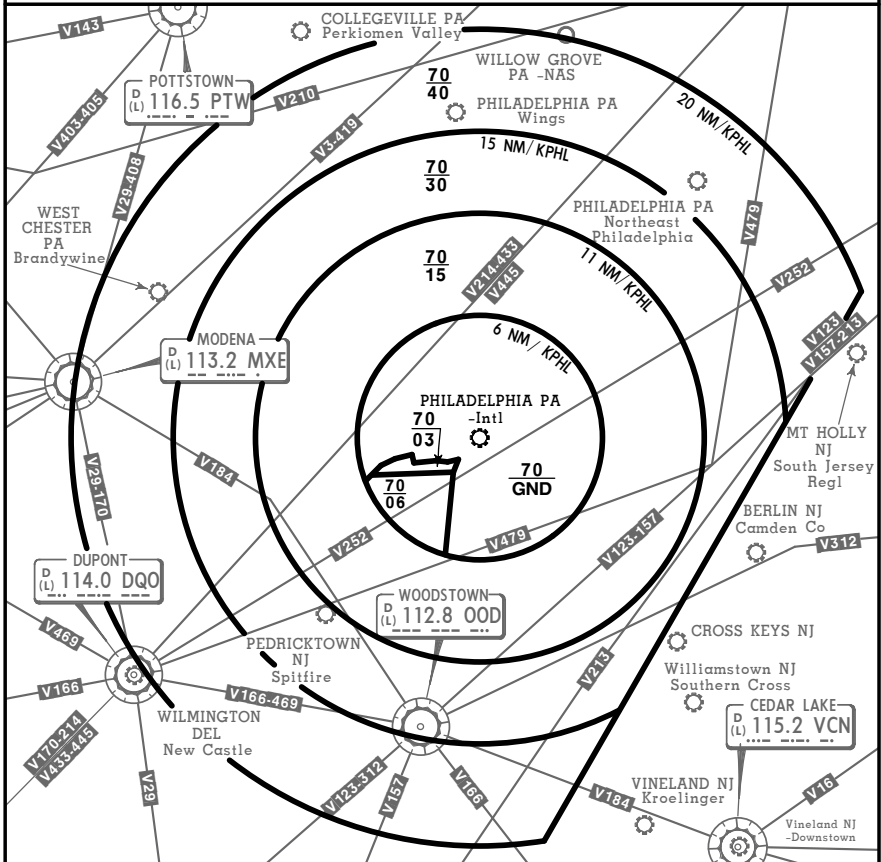


PHILADELPHIA CLASS B AIRSPACE

Philadelphia App

(N-NE, 6500'-7500') (NE, Rwy 27 active, 5500' & above) (W, Rwy 9 active, 8000' & below) 128.4
 (NE, Rwy 9 active, 10000' & below) (W, Rwy 27 active, 10000' & below)
 (W, Rwy 9 active, 8500'-10000') (NW, 8000'-10000') 124.35
 (NE, Rwy 27 active, 5000' & below) 123.8
 (SE, Rwy 9 active, 10000' & below) (SE, Rwy 27 active, 8500'-10000') 119.75
 (SE, Rwy 27 active, 5500'-8000') (SW, 6500'-10000') 126.6
 (SE, Rwy 27 active, 5000' & below) (S, 5000' & below) 127.35
 (SW, 6000' & below) 118.35 (NW, 7500' & below) 126.85



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
 SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

- Arriving aircraft or aircraft desiring to transit Class B airspace should contact Approach Control on the frequency depicted for the sector of flight with reference to the geographical center of airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding a VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radial/s.
- Aircraft departing the primary airport are requested to advise the Philadelphia clearance delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies if route penetrates Class B airspace.
- Aircraft desiring to transit Class B airspace will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

KPHL/PHL
 PHILADELPHIA INTL

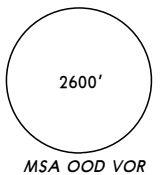
JEPPESEN PHILADELPHIA, PA
 9 MAR 07 **10-2** Eff 15 Mar **RNAV STAR**

D-ATIS Arrival
133.4

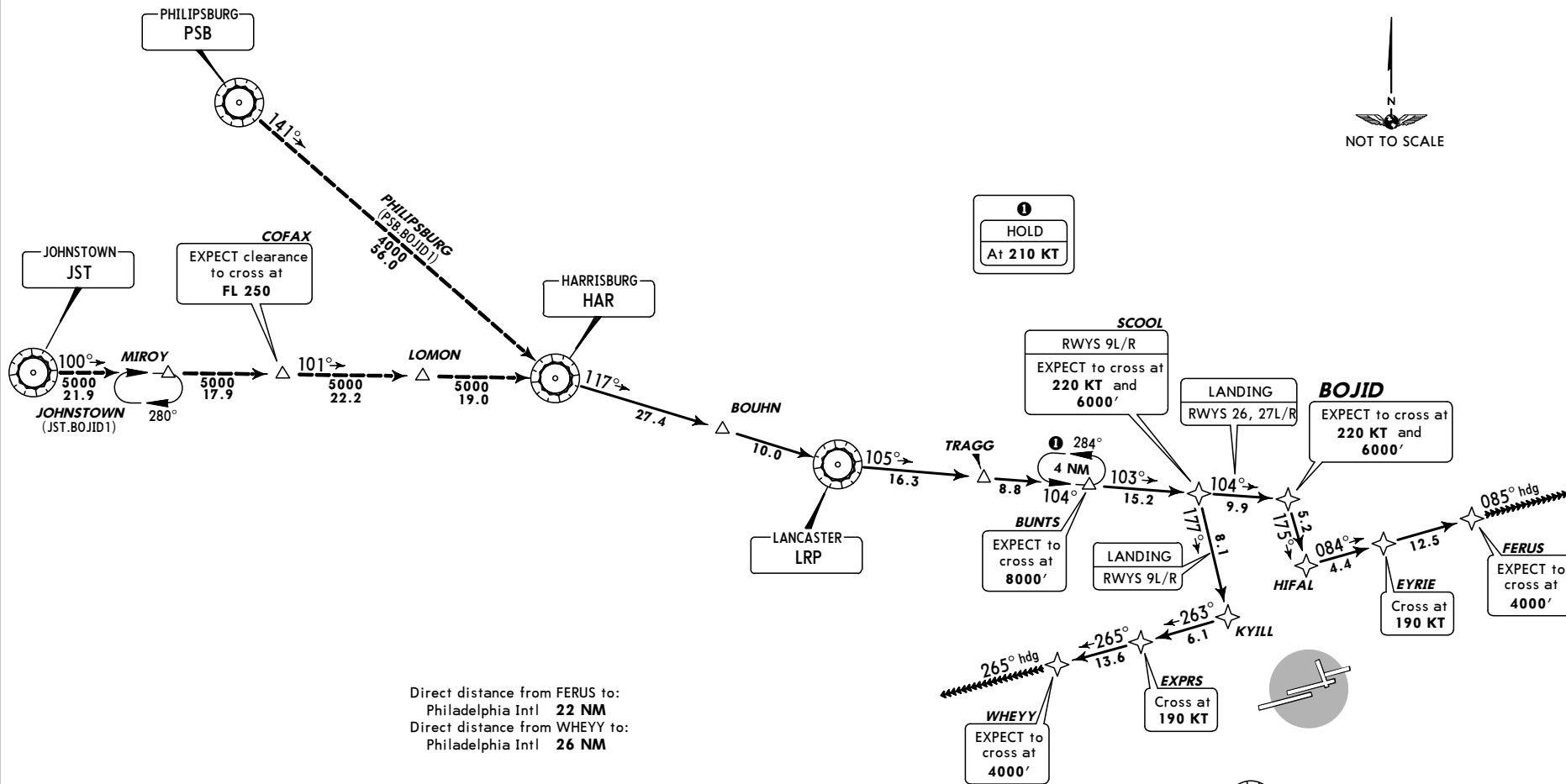
Apt Elev
36'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.



BOJID ONE RNAV ARRIVAL
 (BOJID.BOJID1)



ROUTING

From HAR, then BOUHN, then LRP, then TRAGG, then BUNTS.

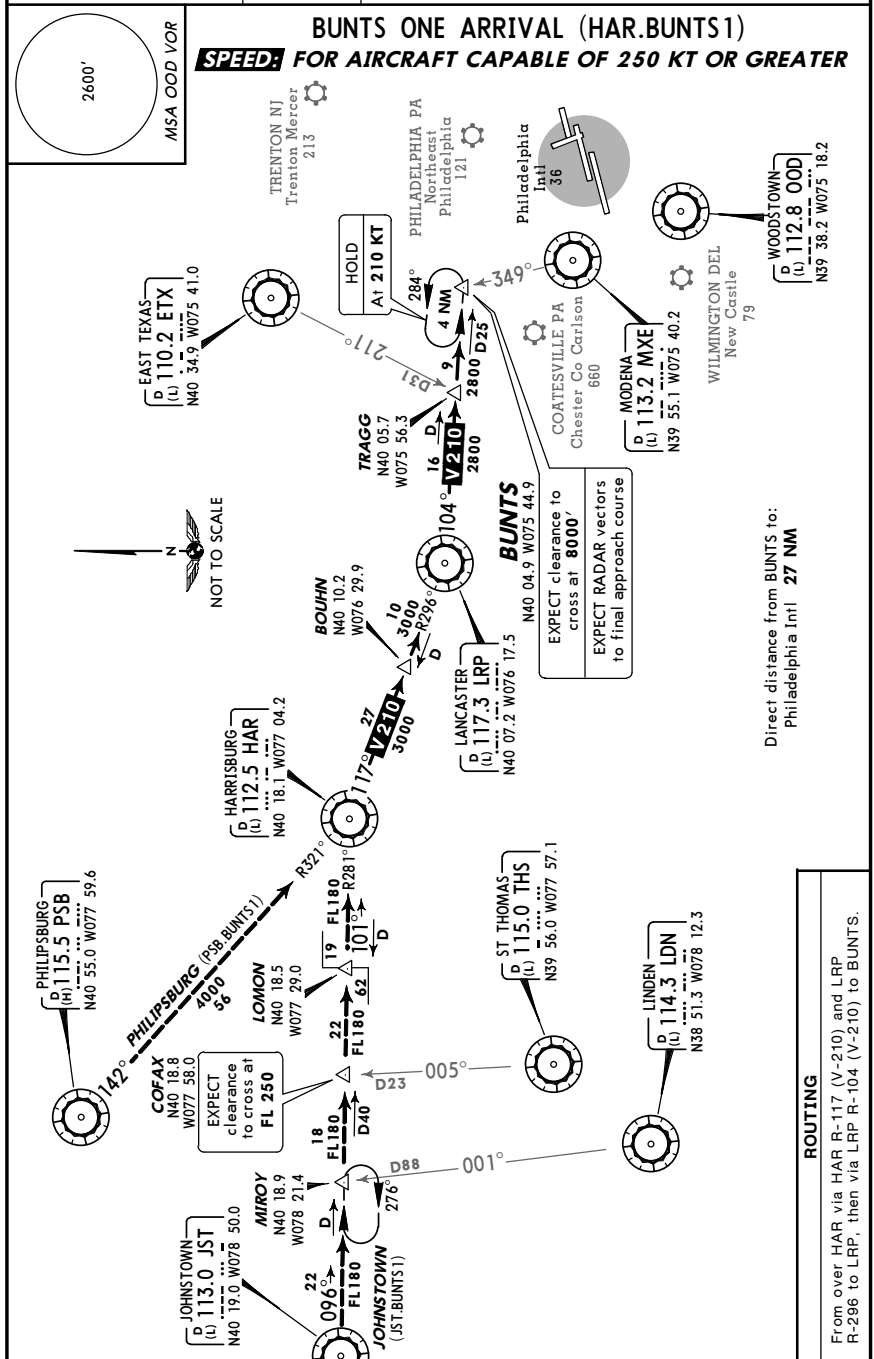
RWY	LANDING
9L/R	Then SCOOOL, KYILL, EXPRS, WHEYY, depart WHEYY heading 265°. EXPECT RADAR vectors to final approach course.
26, 27L/R	Then SCOOOL, BOJID, HIFAL, EYRIE, FERUS, depart FERUS heading 085°. EXPECT RADAR vectors to final approach course.

KPHL/PHL
 PHILADELPHIA INTL

JEPPESEN
 9 MAR 07 (10-2A) Eff 15 Mar

PHILADELPHIA, PA
 STAR

D-ATIS Arrival 133.4	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
--------------------------------	-------------------------	---------------------------------------------------------

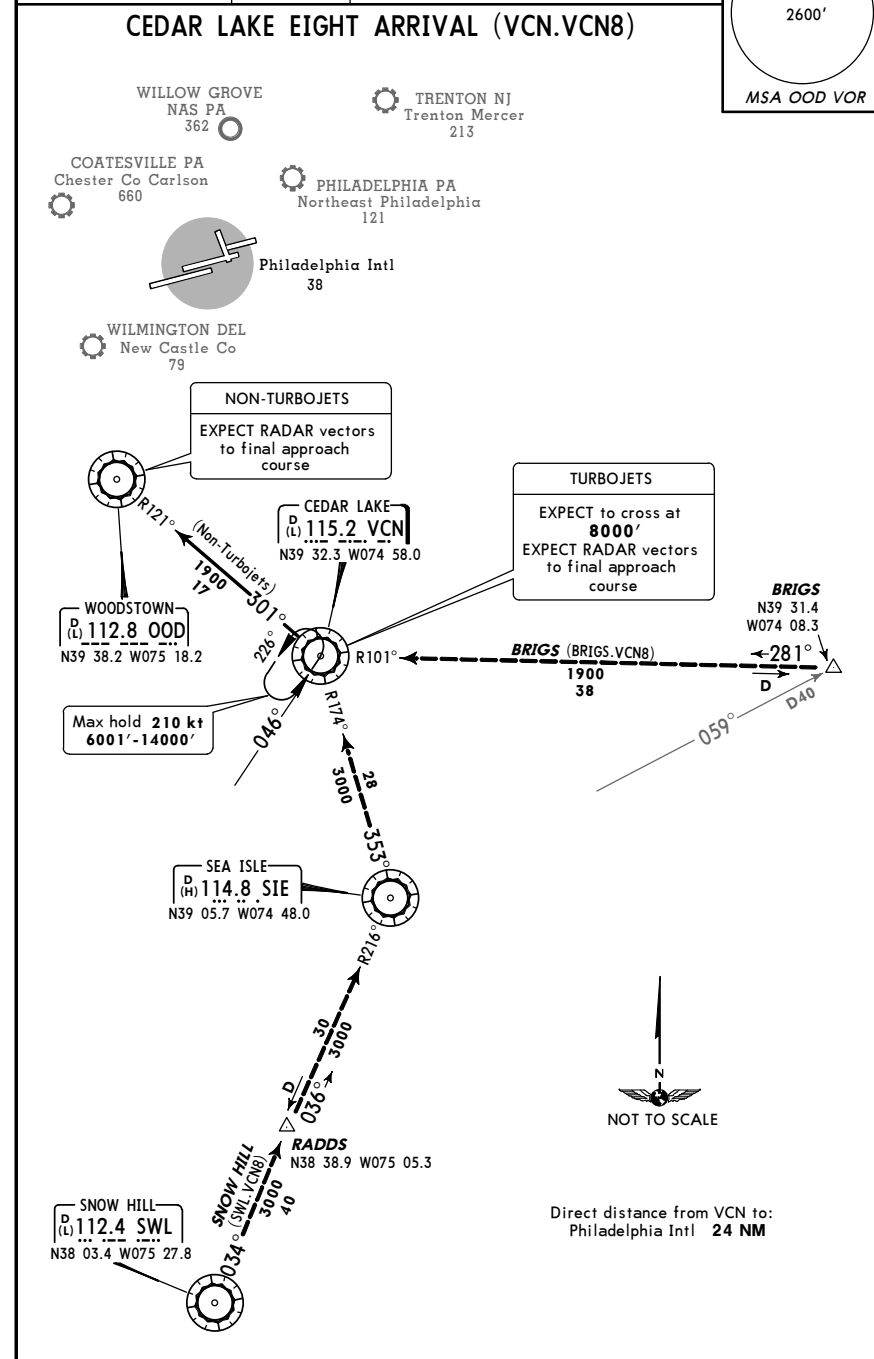


KPHL/PHL
 PHILADELPHIA INTL

JEPPESEN
 19 DEC 03 (10-2B) Eff 25 Dec

PHILADELPHIA, PA
 STAR

PHILADELPHIA INTL D-ATIS 133.4	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
------------------------------------------	-------------------------	---------------------------------------------------------

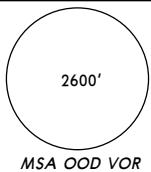


KPHL/PHL
 PHILADELPHIA INTL

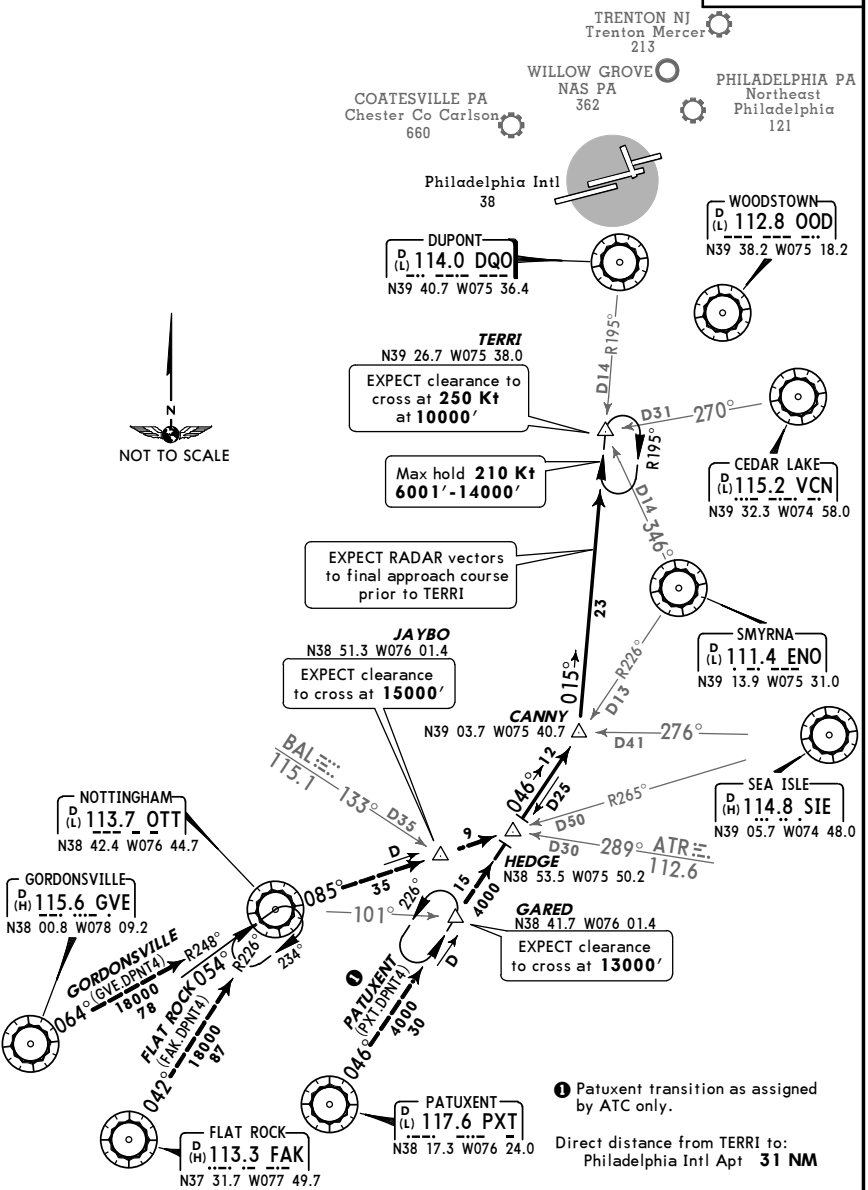
JEPPESEN
 19 DEC 03 (10-2C) Eff 25 Dec

PHILADELPHIA, PA
 STAR

PHILADELPHIA INTL D-ATIS
133.4
 Apt Elev See Graphic
 Alt Set: INCHES
 Trans level: FL180 Trans alt: 18000'



DUPONT FOUR ARRIVAL (HEDGE.DPNT4)
 (TURBOJET AIRCRAFT ONLY)



ROUTING

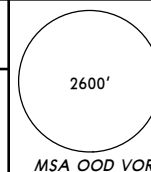
From over HEDGE to CANNY via ENO R-226, then from CANNY via DQO R-195 to TERRI.
 EXPECT RADAR vectors to final approach course prior to TERRI.

