

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KPHL

Terminal Charts For KPHL

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Philadelphia PA USA
IATA Code: PHL
Lat/Long: N39° 52.3' W075° 14.5'
Elevation: 36 ft

Airport Use: Public
Magnetic Variation: 12.1°W
Sectional Chart: Washington

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1223 Z
Sunset: 2151 Z,

Runway Information

Runway: 08
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, Centerline

Runway: 09L
Length x Width: 9500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 09R
Length x Width: 10506 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17
Length x Width: 6501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 36 ft
Lighting: Edge, ALS, Centerline

Runway: 27L
Length x Width: 10506 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline

Runway: 27R
Length x Width: 9500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline

Runway: 35
Length x Width: 6501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, REIL

Communication Information

ATIS 135.925
ATIS 133.4
Philadelphia Tower 135.1
Philadelphia Tower 118.5
Philadelphia Tower 123.6 Initial Contact
Philadelphia Tower 120.425 Initial Contact
Philadelphia Ground Control 121.9
Philadelphia Ground Control 121.65 Secondary
Philadelphia Intl Ramp/Taxi Control 130.05
Philadelphia Clearance Delivery 118.85 Pre-Departure Clearance
Philadelphia Approach Control 124.35
Philadelphia Approach Control 126.6 (90°-269°) At or above 5001 ft
Philadelphia Approach Control 128.4
Philadelphia Approach Control 127.35
Philadelphia Approach Control 126.85
Philadelphia Approach Control 123.8
Philadelphia App TCA 133.875
Philadelphia App TCA 118.35 (226°-270°) At or below 6000 ft
Philadelphia App TCA 127.35
Philadelphia App TCA 119.75
Philadelphia App TCA 123.8
Philadelphia App TCA 124.35
Philadelphia App TCA 126.85 (271°-315°) At or below 7500 ft
Philadelphia App TCA 128.4
Philadelphia Departure Control 124.35
Philadelphia Departure Control 119.75

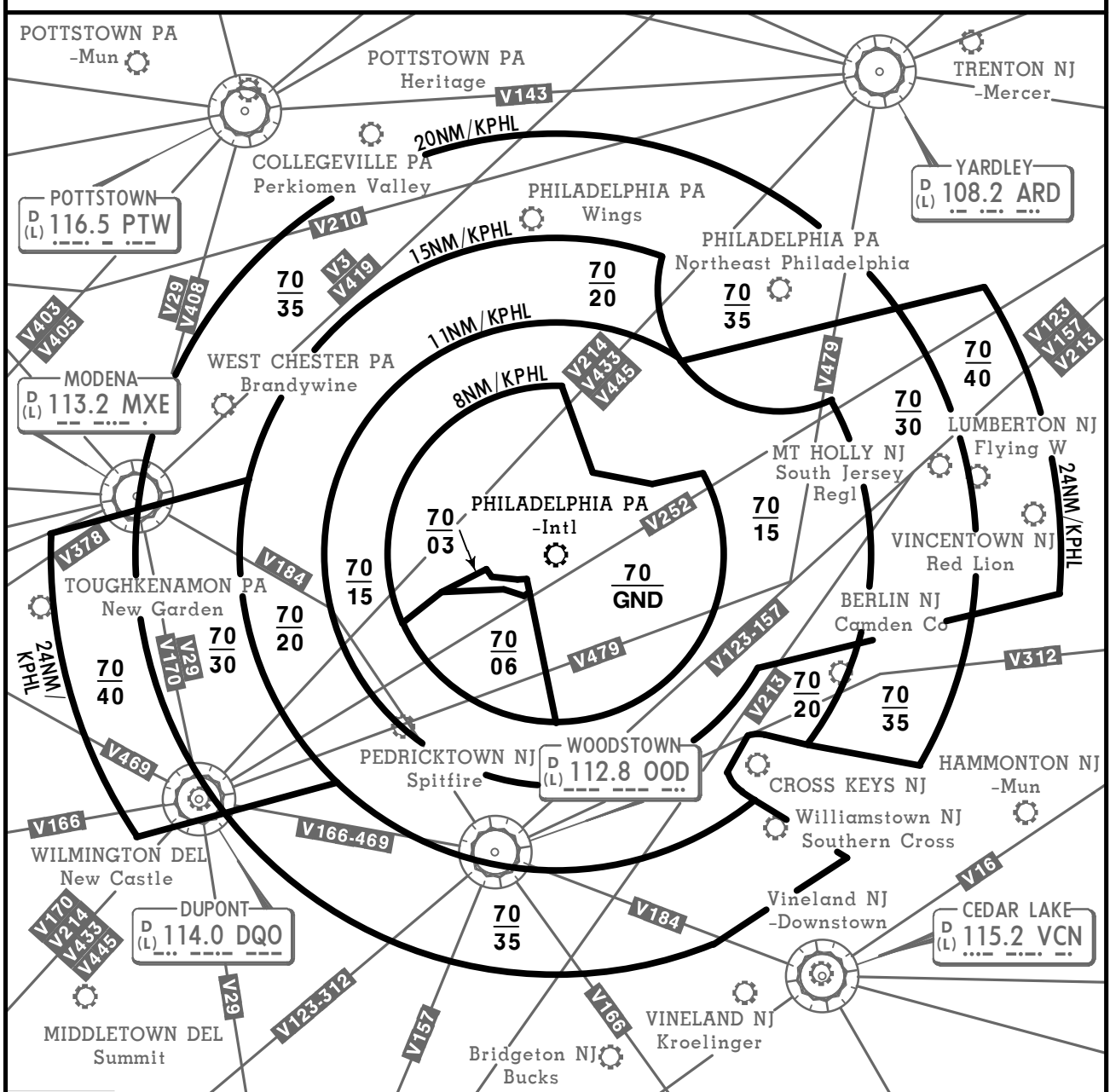
Philadelphia Intl Unicom 122.95
Philadelphia Radar 128.4

PHILADELPHIA CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

Philadelphia App (R)

(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') 133.87
 (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

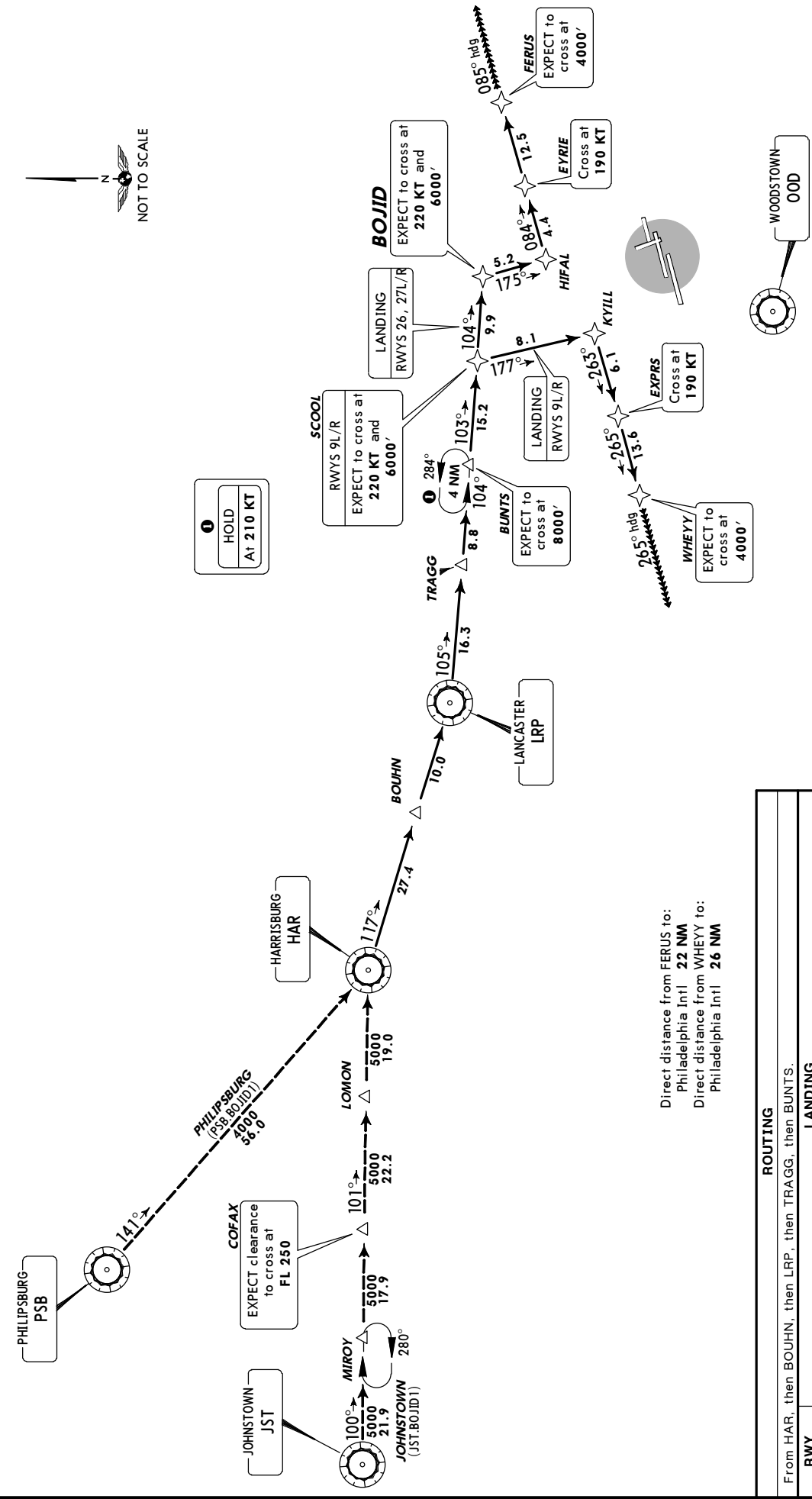
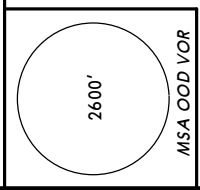
FLIGHT PROCEDURES

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.

BOJID ONE RNAV ARRIVAL
(BOJID:BOJID1)



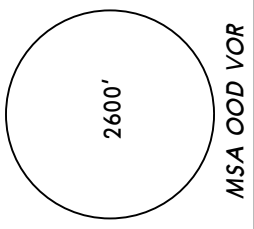
Direct distance from FERUS to:
Philadelphia Intl 22 NM
Direct distance from WHEYV to:
Philadelphia Intl 26 NM

ROUTING	
From HAR, then BOUHN, then LRP, then TRAGG, then BUNTS.	
LANDING	
RWY	Then SCOOOL, KYILL, EXPRS, WHEYV, depart WHEYV heading 265°. EXPECT RADAR vectors to final approach course.
9L/R	Then SCOOOL, BOJID, HIFAL, EYRIE, FERUS, depart FERUS heading 085°. EXPECT RADAR vectors to final approach course.
26, 27L/R	

D-ATIS Arrival
133.4

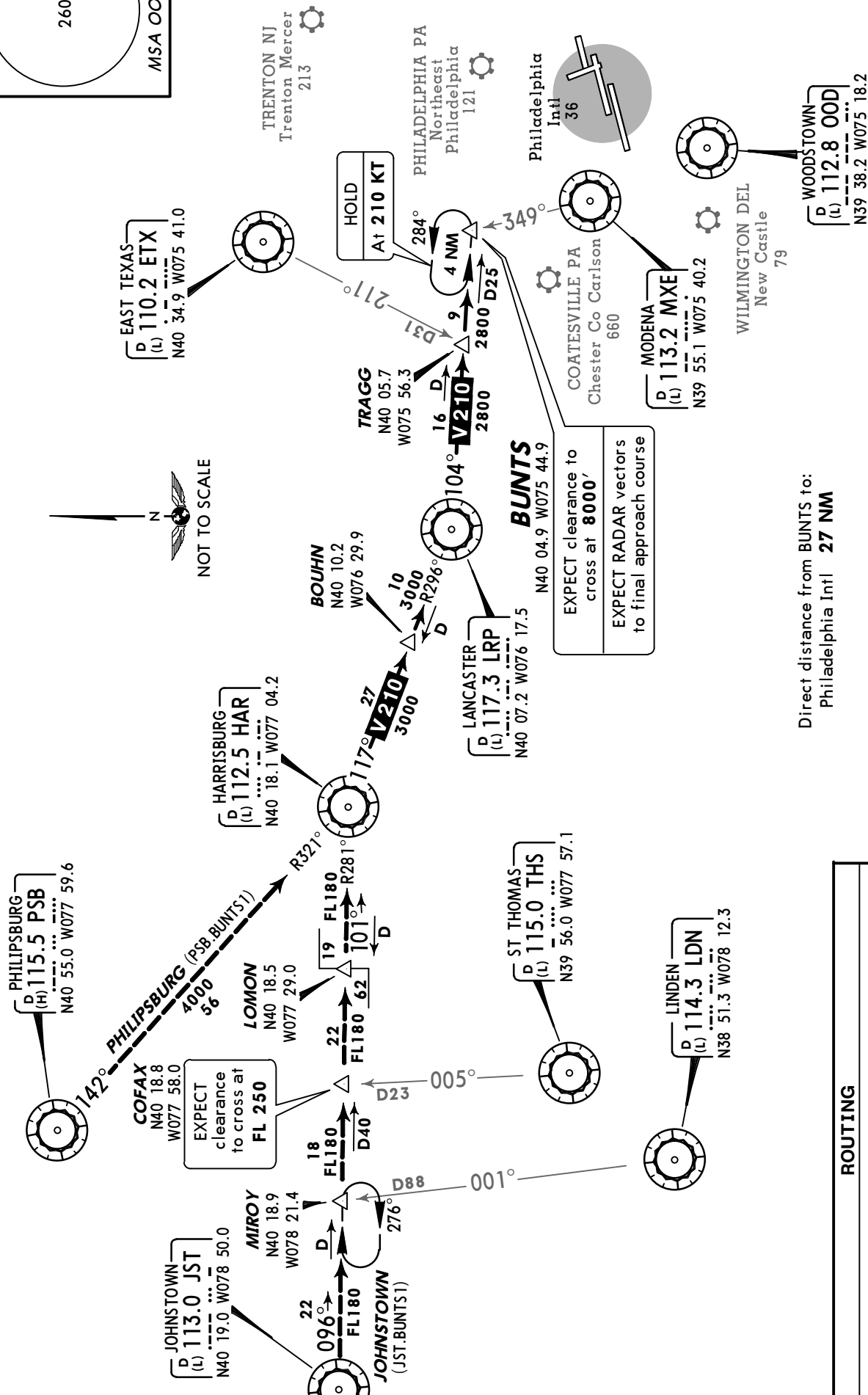
Apt Elev
See graphic

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



BUNTS ONE ARRIVAL (HAR.BUNTS1)

SPEED: FOR AIRCRAFT CAPABLE OF 250 KT OR GREATER



ROUTING

From over HAR via HAR R-117 (V-210) and LRP R-296 to LRP, then via LRP R-104 (V-210) to BUNTS.

D-ATIS Arrival
133.4

Apt Elev
See Graphic

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

2600'

MSA OOD VOR

CEDAR LAKE EIGHT ARRIVAL (VCN.VCN8)

TRENTON NJ
Trenton Mercer
212

COATESVILLE PA
Chester Co Carlson
660

PHILADELPHIA PA
Northeast Philadelphia
120

WILMINGTON DEL
New Castle
80

Philadelphia Intl
36

NON-TURBOJETS

EXPECT RADAR vectors
to final approach
course

TURBOJETS

EXPECT to cross at
8000'
EXPECT RADAR vectors
to final approach
course

WOODSTOWN
D (L) 112.8 OOD
N39 38.2 W075 18.2

Max hold **210 KT**
6001'-14000'

SEA ISLE
D (H) 114.8 SIE
N39 05.7 W074 48.0

BRIGS
(BRIGS.VCN8)
1900
38

BRIGS
N39 31.4
W074 08.3

RADDS
N38 38.9 W075 05.3

SNOW HILL
D (L) 112.4 SWL
N38 03.4 W075 27.8



Direct distance from OOD to:
Philadelphia Intl **14 NM**
Direct distance from VCN to:
Philadelphia Intl **24 NM**

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

1. **RADAR required.**
2. Turbojet aircraft only.
3. **PATUXENT** transition as assigned by ATC only.

2600'

MSA OOD VOR

2
Max hold **210 KT**
6001'-14000'

WOODSTOWN
D
(L) 112.8 00D
N39 38.2 W075 18.2

1
PAATS
(ENO R-356)
N39 23.3 W075 33.8

EXPECT RADAR vector
to final approach course
prior to PAATS

HOGGY
N39 18.3 W075 39.0
EXPECT at **250 KT**
and at **10000'**

Direct distance from PAATS to:
Philadelphia Intl **33 NM**

CEDAR LAKE
 (L) 115.2 VCN
 N39 32.3 W074 58.0

ATLANTIC CITY
 (D) 108.6 ACY
 N39 27.4 W074 34.6

SMYRNA
D
(L) 111.4 ENO
N39 13.9 W075 31.0

SEA ISLE
D
(H) 114.8 SIE
N39 05.7 W074 48.0

WATERLOO
D (L) 112.6 ATR
N38 48.6 W075 12.7

GARED
(ACY R-246/D81.6)
N38 41.7 W076 01.4
EXPECT at **13000'**

HEDGE
N38 53.5 W075 50.2

SNOW HILL
D
(L) 112.4 SWL
... ..
N38 03.4 W075 27.8

From over HEDGE on ENO R-226 to CANNY, then on DQO R-195 to HOGHEY, then on OOD R-229 to PAATS. EXPECT RADAR vector to final approach course prior to PAATS.

