| 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.

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.

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) | | |

CPDLC

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

LOCALIZER 108.95 I-PDP Chan 26 (Y)

Procedure NA for arrivals at MENGE on V479 northbound.

(IAF) MENGE ARD 15

108.2 ARD Chan 19

3000 200° (5.1)

Procedure NA for arrivals at ENZEW on V123-157-213 northeast bound.

3000 088° 268° (5.5) (IAF) ENZEW RBV 23.1

NAAS Mustin (Abandoned)

268° (5.1)

(IF) MRTIN INT I-PDP 11.3

JALTO I-PDP 6.1

R-200

113.2 MXE R-115 Chan 79

1547 1153 432 216 304 388 617 2100 199 220 246 184 297 275 275

MSA OOD 25 NM 2600 1055

WOODSTOWN 112.8 OOD Chan 75

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

ELEV 36 D TDZE 11

1500 3000 MXE R-115 MXE

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 81).

JALTO I-PDP 6.1 2100

MRTIN INT I-PDP 11.3 3000

268°

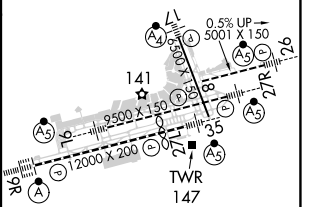
2100

GS 3.00° TCH 52

1181' 6.3 NM 5.1 NM

| 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




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



NE-4, 11 JUL 2024 to 08 AUG 2024
NE-4, 11 JUL 2024 to 08 AUG 2024