KPHL/PHL
 PHILADELPHIA INTL

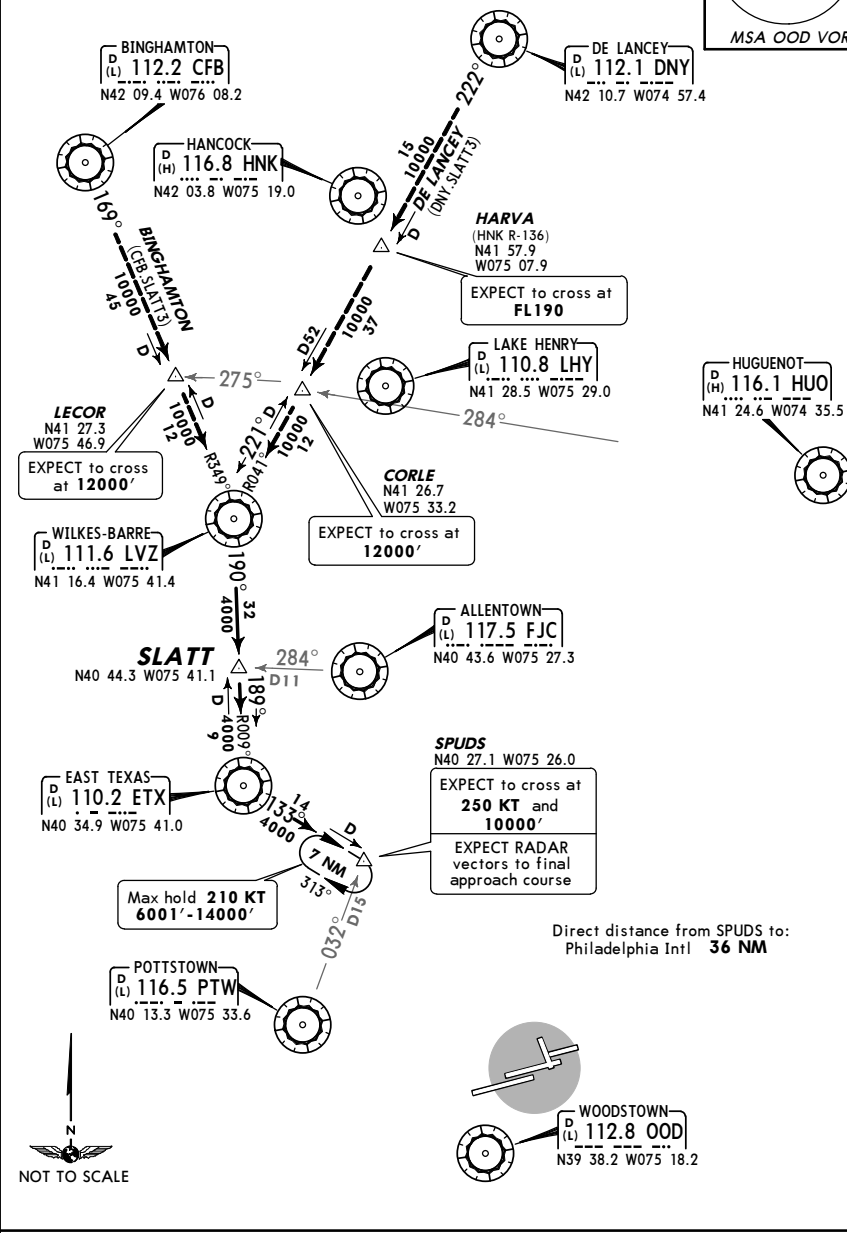
JEPPESEN
 14 DEC 07 (10-2D) Eff 20 Dec

PHILADELPHIA, PA
 STAR

D-ATIS Arrival
133.4
 Apt Elev 36'
 Alt Set: INCHES
 Trans level: FL180 Trans alt: 18000'
 Turbojet aircraft only.



SLATT THREE ARRIVAL (LVZ.SLATT3)



ROUTING

From over LVZ via LVZ R-190 and ETX R-009 to SLATT, then via ETX R-009 to ETX, then via ETX R-133 to SPUDS. EXPECT RADAR vectors to final approach course.

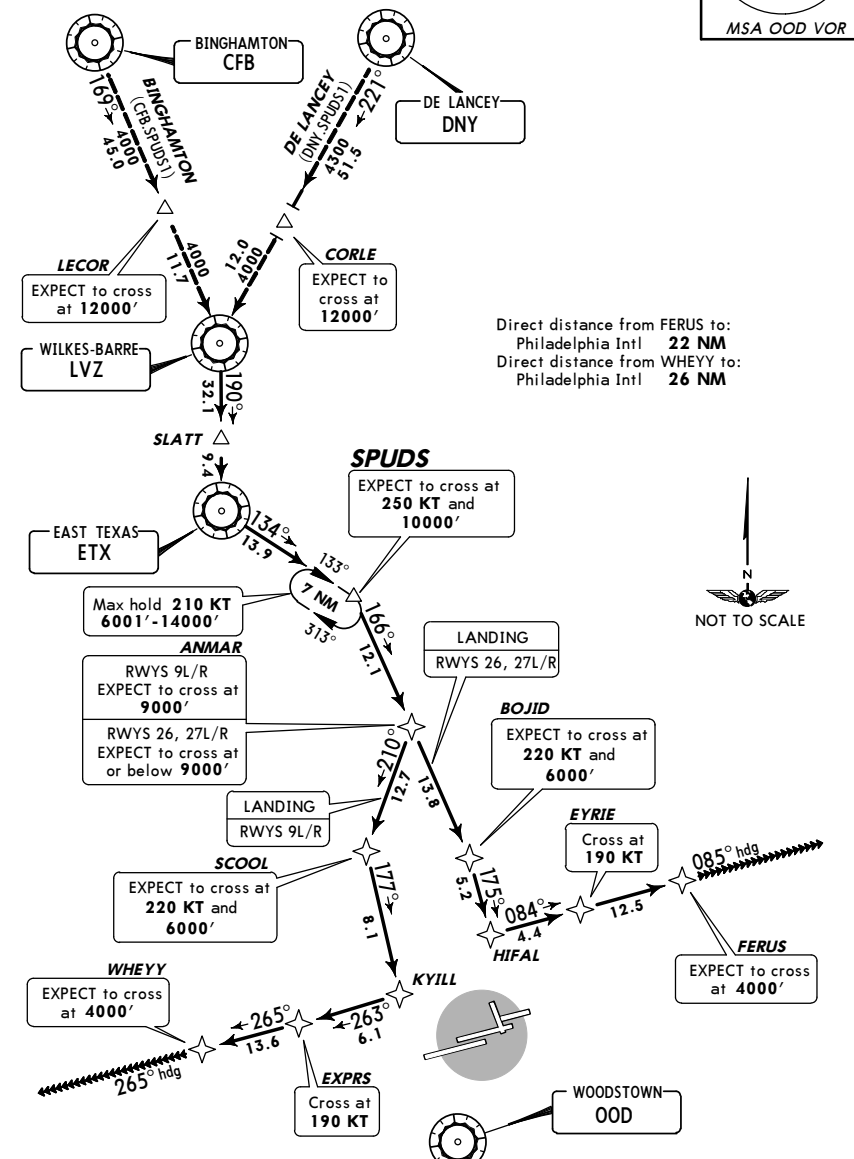
KPHL/PHL
PHILADELPHIA INTL

JEPPesen
14 DEC 07 **10-2E** Eff 20 Dec

PHILADELPHIA, PA
RNAV STAR

D-ATIS Arrival 133.4	Apt Elev 36'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	<p>2600' MSA OOD VOR</p>
--------------------------------	------------------------	-----------------------------------------------------------------------------------------------------------------------------	------------------------------

SPUDS ONE RNAV ARRIVAL (SPUDS.SPUDS1)



RWY	ROUTING
9L/R	From LVZ, then SLATT, then ETX, then SPUDS, then ANMAR, then SCOO, KYILL, EXPRS, WHEYY, depart WHEYY heading 265°. EXPECT RADAR vectors to final approach course.
26, 27L/R	From LVZ, then SLATT, then ETX, then SPUDS, then ANMAR, then BOJID, HIFAL, EYRIE, FERUS, depart FERUS heading 085°. EXPECT RADAR vectors to final approach course.

KPHL/PHL
PHILADELPHIA INTL

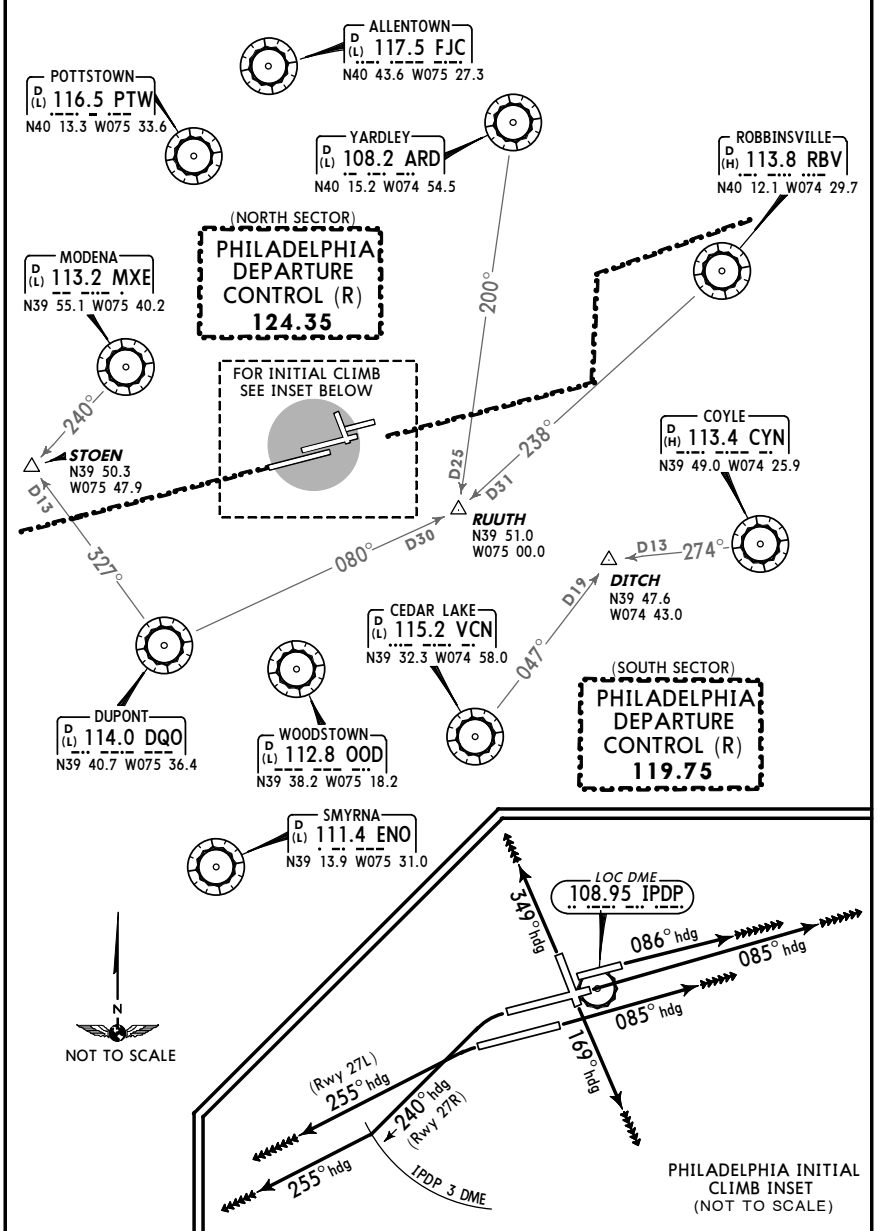
JEPPesen
28 NOV 08 **10-3**

PHILADELPHIA, PA
SID

FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev 36'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. Rwy 27R: DME required. 3. For appropriate Departure Control frequency use frequency depicted within sector where first Fix/NAVAID for your route is located.	<p>2600' MSA OOD VOR</p>
-----------------------------------------	------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------

PHILADELPHIA EIGHT DEPARTURE (PHL8.PHL)

For Procedure Text, Takeoff Minimums, and Obstacle Notes see reverse side 10-3-1



KPHL/PHL
PHILADELPHIA INTL



PHILADELPHIA, PA
SID

PHILADELPHIA EIGHT DEPARTURE (PHL8.PHL)

For Procedure Graphic see reverse side 10-3

PROCEDURE TEXT

RWY	INITIAL CLIMB	ALTITUDE
8	Fly heading 086°.	Climb and MAINTAIN 500' or assigned lower altitude
9L/R	Fly heading 085°, or as assigned by ATC climb heading 081° or 096°.	
17	Fly heading 169°.	
27L	Turn LEFT heading 255°, or as assigned by ATC climb heading 245° or 268°.	
27R	Turn LEFT heading 240°, at IPDP 3 DME turn RIGHT heading 255°, or after takeoff as assigned by ATC climb heading 245° or 268°.	
35	Fly heading 349°.	

ROUTING

EXPECT RADAR vectors to filed/assigned route or depicted fix. EXPECT clearance to filed altitude/flight level ten minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 8: Standard (or lower than standard, if authorized) with a minimum climb of 320' per NM to **900'**.

Rwy 9L: Standard (or lower than standard, if authorized) with a minimum climb of 390' per NM to **500'**.

Rwy 9R: Standard (or lower than standard, if authorized) with a minimum climb of 310' per NM to **500'**.

Rwy 17: 200-1 or standard (or lower than standard, if authorized) with a minimum climb of 400' per NM to **300'**.

Rwy 26: Not authorized - obstacles.

Rwy 27L: Standard (or lower than standard, if authorized).

Rwy 27R: Standard (or lower than standard, if authorized). ATC climb of 325' per NM to **500'**.

Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 264' per NM to **1400'**.

OBSTACLES

Rwy 8: Fence 163' from DER, 250' RIGHT of centerline, 4' AGL/41' MSL.

Rwy 9L: Tree 593' from DER, 633' LEFT of centerline, 12' AGL/26' MSL.

Rwy 9R: Multiple towers beginning 2592' from DER, 1044' RIGHT of centerline, up to 140' AGL/145' MSL.

Rwy 17: Multiple trees beginning 1115' from DER, 286' LEFT of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from DER, 847' RIGHT of centerline, 68' AGL/77' MSL. Ship in channel 3500' from DER, 86' LEFT of centerline, 188' AGL/188' MSL.

Rwy 27L: Multiple trees beginning 256' from DER, 282' RIGHT of centerline, up to 40' AGL/49' MSL.

Rwy 35: Sign and multiple light poles and trees beginning 1232' from DER, 205' LEFT of centerline, up to 114' AGL/128' MSL.

Multiple signs and light poles beginning 1709' from DER, 644' RIGHT of centerline, up to 69' AGL/83' MSL.