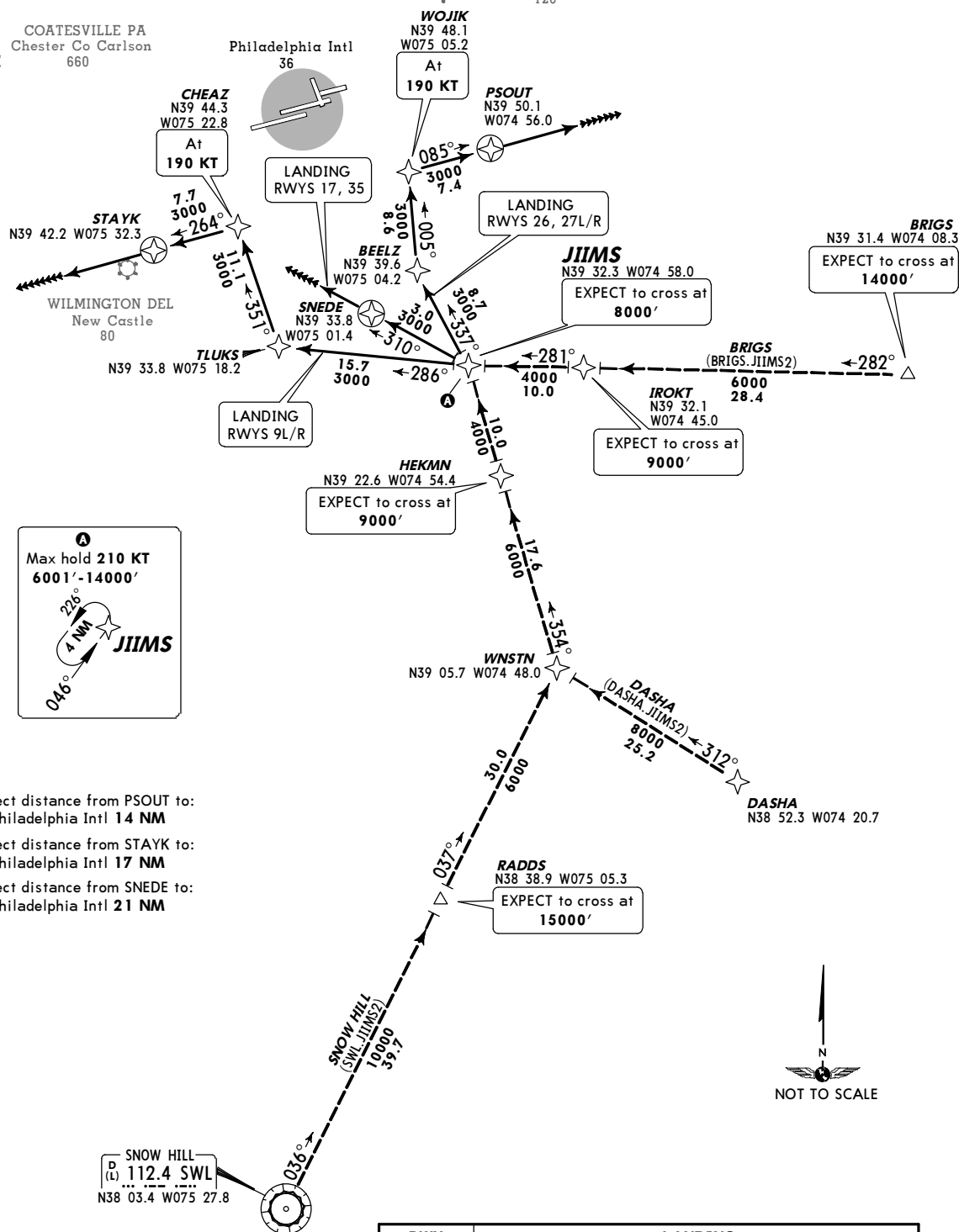
CHANGES: DASHA transition added, Rwy 17 and 35 landing added.

TRENTON NJ
Trenton Mercer
212

PHILADELPHIA PA
Northeast Philadelphia
120

COATESVILLE PA
Chester Co Carlson
660

Philadelphia Intl
36



Direct distance from PSOUT to:
Philadelphia Intl 14 NM

Direct distance from STAYK to:
Philadelphia Intl 17 NM

Direct distance from SNEDE to:
Philadelphia Intl 21 NM

RWY	LANDING
9L/R	From over JIIMS on 286° track to TLUKS, then on 351° track to CHEAZ, then on 264° track to STAYK, then on 264° track. EXPECT RADAR vectors to final approach course.
17, 35	From over JIIMS on 310° track to SNEDE, then on 310° track. EXPECT RADAR vectors to final approach.
26, 27L/R	From over JIIMS on 337° track to BEELZ, then on 005° track to WOJIK, then on 085° track to PSOUT, then on 085° track. EXPECT RADAR vectors to final approach course.

JIIMS TWO RNAV ARRIVAL
(JIIMS.JIIMS2)

CHANGES: BUKYY replaced OTT, added landing for Rwy 17, 35.



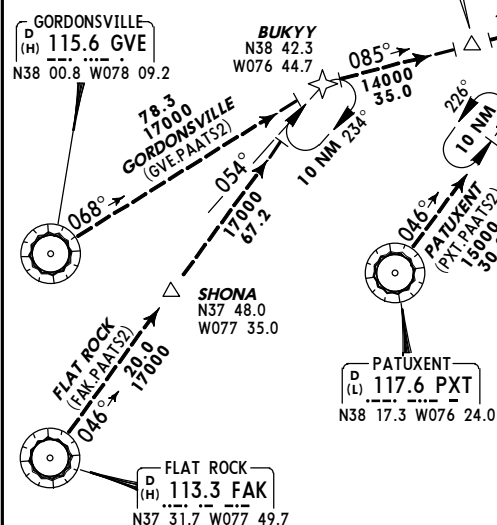
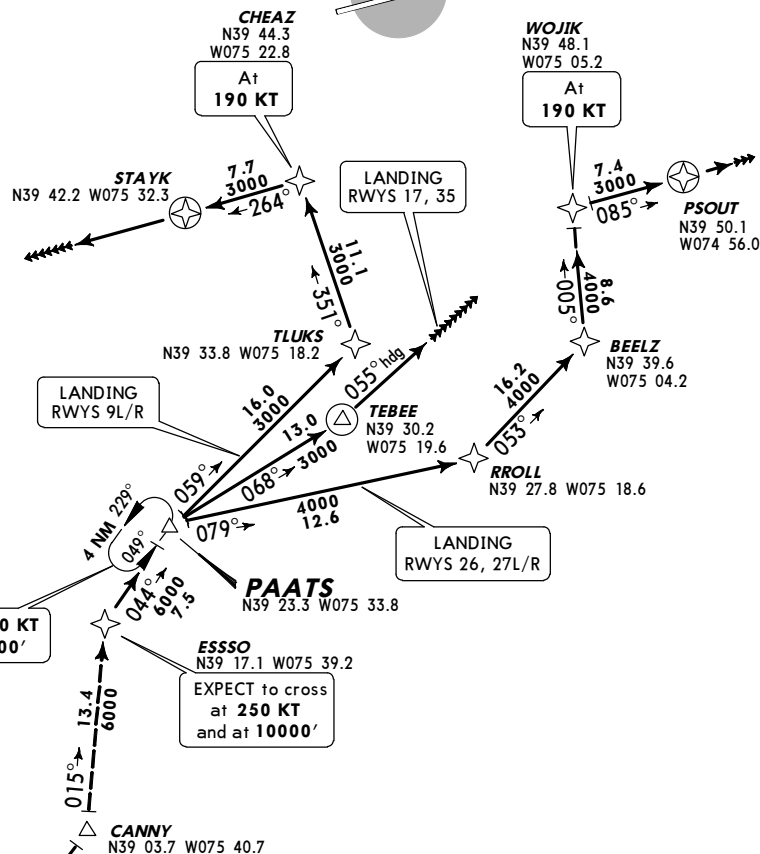
COATESVILLE PA
Chester Co Carlson
660

TRENTON NJ
Trenton Mercer
212

PHILADELPHIA PA
Northeast Philadelphia
120

Philadelphia Intl
36

Direct distance from PSOUT to:
Philadelphia Intl 14 NM
Direct distance from STAYK to:
Philadelphia Intl 17 NM
Direct distance from TEBEE to:
Philadelphia Intl 22 NM



ROUTING	
From over ESSSO on 044° track to PAATS.	
RWY	LANDING
9L/R	From over PAATS on 059° track to TLUKS, then on 351° track to CHEAZ, then on 264° track to STAYK, then on 264° track. EXPECT RADAR vectors to final approach course.
17, 35	From over PAATS on 068° track to TEBEE, then on 055° heading. EXPECT RADAR vectors to final approach course.
26, 27L/R	From over PAATS on 079° track to RROLL, then on 053° track to BEELZ, then on 005° track to WOJIK, then on 085° track to PSOUT, then on 085° track. EXPECT RADAR vectors to final approach course.

PAATS TWO RNAV ARRIVAL (PAATS.PAATS2)

D-ATIS Arrival
133.4

Apt Elev
See Graphic

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

KPHL/PHL
PHILADELPHIA INTL

4 JAN 13

JEPPESSEN
10-2E

Eff 10 Jan

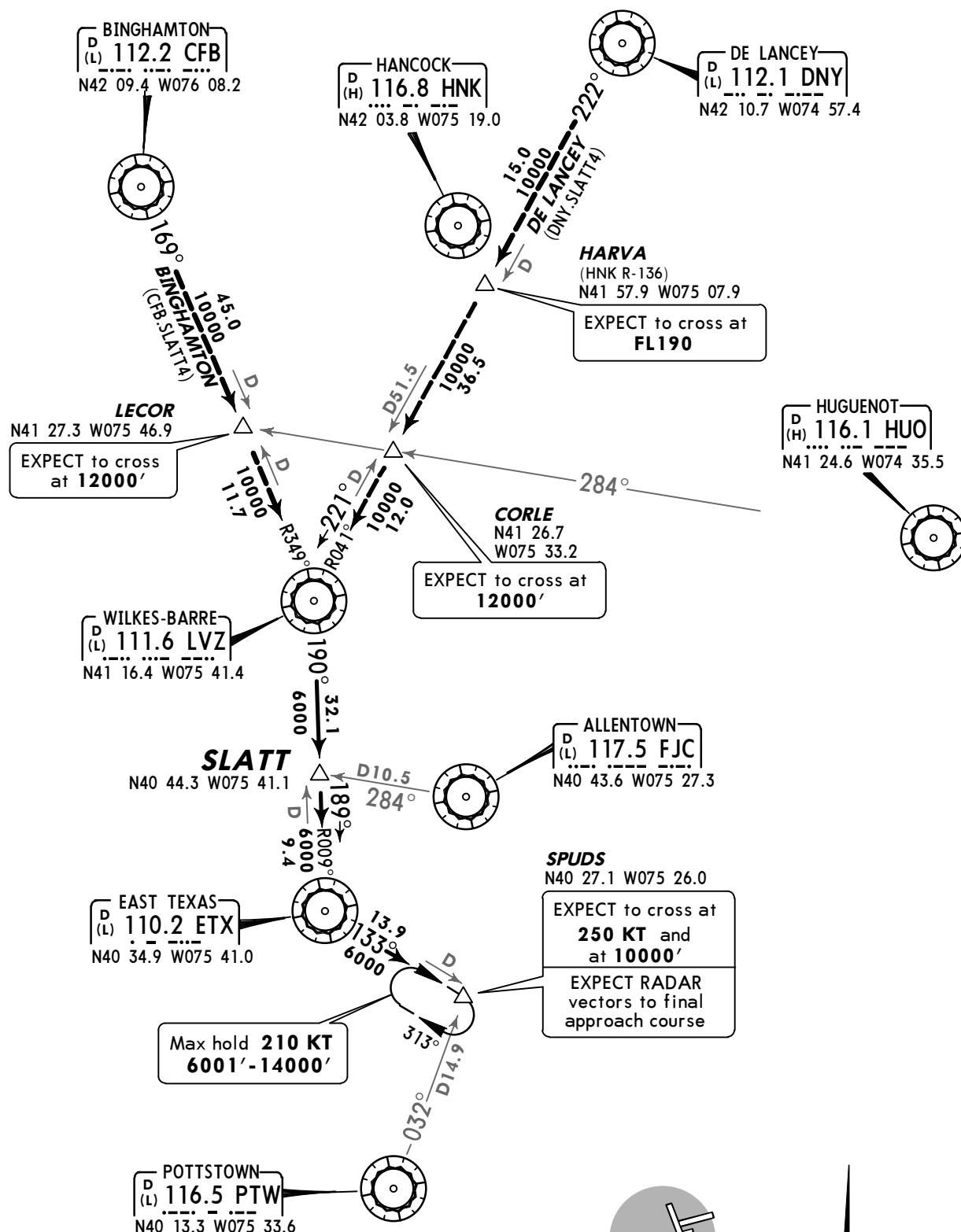
PHILADELPHIA, PA
RNAV STAR

D-ATIS
Arrival
133.4

Apt Elev
36'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. Turbojet aircraft only.

SLATT FOUR ARRIVAL (LVZ.SLATT4)



Direct distance from SPUDS to:
Philadelphia Intl 36 NM

NOT TO SCALE

ROUTING

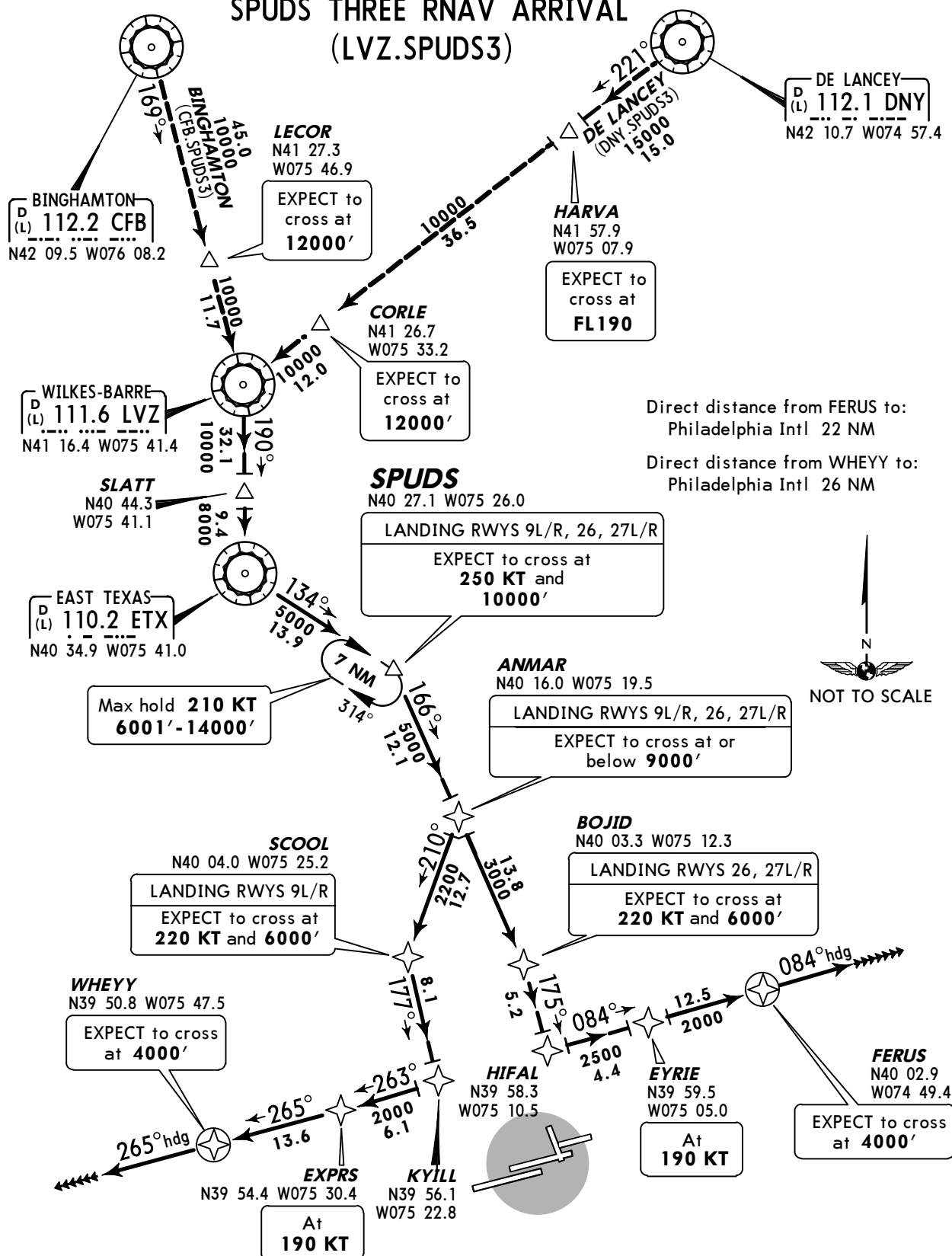
From over LVZ via LVZ R-190 and ETX R-009 to SLATT, then via ETX R-009 to ETX, then via ETX R-133 to SPUDS. EXPECT RADAR vectors to final approach course.

D-ATIS
Arrival
133.4

Apt Elev
36'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1 RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.
4. Turbojet aircraft only.

SPUDS THREE RNAV ARRIVAL (LVZ.SPUDS3)



ROUTING

From LVZ on track 190° to SLATT, then on track 190° to ETX, then on track 134° to SPUDS, then on track 166° to ANMAR.

RWY

LANDING

9L/R

From ANMAR on track 210° to SCOOOL, then on track 177° to KYILL, then on track 263° to EXPRS, then on track 265° to WHEYY, depart WHEYY heading 265°. EXPECT RADAR vectors to final approach course.

26,
27L/R

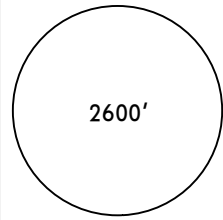
From ANMAR on track 166° to BOJID, then on track 175° to HIFAL, then on track 084° to EYRIE, then on track 084° to FERUS, depart FERUS heading 084°. EXPECT RADAR vectors to final approach course.

