

ILS or LOC RWY 27R
PHILADELPHIA INTL (PHL)

T For inop ALS, increase S-LOC 27R Cat C/D visibility to 1 $\frac{3}{8}$ SM.
A **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.
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Procedure NA for arrivals at MENGINE on V479 northbound.

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

MODENA
MXE 113.2
Chan 79

MISSED APCH FIX

LOCALIZER 108.95
I-PDP
Chan 26(Y)

(IAF) MENGINE
ARD 15

3000 200° (5.1)

108.2 ARD
Chan 19

088°

(IAF) ENZEW
RBV 23.1

3000 268° (5.5)

(IF) MARTIN INT
I-PDP 111.3

2100 268° (5.1)

JALTO
I-PDP 6.1

388

246
HADNI
I-PDP 2

113.2 MXE
R-115
Chan 79

MSA OOD 25 NM
2600

WOODSTOWN
112.8 OOD
Chan 75

POTTSTOWN
PTW 116.5
Chan 112

152°
332°
R-152

ELEV 36

TDZE 27R 11
TDZE 27L 10

ELEV 36

TDZE 27R 11
TDZE 27L 10

Diagram illustrating the TDZE (Traffic Danger Zone) area for Runway 9R. The diagram shows the runway centerline with distance markers (2000, 2500, 1500, 1000, 500) and a 0.5% UP slope. A TWR (Tower) is located near the 1000m mark. A 268-degree bearing is indicated from the TWR to the runway end. The diagram also shows the TDZE boundaries and the elevation of the runway end (36 feet).

NE-4, 27 NOV 2025 to 25 DEC 2025