Gnd speed-KT	75	100	150	200	250	300
264' per NM	330	440	660	880	1100	1320
310' per NM	388	517	775	1033	1292	1550
320' per NM	400	533	800	1067	1333	1600
325' per NM	406	542	813	1083	1354	1625
390' per NM	488	650	975	1300	1625	1950
400' per NM	500	667	1000	1333	1667	2000

KPHL/PHL

Apt Elev **36'**
N39 52.3 W075 14.5

JEPPesen PHILADELPHIA, PA
21 AUG 09
Eff 27 Aug (10-9) PHILADELPHIA INTL

D-ATIS Departure 135.92 VOT 109.8 (Limited)		ACARS: D-ATIS TWIP PDC	PHILADELPHIA Clearance (Cpt) 118.85	
Ground		Tower	PHILADELPHIA Departure (R)	
121.65	121.9	Rwy 9L/27R, 17/35, 8/26	118.5	Rwy 9R/27L
			124.35	119.75

○ Ramp Control Spot

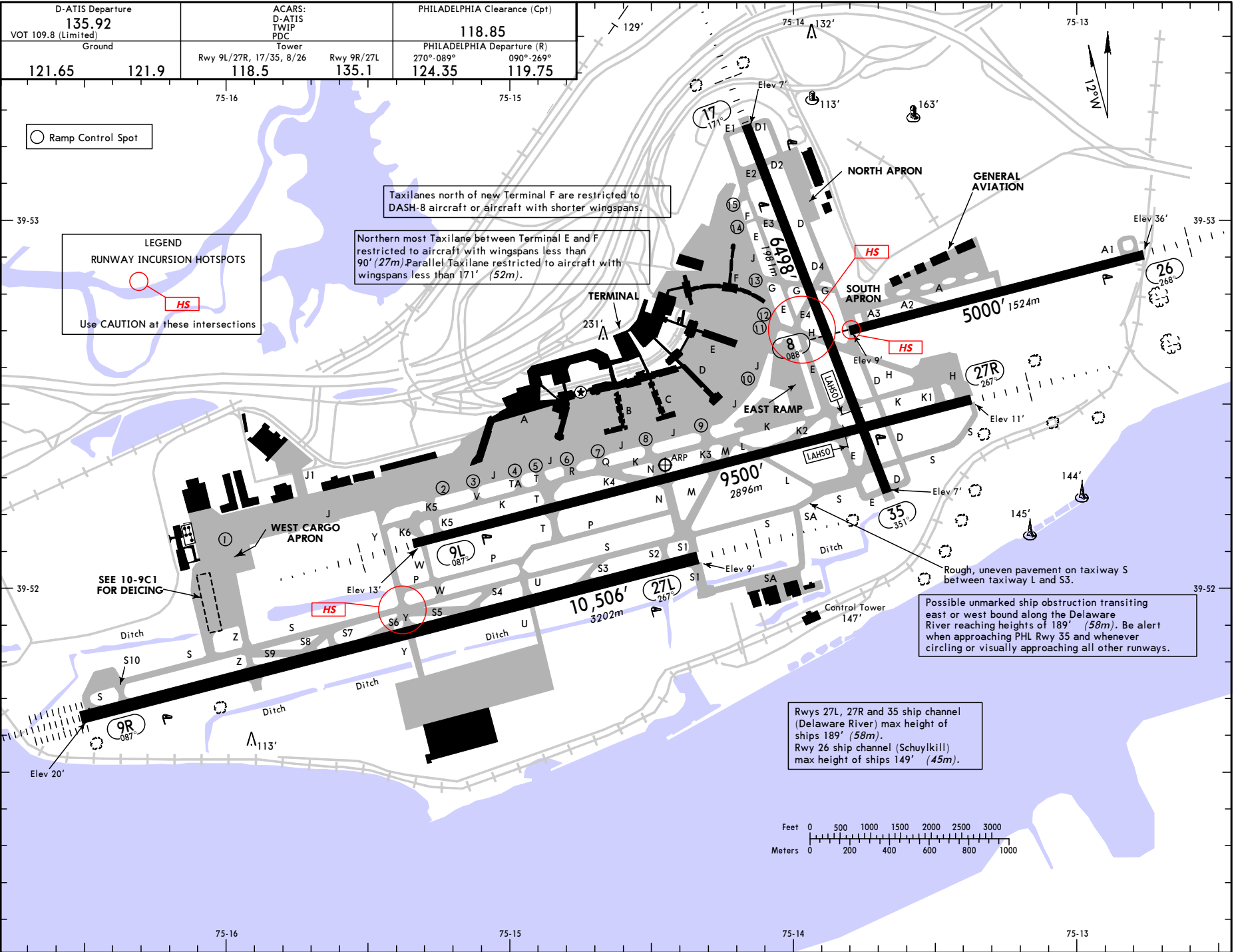
LEGEND
RUNWAY INCURSION HOTSPOTS

HS

Use CAUTION at these intersections

Taxilanes north of new Terminal F are restricted to DASH-8 aircraft or aircraft with shorter wingspans.

Northern most Taxilane between Terminal E and F restricted to aircraft with wingspans less than 90' (27m). Parallel Taxilane restricted to aircraft with wingspans less than 171' (52m).



Possible unmarked ship obstruction transiting east or west bound along the Delaware River reaching heights of 189' (58m). Be alert when approaching PHL Rwy 35 and whenever circling or visually approaching all other runways.

Rwys 27L, 27R and 35 ship channel (Delaware River) max height of ships 189' (58m).
Rwy 26 ship channel (Schuylkill) max height of ships 149' (45m).



KPHL/PHL

JEPPESEN
 21 AUG 09
 Eff 27 Aug (10-9A)

PHILADELPHIA, PA
 PHILADELPHIA INTL

GENERAL						
Birds on and in vicinity of airport. Low-level wind shear alert system. Terminal Doppler Weather Radar. Monitor ground control for power back operations from airline gates. Rwy 9R rollout RVR used for Rwy 9L midpoint RVR. Follow Me service available; contact airport operations. ASDE-X Surveillance system in use. Operate transponder with mode C on all Taxiways and Runways.						
ADDITIONAL RUNWAY INFORMATION						
RWY	USABLE LENGTHS		LAHSO Distance	TAKE-OFF	WIDTH	
	LANDING BEYOND Threshold	Glide Slope				
8 ① 26	HIRL CL	grooved RVR			150'	46m
	HIRL CL MALSR PAPI-R (angle 3.2°)	grooved RVR	3937'	1200m		
① Land Rwy 26, Takeoff Rwy 8.						
9R 27L	HIRL CL ALSF-II TDZ	grooved RVR	9406'		200'	61m
	HIRL CL MALSR PAPI-R (angle 3.1°)	grooved RVR	9527'	2904m		
9L 27R	HIRL CL MALSR REIL PAPI-L (angle 3.0°)	grooved RVR	8450'	17/35 7350'	150'	46m
	HIRL CL MALSR PAPI-L (angle 3.0°)	grooved RVR	8320'	2536m		
17 35	HIRL MALSR PAPI-L (angle 3.0°)	grooved RVR	5070'	9L/27R 5040'	150'	46m
	HIRL REIL	grooved RVR	1545m	1536m		
TAKE-OFF						
Rwy 27L						
2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD			
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1		
Mid RVR 5	Mid RVR 10					
Rollout RVR 5	Rollout RVR 10					
Rwy 27R						
Both RVRs are required and controlling.		Adequate Vis Ref	STD			
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1		
Rollout RVR 5	Rollout RVR 10					

TAKE-OFF									
Rwy 9R									
With Mim climb of 310'/NM to 500'									
2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD						
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng					
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1					
Mid RVR 5	Mid RVR 10								
Rollout RVR 5	Rollout RVR 10								
Rwy 8									
With Mim climb of 320'/NM to 900'									
Both RVRs are required and controlling.		Adequate Vis Ref	STD						
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng					
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1					
Rollout RVR 5	Rollout RVR 10								
Rwy 9L									
With Mim climb of 390'/NM to 500'									
Both RVRs are required and controlling.		Adequate Vis Ref	STD						
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng					
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1					
Rollout RVR 5	Rollout RVR 10								
Rwy 35									
With Mim climb of 264'/NM to 1400'									
Both RVRs are required and controlling.		Adequate Vis Ref	STD						
RCLM & HIRL			3 & 4 Eng	1 & 2 Eng					
TDZ RVR 10		RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1					
Rollout RVR 10									
Rwy 17					Rwy 26				
With Mim climb of 410'/NM to 300'									
Both RVRs are required and controlling.		Adequate Vis Ref	STD		Other				
RCLM & HIRL			3 & 4 Eng	1 & 2 Eng					
TDZ RVR 10		RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	200-1	NA			
Rollout RVR 10									
FOR FILING AS ALTERNATE									
ILS PRM Rwy 27L	ILS Rwy 27R	ILS Rwy 27L	ILS Rwy 26 ILS PRM Rwy 26	LOC Rwy 27R LOC Rwy 27L RNAV (GPS) Y Rwy 9L RNAV (RNP) Z Rwy 9L RNAV (GPS) Y Rwy 9R RNAV (RNP) Z Rwy 9R RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 27L RNAV (GPS) Rwy 35	ILS Rwy 9R LOC Rwy 9R RNAV (GPS) Rwy 27R	LOC Rwy 26 RNAV (GPS) Rwy 26 VOR DME-A	ILS Rwy 9L ILS Rwy 17 LOC Rwy 9L LOC Rwy 17	Other	
A	600-2		700-2	700-2	800-2	800-2	800-2	800-2	NA
B									
C	600-2	700-2						800-2 1/4	
D			NA				800-2 1/4	800-2 1/2	

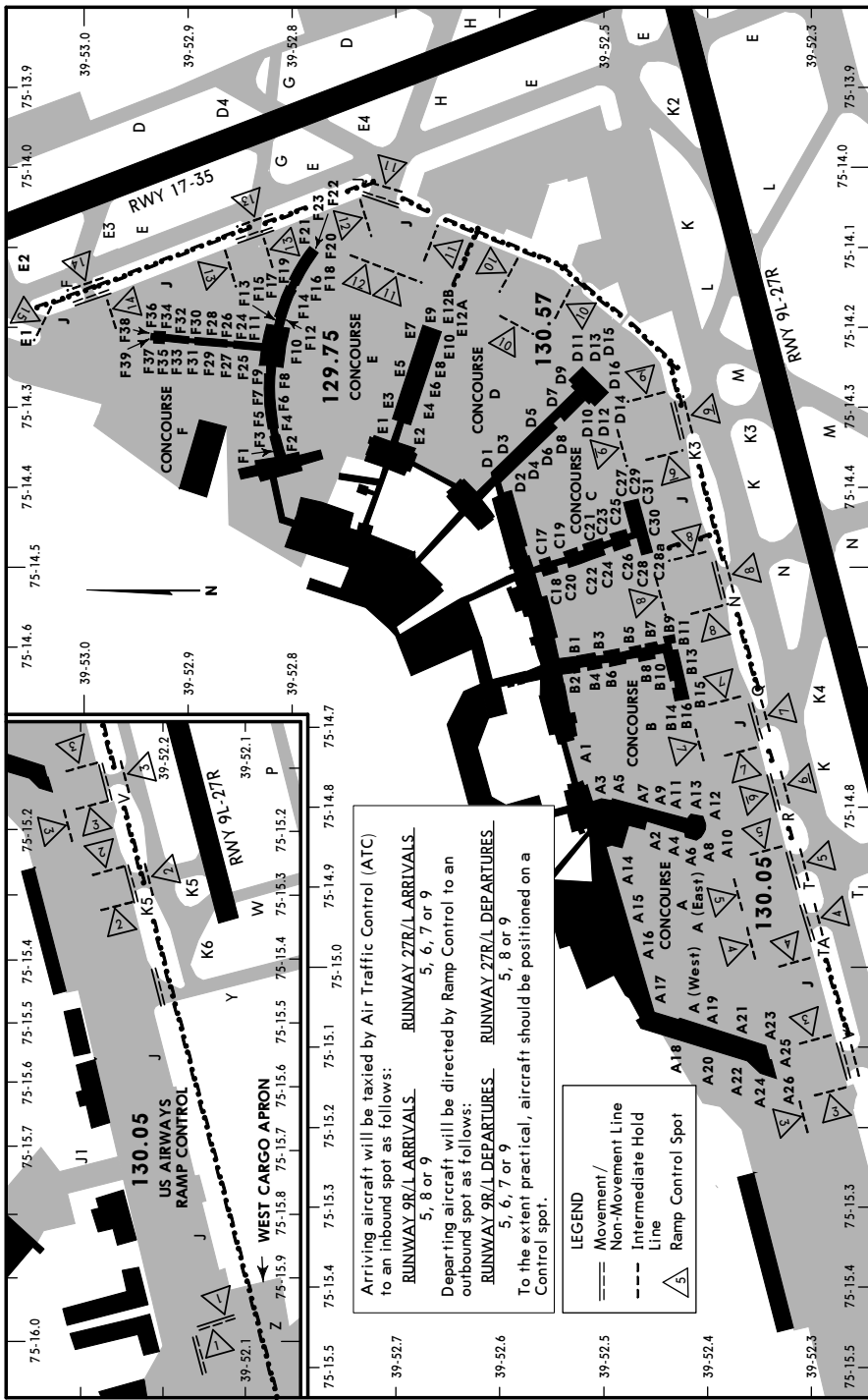
CHANGES: Alternate minimums.

A
M
E
N
D
B

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JEPPESEN
 24 JUL 09 (10-9B)

PHILADELPHIA, PA
 PHILADELPHIA INTL



CHANGES: Twy E3 added.

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JEPPESEN
 24 JUL 09 (10-9C)

PHILADELPHIA, PA
 PHILADELPHIA INTL

PARKING GATE COORDINATES					
GATE NO.	COORDINATES		GATE NO.	COORDINATES	
CONCOURSE A (EAST)			CONCOURSE C		
A1 thru A3	N39 52.5	W075 14.8	C17	N39 52.6	W075 14.5
A4	N39 52.4	W075 14.8	C18 thru C24	N39 52.5	W075 14.5
A5	N39 52.5	W075 14.8	C25	N39 52.5	W075 14.4
A6	N39 52.4	W075 14.9	C26	N39 52.5	W075 14.5
A7	N39 52.5	W075 14.8	C27	N39 52.5	W075 14.4
A8	N39 52.4	W075 14.9	C28	N39 52.5	W075 14.5
A9	N39 52.5	W075 14.8	C28a	N39 52.4	W075 14.5
A10 thru A13	N39 52.4	W075 14.8	C29 thru C31	N39 52.5	W075 14.4
CONCOURSE A (WEST)			CONCOURSE D		
A14	N39 52.5	W075 14.9	D1 thru D4	N39 52.6	W075 14.4
A15, A16	N39 52.5	W075 15.0	D5, D6	N39 52.6	W075 14.3
A17	N39 52.5	W075 15.1	D7 thru D15	N39 52.5	W075 14.3
A18 thru A22	N39 52.4	W075 15.1	CONCOURSE E		
A23 thru A26	N39 52.3	W075 15.2	E1 thru E6	N39 52.7	W075 14.3
CONCOURSE B			E7 thru E10	N39 52.7	W075 14.2
B1 thru B8	N39 52.5	W075 14.6	E12A, E12B	N39 52.7	W075 14.2
B9 thru B11	N39 52.4	W075 14.6	CONCOURSE F		
B13	N39 52.4	W075 14.6	F1, F2	N39 52.8	W075 14.4
B14 thru B16	N39 52.4	W075 14.7	F3 thru F9	N39 52.8	W075 14.3
			F10 thru F15	N39 52.8	W075 14.2
			F16 thru F23	N39 52.8	W075 14.1
			F24, F25	N39 52.8	W075 14.2
			F26 thru F39	N39 52.9	W075 14.2

CHANGES: None.

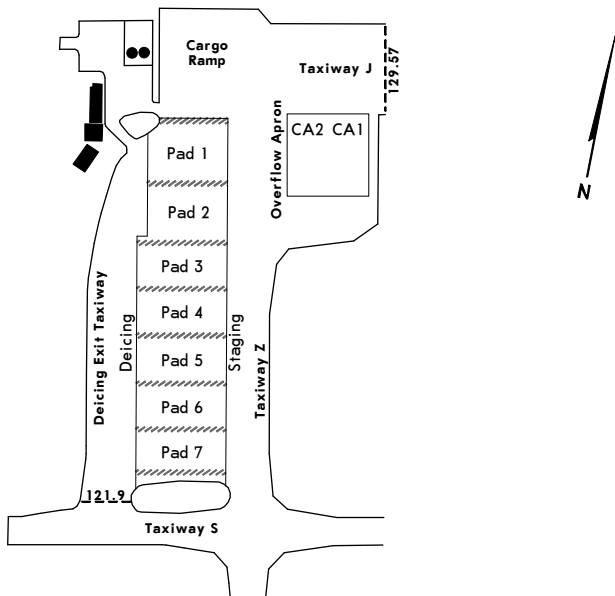
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KPHL/PHL

JEPPESEN
 14 DEC 07 (10-9C)

PHILADELPHIA, PA
 PHILADELPHIA INTL

**DEICING PROCEDURES
 CENTRALIZED DEICING FACILITY (CDF)**



Aircraft should be configured for deicing on approach to CDF.

All deicing operations performed with aircraft engines operating, unless otherwise advised by the Icehouse.

ENTRY PROCEDURE - "PAD CONTROL" VHF 129.57

- At terminal gate position, contact Apron/Ramp Advisory for push Back clearance; advise "Aircraft deicing required".
- Apron/Ramp Advisory will provide the pilot with taxi instructions to CDF entry/transfer point.
- When approaching the CDF entry point (spot 1), the pilot will contact "PAD CONTROL" on 129.57.
- PAD CONTROL will normally instruct pilot to:
 - "Hold position", or
 - "Taxi/Proceed to Staging bay # (e.g. Position 3) and contact "ICEMAN" on 128.87, 131.77, or 130.67.

No exchange of deicing information is necessary at this Stage.

- After vacating Taxiway Z contact "ICEMAN".
- "ICEMAN" shall instruct the pilot to HOLD POSITION in the Staging Bay or proceed into the deicing bay and request the pilot to "Report Brakes Set and Aircraft Configured". Stop guidance will be provided by means of a "Follow Me" sign or by a Marshaller. When the aircraft is at final stop position, brakes are set and aircraft configured for "engines-on" spray, contact ICEMAN and report "Brakes Set and Aircraft Configured".
- ICEMAN shall advise "HOLD POSITION deicing will commence shortly".
- ICEMAN will contact pilot to advise deicing is completed, fluid used for holdover, holdover start time, aircraft clean, and deicing vehicles are safe.
- After pilot acknowledgement, ICEMAN shall state "HOLD POSITION" and contact PAD CONTROL on 129.57 for exit.
 CAUTION: DO NOT MOVE AIRCRAFT.

EXIT PROCEDURE

- When ready to taxi call PAD CONTROL 129.57 and advise "Ready to taxi".
 CAUTION: DO NOT MOVE AIRCRAFT UNTIL PAD CONTROL GIVES VERBAL CLEARANCE.
- PAD CONTROL will issue exit instructions to CDF exit point. Pilot shall taxi as instructed.
- Proceed on exit taxiway to HOLD SHORT of Taxiway S and when number one in line contact Ground on 121.9 or 121.65 (as advised by PAD CONTROL) for onward clearance.

KPHL/PHL

JEPPESEN
 18 JUL 03 (10-9D)

PHILADELPHIA, PA
 PHILADELPHIA INTL

VISUAL DOCKING GUIDANCE SYSTEM

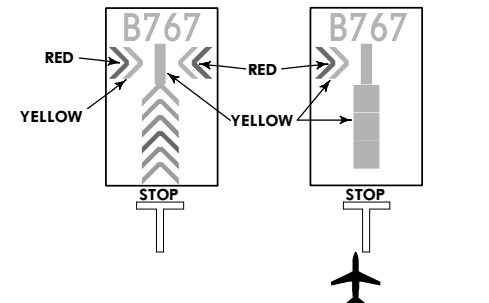
PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 2

Check that the correct aircraft type is displayed.

The scrolling arrows indicate that the system is activated.

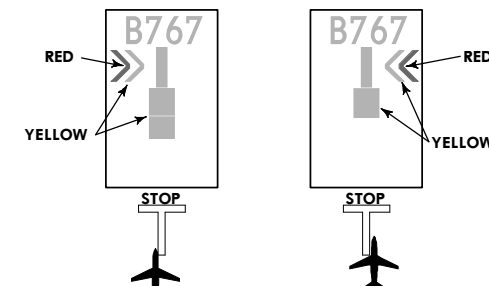
Follow the lead in line.

When the solid yellow stopping position indicator appears, the aircraft has been caught by the scanning unit. The scanning unit now checks that the aircraft is the correct type and the display provides azimuth guidance information.

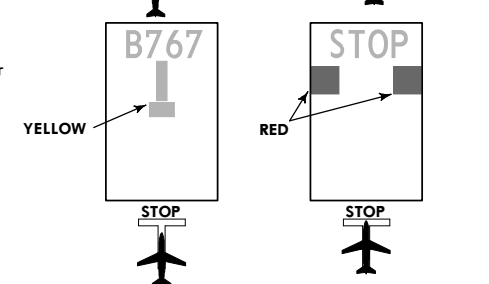


Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information.

