

| | | | | |
|---------------|---------|----------|------|------|
| LOC/DME I-PDP | APP CRS | Rwy Idg | 27R | 27L |
| 108.95 | 268° | TDZE | 8864 | 9912 |
| Chan 26 (Y) | | Apt Elev | 11 | 10 |
| | | | 36 | 36 |

ILS or LOC RWY 27R

PHILADELPHIA INTL (PHL)

DME required.

For inop ALS, increase S-LOC 27R Cat C/D visibility to 1½ SM.

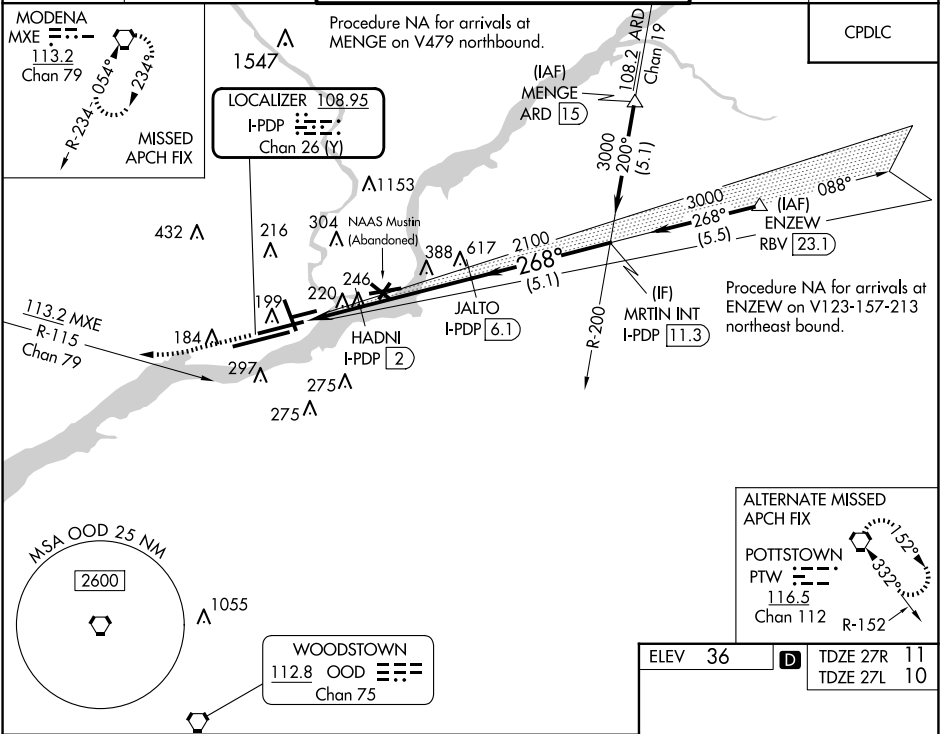
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

27R MALSR

27L MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on MXE VORTAC R-115 to MXE VORTAC 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) | | |



| | | | | |
|--------------|-------------|-------------|--|--------------|
| 1500 | 3000 | MXE | VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 81). | MARTIN INT |
| | | | | I-PDP 11.3 |
| | | | | HADNI |
| | | | | I-PDP 2 |
| | | | | JALTO |
| | | | | I-PDP 6.1 |
| | | | | 2100 |
| | | | | 268° |
| | | | | 3000 |
| | | | | 2100 |
| | | | | *740 |
| | | | | GS 3.00° |
| | | | | TCH 52 |
| | | | | 1.3 NM |
| | | | | 0.9 NM |
| | | | | 4.1 NM |
| | | | | 5.1 NM |
| CATEGORY | A | B | C | D |
| S-ILS 27R ** | 211/24 | 200 (200-½) | | |
| S-LOC 27R | 500/24 | 489 (500-½) | 500/50 | 489 (500-1) |
| SIDESTEP 27L | 500-1 | 491 (500-1) | 500-1⅓ | 491 (500-1⅓) |
| CIRCLING | 540-1 | 600-1 | 620-1½ | 720-2¼ |
| | 504 (600-1) | 564 (600-1) | 584 (600-1½) | 684 (700-2¼) |