FOR DEPARTURE
CONTROL FREQ.
SEE GRAPHIC

Apt Elev
36'

Trans level: FL180 Trans alt: 18000'

1. RADAR required.
2. Rwy 27R: DME required 2200L-0600L.



MSA OOD VOR

PHILADELPHIA NINE DEPARTURE (PHL9.PHL)

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



ALLENTOWN
D(L) 117.5 FJC
N40 43.6 W075 27.3

YARDLEY
D(L) 108.2 ARD
N40 15.2 W074 54.5

(NORTH SECTOR)
**PHILADELPHIA
DEPARTURE
CONTROL (R)**
124.35
All aircraft routed via
ARD, FJC, MXE, PNE,
PTW, STOEN

POTTSTOWN
D(L) 116.5 PTW
N40 13.3 W075 33.6

NORTH
PHILADELPHIA
(T) 112.0 PNE
N40 04.9 W075 00.6

MODENA
D(L) 113.2 MXE
N39 55.1 W075 40.2

LOC DME
108.95 IPDP

ROBBINSVILLE
D(H) 113.8 RBV
N40 12.1 W074 29.7

STOEN
N39 50.3
W075 47.9

RUUTH
N39 51.0
W075 00.0

DITCH
N39 47.6
W074 43.0

COYLE
D(H) 113.4 CYN
N39 49.0 W074 25.9

DUPONT
D(L) 114.0 DQO
N39 40.7 W075 36.4

WOODSTOWN
D(L) 112.8 OOD
N39 38.2 W075 18.2

CEDAR LAKE
D(L) 115.2 VCN
N39 32.3 W074 58.0

SMYRNA
D(L) 111.4 ENO
N39 13.9 W075 31.0

(SOUTH SECTOR)
**PHILADELPHIA
DEPARTURE
CONTROL (R)**
119.75
All aircraft routed via
DITCH, DQO, OOD,
RBV, RUUTH

LOC DME
108.95 IPDP

INITIAL CLIMB EXCEPTION
INSET FOR
TAKEOFF RWY 27R
(2200L-0600L)
(NOT TO SCALE)

PHILADELPHIA NINE DEPARTURE (PHL9.PHL)

For Procedure Graphic see reverse side 10-3

PROCEDURE TEXT

RWY	INITIAL CLIMB	ALTITUDE
8, 9L/R, 17 27L/R, 35	Climb heading assigned by ATC. EXCEPTION: RWY 27R (2200L-0600L): DME required. Climbing LEFT turn heading 240°, at 3 DME IPDP turn RIGHT heading 255°.	MAINTAIN 5000' or assigned lower altitude

ROUTING

EXPECT RADAR vectors to first navaid/fix. EXPECT clearance to filed altitude/flight level within 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 **1000'**.

Rwy 9L: Standard (or lower than standard, if authorized) with a minimum climb of 390' per NM to **600'**.

Rwy 9R: Standard (or lower than standard, if authorized) with a minimum climb of 300' per NM to **400'**.

Rwy 17: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 460' per NM to **300'**.

Rwy 26: Not authorized - ATC.

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 270' per NM to **1400'**.

Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350
300' per NM	375	500	750	1000	1250	1500
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
460' per NM	575	767	1150	1533	1917	2300

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, up to 12' AGL/26' MSL.

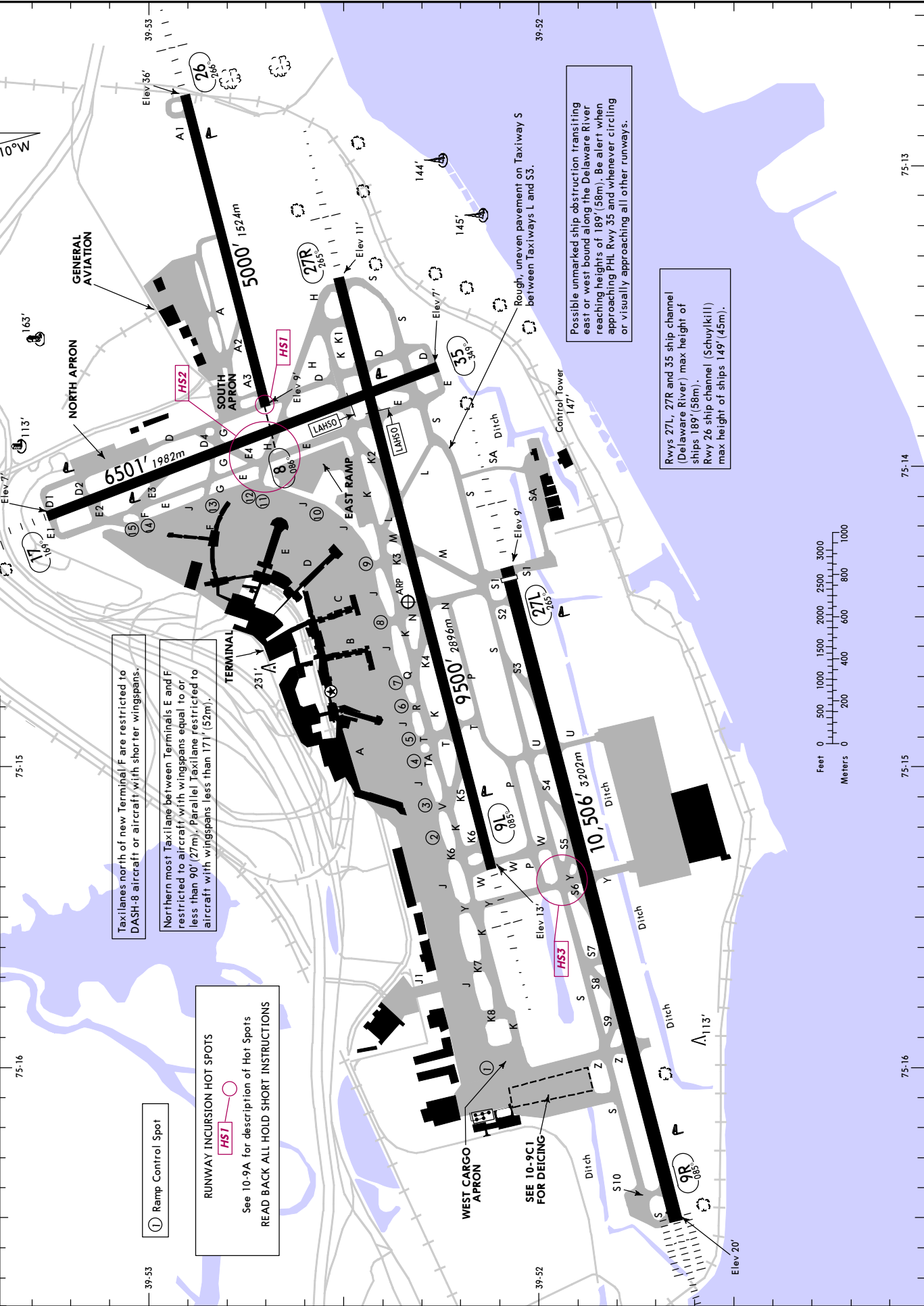
Rwy 9R: Towers beginning 2592' from DER, 1044' RIGHT of centerline, up to 140' AGL/145' MSL.

Rwy 17: Light poles and trees beginning 711' from DER, 244' LEFT of centerline, up to 56' AGL/65' MSL. Trees beginning 1096' from DER, 126' RIGHT of centerline, up to 43' AGL/52' MSL. Ship in channel 3096' from DER, 86' LEFT of centerline, up to 188' AGL/188' MSL.

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

Rwy 35: Fences, signs, light poles, transmission poles, and trees beginning 115' from DER, 360' LEFT of centerline, up to 114' AGL/128' MSL. Fence, sign, flagpole, building, light poles, transmission poles, trees, and transmission tower beginning 444' from DER, 2' RIGHT of centerline, up to 120' AGL/130' MSL.

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



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

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

RUNWAY INCURSION HOT SPOTS
HST
See 10-9A for description of Hot Spots
READ BACK ALL HOLD SHORT INSTRUCTIONS

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).

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 transponders with Mode C on all Taxiways and Runways..

ADDITIONAL RUNWAY INFORMATION				
RWY		LANDING Threshold	USABLE LENGTHS	
			BEYOND Glide Slope	LAHSO Distance
8	HIRL CL	grooved RVR		
			3937' 1200m	
26	HIRL CL	grooved RVR		

Land Rwy 26, Take-off Rwy 8.

9R	HIRL CL	ALSF-II TDZ			
		grooved RVR	9406' 2867m		
27L	HIRL CL	MALSR PAPI-R (angle 3.1°)	10331' 3149m		200' 61m
		grooved RVR	9527' 2904m		

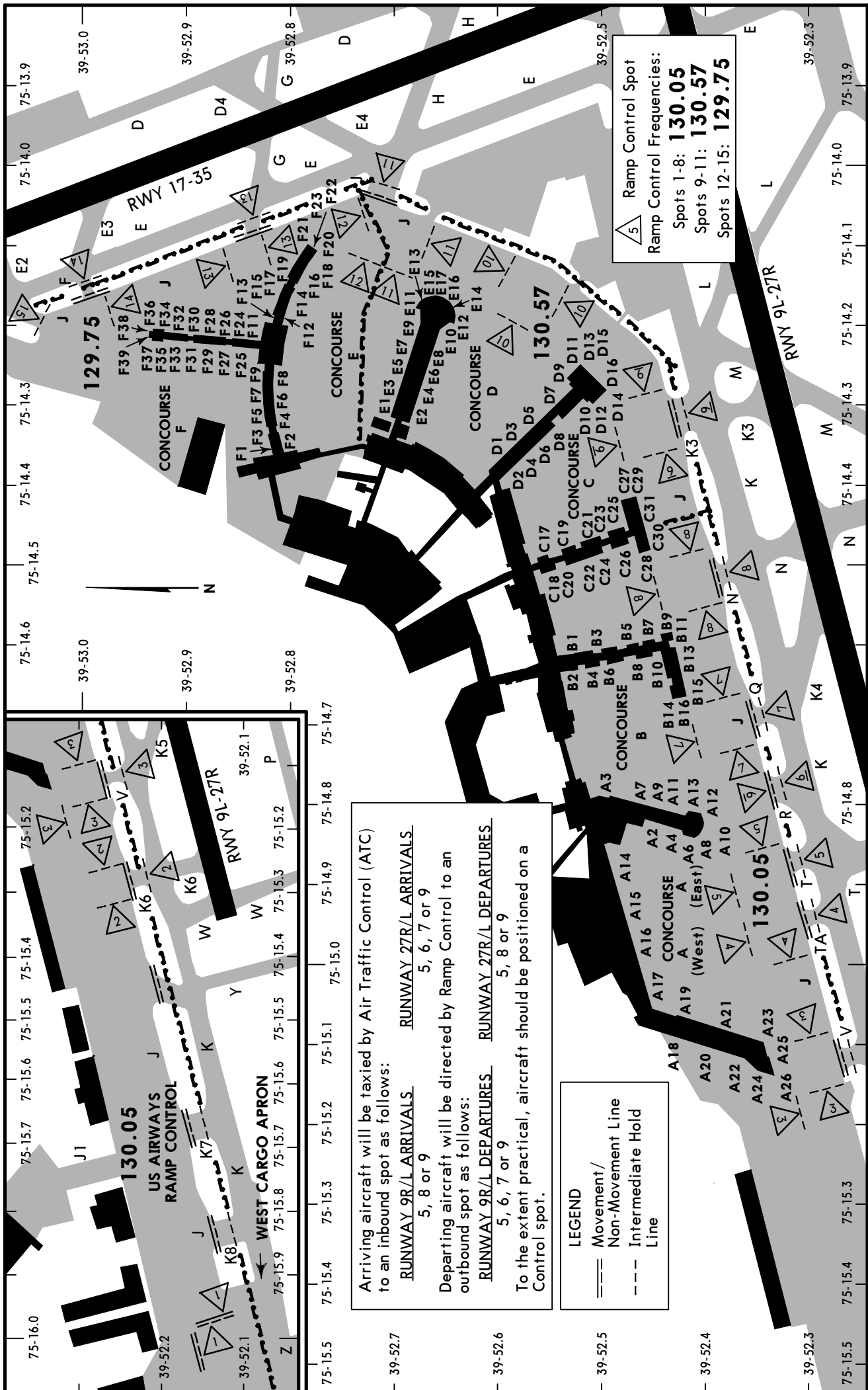
9L	HIRL CL	MALSR REIL PAPI-L (angle 3.0°)		8450' 2576m	17/35 7350' 2240m	150' 46m
		grooved RVR		8320' 2536m		
27R	HIRL CL	MALSR PAPI-L (angle 3.0°)				
		grooved RVR				

17	HIRL MALSF	PAPI-L (angle 3.0°)		5553' 1693m	9L/27R 5040' 1536m	150' 46m
		grooved RVR				
35	HIRL REIL	PAPI-L (angle 3.15°)				
		grooved RVR				

RUNWAY INCURSION HOT SPOTS  **HS1**
For information only, not to be construed as ATC instructions.
HS1 Aircraft taxiing on Twy D must remain alert not to enter Rwy 8/26 without proper clearance.
HS2 Aircraft exiting the ramp via Twy H must remain alert to not mistake Rwy 17/35 for Twy E.
HS3 Traffic taxiing south on Twy Y must be alert to not miss the turn at Twy S and enter onto Rwy 9R/27L.

TAKE-OFF				
Rwy 27L				
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 27R				
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			

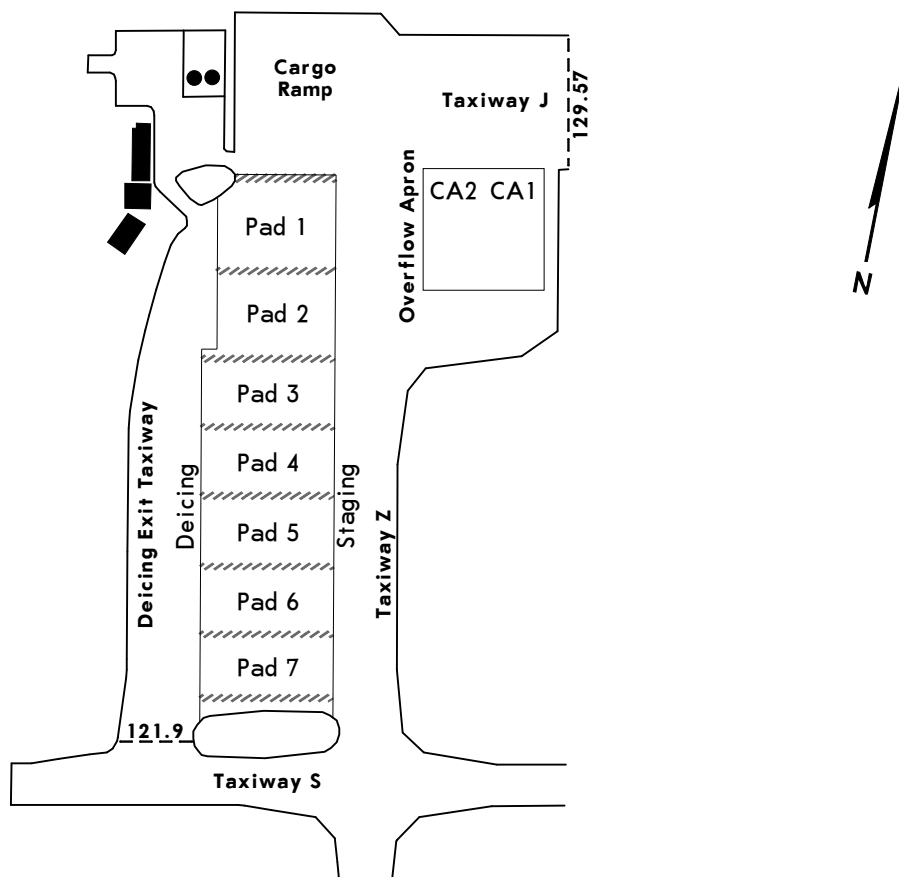
TAKE-OFF									
Rwy 9R									
With Mim climb of 300'/NM to 400'									
2 operating RVRs are required. All operating RVRs are controlling.				Adequate Vis Ref		STD			
CL & HIRL		CL, or RCLM & HIRL				3 & 4 Eng		1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4				RVR 24 or 1/2		RVR 50 or 1	
Mid RVR 5	Mid RVR 10								
Rollout RVR 5	Rollout RVR 10								
Rwy 8									
With Mim climb of 320'/NM to 1000'									
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 600'									
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 35									
With Mim climb of 270'/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									
With Mim climb of 460'/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		300-1		
Rollout RVR 10									
FOR FILING AS ALTERNATE									
ILS Rwy 27R		ILS Rwy 27L		ILS Rwy 26		LOC Rwy 27L LOC Rwy 27R RNAV (GPS) Y Rwy 9L RNAV (RNP) Z Rwy 9L RNAV (GPS) Y Rwy 9R RNAV (RNP) Z Rwy 9R RNAV (GPS) Y Rwy 17 RNAV (RNP) Z Rwy 17 RNAV (GPS) Rwy 27L RNAV (GPS) Rwy 35		LOC Rwy 26 RNAV (GPS) Rwy 26 VOR DME-A Other	
A 600-2	700-2		700-2		800-2		800-2		Other
B 700-2	700-2		700-2		800-2		800-2		Other
C 700-2	700-2		700-2		800-2		800-2		Other
D 700-2	700-2		700-2		800-2		800-2		Other



PARKING GATE COORDINATES

GATE NO.	COORDINATES	GATE NO.	COORDINATES
CONCOURSE A (EAST)		CONCOURSE D	
A2, A3	N39 52.5 W075 14.8	D1 thru D4	N39 52.6 W075 14.4
A4, A6	N39 52.4 W075 14.8	D5, D6	N39 52.6 W075 14.3
A7	N39 52.5 W075 14.8	D7 thru D16	N39 52.5 W075 14.3
A8	N39 52.4 W075 14.9		
A9	N39 52.5 W075 14.8	CONCOURSE E	
A10 thru A13	N39 52.4 W075 14.8	E1 thru E6	N39 52.7 W075 14.3
		E7 thru E11	N39 52.7 W075 14.2
		E12	N39 52.6 W075 14.2
		E13	N39 52.7 W075 14.2
		E14	N39 52.6 W075 14.2
CONCOURSE A (WEST)		E15	N39 52.7 W075 14.2
A14, A15	N39 52.5 W075 14.9	E16	N39 52.6 W075 14.2
A16, A17	N39 52.5 W075 15.0	E17	N39 52.7 W075 14.2
A18 thru A22	N39 52.4 W075 15.1		
A23	N39 52.3 W075 15.1	CONCOURSE F	
A24	N39 52.3 W075 15.2	F1, F2	N39 52.8 W075 14.4
		F3 thru F9	N39 52.8 W075 14.3
A25	N39 52.3 W075 15.1	F11 thru F15	N39 52.8 W075 14.2
A26	N39 52.3 W075 15.2	F16 thru F23	N39 52.8 W075 14.1
		F24, F25	N39 52.8 W075 14.2
CONCOURSE B		F26 thru F39	N39 52.9 W075 14.2
B1 thru B8	N39 52.5 W075 14.6		
B9 thru B11, B13	N39 52.4 W075 14.6		
B14 thru B16	N39 52.4 W075 14.7		
CONCOURSE C			
C17 thru C24	N39 52.5 W075 14.5		
C25	N39 52.5 W075 14.4		
C26	N39 52.5 W075 14.5		
C27	N39 52.5 W075 14.4		
C28	N39 52.5 W075 14.5		
C29	N39 52.5 W075 14.4		
C30	N39 52.5 W075 14.5		
C31	N39 52.5 W075 14.4		

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

1. At terminal gate position, contact Apron/Ramp Advisory for push Back clearance; advise "Aircraft deicing required".
2. Apron/Ramp Advisory will provide the pilot with taxi instructions to CDF entry/transfer point.
3. When approaching the CDF entry point (spot 1), the pilot will contact "PAD CONTROL" on 129.57.
4. PAD CONTROL will normally instruct pilot to:
 - a) "Hold position", or
 - b) "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.