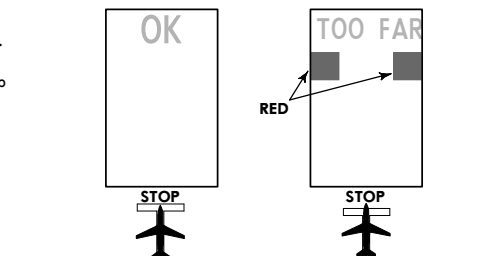
The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off of the centerline.



When the aircraft is 12 m from the stop position, closing rate information is given. "Distance to run" is indicated by turning off one row of LED's for each one-half meter that the aircraft advances toward the stop position.

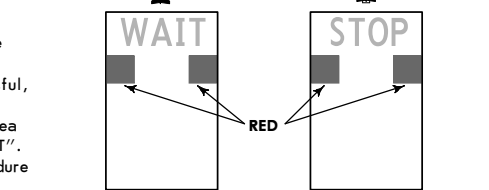


When the correct stop position is reached, all of the LED's in the stopping position indicator will be closed, the word "STOP" appears in the display and two red rectangular fields will light in the azimuth guidance area of the display.



If the aircraft stops in the correct position, "OK" will be displayed after a few seconds.

If the aircraft has gone past the correct stop position, the display will show "TOO FAR".



The aircraft type must be verified at least 12 m before the correct stop position. If this does not occur, the system displays "STOP" with two red rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, the docking procedure will continue. If an unverified object is found in the scanning area during docking, the system will show "WAIT". When the object has disappeared, the procedure will be resumed.

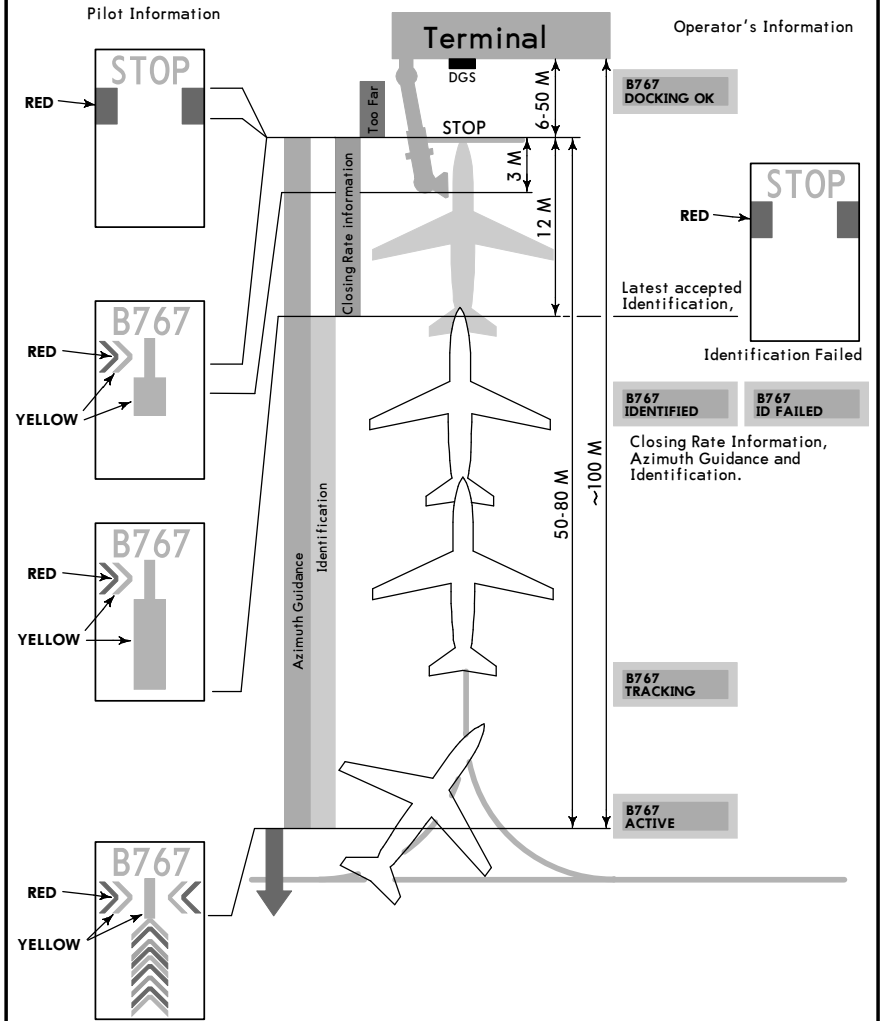


18 JUL 03 (10-9E)

KPHL/PHL
VISUAL DOCKING GUIDANCE SYSTEM

PHILADELPHIA, PA
PHILADELPHIA INTL

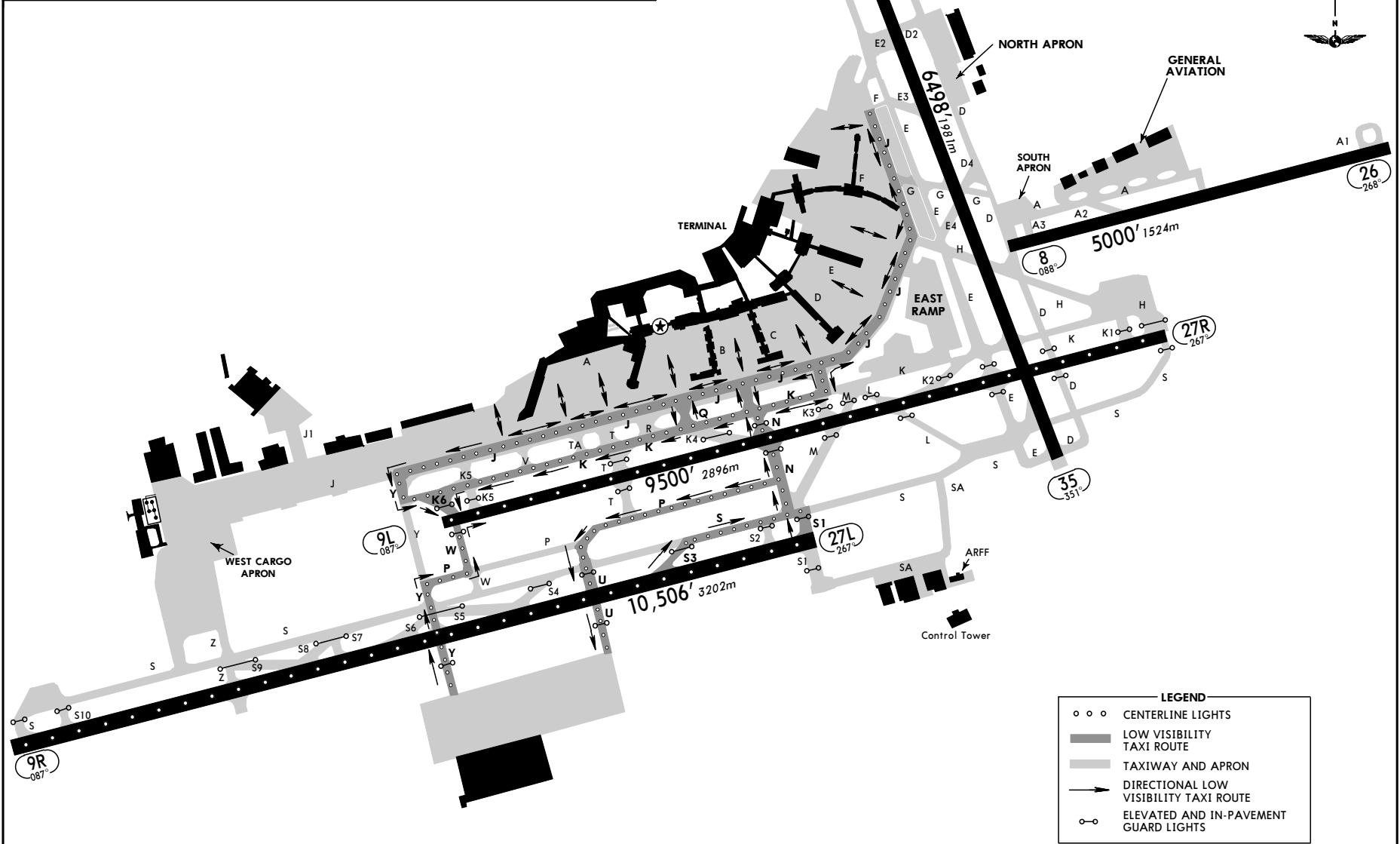
SAFEDOCK Type 2 DISTANCES



KPHL/PHL
PHILADELPHIA INTL
LESS THAN RVR 1200 TO 600

JEPPesen **SMGCS**
24 JUL 09 (10-9F) **PHILADELPHIA, PA**
LOW VISIBILITY TAXI ROUTES

D-ATIS Departure 135.92 VOT 109.8 (Limited)		ACARS: D-ATIS TWIP PDC	PHILADELPHIA Clearance (Cpt) 118.85	
Ground		Tower	PHILADELPHIA Departure (R)	
121.65	121.9	Rwy 9L/27R, 17/35, 8/26 118.5	Rwy 9R/27L 135.1	270°-089° 124.35
				090°-269° 119.75



"Follow me" service available; contact Airport Operations.

KPHL/PHL

JEPPesen

12 JAN 07

11-0

Eff 18 Jan

PHILADELPHIA, PA

PHILADELPHIA INTL

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM) ILS PRM RWY 26 ILS PRM RWY 27L

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

- 1. ATIS: When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect the ILS approach, the ILS/PRM chart may be used after completing the following briefing items: (a) Minimums and missed approach procedures are unchanged. (b) Monitor frequency no longer required. (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.
2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
3. All "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately. (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The MVA in the final approach segment is 1,800 feet at Philadelphia International Airport. (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)."
4. ILS Navigation Descending on ILS glideslope ensures complying with any charted crossing restrictions.

KPHL/PHL PHILADELPHIA INTL

JEPPesen

21 MAR 08

11-1

PHILADELPHIA, PA

ILS or LOC Rwy 9L

Table with arrival and approach data: D-ATIS Arrival 133.4, PHILADELPHIA Approach (R) 124.35, PHILADELPHIA Tower 118.5, Rwy 9R/27L 135.1, Ground 121.65 121.9. Includes LOC IVII 108.95, Final Apch Crs 085°, GS ANNET 2100' (2087'), ILS DA(H) 213' (200'), Apt Elev 36', TDZE 13', and MSA OOD VOR 2600'.

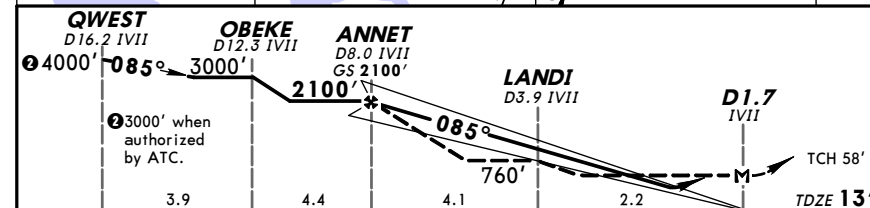
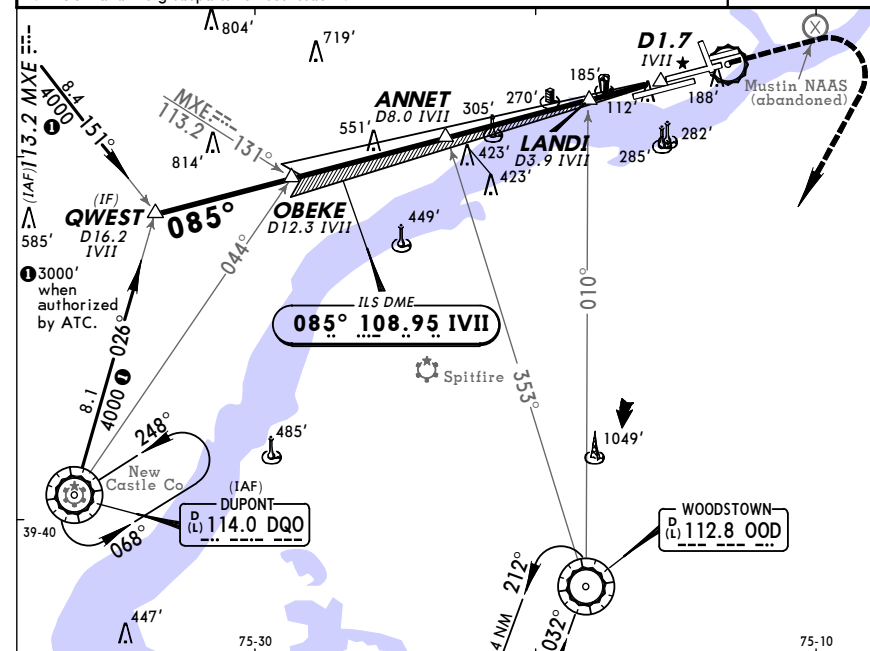


Table with performance data: Gnd speed-Kts (70, 90, 100, 120, 140, 160), GS (3.00'), MALSR, REIL, PAPI, 1500', 3000', OOD 112.8.

Table with landing data: STRAIGHT-IN LANDING RWY 9L (DA(H) 213', MDA(H) 440', 760'), CIRCLE-TO-LAND (With/Without Landi), RVR values for various categories (A, B, C, D).

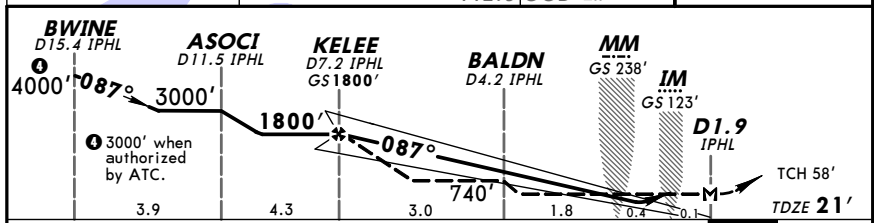
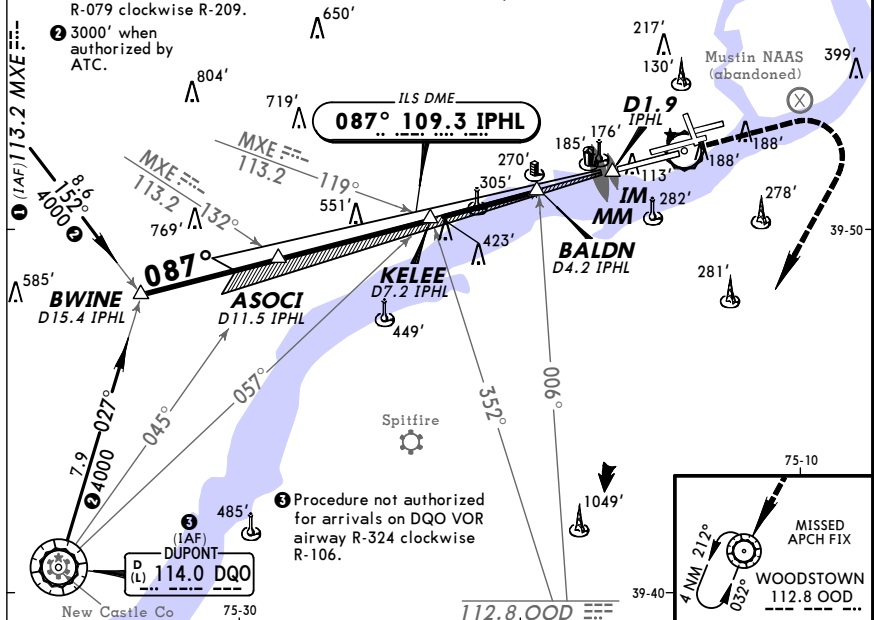
KPHL/PHL
 PHILADELPHIA INTL

JEPPESEN
 15 JUN 07 (11-2)

PHILADELPHIA, PA
 ILS or LOC Rwy 9R

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 9R/27L	Ground
133.4	124.35	135.1 Rwys 8/26, 9L/27R, 17/35	121.65 121.9
LOC IPHL 109.3	Final Apch Crs 087°	GS KELEE 1800' (1779')	ILS DA(H) 221' (200')
Apt Elev 36'			2600'
TDZE 21'			

MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' direct OOD VOR and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' MSA OOD VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	OOD
GS	3.00°	377	484	538	646	861				112.8

	STRAIGHT-IN LANDING RWY 9R				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		With BALDN	Without BALDN
	DA(H)	221' (200')	MDA(H) 580' (559') With BALDN	MDA(H) 740' (719') Without BALDN	Max Kts	MDA(H)
A					90	580' (544') -1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		120	640' (604') -1
C					140	640' (604') -1 3/4
D					165	640' (604') -2

KPHL/PHL
 PHILADELPHIA INTL

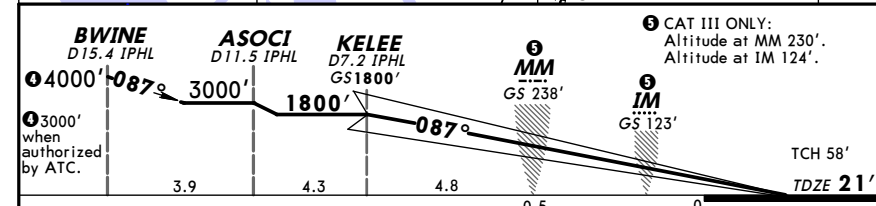
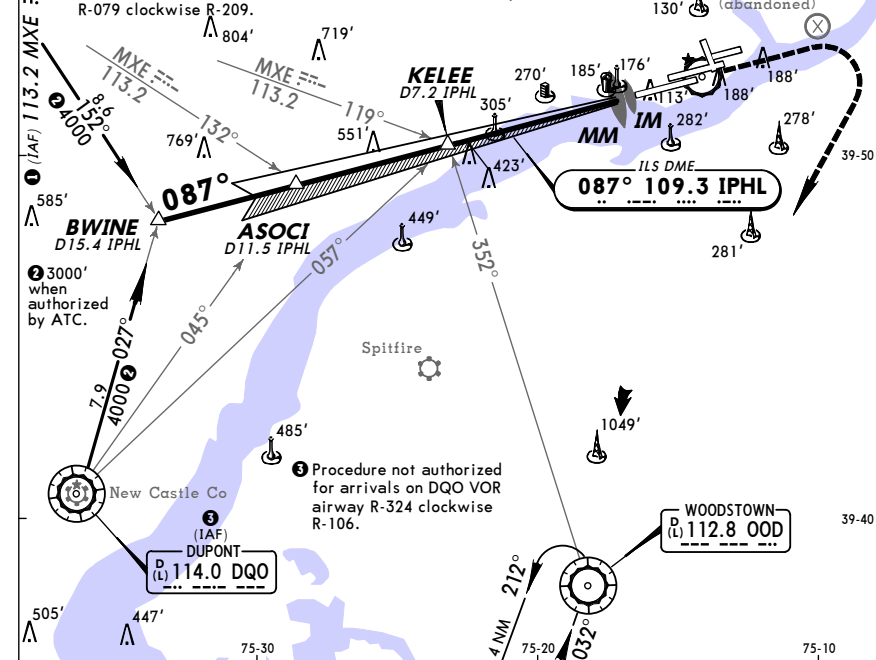
JEPPESEN
 15 JUN 07 (11-2A)

