APP CRS

087°

IAF-

MODENA 113.2 MXE = ...

Chan 79

Rwy Idg 12000

Simultaneous approach authorized. For inop ALS,

increase S-ILS 9R all Cats visibility to RVR 6000

TDŹF

PHILADELPHIA APP CON

124.35 319.15

Apt Elev

21

36

Procedure NA for arrival on MXE VORTAC

airway radials 129 CW 177.

LOC/DME I-PHL

109.3

Chan 30 RADAR required.

v

A NA D-ATIS

ARR 133.4

DEP 135.925

PHILADELPHIA TOWER

118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)

135.1 327.05 (Rwy 9R/27L)

۸⁹¹⁷

ALSF-2

♠₱

⁴³²∧

CLNC DEL

CPDIC

PHILADELPHIA INTL (PHL)

121.9 348.6 118.85 348.6

TDZE

147

MISSED APROACH: Climbing right turn

to 3000 direct OOD VORTAC and hold.

GND CON

∧¹¹⁵³

Λ 304

ILS V RWY 9R (CONVERGING)

1547

۸²¹⁶

WOODSTOWN 112.8 OOD === Chan 75

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

KELEE INT I-PHL 7.6

1800

1800

4.2 NM

421/35

24 FEB 2022 ٥, 27 JAN 2022 NE-4

S-ILS 9R PHILADELPHIA, PENNSYLVANIA

ALTERNATE MISSED APCH FIX

BWINE INT

MXE 8.6

J-PHL 15.7

4000 -0870

DUPONT DQO =:: 114.0

Chan 87

GS 3.00°

TCH 58

CATEGORY

Amdt 6 19JUL18

R-068

ASOCI INT

I-PHL 11.8

3000

3.9 NM

39°52′N-75°14′W

400 (400-%)

5 4 NM

R-212

3000

TDZ/CL Rwy 9R HIRL all Rwys

REIL Rwys 9L and 35

PHILADELPHIA INTL (PHL) ILS V RWY 9R (CONVERGING)

0879

OOD

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