

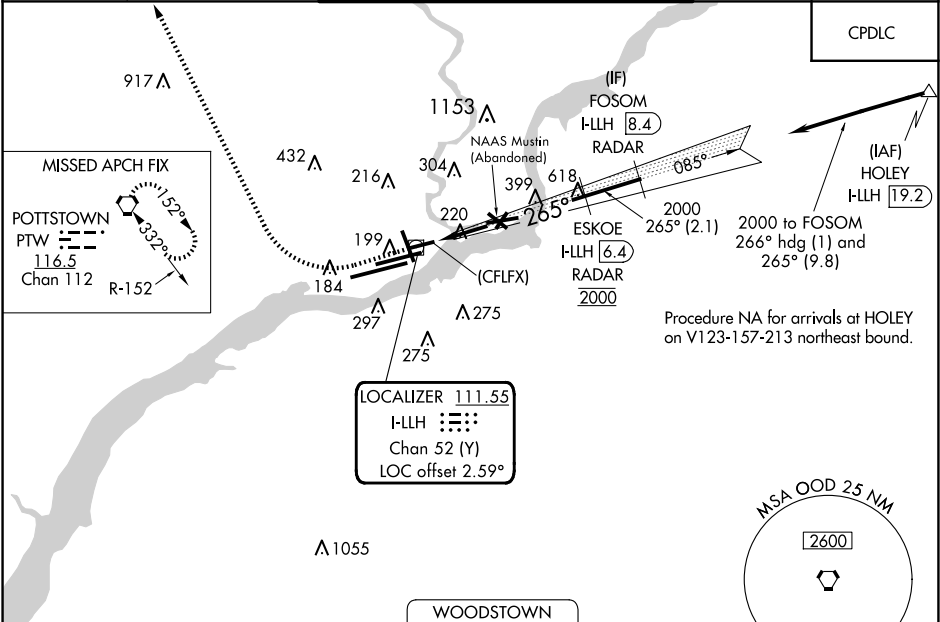
LOC/DME I-LLH	APP CRS	Rwy Idg	5001
111.55	265°	TDZE	36
Chan 52 (Y)		Apt Elev	36

ILS or LOC RWY 26









PHILADELPHIA INTL (PHL)

DME or RADAR required.		MALSR	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct PTW VORTAC and hold.
<div>▼</div>	For inop ALS, increase S-ILS all Cats visibility to RVR 4500 and S-LOC Cats A and B visibility to RVR 5500 and Cat C to 1½ SM. Rwy 26 helicopter visibility reduction below RVR 4000 NA.	<div>AS</div>	

D-ATIS		PHILADELPHIA APP CON		PHILADELPHIA TOWER		GND CON	CLNC DEL
ARR	133.4			(Rwys 9L/27R, 8/26 and 17/35)		121.9 348.6	118.85 348.6
DEP	135.925	124.35	319.15	118.5 327.05	(Rwy 9R/27L)		



ELEV 36	D	TDZE 36
<div>TDZ/CL Rwy 9R</div> <div>HIRL all Rwys</div> <div>REIL Rwys 9L and 35</div>		
FAF to MAP 5.7 NM		
Knots	60	90 120 150 180
Min:Sec	5:42	3:48 2:51 2:17 1:54

<div>112.8 OOD  Chan 75</div> <div><div>800</div><div>3000</div><div>PTW</div></div> <div><div></div><div></div><div></div></div> <div><div>*LOC only.</div><div><div>ESKOE I-LLH <u>6.4</u> RADAR</div><div>FOSOM I-LLH <u>8.4</u> RADAR</div></div><div><div>(CFLFX) I-LLH <u>0.6</u></div><div></div><div><div>2000</div><div>265°</div><div>2000</div></div><div><div>GS 3.15°</div><div>TCH 50</div></div><div><div>1.8 NM</div><div>3.9 NM</div><div>2.1 NM</div></div></div><table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>S-ILS 26</td><td colspan="3">299/40 263 (300-¾)</td><td>NA</td></tr><tr><td>S-LOC 26</td><td>700/40</td><td>664 (700-¾)</td><td>700-1½ 664 (700-1½)</td><td>NA</td></tr><tr><td> CIRCLING</td><td>700-1</td><td>664 (700-1)</td><td>700-1⅞ 664 (700-1⅞)</td><td>NA</td></tr></table></div>					CATEGORY	A	B	C	D	S-ILS 26	299/40 263 (300-¾)			NA	S-LOC 26	700/40	664 (700-¾)	700-1½ 664 (700-1½)	NA	 CIRCLING	700-1	664 (700-1)	700-1⅞ 664 (700-1⅞)	NA
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NE-4, 07 AUG 2025 to 04 SEP 2025

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