PHILADELPHIA, PA
 ILS Rwy 9R CAT II & III

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 9R/27L	Ground
133.4	124.35	135.1 Rwys 8/26, 9L/27R, 17/35	121.65 121.9
LOC IPHL 109.3	Final Apch Crs 087°	GS KELEE 1800' (1779')	CAT II RA 109' DA(H) 121' (100')
Apt Elev 36'			2600'
TDZE 21'			

MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' direct OOD VOR and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' MSA OOD VOR

1. Special Aircrew & Acft Certification Required.



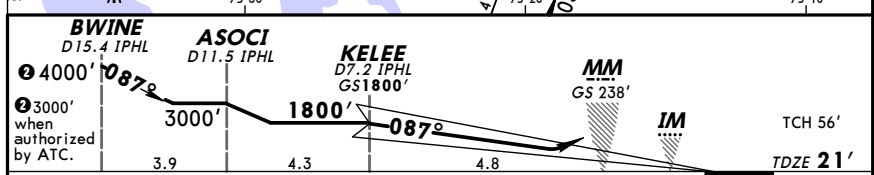
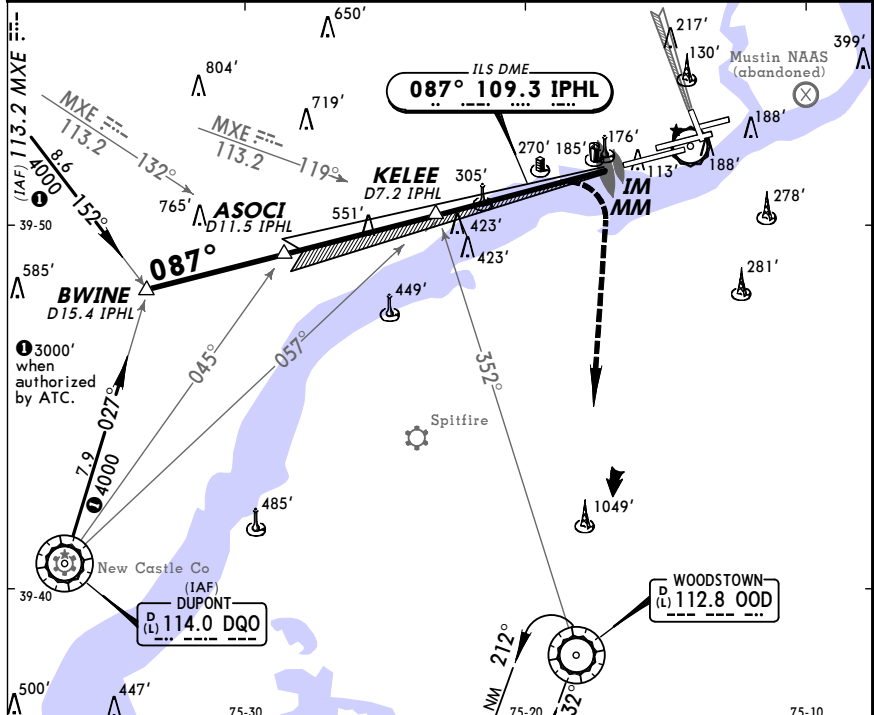
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	OOD
GS	3.00°	377	484	538	646	861				112.8

STRAIGHT-IN LANDING RWY 9R			
CAT III C ILS	CAT III B ILS	CAT III A ILS	CAT II ILS RA 109' DA(H) 121' (100')
NA	RVR 6	RVR 7	RVR 12

KPHL/PHL PHILADELPHIA INTL **PHILADELPHIA, PA**
CONVERGING ILS Rwy 9R

JEPPESEN
21 OCT 05
Eff 27 Oct 11-3

D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwys 9R/27L 135.1 Rwys 8/26, 9L/27R, 17/35 118.5	Ground 121.65 121.9
LOC IPHL 109.3	Final Apch Crs 087°	GS KELEE 1800' (1779')	ILS DA(H) 620' (599')
Apt Elev 36'			TDZE 21'
MISSED APCH: Climbing RIGHT turn to 3000' direct OOD VOR and hold.			2600'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Simultaneous converging approaches authorized with Rwy 17.			MSA OOD VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	OOD
GS	3.00°	377	484	538	646	753	861	RT	112.8

STRAIGHT-IN LANDING RWY9R		
ILS		
DA(H) 620' (599')		
FULL	TDZ or CL out	ALS out
A		
B		
C	1/2	
D		

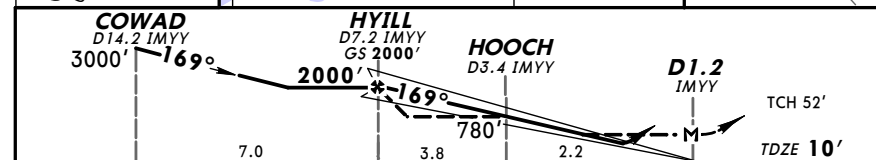
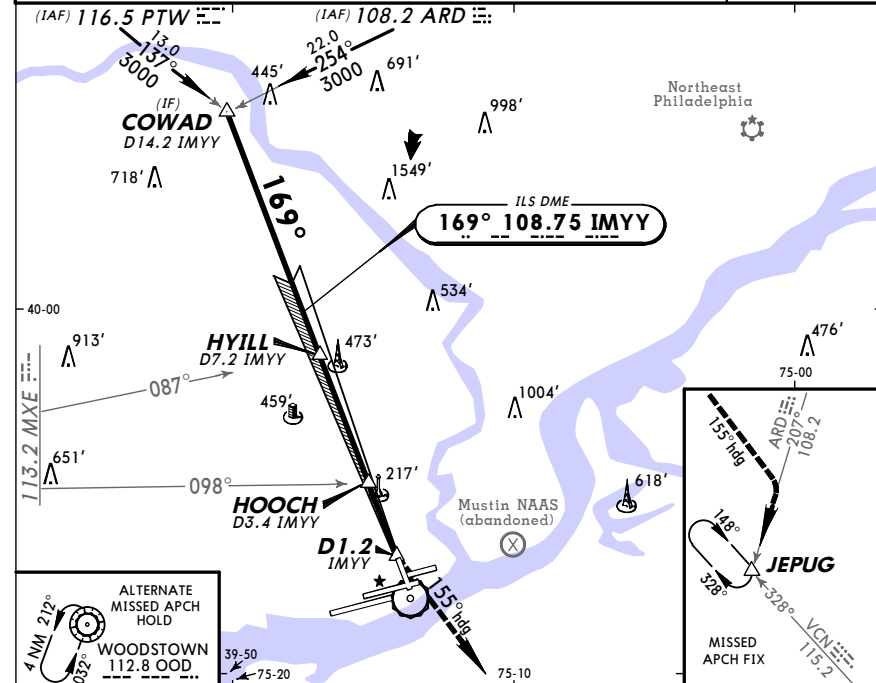
CHANGES: ATIS, Apt & TDZ Elev, Woodstown hold.

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KPHL/PHL PHILADELPHIA INTL **PHILADELPHIA, PA**
ILS or LOC Rwy 17

JEPPESEN
20 MAR 09
11-4

D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35 118.5 Rwy 9R/27L 135.1	Ground 121.65 121.9
LOC IMYY 108.75	Final Apch Crs 169°	GS HYILL 2000' (1990')	ILS DA(H) 260' (250')
Apt Elev 36'			TDZE 10'
MISSED APCH: Climb to 3000' via 155° heading and outbound via ARD VOR R-207 to JEPUG and hold.			2600'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Visibility reduction by helicopters not authorized.			MSA OOD VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS R	3000'	via 155° and 108.2	ARD	JEPUG
GS	3.00°	377	484	538	646	753	861	PAPI	hdg	R-207	
MAP at D1.2 IMYY or HYILL to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15				

STRAIGHT-IN LANDING RWY17						CIRCLE-TO-LAND		
ILS						LOC (GS out)		
DA(H) 260' (250')		MDA(H) 480' (470') With Hooch		MDA(H) 780' (770') Without Hooch		With Hooch		Without Hooch
FULL	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A						90	540' (504') - 1	780' (744') - 1
B		RVR 50 or 1				120	640' (604') - 1	780' (744') - 1 1/4
C		RVR 60 or 1 1/4		2 1/4		140	640' (604') - 1 3/4	780' (744') - 2 1/4
D		1 1/2		2 1/2		165	640' (604') - 2	780' (744') - 2 1/2

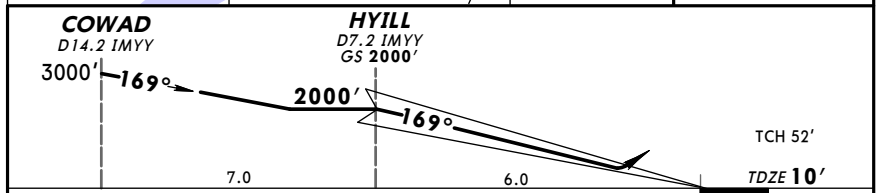
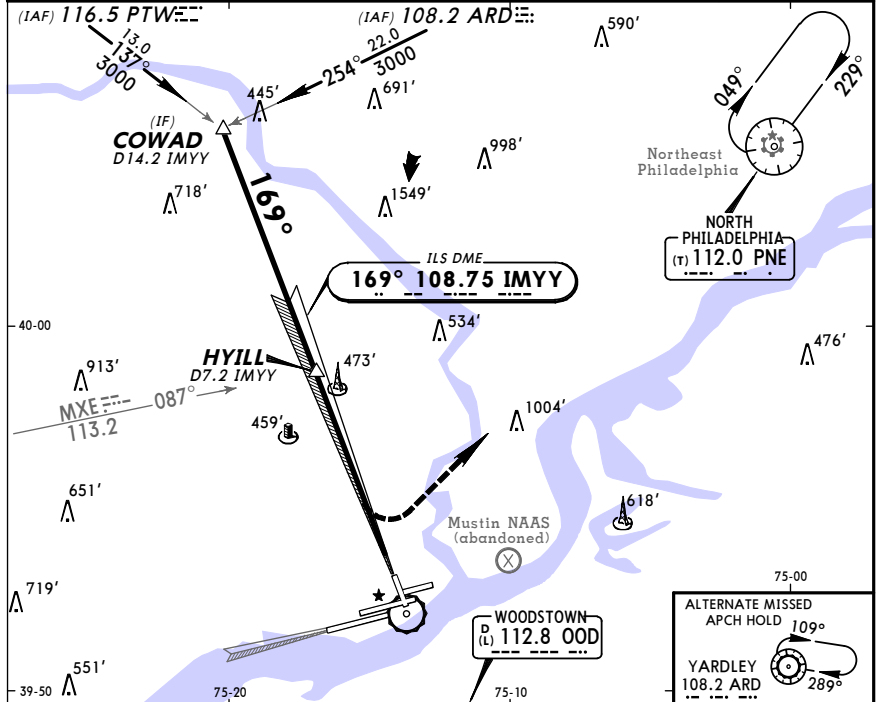
CHANGES: Missed approach.

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KPHL/PHL PHILADELPHIA INTL PHILADELPHIA, PA
 PHILADELPHIA INTL 20 MAR 09 (11-5) CONVERGING ILS Rwy 17

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwys 8/26, 9L/27R, 17/35 Rwy 9R/27L 118.5 135.1	121.65 121.9
LOC IMYY 108.75	Final Apch Crs 169°	GS HYILL 2000' (1990')	ILS DA(H) Refer to Minimums Apt Elev 36' TDZE 10'

MISSED APCH: Climbing LEFT turn to 3000' direct PNE VOR and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Radar required. 2. Simultaneous converging approaches authorized with Rwy 9R.
 3. Visibility reduction by helicopters not authorized.



Gnd speed-Kts	70	90	100	120	140	160	MALS R	3000'	D	PNE
GS	3.00°	377	484	538	646	753	PAP I	LT		112.0

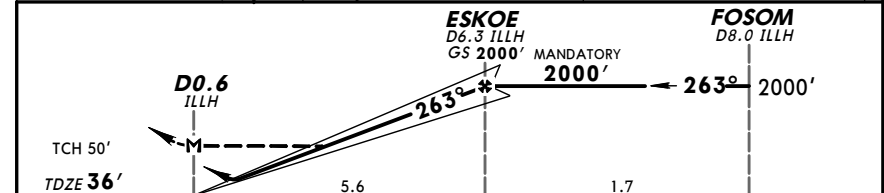
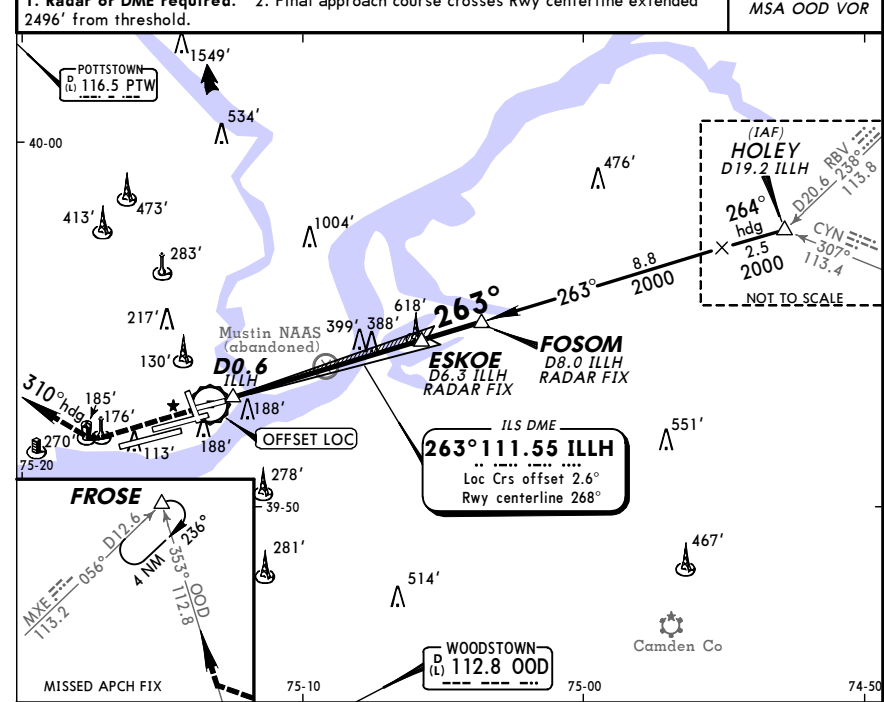
STRAIGHT-IN LANDING RWY17	
ILS	LOC (GS out)
DA(H) A,B,C: 650' (640')	MDA(H) 700 (664')
D: 690' (680')	
FULL	RAIL or ALS out

A				
B				
C				
D				

KPHL/PHL PHILADELPHIA INTL PHILADELPHIA, PA
 PHILADELPHIA INTL 26 JAN 07 (11-6) ILS Rwy 26

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwys 8/26, 9L/27R, 17/35 Rwy 9R/27L 118.5 135.1	121.65 121.9
LOC ILLH 111.55	Final Apch Crs 263°	GS ESKOE 2000' (1964')	ILS DA(H) 286' (250') Apt Elev 36' TDZE 36'

MISSED APCH: Climb to 800', then climbing RIGHT turn to 3000' via 310° heading and outbound on OOD VOR R-353 to FROSE INT and hold.
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Radar or DME required. 2. Final approach course crosses Rwy centerline extended 2496' from threshold.



Gnd speed-Kts	70	90	100	120	140	160	MALS R	800'	3000'	310°	OOD
GS	3.15°	395	508	565	678	791	PAP I			hdg	112.8
MAP at DO.6 ILLH or ESKOE to MAP		5.6	4:48	3:44	3:22	2:48	2:24	2:06			

STRAIGHT-IN LANDING RWY26		CIRCLE-TO-LAND	
ILS	LOC (GS out)		
DA(H) 286' (250')	MDA(H) 700 (664')		
FULL	RAIL or ALS out		

A				
B				
C				
D				

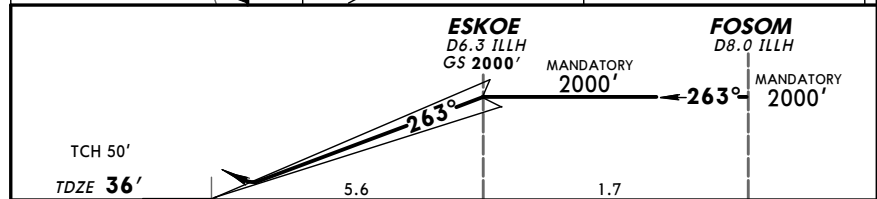
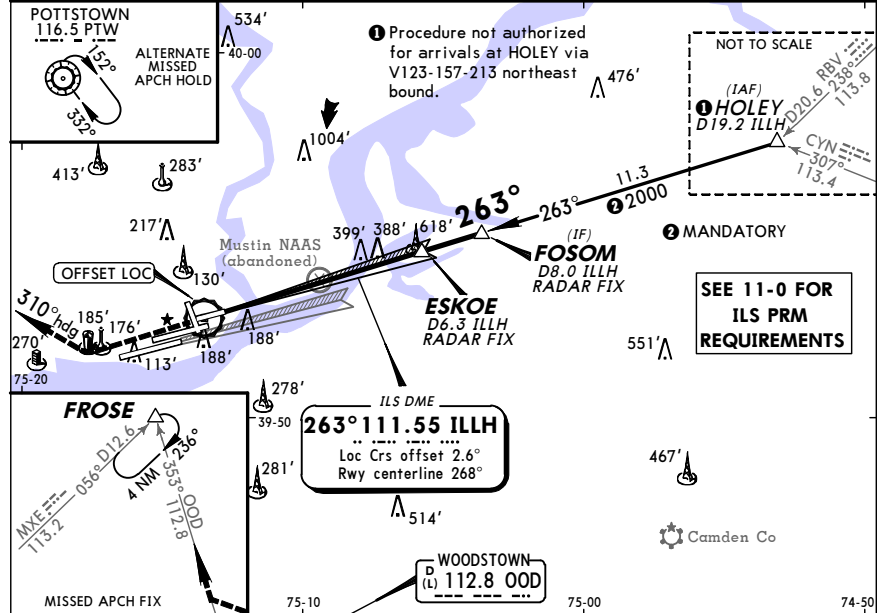
KPHL/PHL PHILADELPHIA INTL 26 JAN 07 **(11-7)** (SIMULTANEOUS CLOSE PARALLEL) **PHILADELPHIA, PA ILS PRM Rwy 26**