5. After vacating Taxiway Z contact "ICEMAN".
6. "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".
7. ICEMAN shall advise "HOLD POSITION deicing will commence shortly".
8. ICEMAN will contact pilot to advise deicing is completed, fluid used for holdover, holdover start time, aircraft clean, and deicing vehicles are safe.
9. After pilot acknowledgement, ICEMAN shall state "HOLD POSITION" and contact PAD CONTROL on 129.57 for exit.
CAUTION: DO NOT MOVE AIRCRAFT.

EXIT PROCEDURE

1. 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.
2. PAD CONTROL will issue exit instructions to CDF exit point. Pilot shall taxi as instructed.
3. 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.

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.

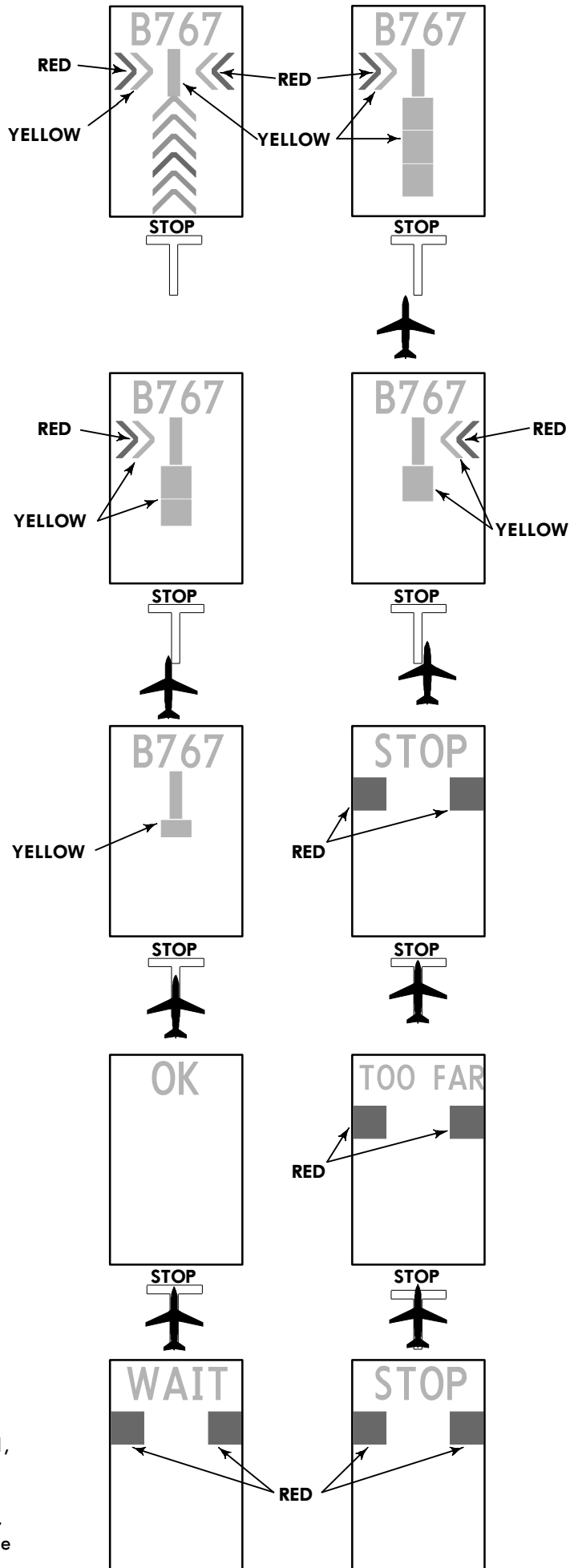
When the aircraft is 12 m from the stop position, closing rate information is given. "Distance to run" is indicated by turning off one row of LED's for each one-half meter that the aircraft advances toward the stop position.

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.

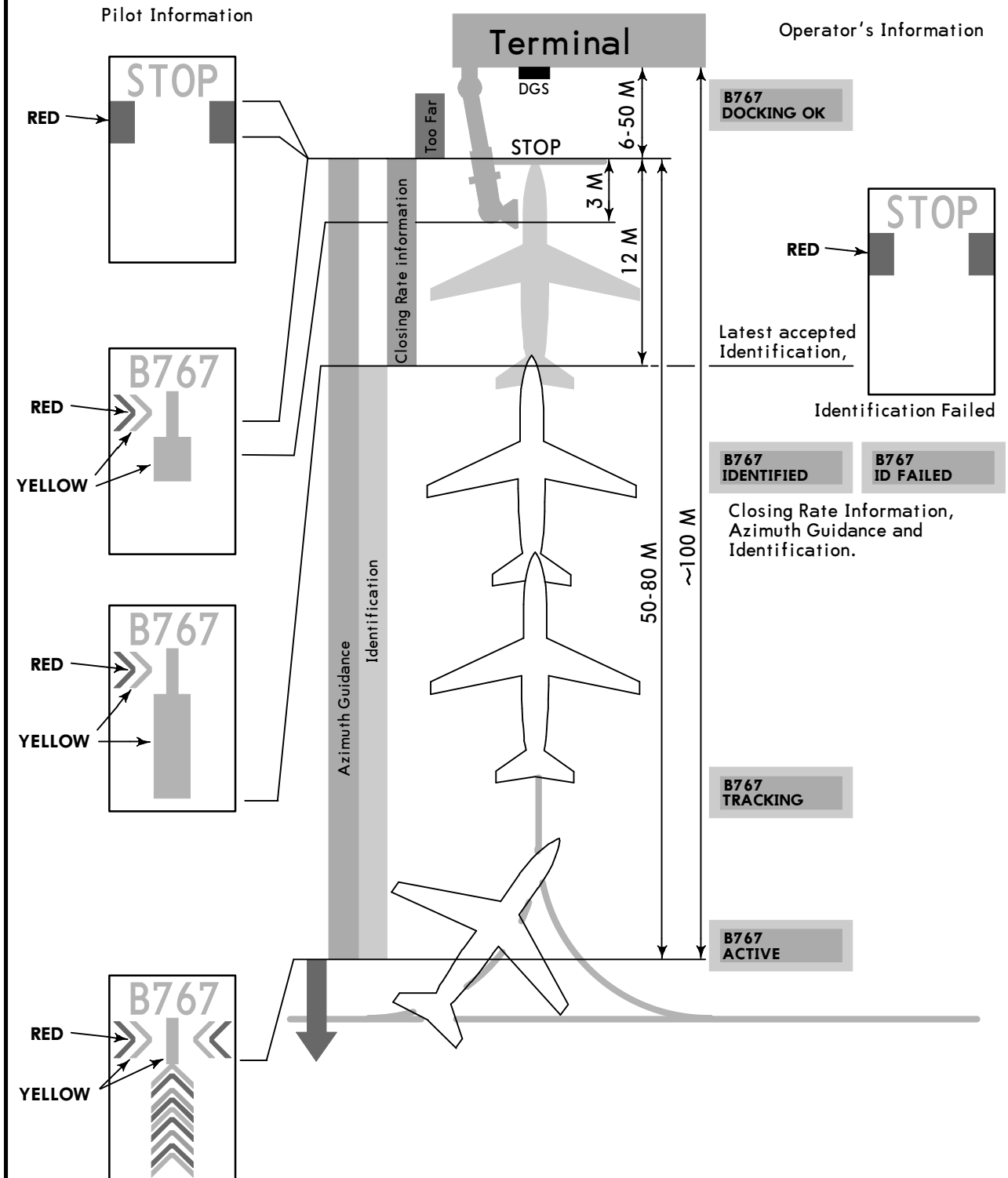
If the aircraft stops in the correct position, "OK" will be displayed after a few seconds.

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

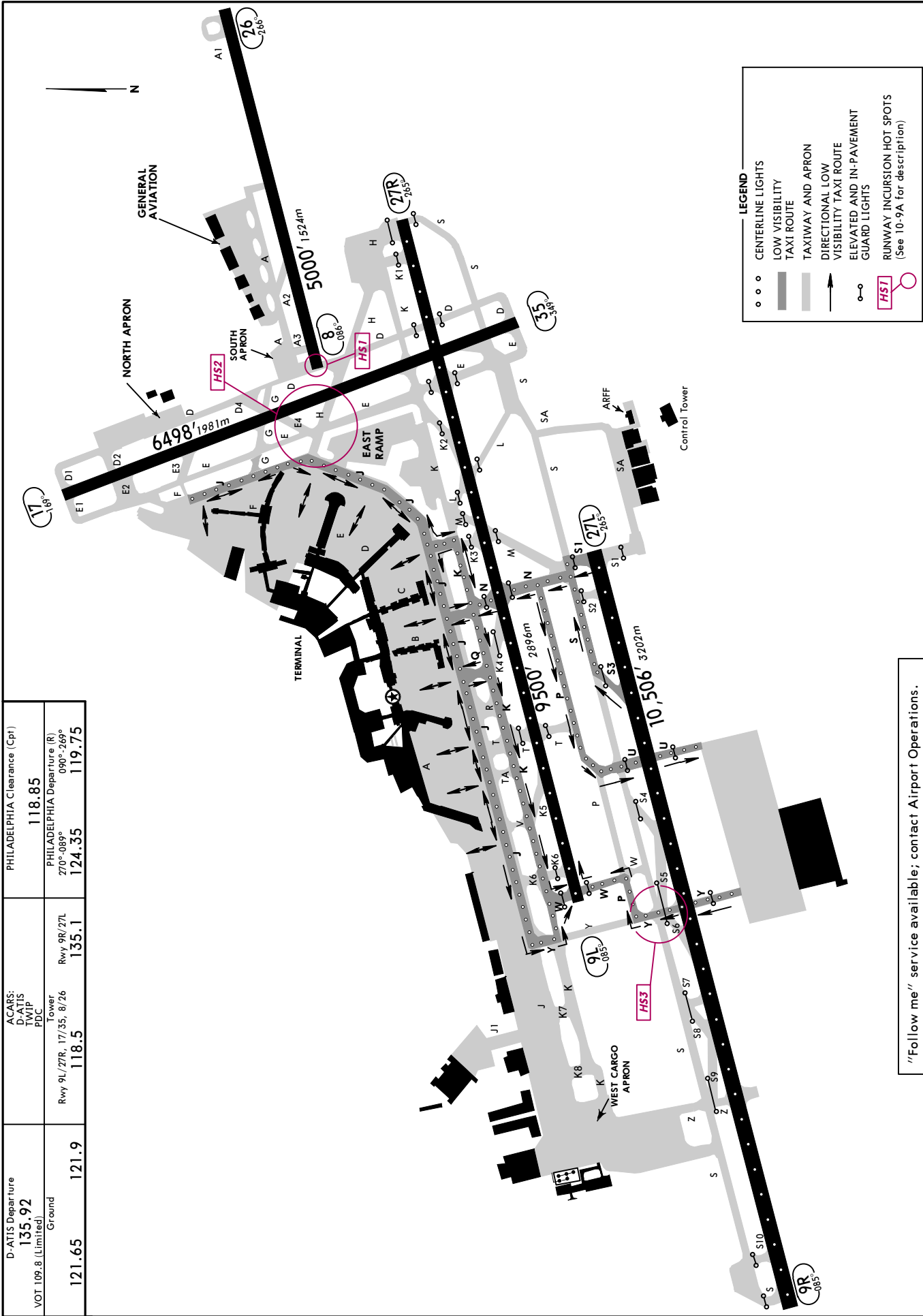
The aircraft type must be verified at least 12 m before the correct stop position. If this does not occur, the system displays "STOP" with two red rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, 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.



SAFEDOCK Type 2 DISTANCES

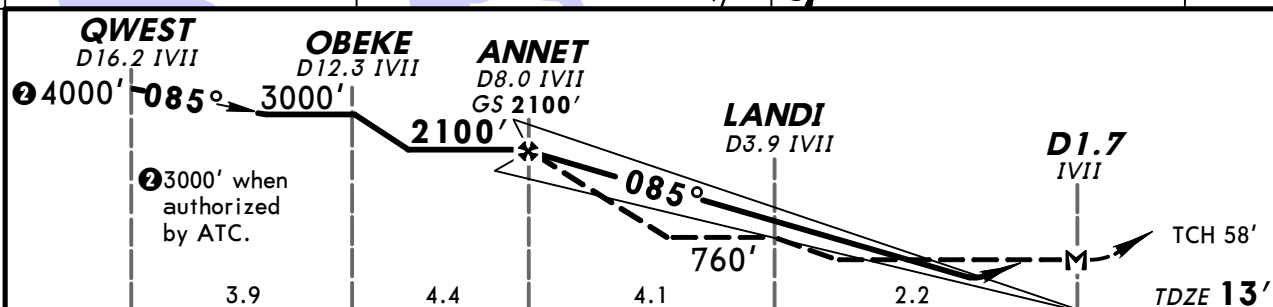
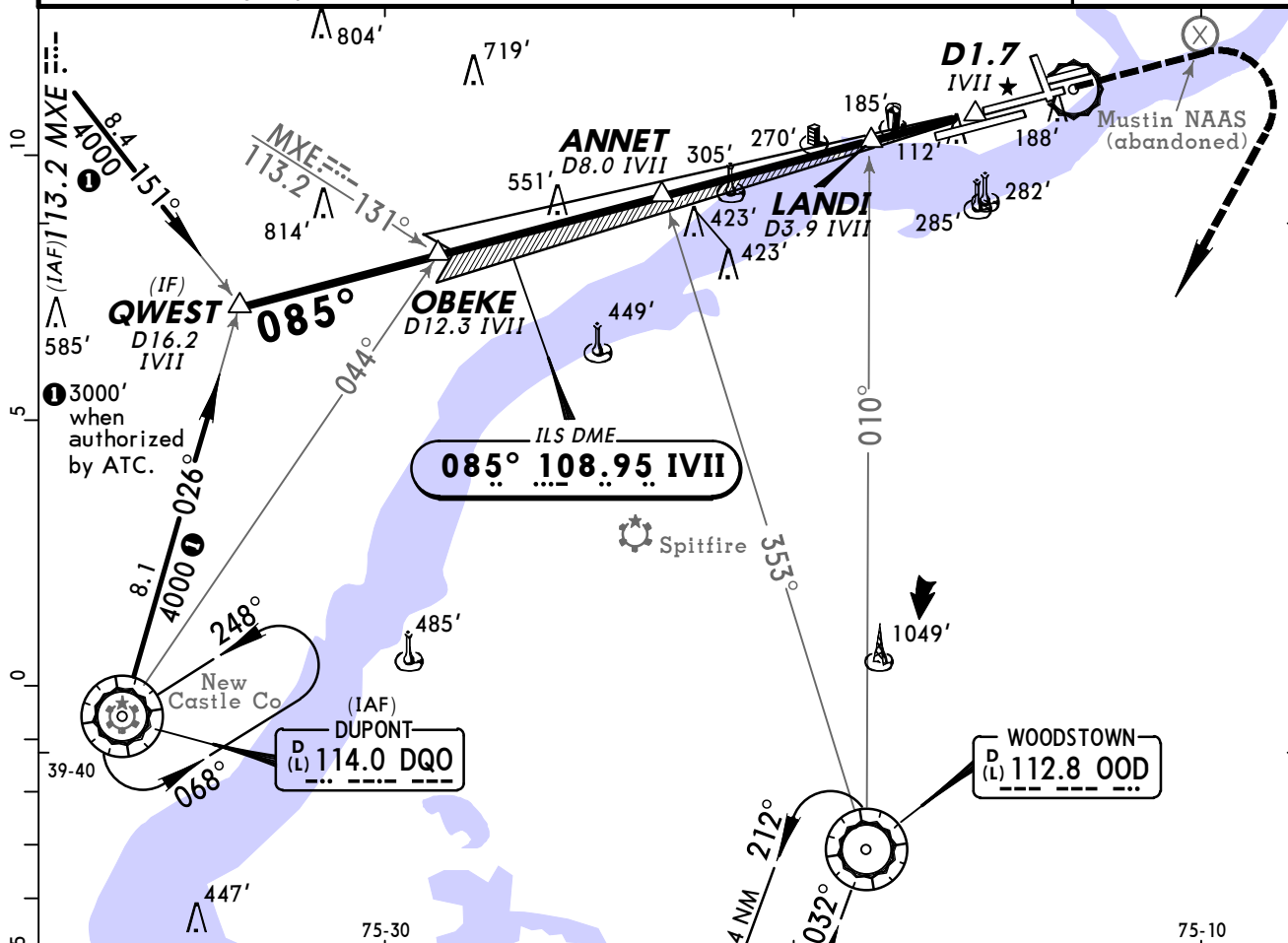


