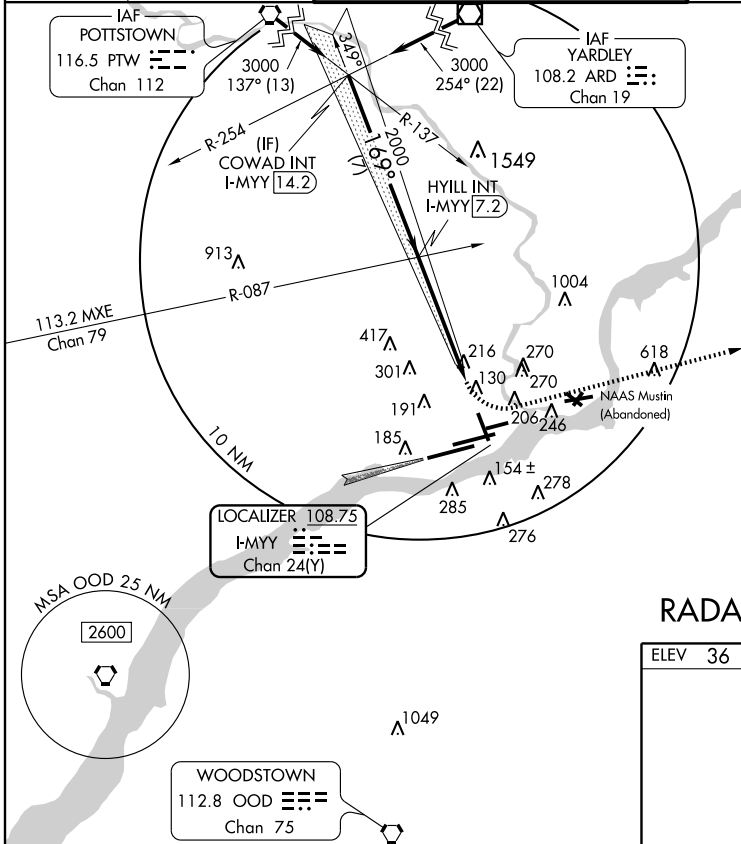
# CONVERGING ILS RWY 17

PHILADELPHIA INTL (PHL)

LOC/DME I-MYY <b>108.75</b> Chan <b>24</b> (Y)	APP CRS <b>169°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>10</b> <b>36</b>
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<p>▼ Inoperative table does not apply.                  Visibility reduction by helicopters NA.</p> <p>▲ NA Simultaneous converging approaches authorized with Rwy 9R.</p>	<p>MAISF</p>	<p>MISSED APPROACH: Climbing left                  turn to 3000 direct PNE VOR and hold.</p>
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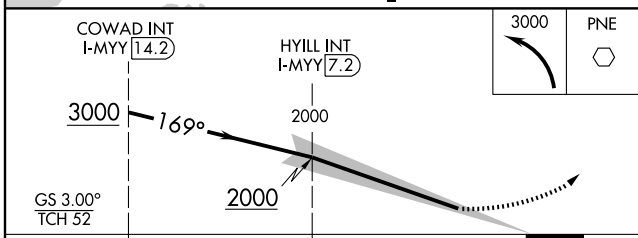
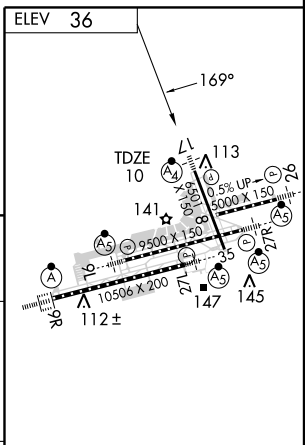
<p>ATIS ARR <b>133.4</b> DEP <b>135.925</b></p>	<p>PHILADELPHIA APP CON <b>124.35 319.15</b></p>	<p>PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) (Rwy 9R/27L)</p>	<p>GND CON <b>121.9 348.6</b></p>	<p>CLNC DEL <b>118.85 348.6</b></p>
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NE-4, 19 NOV 2009 to 17 DEC 2009

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## RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 17		650-2 640 (700-2)		690-2¼ 680 (700-2¼)

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