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground
133.4	124.35	118.5	135.1	121.65 121.9
Monitor Frequency 123.6				

MISSED APCH: Climb to 800', then climbing RIGHT turn to 3000' via 310° heading and outbound on OOD VOR R-353 to FROSE INT/D12.6 MXE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. Dual VHF communication required. 3. Final approach course crosses Rwy centerline extended 2470' from threshold. 4. Simultaneous close parallel approaches authorized with Rwy 27L. 5. Procedure not authorized when glideslope not available. 6. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)." 7. Monitor PRM controller 123.6 on Rwy 26.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	PAPI	800'	3000'	310°	OOD
GS	3.15°	395	508	565	678	791					hdg	112.8
MAP at D0.4 IGLC or TORNE to MAP 8.1												

STRAIGHT-IN LANDING RWY26		CIRCLE-TO-LAND	
ILS		LOC (GS out)	
DA(H) 286' (250')		MDA(H) 660' (650')	
FULL	RAIL or ALS out	RAIL out	ALS out
A		RVR 24	RVR 50
B		or 1/2	or 1
C	RVR 40 or 3/4	1 3/4	140
D	NA	1 1/2	165
		Max Kts	
		90	
		120	
		660' (624') - 1	
		660' (624') - 1 3/4	
		660' (624') - 2	

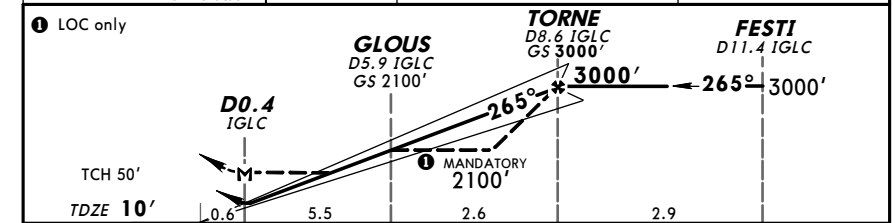
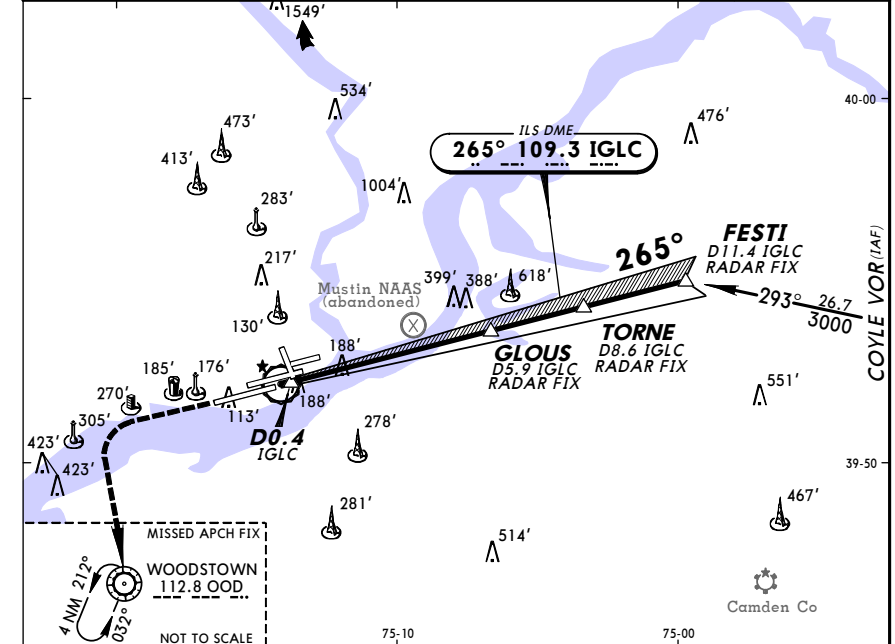
KPHL/PHL PHILADELPHIA INTL 12 JAN 07 **(11-8)** Eff 18 Jan **PHILADELPHIA, PA ILS Rwy 27L**

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground
133.4	124.35	118.5	135.1	121.65 121.9
Monitor Frequency 123.6				

MISSED APCH: Climb to 1500', then climbing LEFT turn to 3000' direct OOD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar or DME required. 2. ILS unusable from 0.6 NM inbound to threshold. 3. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	PAPI	1500'	3000'	OOD
GS	3.10°	389	500	556	667	778					112.8
MAP at D0.4 IGLC or TORNE to MAP 8.1											

STRAIGHT-IN LANDING RWY27L		CIRCLE-TO-LAND	
ILS		LOC (GS out)	
DA(H) 257' (247')		MDA(H) 660' (650')	
FULL	RAIL or ALS out	RAIL out	ALS out
A		RVR 24	RVR 50
B		or 1/2	or 1
C	RVR 40 or 3/4	1 3/4	140
D	NA	1 1/2	165
		Max Kts	
		90	
		120	
		660' (624') - 1	
		660' (624') - 1 3/4	
		660' (624') - 2	

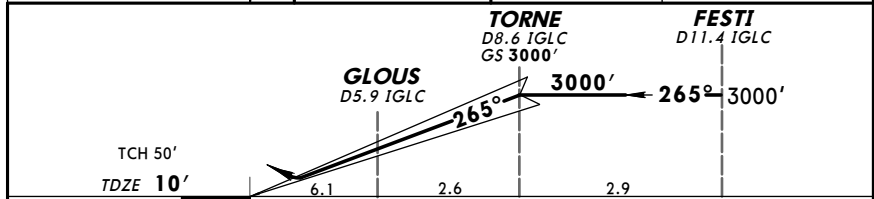
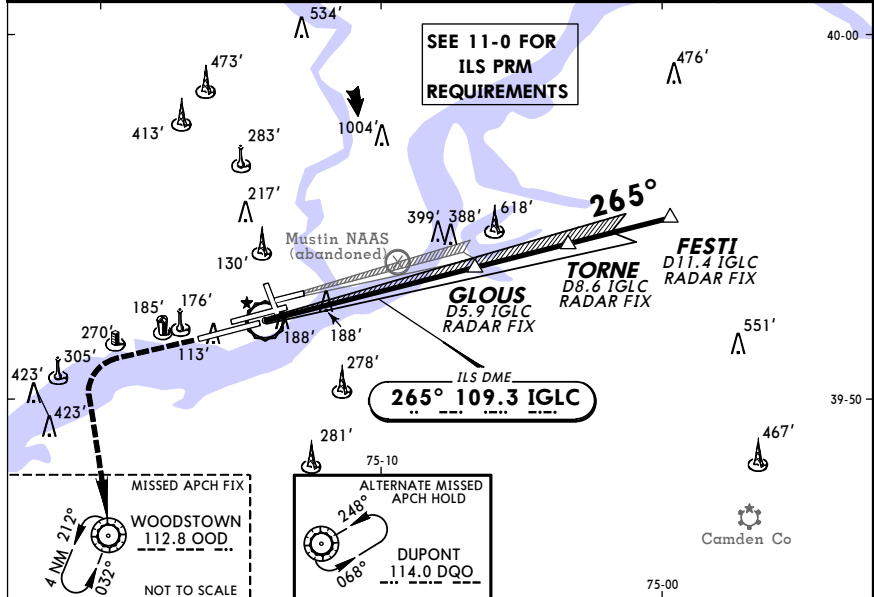
KPHL/PHL PHILADELPHIA INTL **JEPPESEN** **PHILADELPHIA, PA**
 PHILADELPHIA INTL **Eff 18 Jan 11-9** (SIMULTANEOUS CLOSE PARALLEL) **ILS PRM Rwy 27L**

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwy 9R/27L 135.1 Rwys 8/26, 9L/27R, 17/35 118.5 Monitor Frequency 120.42	121.65 121.9
LOC IGLC 109.3	Final Apch Crs 265°	GS TORNE 3000' (2990')	ILS DA(H) 257' (247')
Apt Elev 36'			2600'
TDZE 10'			

MISSED APCH: Climb to 1500', then climbing LEFT turn to 3000' direct OOD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. RADAR required. 2. Dual VHF communication required. 3. ILS unusable from 0.6 NM to threshold. 4. VGSI and ILS glidepath not coincident. 5. Simultaneous close parallel approaches authorized with Rwy 26. 6. Procedure not authorized when glide slope not available. 7. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)." 8. Monitor PRM controller 120.42 on Rwy 27L.



Gnd speed-Kts	70	90	100	120	140	160	MALS	1500'	3000'	OOD
GS	3.10°	389	500	556	667	778	PAPI	↑	←	→
STRAIGHT-IN LANDING RWY 27L										
ILS										
DA(H) 257' (247')										

FULL		RAIL or ALS out	
A			
B			
C	RVR 24 or 1/2		RVR 40 or 3/4
D			

KPHL/PHL PHILADELPHIA INTL **JEPPESAN** **PHILADELPHIA, PA**
 PHILADELPHIA INTL **Eff 7 May 11-10** ILS or LOC DME Rwy 27R

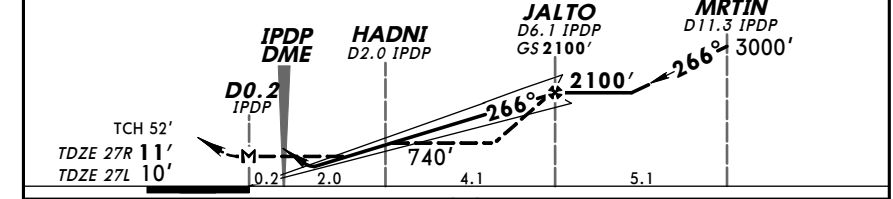
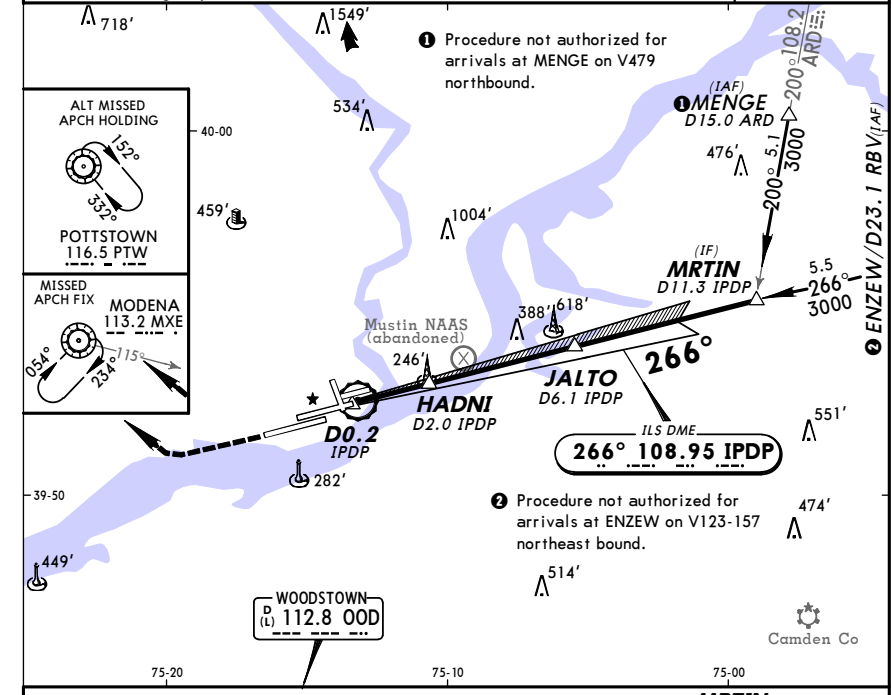
D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwys 8/26, 9L/27R, 17/35 118.5 Rwy 9R/27L 135.1	121.65 121.9
LOC IPDP 108.95	Final Apch Crs 266°	GS JALTO 2100' (2089')	ILS DA(H) 211' (200')
Apt Elev 36'			2600'
TDZE 27R 11'			

MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' inbound via MXE VOR R-115 to MXE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. VGSI and ILS glidepath not coincident.

MSA OOD VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	1500'	3000'	MXE
GS	3.00°	377	484	538	646	753	PAPI	↑	←	→
STRAIGHT-IN LANDING RWY 27R										
ILS										
DA(H) 211' (200')										

FULL		RAIL or ALS out		RAIL out		ALS out		SIDESTEP LANDING RWY 27L		CIRCLE-TO-LAND	
DA(H) 211' (200')		MDA(H) 500' (489')		MDA(H) 500' (490')		MDA(H) 500' (490')		RAIL or ALS out		Max Kts	
A											
B											
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4				1	1 1/2	140	640' (604') - 1 3/4
D								1 1/2	2	165	640' (604') - 2

KPHL/PHL PHILADELPHIA INTL
 PHILADELPHIA, PA
 ILS Rwy 27R CAT II

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwys 8/26, 9L/27R, 17/35 Rwy 9R/27L 118.5 135.1	121.65 121.9
LOC IPDP 108.95	Final Apch Crs 266°	GS JALTO 2100' (2089')	CAT II ILS RA 102' Apt Elev 36' TDZE 11'

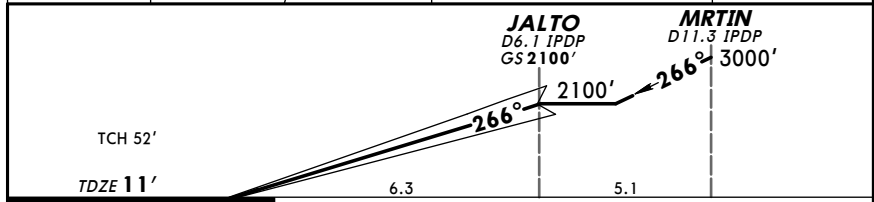
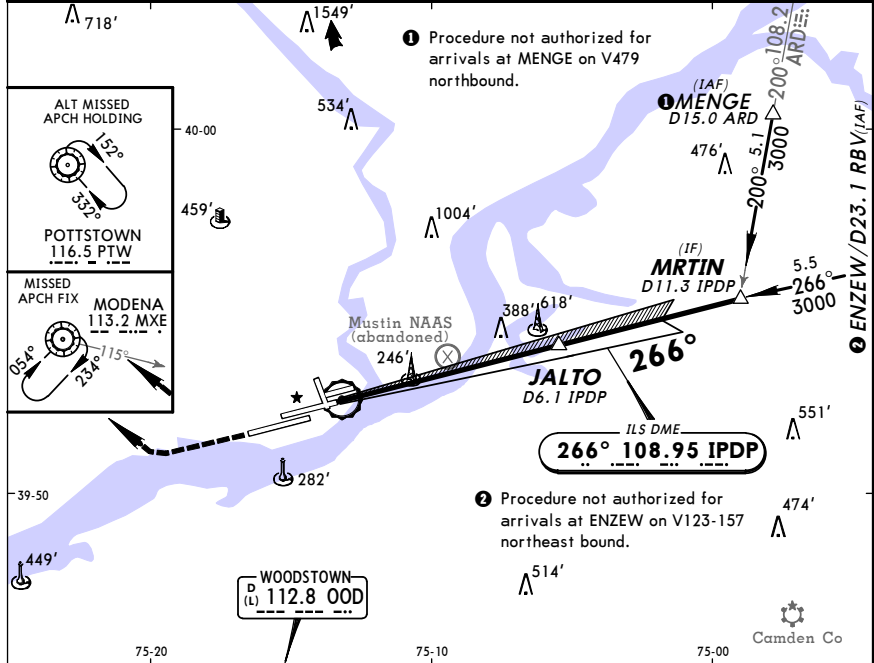
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' inbound via MXE VOR R-115 to MXE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew and Aircraft Certification Required.
 2. VGSI and ILS glidepath not coincident.

2600'

MSA OOD VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSRS	1500'	3000'	MXE	MXE
GS	3.00°	377	484	538	646	861	PAPI	↑	↘	113.2	113.2

STRAIGHT-IN LANDING RWY 27R
CAT II ILS
RA 102'
 DA(H) 111' (100')

RAIL out				ALS out				RAIL out		ALS out		RAIL out		ALS out	
RVR 24 or 1/2		RVR 40 or 3/4		RVR 50 or 1		1 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 50 or 1		1 1/2	

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires OPSSPEC approval or LOA for this runway.

KPHL/PHL PHILADELPHIA INTL
 PHILADELPHIA, PA
 RNAV (GPS) Y Rwy 9L

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwy 8/26, 9L/27R, 17/35 Rwy 9R/27L 118.5 135.1	121.65 121.9
WAAS Ch 45523 W-09B	Final Apch Crs 085°	Minimum Alt ANNET 2100' (2087')	LPV DA(H) 263' (250') Apt Elev 36' TDZE 13'

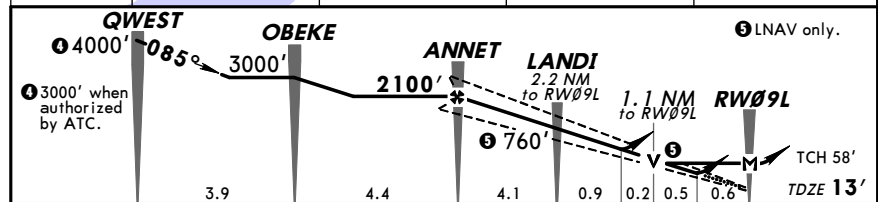
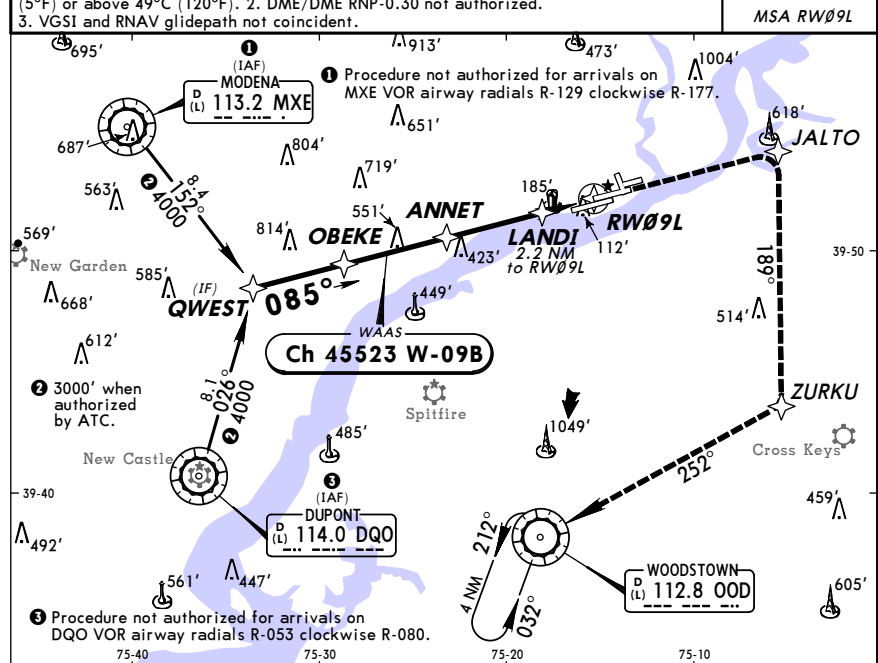
MISSED APCH: Climb to 3000' direct JALTO and RIGHT turn via 189° track to ZURKU and via 252° track to OOD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized.
 3. VGSI and RNAV glidepath not coincident.