D-ATIS Departure 135.92 VOT 109.8 (Limited)	ACARS: D-ATIS TWIP PDC		PHILADELPHIA Clearance (Cpt)	
	Tower Rwy 9L/27R, 17/35, 8/26		PHILADELPHIA Departure (R) 270°-089° 090°-269°	
121.65	121.9	118.5	135.1	119.75
	Ground			
			124.35	



BRIEFING STRIP™

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 IVII 108.95	Final Apch Crs 085°	GS ANNET 2100' (2087')	ILS DA(H) 213' (200')	Apt Elev 36' TDZE 13'
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'
1. VGSi and ILS glidepath not coincident.				MSA OOD VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR				1500'	3000'	OOD
GS	3.00°	377	484	538	646	753	REIL				↑	RT	112.8
MAP at D1.7 IVII or ANNET to MAP 6.3	5:24	4:12	3:47	3:09	2:42	2:22	PAPI						

STRAIGHT-IN LANDING RWY 9L						CIRCLE-TO-LAND			
ILS		LOC (GS out)		LOC (GS out)		With Landi		Without Landi	
DA(H) 213' (200')		MDA(H) 440' (427')		MDA(H) 760' (747')		Max Kts		MDA(H)	
FULL		With Landi		Without Landi					
RAIL or ALS out		RAIL out		ALS out					
A	RVR 24	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	90	540' (504') - 1	760' (724') - 1	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 40 or 3/4	120	640' (604') - 1	760' (724') - 1 1/4	
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 40 or 3/4	140	640' (604') - 1 3/4	760' (724') - 2 1/4	
D	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 40 or 3/4	165	640' (604') - 2	760' (724') - 2 1/2	

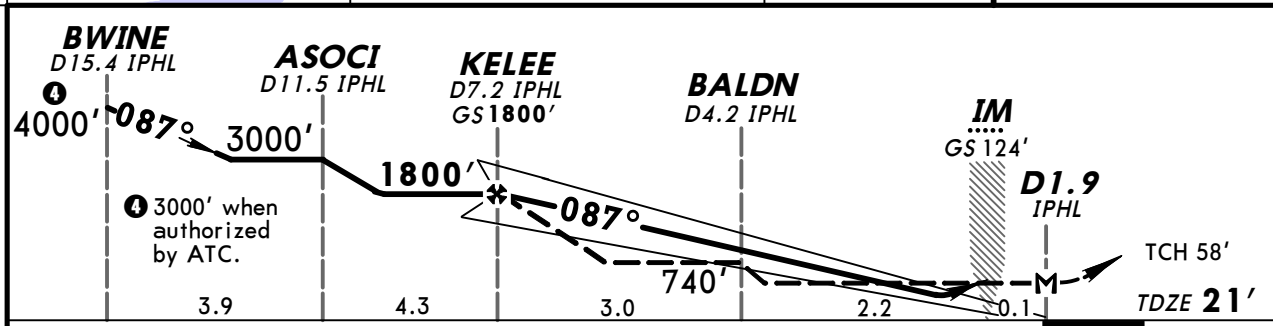
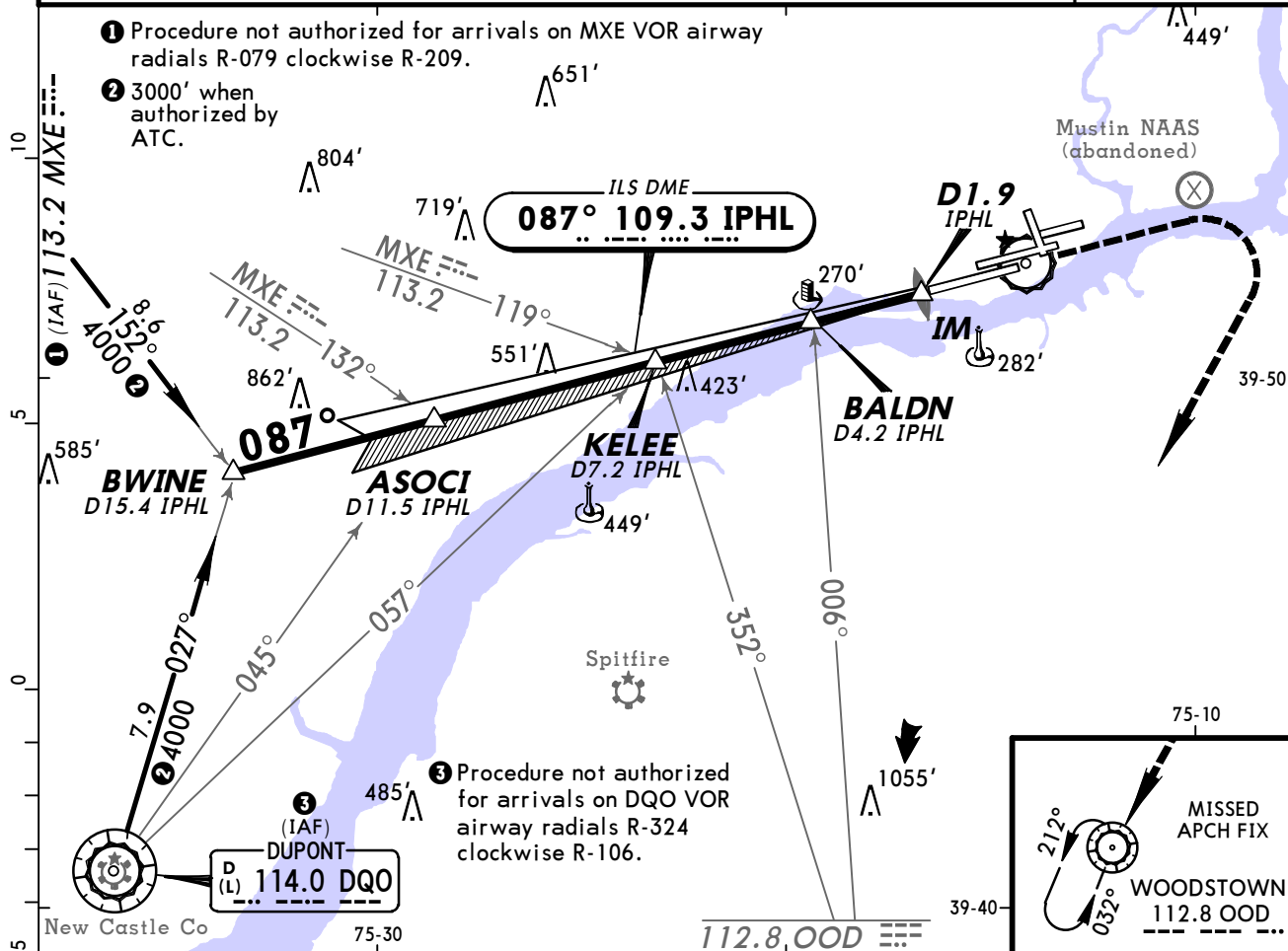
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Charted obstructions, minimums note.

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BRIEFING STRIP™

D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwy 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) 221' (200')
Apt Elev 36' TDZE 21'			2600'
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' direct OOD VOR and hold.			MSA OOD VOR
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'

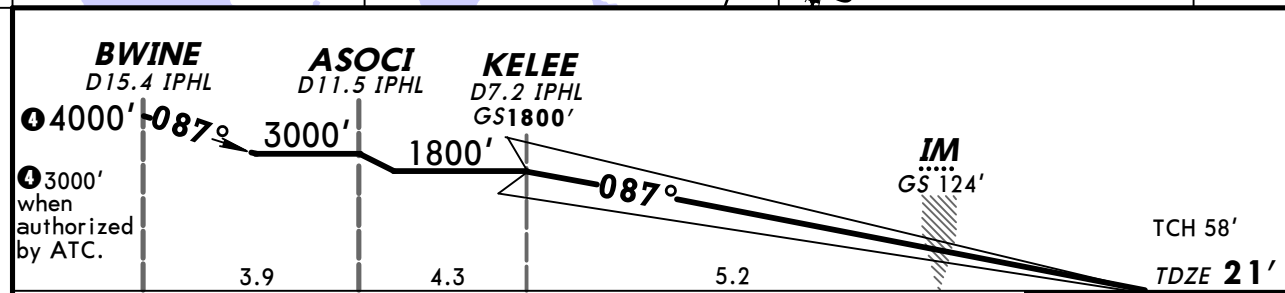
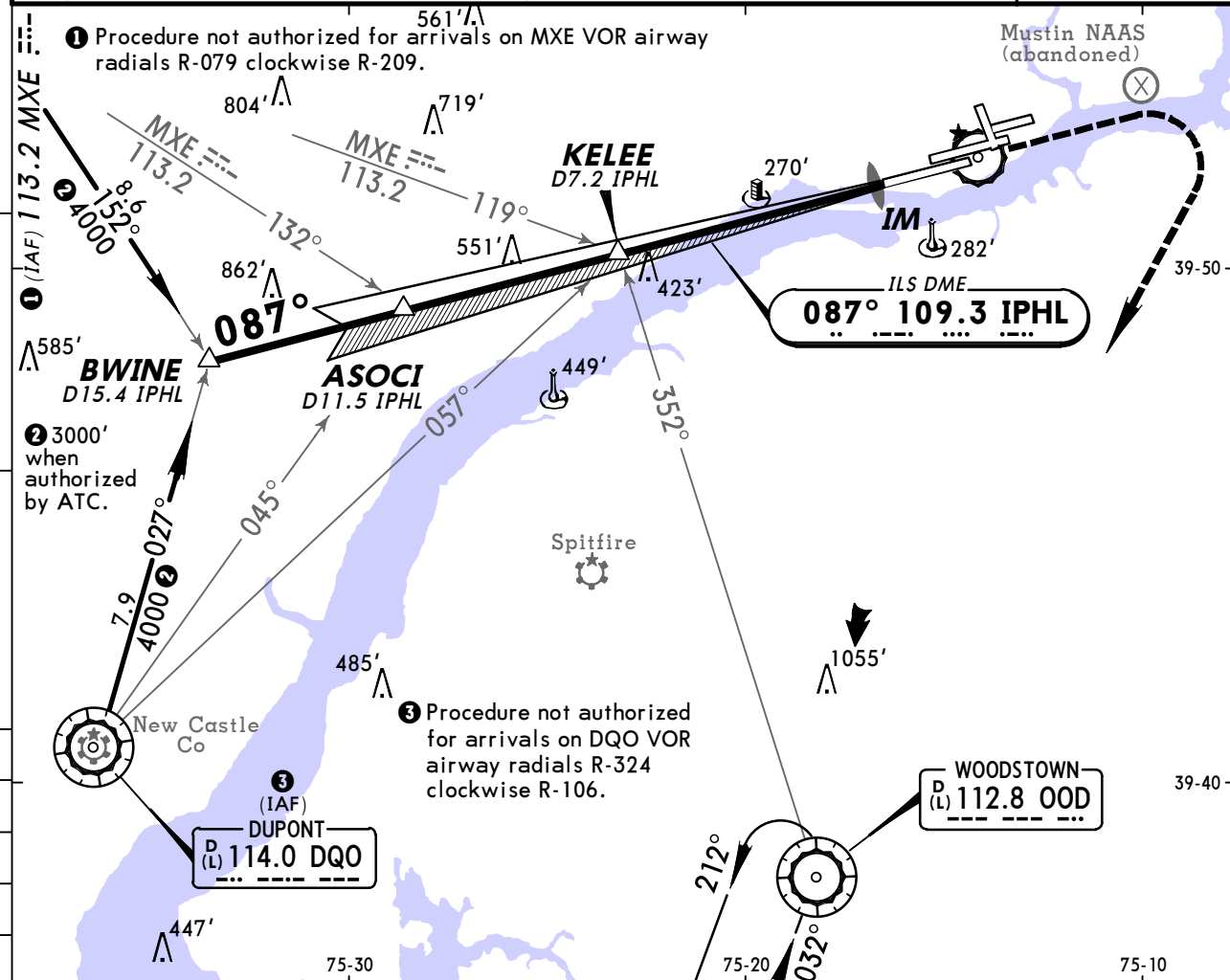


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	OOD
GS	3.00°	372	478	531	637	743	849	↑	RT	112.8
MAP at D1.9 IPHL or KELEE to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59			

STRAIGHT-IN LANDING RWY 9R							CIRCLE-TO-LAND		
ILS DA(H) 221' (200')			LOC (GS out)				With BALDN		Without BALDN
FULL			MDA(H) 580' (559') With BALDN		MDA(H) 740' (719') Without BALDN		Max Kts	MDA(H)	MDA(H)
TDZ or CL out			ALS out		ALS out				
ALS out									
A			RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	90	580' (544') - 1	740' (704') - 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	740' (704') - 2
D							165	640' (604') - 2	740' (704') - 2 1/4

TERPS AMEND 9B 24 JUL 2014

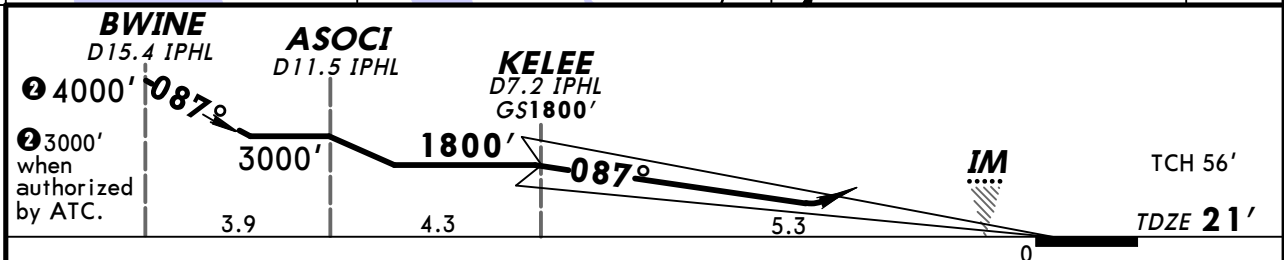
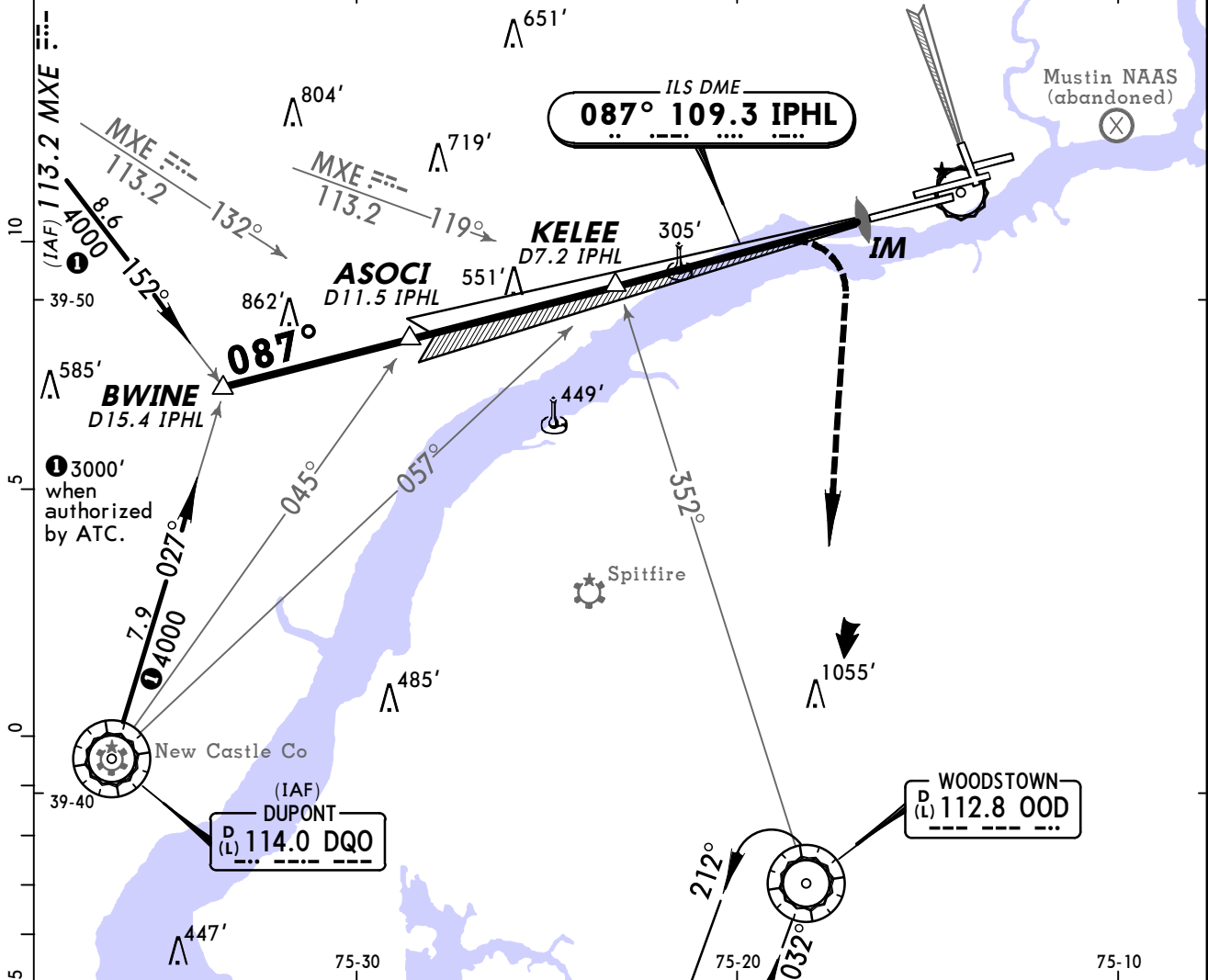
D-ATIS Arrival		PHILADELPHIA Approach (R)		PHILADELPHIA Tower Rwy 9R/27L Rwy 8/26, 9L/27R, 17/35			Ground		
133.4		124.35		135.1		118.5		121.65 121.9	
LOC IPHL	Final Apch Crs	GS KELEE	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA RA 108' DA(H) 121' (100')	CAT II Apt Elev 36' TDZE 21'	2600' MSA OOD VOR		
109.3	087°	1800' (1779')							
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' direct OOD VOR and hold.									
Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	OOD
GS	3.00°	372	478	531	637	743	849	↑	RT	112.8

STRAIGHT-IN LANDING RWY 9R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108' DA(H) 121' (100')
NA	RVR 6	RVR 7	RVR 12

D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwy 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, or as directed by ATC.				2600'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				MSA OOD VOR
1. Simultaneous approach authorized with ILS V Rwy 17 (Converging).				



