ILS V RWY 9R (CONVERGING)

PHILADELPHIA INTL (PHL)

LOC/DME I-PHL	APP CRS	Rwy Idg	12000
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-ILS 9R all Cats visibility to RVR 6000.

NA

ALSF-2

MISSED APROACH: Climbing right turn to 3000 direct OOD 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

IAF
MODENA
113.2 MXE
Chan 79

Procedure NA for arrival on MXE VORTAC airway radials 129 CW 177.

4000
152° (8.6)
(IF)
BWINE INT
MXE 8.6
I-PHL 15.7

R-119
R-132
R-152
1800
3000
087°
(4.2)
087°
(3.9)
267°

KELEE INT
I-PHL 7.6

ASOCI INT
I-PHL 11.8

R-352

NAAS Mustin (Abandoned)

LOCALIZER 109.3
I-PHL
Chan 30

MSA OOD 25 NM
2600

DUPONT
114.0 DQO
Chan 87

WOODSTOWN
112.8 OOD
Chan 75

1055

ALTERNATE MISSED APCH FIX
DUPONT
DQO
114.0
Chan 87
R-068
248°
068°

R-212
212°
032°

ELEV 36 D TDZE 21

087°
141

0.5% UP
5001 X 150
9500 X 150
12000 X 200
TWR
147

BWINE INT
MXE 8.6
I-PHL 15.7
ASOCI INT
I-PHL 11.8
KELEE INT
I-PHL 7.6
4000
087°
3000
1800
GS 3.00°
TCH 58
3.9 NM
4.2 NM
5.4 NM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

3000 OOD

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

CATEGORY	A	B	C	D
S-ILS 9R	421/35 400 (400-⅝)			

NE-4, 13 JUN 2024 to 11 JUL 2024
NE-4, 13 JUN 2024 to 11 JUL 2024