2600'

MSA RW09L



Gnd speed-Kts	70	90	100	120	140	160	MALSRS	3000'	↻	JALTO
Glide Path Angle	3.00°	372	478	531	637	849	REIL PAPI	↑	↻	JALTO

STRAIGHT-IN LANDING RWY 9L
LPV
 DA(H) 263' (250')

STRAIGHT-IN LANDING RWY 9L
LNAV/VNAV
 DA(H) 471' (458')

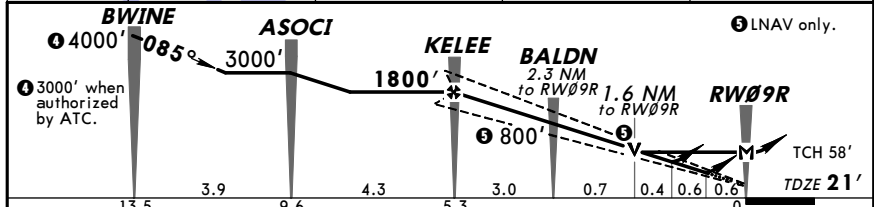
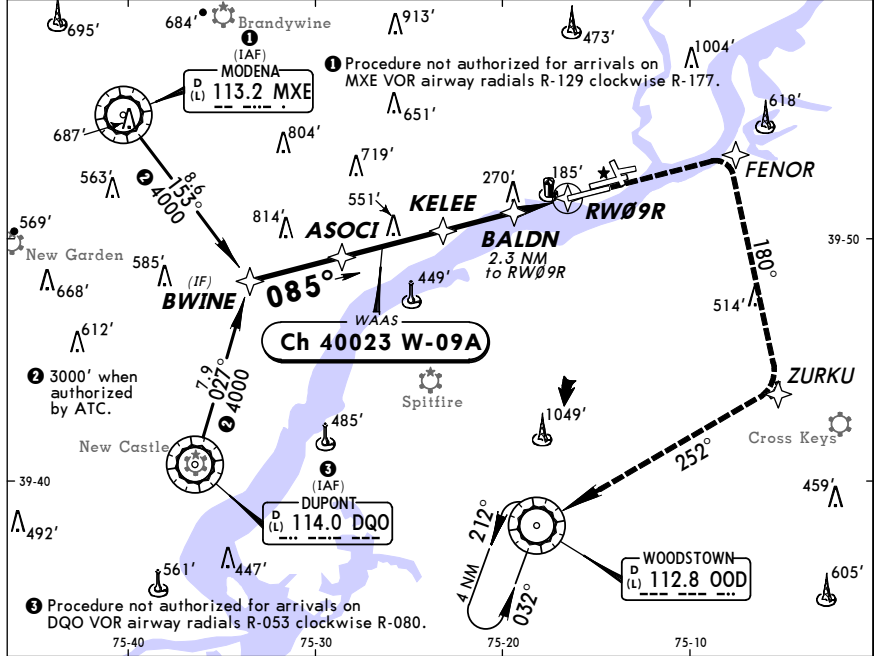
CIRCLE-TO-LAND
LNAV
 MDA(H) 440' (427')

RAIL out		ALS out		RAIL out		ALS out		RAIL out		ALS out		RAIL out		ALS out	
RVR 24 or 1/2		RVR 40 or 3/4		RVR 50 or 1		1 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 50 or 1		1 1/2	

Procedure.

KPHL/PHL PHILADELPHIA INTL
 PHILADELPHIA, PA
 RNAV (GPS) Y Rwy 9R

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwy 9R/27L 135.1 Rwy 8/26, 9L/27R, 17/35 118.5	121.65 121.9
WAAS Ch 40023 W-09A	Final Apch Crs 085°	Minimum Alt KELEE 1800' (1779')	LPV DA(H) 271' (250')
Apt Elev 36'			2600'
TDZE 21'			
MISSED APCH: Climb to 3000' direct FENOR and RIGHT turn via 180° track to ZURKU and via 252° track to OOD VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized.			

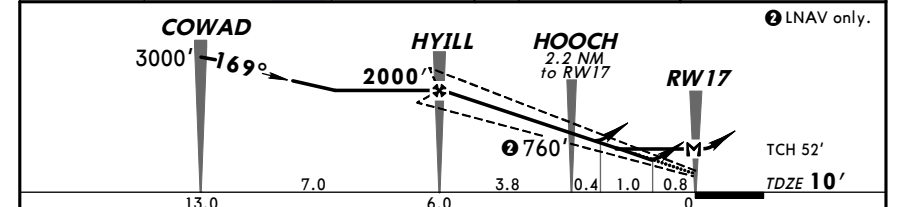
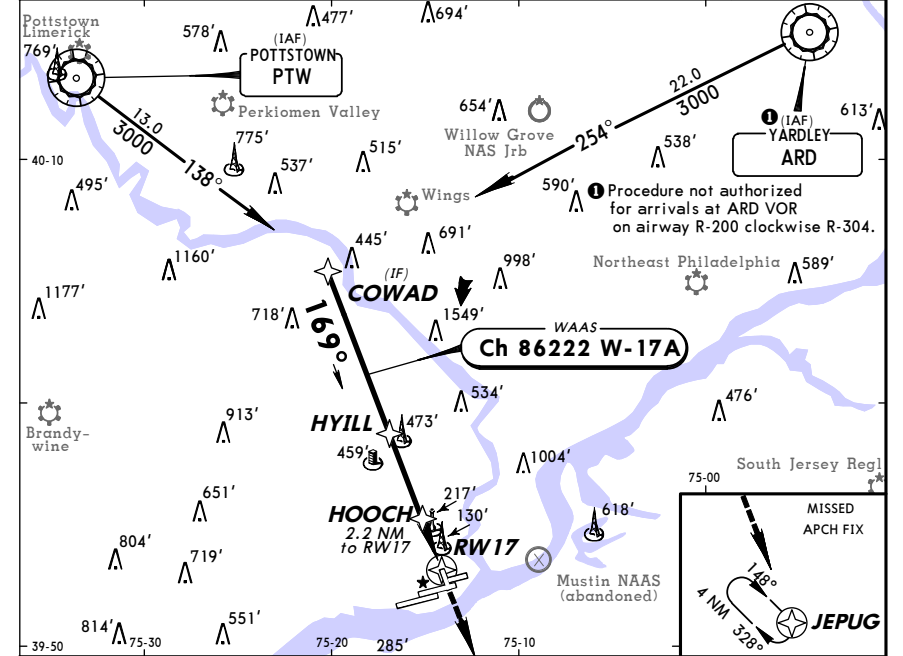


Gnd speed-Kts	70	90	100	120	140	160	ALSII	3000'	D	FENOR
Glide Path Angle	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING RWY 9R				CIRCLE-TO-LAND				
LPV	LNAV/VNAV		LNAV		CIRCLE-TO-LAND		Max Kts	MDA(H)
DA(H) 271' (250')	DA(H) 473' (452')	DA(H) 473' (452')	MDA(H) 580' (559')	MDA(H) 580' (559')	MDA(H)	MDA(H)		
ALS out	ALS out	ALS out	ALS out	ALS out	90	580' (544') - 1	A B C D	
RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	120	640' (604') - 1		
RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 50 or 1	140	640' (604') - 1 3/4		
RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 60 or 1 1/4	165	640' (604') - 2		

KPHL/PHL PHILADELPHIA INTL
 PHILADELPHIA, PA
 RNAV (GPS) Rwy 17

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwys 8/26, 9L/27R, 17/35 118.5 Rwy 9R/27L 135.1	121.65 121.9
WAAS Ch 86222 W-17A	Final Apch Crs 169°	Minimum Alt HYILL 2000' (1990')	LPV DA(H) 322' (312')
Apt Elev 36'			2600'
TDZE 10'			
MISSED APCH: Climb to 3000' direct JEPUG and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. Visibility reduction by helicopters not authorized.			

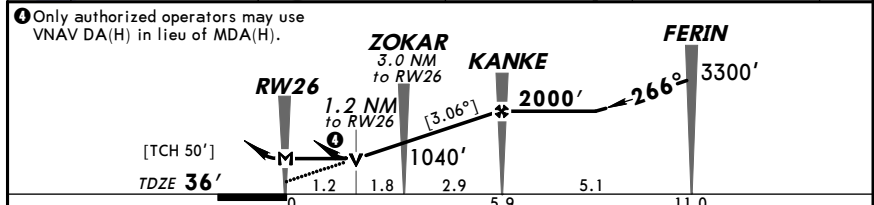
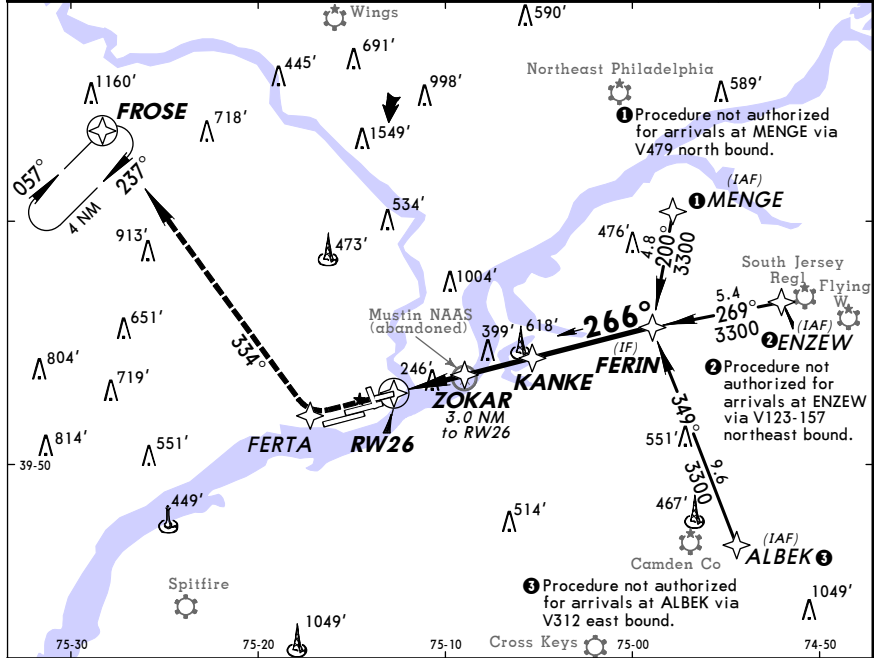


Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	D	JEPUG
Glide Path Angle	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND				
LPV	LNAV/VNAV		LNAV		CIRCLE-TO-LAND		Max Kts	MDA(H)
DA(H) 322' (312')	DA(H) 634' (624')	DA(H) 634' (624')	MDA(H) 480' (470')	MDA(H) 480' (470')	MDA(H)	MDA(H)		
RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	90	540' (504') - 1	A B C D	
RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	120	640' (604') - 1		
RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 60 or 1 1/4	140	640' (604') - 1 3/4		
RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	1 1/2	165	640' (604') - 2		

KPHL/PHL PHILADELPHIA INTL **JEPPESEN PHILADELPHIA, PA**
 6 FEB 09 **Eff 12 Feb** (12-4) **CAT A, B & C** **RNAV (GPS) Rwy 26**

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwys 8/26, 9L/27R, 17/35 118.5 135.1	121.65 121.9
RNAV	Final ApcH Crs 266°	Minimum Alt KANKE 2000' (1964')	LNNAV MDA(H) 500' (464')
		Apt Elev 36'	
MISSED APCH: Climb to 3000' direct FERTA and via 334° track to FROSE and hold.			2600'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			MSA RW26
1. DME/DME RNP-0.3 not authorized. 2. Visibility reduction by helicopters not authorized.			

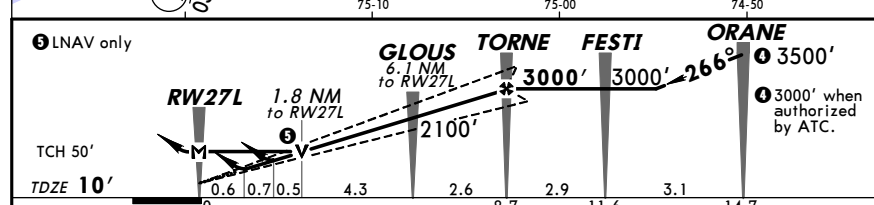
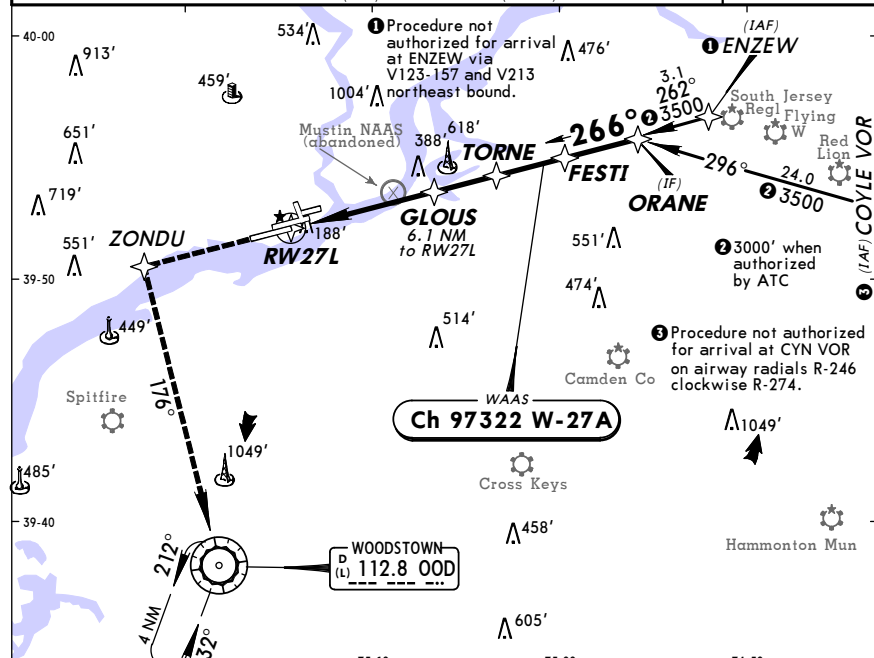


Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	PAPI	FERTA
Descent angle [3.06°]	379	487	541	650	758	866				
MAP at RW26										

STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND				
LNNAV		LNNAV/VNAV		LNNAV		LNNAV		
MDA(H) 500' (464')		MDA(H) 458' (448')		MDA(H) 660' (650')		MDA(H)		
RAIL out		RAIL out		RAIL out		RAIL out		
ALS out		ALS out		ALS out		ALS out		
Max Kts	540' (504') -1		640' (604') -1		660' (624') -1		660' (624') -1	
90	RVR 40 or 3/4		RVR 50 or 1		RVR 24 or 1/2		RVR 40 or 3/4	
120	RVR 50 or 1		RVR 60 or 1/4		RVR 50 or 1		RVR 60 or 1/4	
140	RVR 60 or 1/4		RVR 60 or 1/4		RVR 60 or 1/4		RVR 60 or 1/4	
160	NA		NA		RVR 60 or 1/4		RVR 60 or 1/4	
D	NA		NA		RVR 60 or 1/4		RVR 60 or 1/4	

KPHL/PHL PHILADELPHIA INTL **JEPPESEN PHILADELPHIA, PA**
 1 MAY 09 **Eff 7 May** (12-5) **CAT A, B & C** **RNAV (GPS) Rwy 27L**

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwy 9R/27L 135.1	121.65 121.9
WAAS Ch 97322 W-27A	Final ApcH Crs 266°	Minimum Alt TORNE 3000' (2990')	LNNAV MDA(H) 260' (250')
		Apt Elev 36'	
MISSED APCH: Climb to 3000' direct ZONDU and via 176° track to OOD VOR and hold.			2600'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			MSA RW27L
1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNNAV/VNAV not authorized below -15°C (5°F) or above 39°C (102°F).			