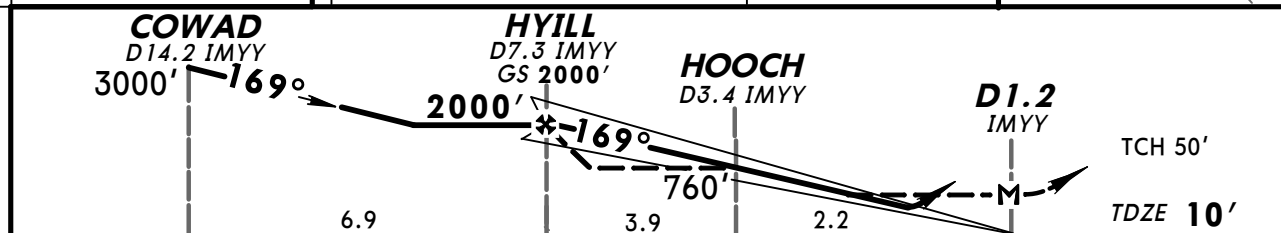
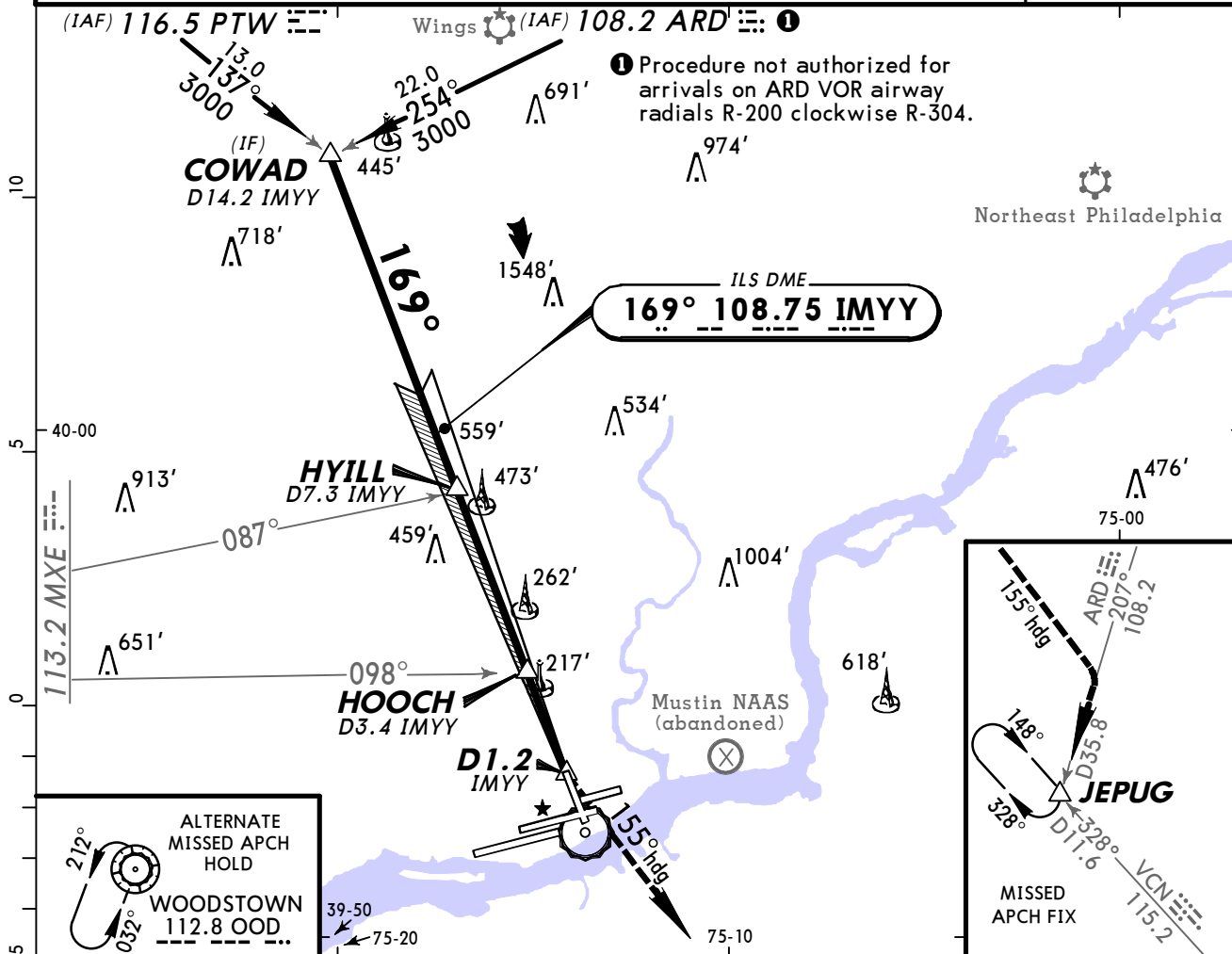
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	RT	OOD
GS	3.00°	372	478	531	637	743	849			112.8

STRAIGHT-IN LANDING RWY9R		
ILS		
DA(H) 620' (599')		
FULL	TDZ or CL out	ALS out

A	1 1/2	
B		
C		
D		

BRIEFING STRIP™

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
LOC IMYY 108.75	Final Apch Crs 169°	GS HYILL 2000' (1990')	ILS DA(H) 260' (250')	Apt Elev 36' TDZE 10'		2600' MSA OOD VOR
MISSED APCH: Climb to 3000' on heading 155° and outbound on ARD VOR R-207 to JEPUG and hold, or as directed by ATC.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Visibility reduction by helicopters not authorized.						



Gnd speed-Kts	70	90	100	120	140	160	MALSFPAPI	3000'	on 155° hdg	ARD 108.2 R-207	JEPUG
GS	3.00°	372	478	531	637	743	849				
MAP at D1.2 IMYY or HYILL to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17				

TERPS 1 STRAIGHT-IN LANDING RWY17						1 CIRCLE-TO-LAND		
ILS		LOC (GS out)		LOC (GS out)		Not Authorized to Rwy 35 at Night Not Authorized to Rwy 9L at Night when VGSI Inop		
DA(H) 260' (250')		MDA(H) 480' (470') With HOOCH		MDA(H) 760' (750') Without HOOCH				
FULL	ALS out		ALS out		ALS out	Max Kts	With HOOCH MDA(H)	Without HOOCH MDA(H)
A		RVR 50 or 1	RVR 55 or 1	RVR 50 or 1	RVR 55 or 1	90	540' (504') - 1	760' (724') - 1
B	RVR 50 or 1			RVR 55 or 1	RVR 60 or 1 1/4	120	640' (604') - 1	760' (724') - 1 1/4
C		RVR 60 or 1 1/8	1 3/8	1 7/8	2	140	640' (604') - 1 3/4	760' (724') - 2
D						165	640' (604') - 2	760' (724') - 2 1/4

1 Not authorized to Rwy 17 at Night when VGSI Inop.

CHANGES: Procedure title, TDZE, minimums.

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TERPS AMEND 8A 24 JUL 2014

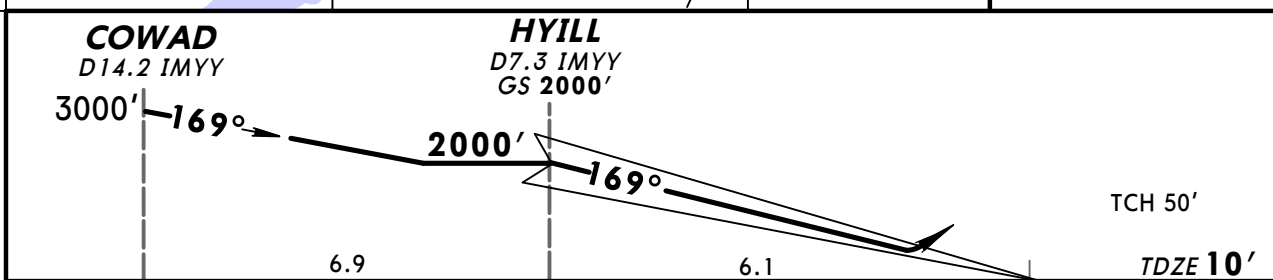
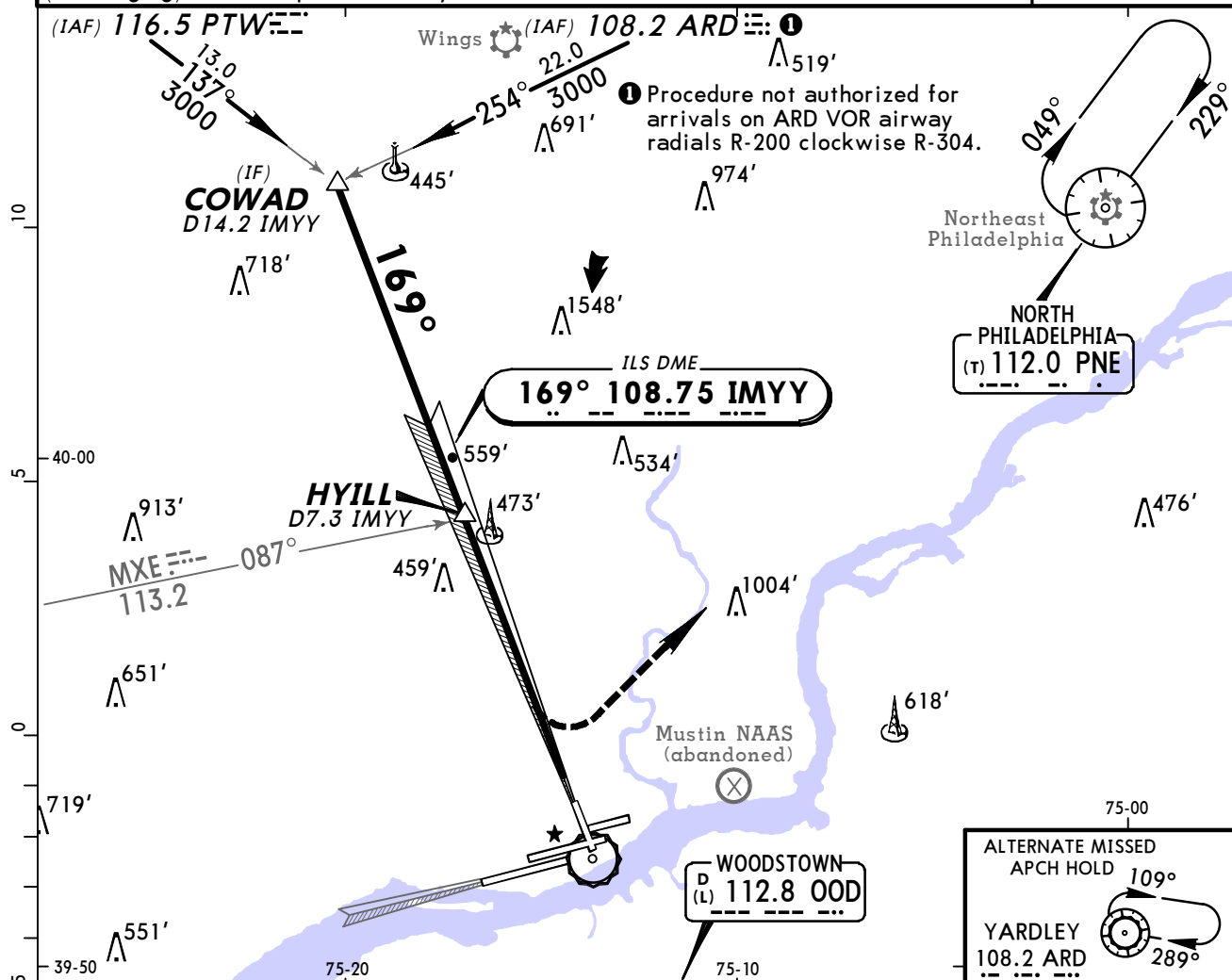
KPHL/PHL PHILADELPHIA INTL

18 JUL 14
Eff 24 Jul

(11-5)

PHILADELPHIA, PA
ILS V Rwy 17 (CONVERGING)

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, or as directed by ATC.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approach authorized with ILS V Rwy 9R (Converging). 3. Helicopter visibility reduction below 1 SM not authorized.			
			2600' MSA OOD VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSF	3000'	PNE
GS	3.00°	372	478	531	637	743	849	LT	112.0

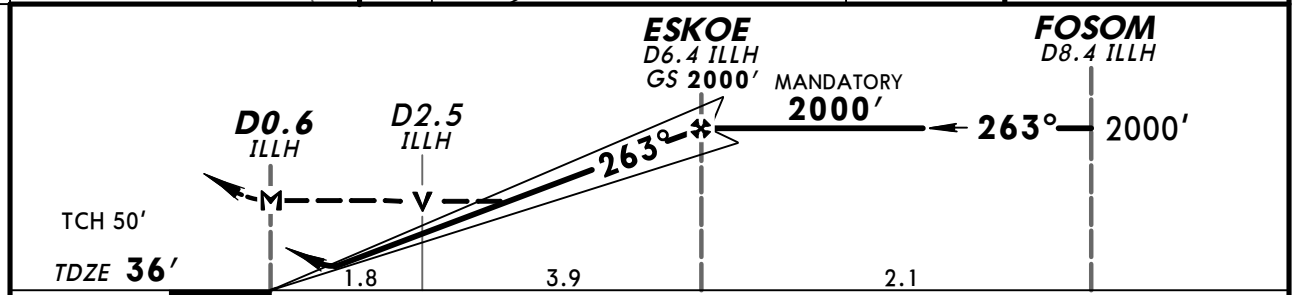
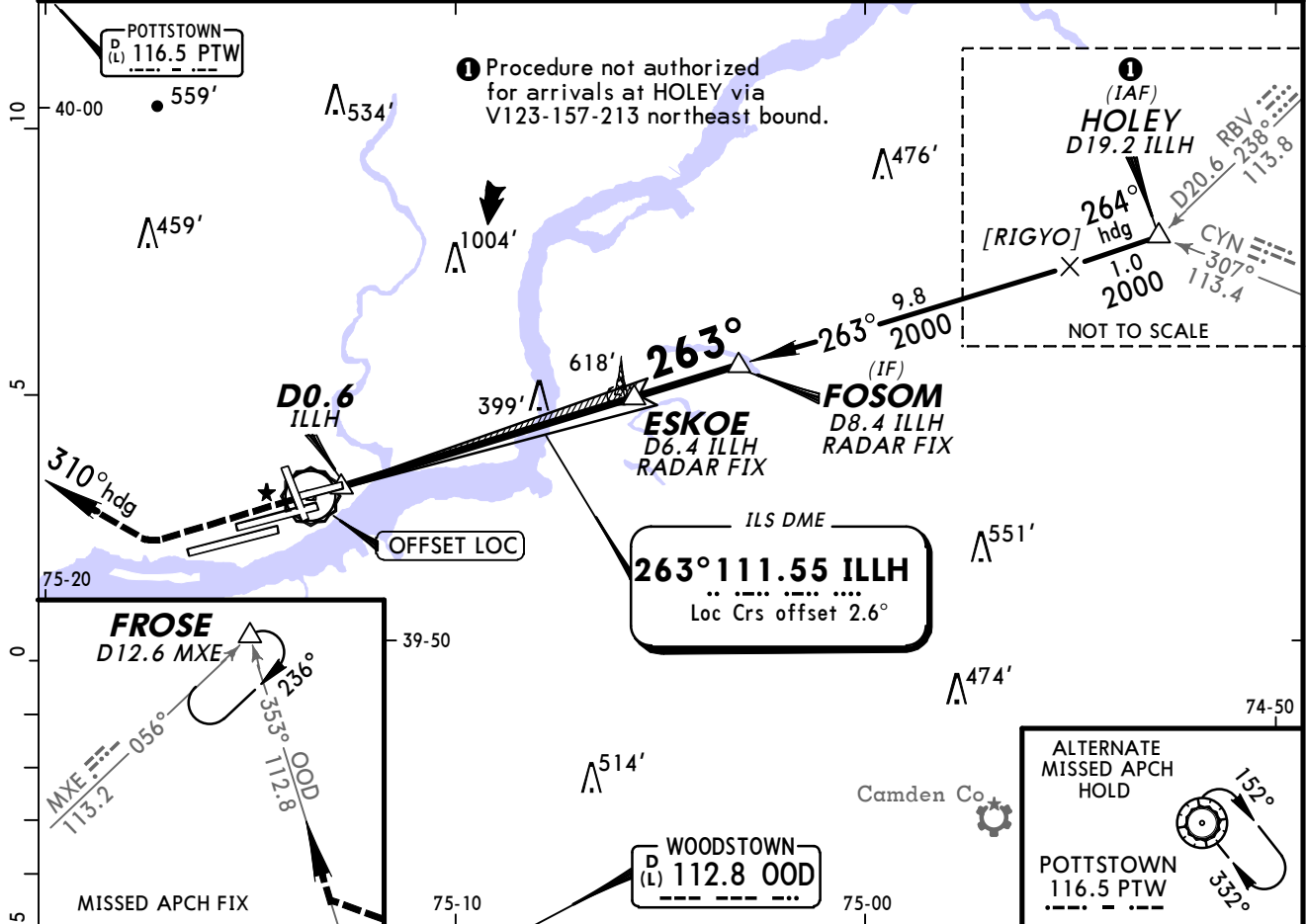
TERPS		STRAIGHT-IN LANDING RWY17	
		ILS	
		Not Authorized at Night when VGSI Inop	
		A,B,C: 632' (622')	
		D: 672' (662')	
		FULL	
		ALS out	
A			
B	1 7/8		2 1/4
C			
D	2		

CHANGES: Procedure title, TDZE, minimums.

