

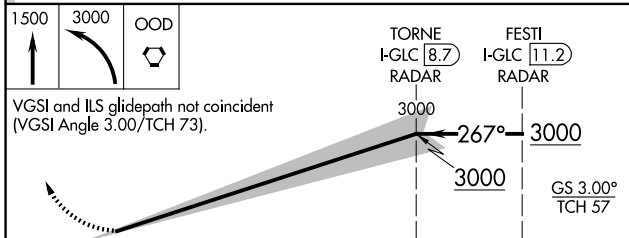
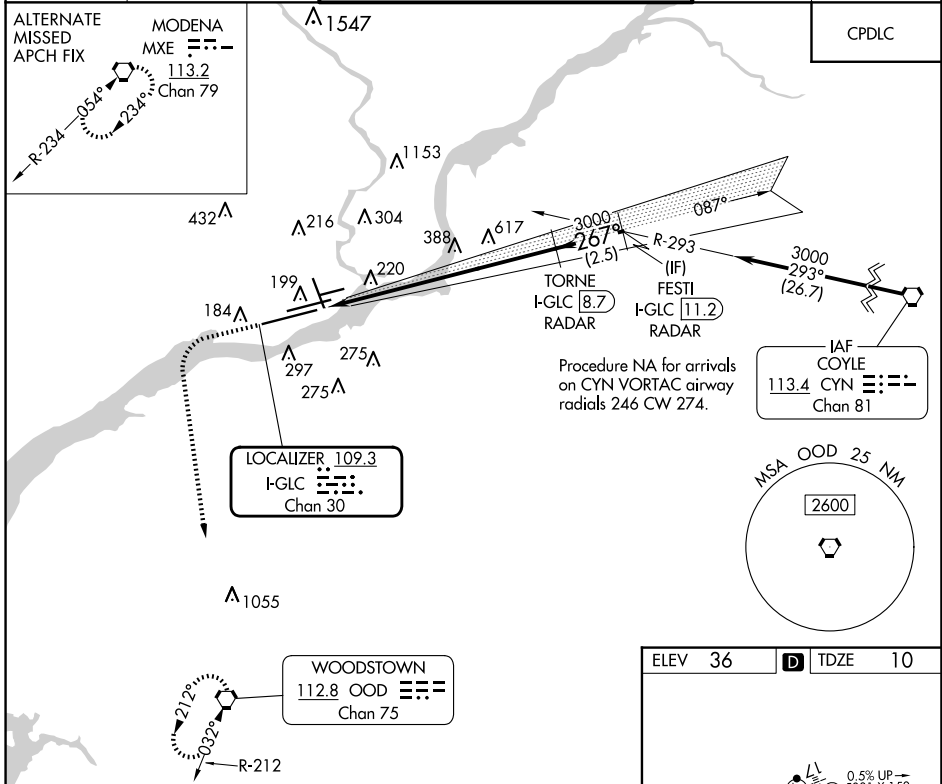
LOC/DME I-GLC <b>109.3</b> Chan <b>30</b>	APP CRS <b>267°</b>	Rwy Idg TDZE Apt Elev	<b>9912</b> <b>10</b> <b>36</b>
-------------------------------------------------	------------------------	-----------------------------	---------------------------------------

# ILS RWY 27L (SA CAT II)

PHILADELPHIA INTL (PHL)

DME or RADAR required.	MALSR	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OOD VORTAC and hold.
Requires specific OPSPEC, MSPEC, or LOA approval.		

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>
--------------------------------------------------	----------------------------------------------	-------------------------------------------------------------------------------------------------------------	-------------------------------	---------------------------------

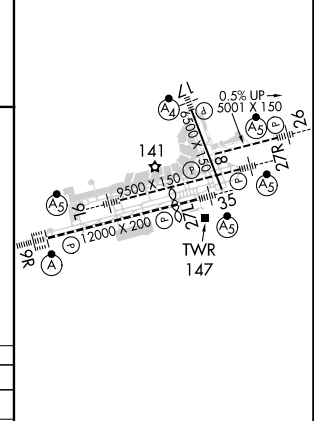


1500	3000	OOD
------	------	-----

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

109.3	9.2 NM	2.5 NM		
CATEGORY	A	B	C	D
S-ILS 27L	SA CAT II RA 100/12 100 DA 110			

ELEV 36	<b>D</b> TDZE 10
---------	------------------



NE-4, 23 JAN 2025 to 20 FEB 2025

NE-4, 23 JAN 2025 to 20 FEB 2025

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