ILS or LOC/DME RWY 27R

PHILADELPHIA INTL (PHL)

LOC/DME I-PDP	APP CRS	Rwy Idg	27R	27L
108.95	266°	TDZE	9500	10506
Chan 26 (Y)		Apt Elev	11	10
			36	36

▼ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

27R MALSR (A5) | 27L MALSR (A5)

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

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)		

MISSED APCH FIX
MODENA
113.2 MXE
Chan 79
R-115
054°
234°
R-234

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

1549
1004
417 301 216 270 130 270 388 618 2100
191 206 246 185 154± 285 282 278 276

(IAF) MENGE ARD 15
108.2 ARD Chan 19
Procedure NA for arrivals at MENGE via V479 northbound.

3000 200° (5.1)
3000 266° (5.5) (IAF) ENZEW RBV 23.1
086°
266° (5.1)
(IF) MRTIN INT I-PDP 11.3
JALTO I-PDP 6.1
HADNI I-PDP 2
R-200
MXE R-115
Procedure NA for arrivals at ENZEW via V123-157 northeast bound.

10 NM

ALTERNATE MISSED APCH FIX
POTTSTOWN
PTW
116.5
Chan 112
152°
332°
R-152

MSA OOD 25 NM
2600
1049

WOODSTOWN
112.8 OOD
Chan 75

1500 | 3000 MXE R-115 | MXE

JALTO I-PDP 6.1
MRTIN INT I-PDP 11.3
Procedure Turn NA
2100
3000
266°
HADNI I-PDP 2
I-PDP 0.2
I-PDP DME ANT.
2100
GS 3.00°
TCH 52
*740
*LOC only
VGSI and ILS glidepath not coincident.
0.2 | 2 NM | 4.1 NM | 5.1 NM

ELEV 36
266° 6.3 NM from FAF
113
141
112±
147
145
TDZE 11
TDZE 10
0.5% UP
9500 X 150
10506 X 200
5000 X 150

CATEGORY	A	B	C	D
S-ILS 27R	** 211/24 200 (200-½)			
S-LOC 27R	500/24 489 (500-½)		500/40 489 (500-¾)	500/50 489 (500-1)
SIDESTEP 27L	500 -1 490 (500-1)			500-1½ 490 (500-1½)
CIRCLING	540 -1 504 (600-1)	640 -1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

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

NE-4, 19 NOV 2009 to 17 DEC 2009
NE-4, 19 NOV 2009 to 17 DEC 2009