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TERPS AMEND 6B 24 JUL 2014

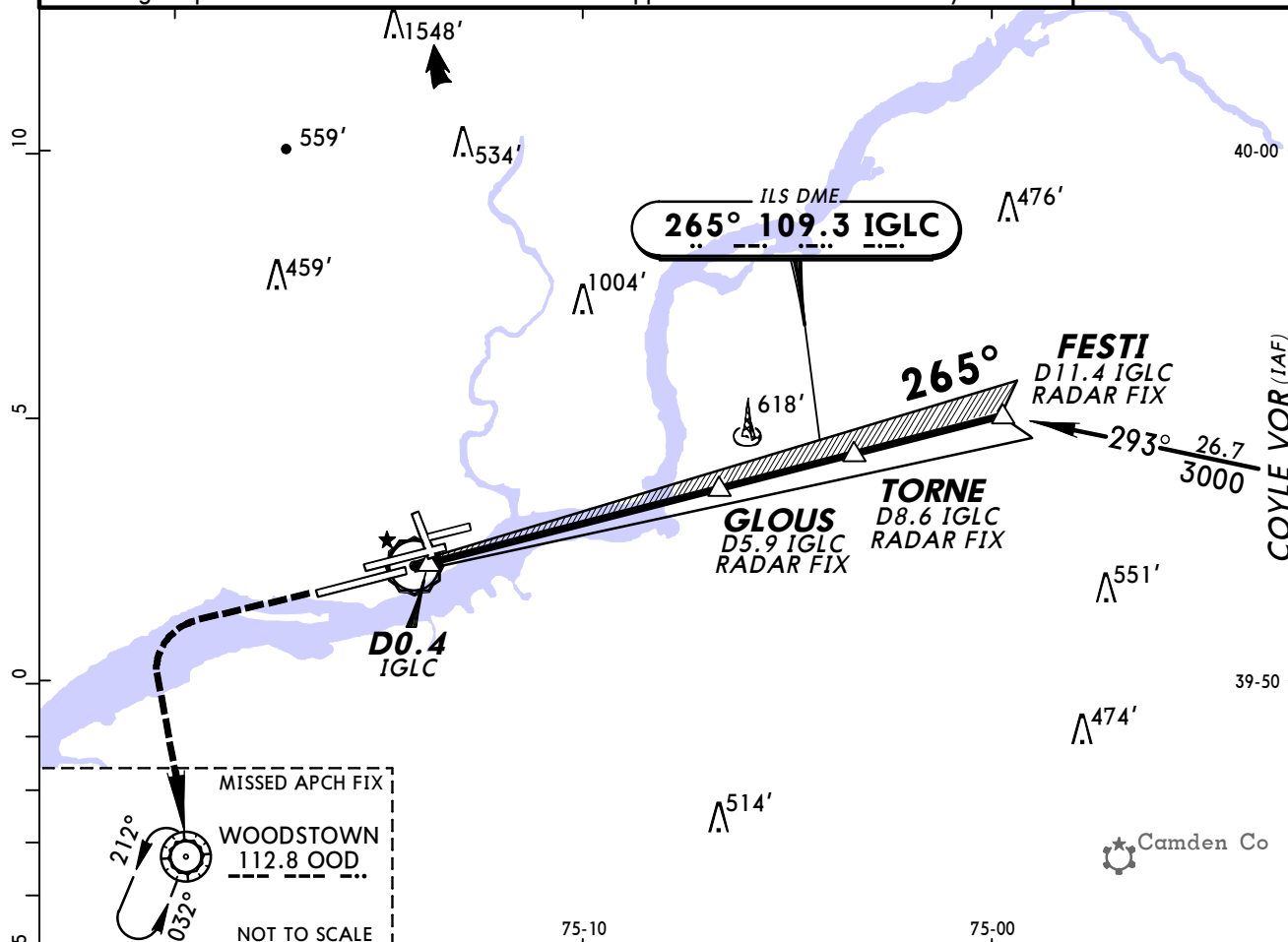
D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35 118.5	Rwy 9R/27L 135.1	Ground 121.65 121.9
LOC ILLH 111.55	Final Apch Crs 263°	GS ESKOE 2000' (1964')	ILS DA(H) 299' (263')	Apt Elev 36' TDZE 36'
MISSED APCH: Climb to 800', then climbing RIGHT turn to 3000' on heading 310° and outbound on OOD VOR R-353 to FROSE INT/D12.6 MXE and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or RADAR required. 2. Simultaneous approach authorized with Rwy 27L. 3. Helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.				
				2600' MSA OOD VOR



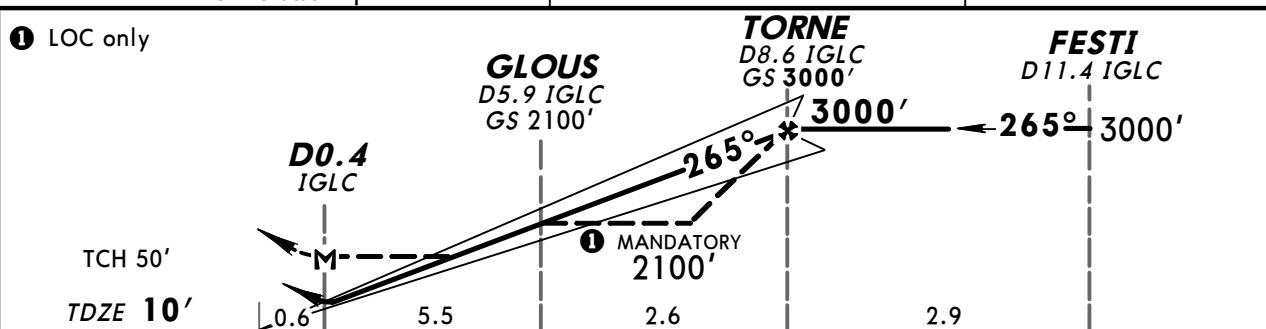
Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	3000'	310°	OOD
GS	3.15°	390	502	557	669	780	PAPI	↑	RT	hdg	112.8
MAP at D0.6 ILLH or ESKOE to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08				R-353

TERPS			STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND		
ILS			LOC (GS out)					
DA(H) 299' (263')			MDA(H) 700 (664')					
FULL	RAIL out	ALS out	RAIL out	ALS out	Max Kts.	MDA(H)		
A					90	700' (664') - 1		
B					120			
C					140	700' (664') - 1 7/8		
D					D	NA		

D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwy 9R/27L 135.1	Rwys 8/26, 9L/27R, 17/35 118.5	Ground 121.65 121.9
LOC IGLC 109.3	Final Aptch Crs 265°	GS TORNE 3000' (2990')	ILS DA(H) 257' (247')	Apt Elev 36' 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 or DME required. 2. ILS unusable from 0.6 NM inbound to threshold. 3. VGSI and ILS glidepath not coincident. 4. Simultaneous approach authorized with Rwy 26.				
				2600' MSA OOD VOR



① LOC only

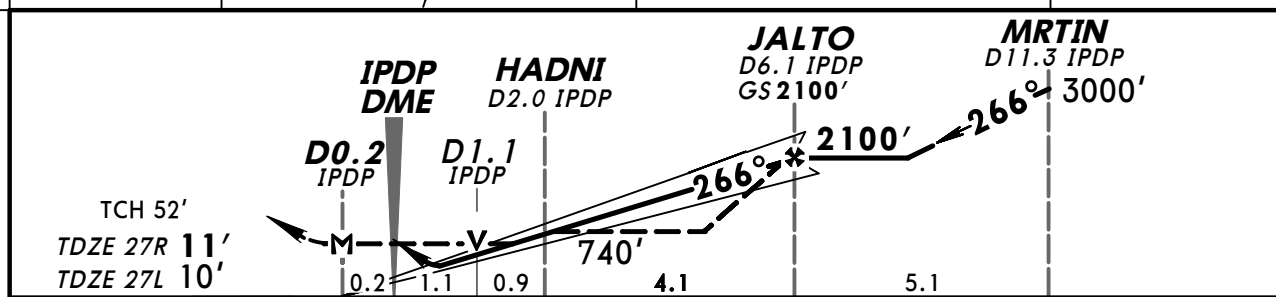
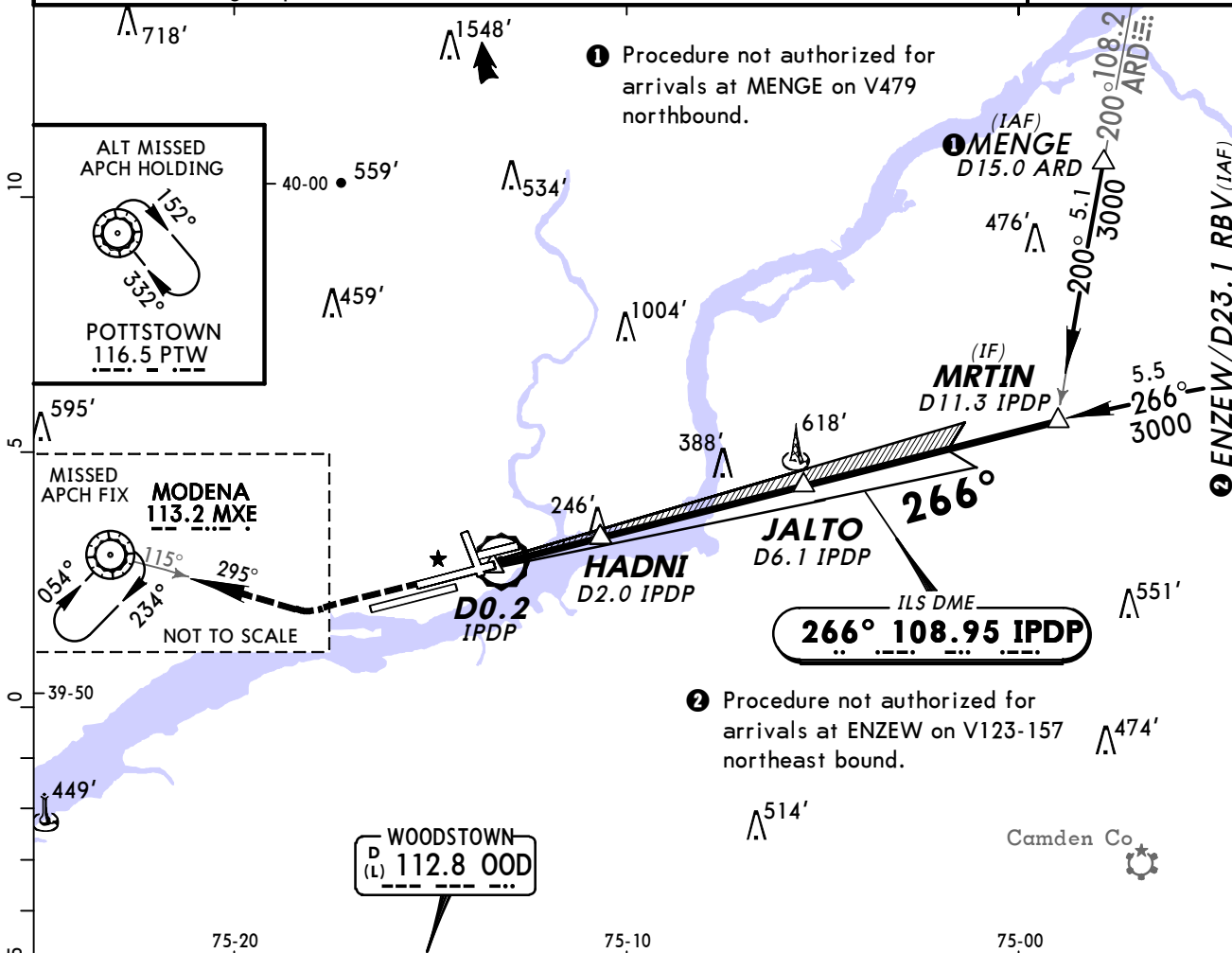


Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	3000'	OOD
GS	3.10°	389	500	556	667	778	PAPI	↑	↩	112.8
MAP at D0.4 IGLC or TORNE to MAP	8.1	6:57	5:24	4:52	4:03	3:28	3:02			

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	Max Kts	MDA(H)	
A		RVR 24 or 1/2	RVR 40 or 3/4	90	660'(624')-1	
B		RVR 60 or 1 1/4	1 3/4	120	660'(624')-1 3/4	
C	RVR 24 or 1/2	RVR 40 or 3/4	2	140	660'(624')-2	
D				165		

BRIEFING STRIP™

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
LOC IPDP 108.95	Final Apch Crs 266°	GS JALTO 2100' (2089')	ILS DA(H) 211' (200')	Apt Elev 36' TDZE 11'	2600' MSA OOD VOR
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.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	3000'	MXE	MXE
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	113.2	113.2
MAP at D0.2 IPDP or JALTO to MAP	6.3	5:24	4:12	3:47	3:09	2:42					

TERPS			STRAIGHT-IN LANDING RWY27R			SIDESTEP LANDING RWY 27L			CIRCLE-TO-LAND		
ILS			LOC (GS out)			MDA(H) 500' (490')			MDA(H)		
DA(H) 211' (200')			MDA(H) 500' (489')			MDA(H) 500' (490')			MDA(H)		
FULL	RAIL or ALS out		RAIL out	ALS out		RAIL or ALS out			Max Kts		
A			RVR 24	RVR 40	RVR 55	1			90	540' (504') - 1	
B			or 1/2	or 3/4	or 1				120	640' (604') - 1	
C	RVR 24 or 1/2	RVR 40 or 3/4				1 1/2			140	640' (604') - 1 3/4	
D			RVR 50 or 1	RVR 60 or 1 1/8	1 3/8	2			165	640' (604') - 2	

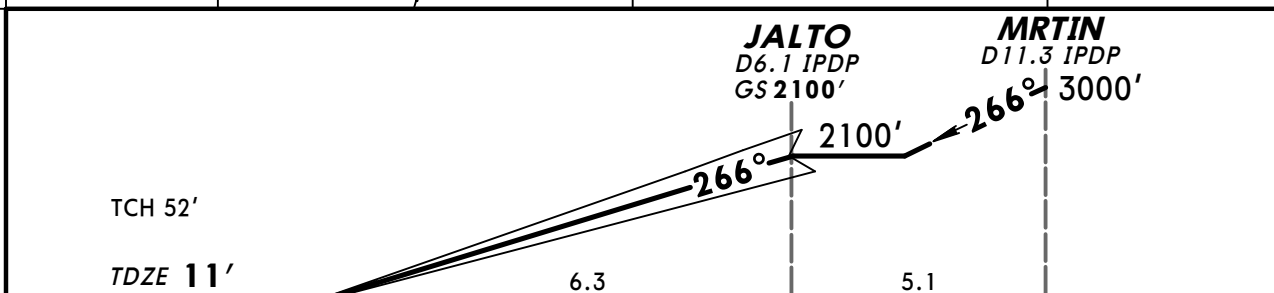
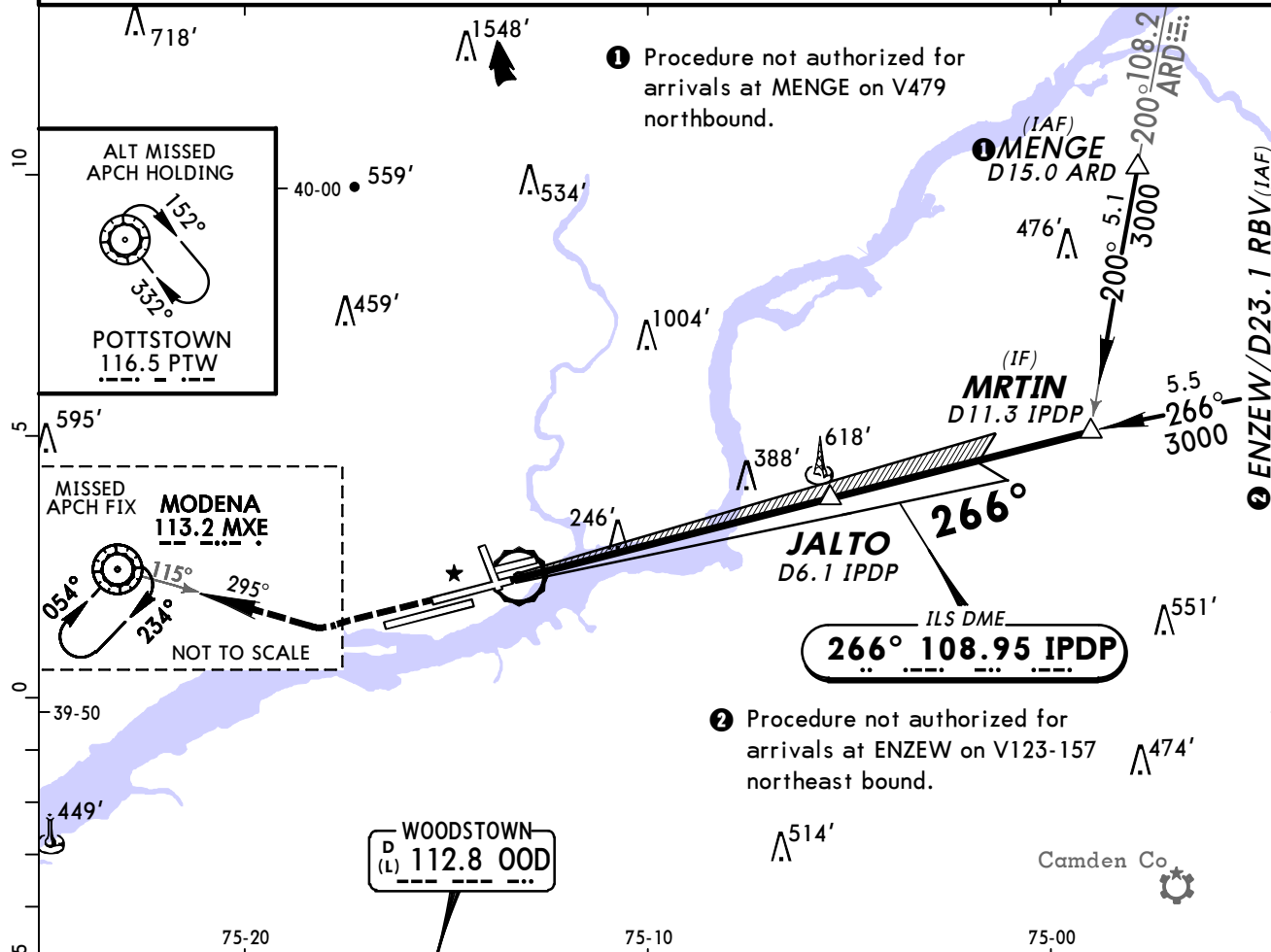
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Chart reissued.

