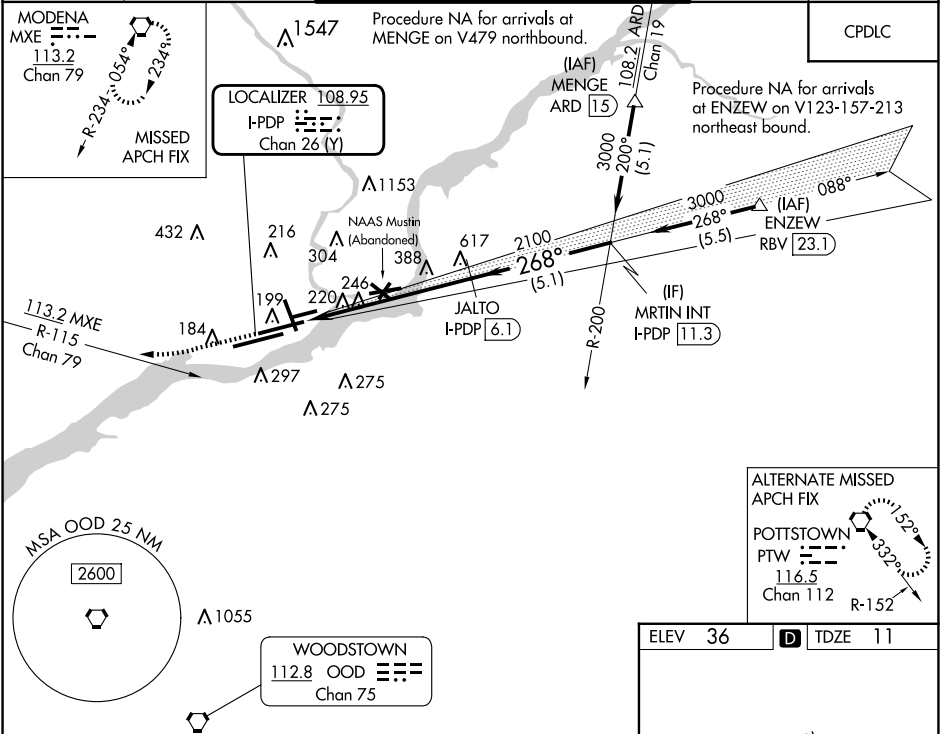




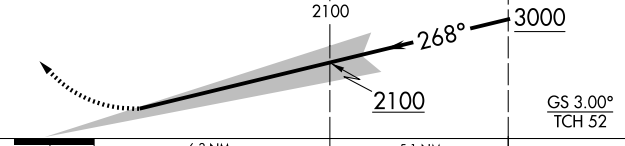
LOC/DME I-PDP	APP CRS	Rwy Idg	8864
108.95	268°	TDZE	11
Chan 26 (Y)		Apt Elev	36

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



1500	3000	MXE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 81).		
↑	 MXE R-115		JALTO I-PDP (6.1)	MARTIN INT I-PDP (11.3)	
					
GS 3.00° TCH 52					
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					