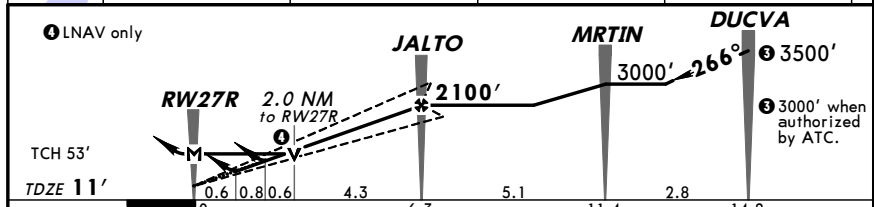
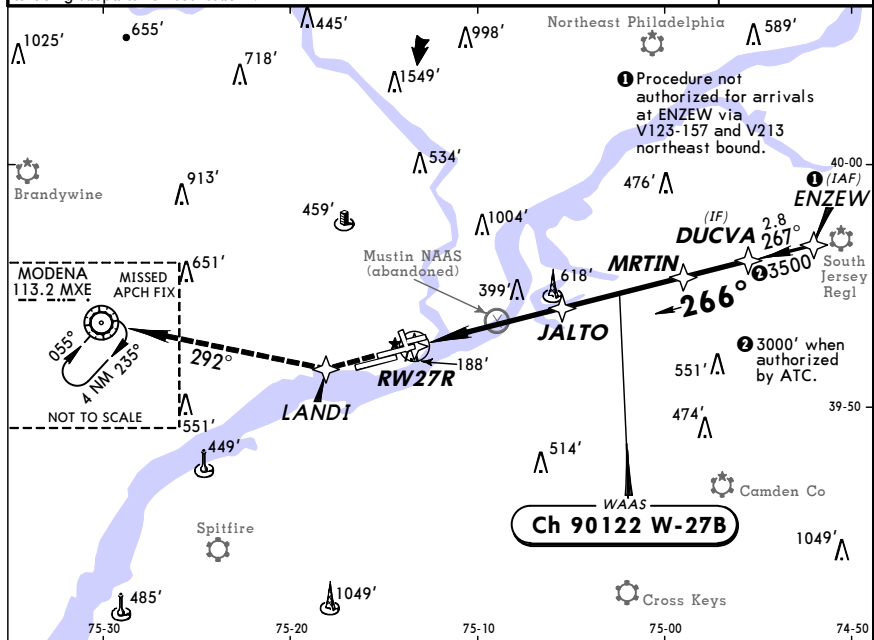


Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	PAPI	ZONDU
Glide Path Angle 3.10°	384	494	548	658	768	878				
MAP at RW27L										

STRAIGHT-IN LANDING RWY 27L				CIRCLE-TO-LAND				
LPV		LNNAV/VNAV		LNNAV		LNNAV		
DA(H) 260' (250')		DA(H) 458' (448')		MDA(H) 660' (650')		MDA(H)		
RAIL out		RAIL out		RAIL out		RAIL out		
ALS out		ALS out		ALS out		ALS out		
Max Kts	660' (624') -1		660' (624') -1		660' (624') -1		660' (624') -1	
90	RVR 24 or 1/2		RVR 40 or 3/4		RVR 24 or 1/2		RVR 40 or 3/4	
120	RVR 40 or 3/4		RVR 50 or 1		RVR 24 or 1/2		RVR 40 or 3/4	
140	RVR 50 or 1		RVR 60 or 1/4		RVR 24 or 1/2		RVR 40 or 3/4	
160	RVR 60 or 1/4		RVR 60 or 1/4		RVR 24 or 1/2		RVR 40 or 3/4	
D	RVR 60 or 1/4		RVR 60 or 1/4		RVR 24 or 1/2		RVR 40 or 3/4	

KPHL/PHL PHILADELPHIA INTL 1 MAY 09 (12-6) Eff 7 May
PHILADELPHIA, PA
RNAV (GPS) Rwy 27R

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower		Ground	
133.4	124.35	Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	121.65	121.9
WAAS Ch 90122 W-27B	Final ApcH Crs 266°	Minimum Alt JALTO 2100' (2089')	LPV DA(H) 267' (256')	Apt Elev 36'	2600'
MISSED APCH: Climb to 3000' direct LANDI and via 292° track to MXE VOR and hold.					
Alt Set: INCHES 1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. VGSI and RNAV glidepath not coincident.					MSA RW27R

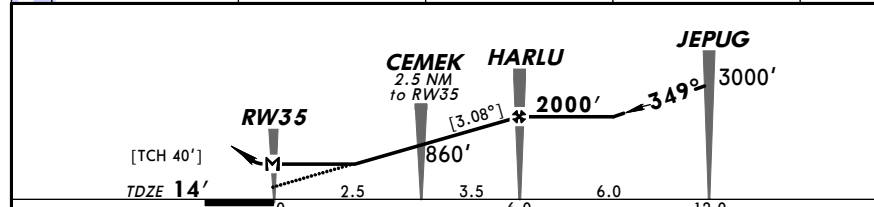
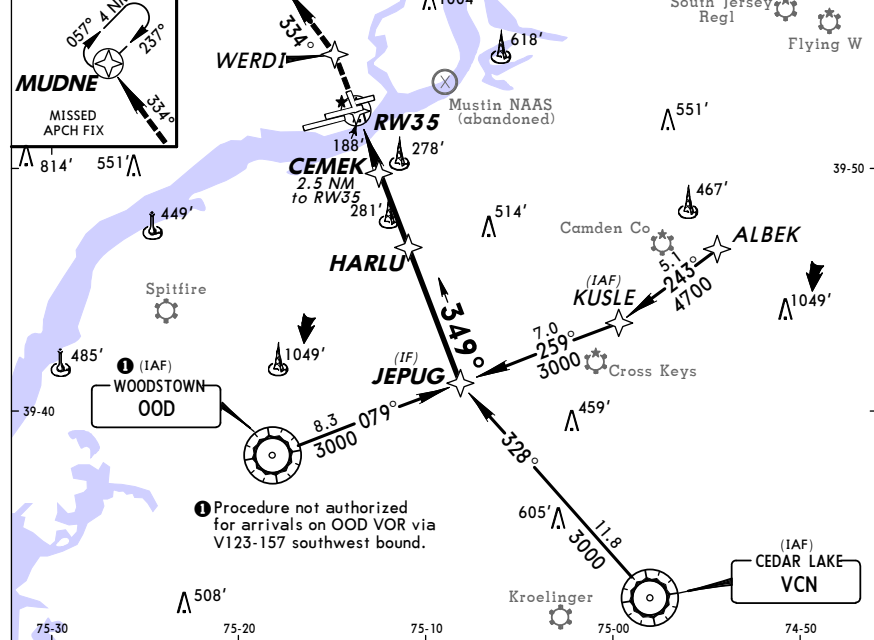


Gnd speed-Kts	70	90	100	120	140	160	MALSRS 3000'	D	LANDI
Glide Path Angle	3.00°	372	478	531	637	743			

STRAIGHT-IN LANDING RWY 27R						CIRCLE-TO-LAND	
LPV DA(H) 267' (256')		LNAV/VNAV DA(H) 520' (509')		LNAV MDA(H) 720' (709')		Max Kts	
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	90	MDA(H)
RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4	RVR 24 or 1/2	RVR 40 or 3/4	120	720' (684') -1
				1 1/2	2	140	720' (684') -2
				1 3/4	2 1/4	165	720' (684') -2 1/4

KPHL/PHL PHILADELPHIA INTL 6 FEB 09 (12-7) Eff 12 Feb
PHILADELPHIA, PA
RNAV (GPS) Rwy 35

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower		Ground	
133.4	124.35	Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	121.65	121.9
RNAV	Final ApcH Crs 349°	Minimum Alt HARLU 2000' (1986')	LNAV MDA(H) 440' (426')	Apt Elev 36'	2600'
MISSED APCH: Climb to 3000' direct WERDI and via 334° track to MUDNE and hold.					
Alt Set: INCHES 1. DME/DME RNP-0.3 not authorized. 2. Visibility reduction by helicopters not authorized.					MSA RW35



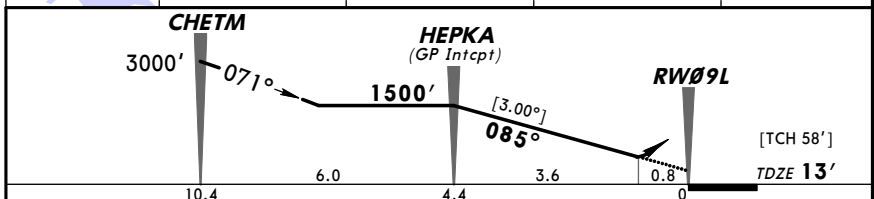
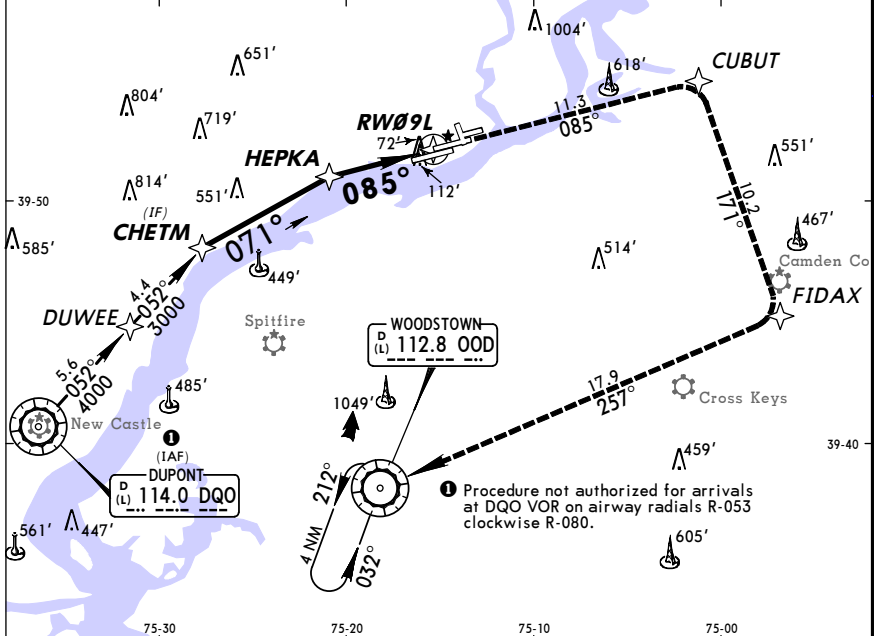
Gnd speed-Kts	70	90	100	120	140	160	MALSRS 3000'	D	WERDI
Descent angle	3.08°	381	490	545	654	763			

STRAIGHT-IN LANDING RWY 35						CIRCLE-TO-LAND	
LNAV MDA(H) 440' (426')						Max Kts	
						90	MDA(H)
						120	540' (504') -1
						140	640' (604') -1
						165	640' (604') -1 3/4
						165	640' (604') -2

KPHL/PHL PHILADELPHIA INTL
 PHILADELPHIA, PA
 RNAV (RNP) Z Rwy 9L

21 AUG 09
 Eff 27 Aug (12-20)

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwy 8/26, 9L/27R, 17/35 118.5 Rwy 9R/27L 135.1	121.65 121.9
RNAV	Final Apch Crs 085°	Minimum Alt HEPKA 1500' (1487')	RNP 0.11 DA(H) 316' (303')
		Apt Elev 36'	
		TDZE 13'	
MISSED APCH: Climb to 3000' via 085° track to CUBUT, and via 171° track to FIDAX, and via 257° track to OOD VOR and hold.			2600'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (10°F) or above 48°C (119°F). 4. VGSi and RNAV glidepath not coincident.			
			MSA RW09L



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

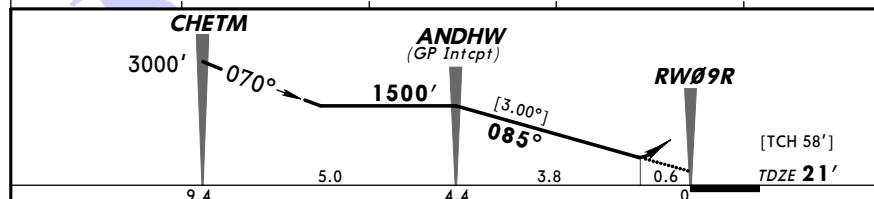
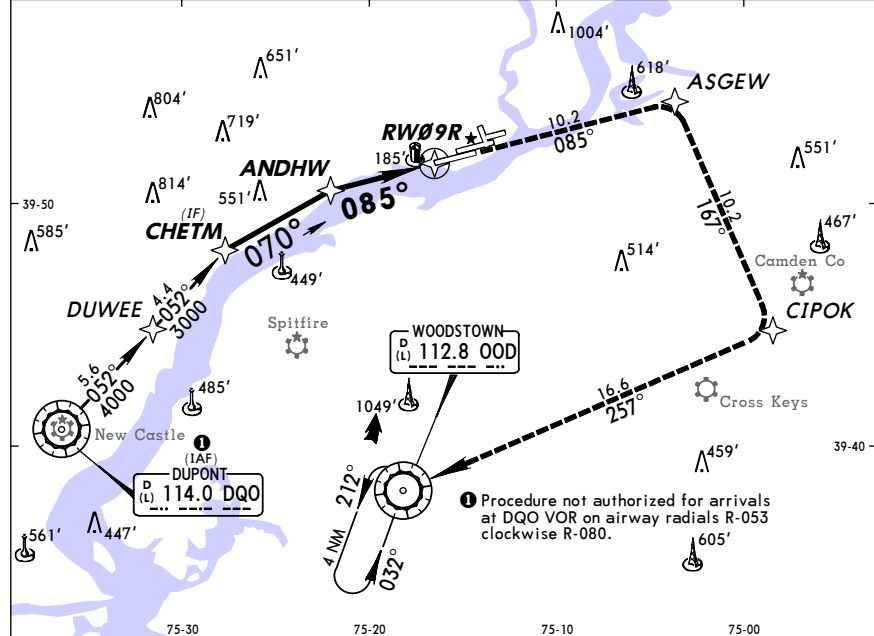
STRAIGHT-IN LANDING RWY 9L			
RNP 0.11	RNP 0.30		
DA(H) 316' (303')	DA(H) 394' (381')		
RAIL out	ALS out	RAIL out	ALS out

A				
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4
C		RVR 50 or 1		
D		RVR 50 or 1		

KPHL/PHL PHILADELPHIA INTL
 PHILADELPHIA, PA
 RNAV (RNP) Z Rwy 9R

21 AUG 09
 Eff 27 Aug (12-21)

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower	Ground
133.4	124.35	Rwy 9R/27L 135.1 Rwy 8/26, 9L/27R, 17/35 118.5	121.65 121.9
RNAV	Final Apch Crs 085°	Minimum Alt ANDHW 1500' (1479')	RNP 0.16 DA(H) 271' (250')
		Apt Elev 36'	
		TDZE 21'	
MISSED APCH: Climb to 3000' via 085° track to ASGEW, and via 167° track to CIPOK, and via 257° track to OOD VOR and hold.			2600'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (10°F) or above 48°C (119°F). 4. Visibility reduction by helicopters not authorized.			
			MSA RW09R



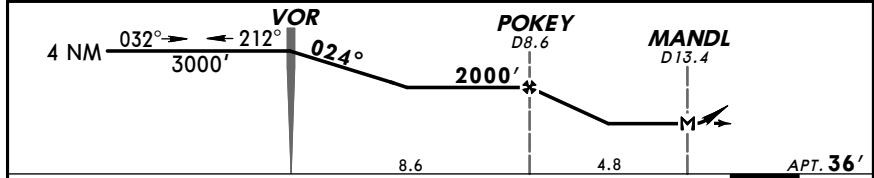
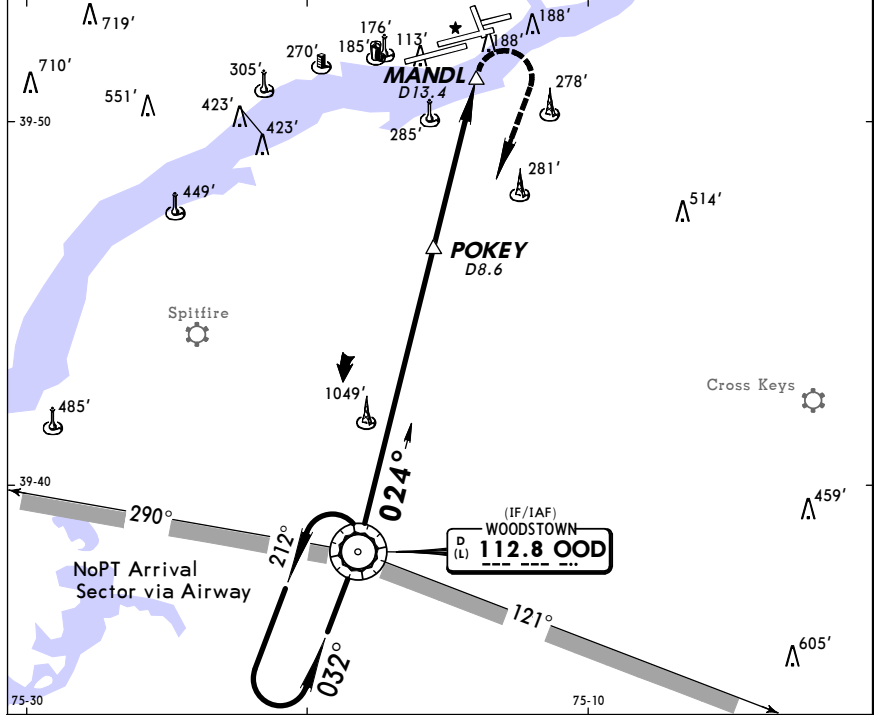
Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

STRAIGHT-IN LANDING RWY 9R			
RNP 0.16	RNP 0.30		
DA(H) 271' (250')	DA(H) 460' (439')		
ALS out	ALS out	ALS out	

A			
B	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1
C			1/2
D			

KPHL/PHL PHILADELPHIA INTL **PHILADELPHIA, PA**
VOR DME-A

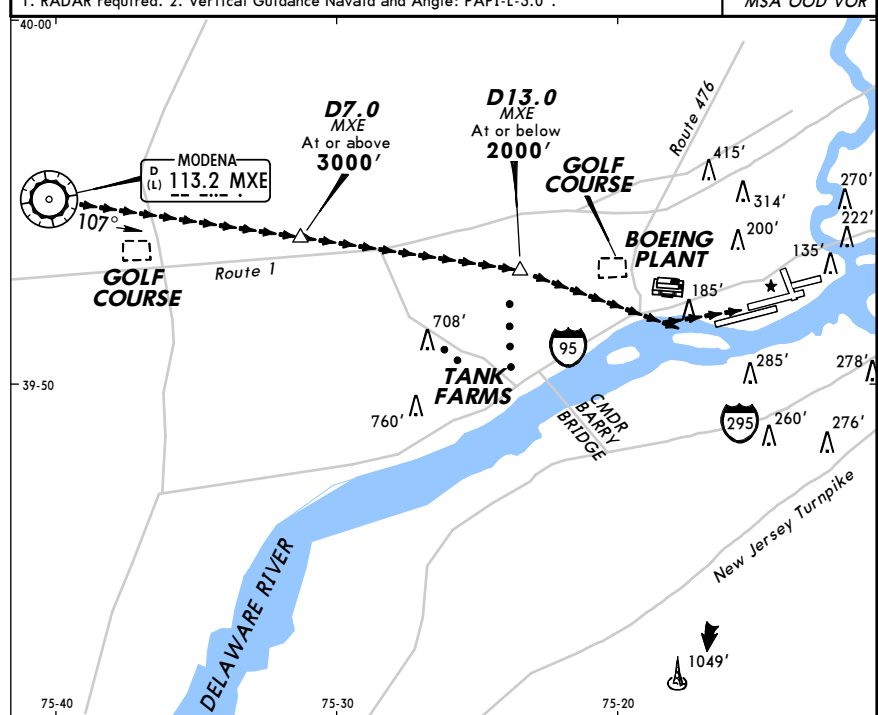
D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35 118.5	Rwy 9R/27L 135.1	Ground 121.65 121.9
VOR OOD 112.8	Final Apch Crs 024°	Minimum Alt 2000' (1964')	MDA(H) Refer to Minimums	Apt Elev 36'
MISSED APCH: Climbing RIGHT turn to 3000' direct OOD VOR and hold.				2600'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' MSA OOD VOR				



Lighting - Refer to Airport Chart	3000'	D	OOD 112.8
MAP at MANDL			
CIRCLE-TO-LAND			
Max Kts	MDA(H)		
A 90	540' (504')-1		
B 120	640' (604')-1		
C 140	640' (604')-1 3/4		
D	NA		

KPHL PHILADELPHIA INTL **PHILADELPHIA, PA**
FREEDOM VISUAL Rwy 9L

D-ATIS 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35 118.5	Rwy 9R/27L 135.1	Ground 121.65 121.9
NAVAIDS - Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3000' -7	Apt Elev 38'
No Missed Approach Procedure				2600'
1. RADAR required. 2. Vertical Guidance Navaid and Angle: PAPI-L-3.0°. MSA OOD VOR				



FREEDOM VISUAL APPROACH RWY 9L

Expect radar vectors to MXE VOR/MXE R-107.

Proceed Southeast on the MXE R-107 inbound for runway 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until MXE R-107/D13 then proceed visually to runway 9L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to runway 9R during this operation.

WEATHER MINIMUMS
 Ceiling **3000'** - VIS **7**

