

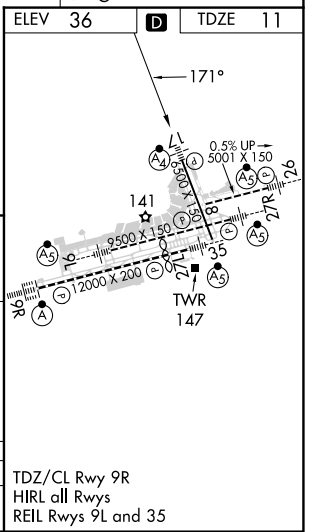
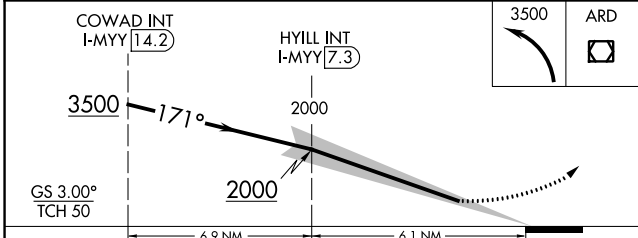
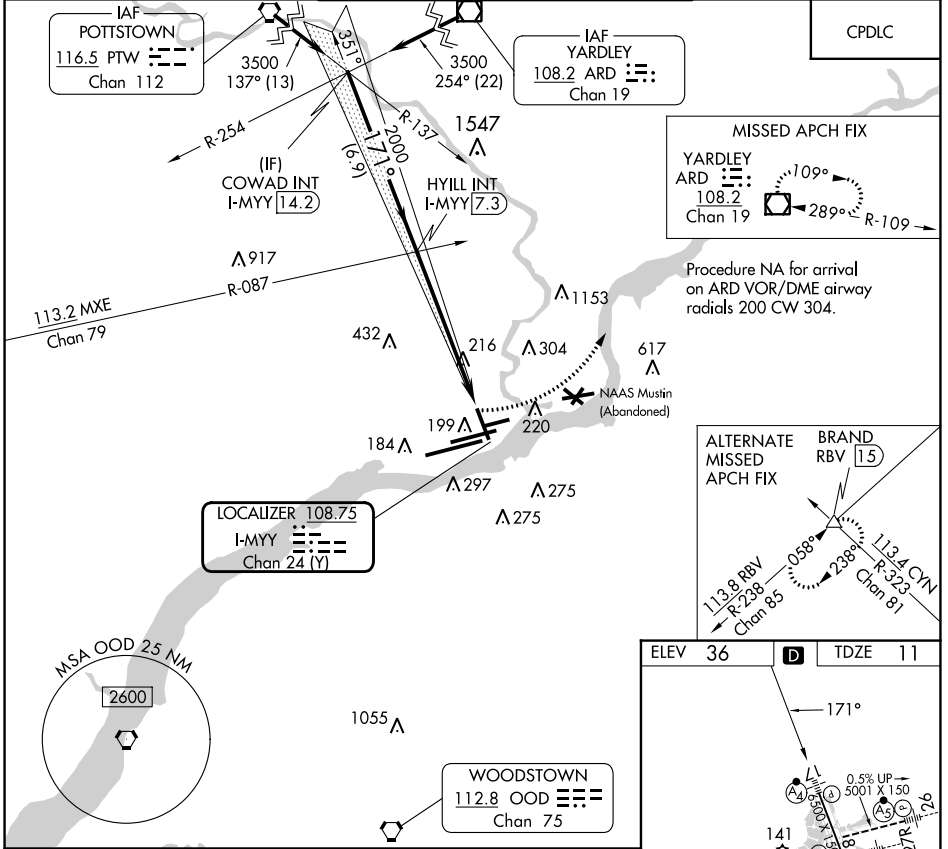
LOC/DME I-MYY <b>108.75</b> Chan <b>24 (Y)</b>	APP CRS <b>171°</b>	Rwy Idg <b>6500</b> TDZE <b>11</b> Apt Elev <b>36</b>
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# ILS V RWY 17 (CONVERGING)

PHILADELPHIA INTL (PHL)

RADAR required.		MALSF	MISSED APPROACH: Climbing left turn to 3500 direct ARD VOR/DME and hold.	
Simultaneous approach authorized. Rwy 17 helicopter visibility reduction below 3/4 SM NA.				

D-ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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CATEGORY	A	B	C	D
S-ILS 17		410/45	399 (400-3/4)	
TDZ/CL Rwy 9R HIRL all Rwys REIL Rwys 9L and 35				

NE-4, 26 DEC 2024 to 23 JAN 2025

NE-4, 26 DEC 2024 to 23 JAN 2025