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TERPS AMEND 10F 29 MAY 2014

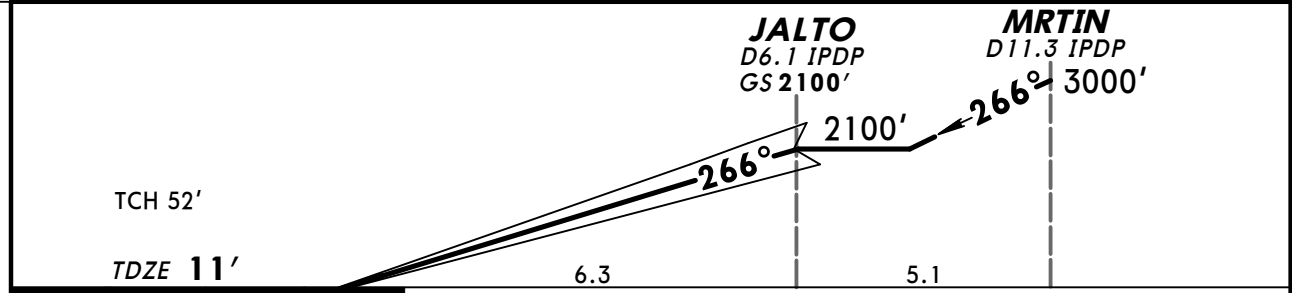
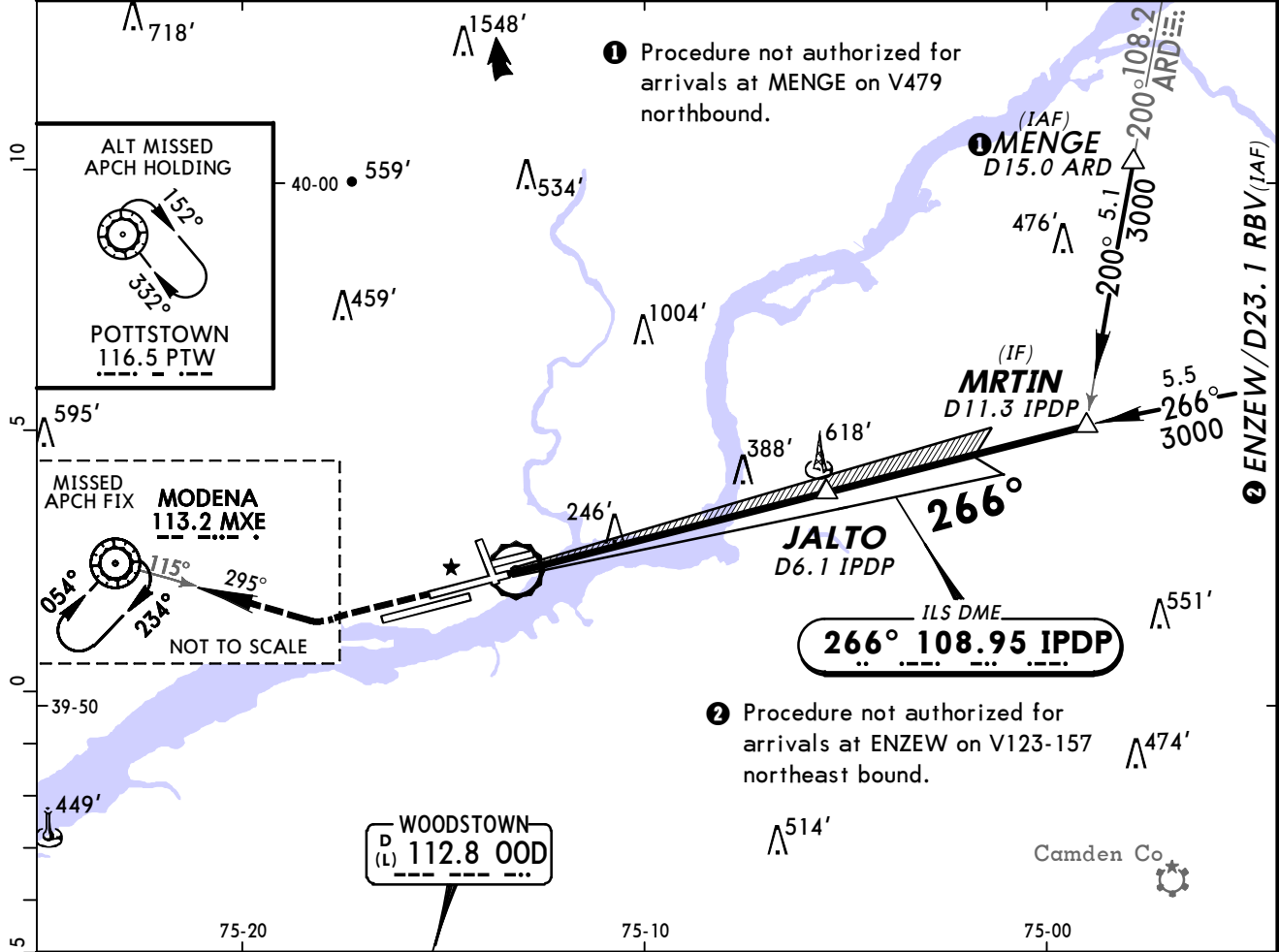
D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35 Rwy 9R/27L 118.5 135.1	Ground 121.65 121.9
LOC IPDP 108.95	Final Apch Crs 266°	GS JALTO 2100' (2089')	SA CAT I ILS RA 157' DA(H)161' (150')
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' 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	MALSR	1500'	3000'	MXE	MXE
GS	3.00°	372	478	531	637	743	849	PAPI	↑	via	113.2
									RT	R-115	113.2

TERPS	STRAIGHT-IN LANDING RWY 27R
	1 SA CAT I ILS RA 157' DA(H) 161' (150')
	RVR 14
	1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

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				
LOC IPDP 108.95		Final Apch Crs 266°		GS JALTO 2100' (2089')		SA CAT II ILS RA 102' DA(H)111' (100')		Apt Elev 36' TDZE 11'		2600' MSA OOD VOR
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.										

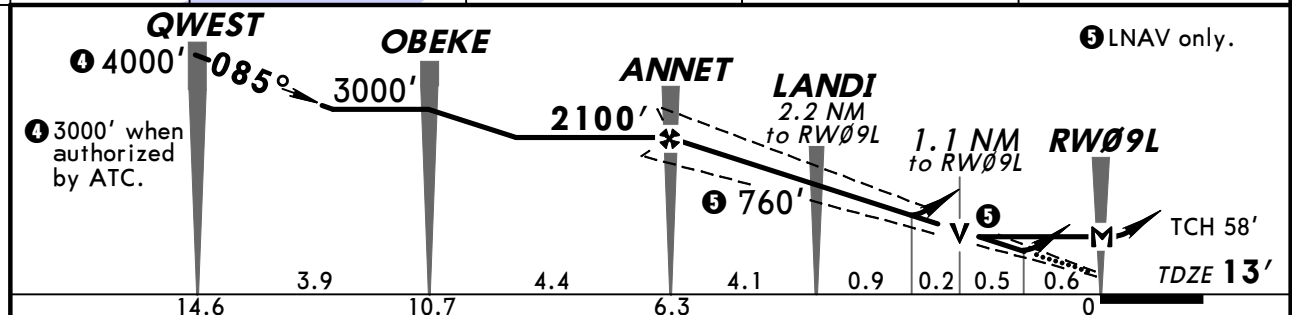
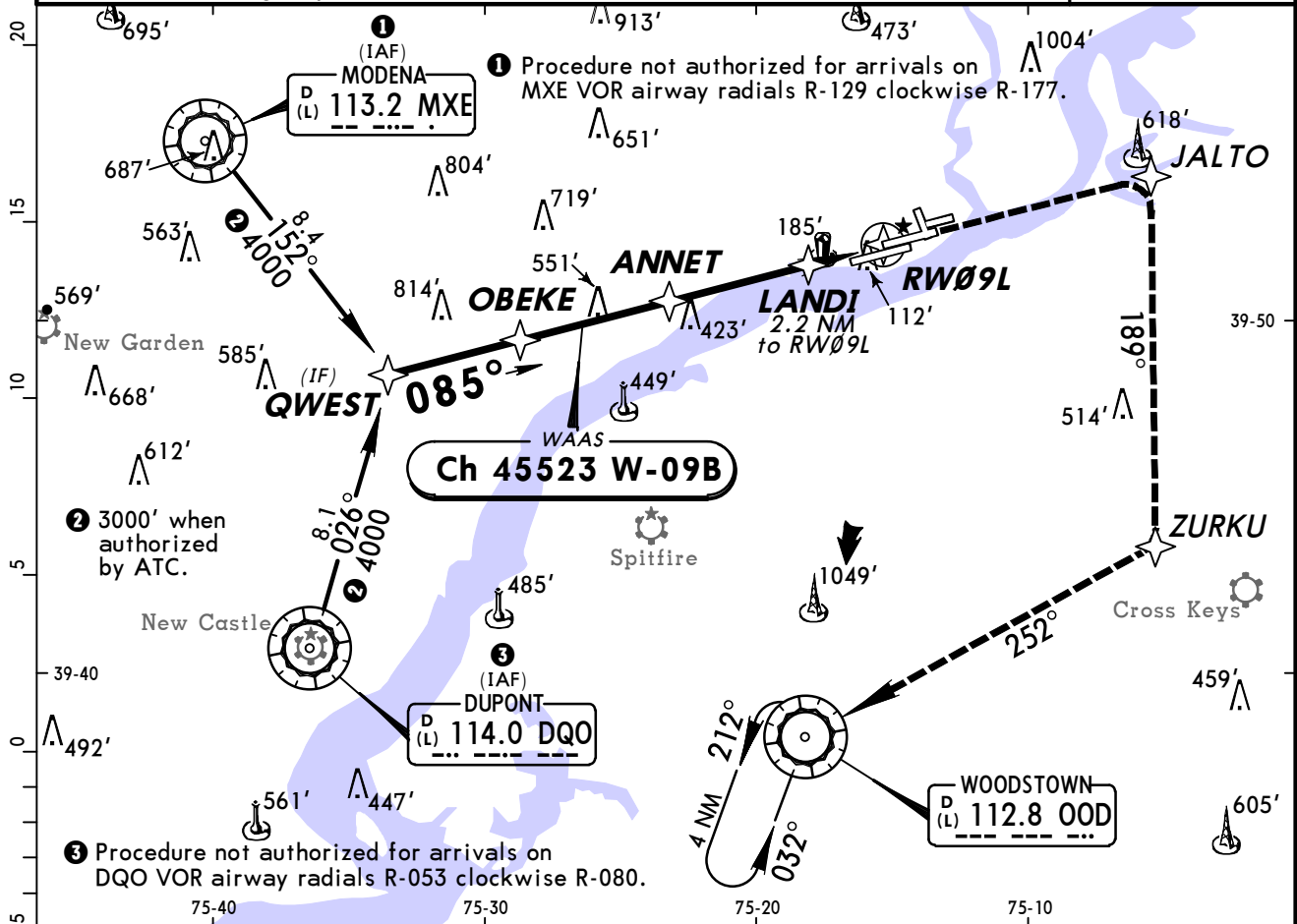


Gnd speed-Kts	70	90	100	120	140	160	MALSR		1500'	3000'	MXE	
GS	3.00°	372	478	531	637	743	PAPI		↑	↪ RT	via 113.2 R-115	113.2

TERPS	STRAIGHT-IN LANDING RWY 27R	
	1 SA CAT II ILS	
	RA 102'	
	DA(H) 111' (100')	
RVR 12		
1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.		

TERPS AMEND 10F 29 MAY 2014

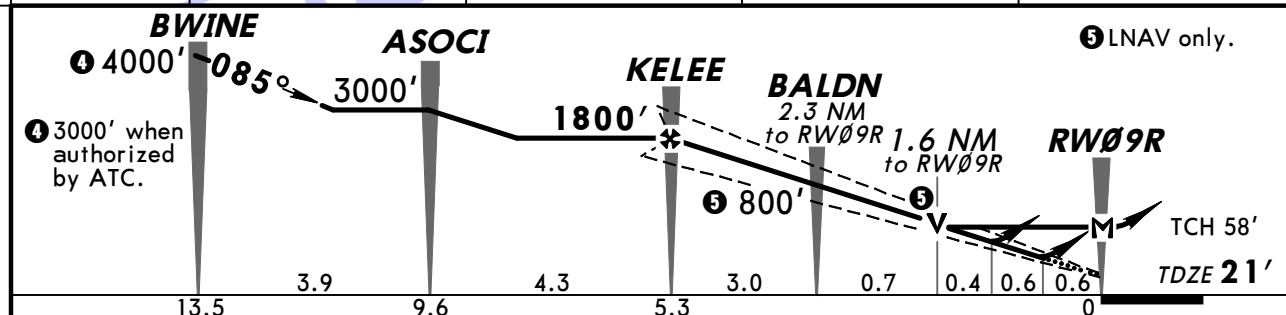
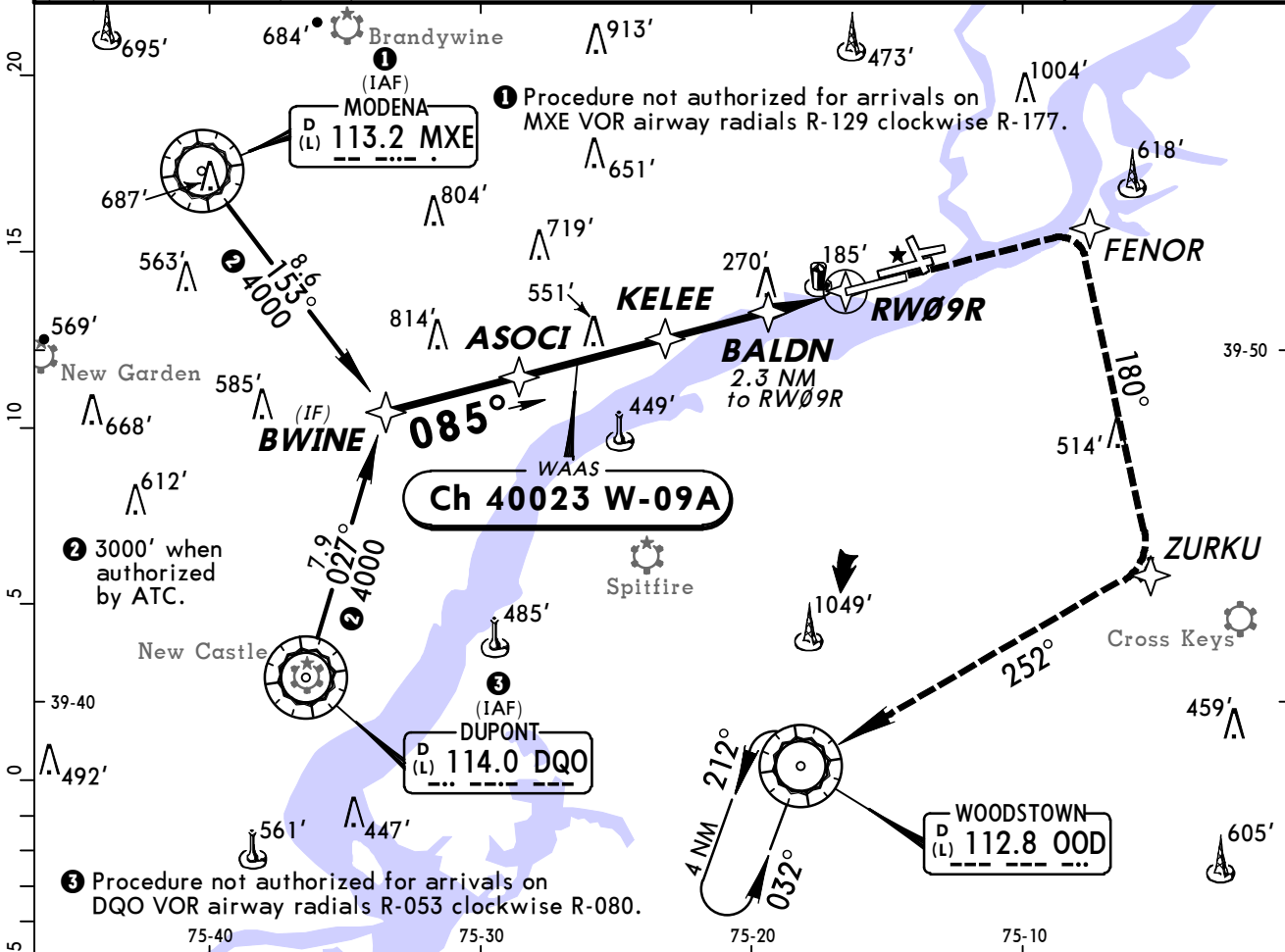
D-ATIS Arrival		PHILADELPHIA Approach (R)		PHILADELPHIA Tower		Ground	
133.4		124.35		Rwy 8/26, 9L/27R, 17/35		Rwy 9R/27L	
118.5		135.1		121.65		121.9	
WAAS Ch 45523 W-09B		Final Apch Crs 085°	Minimum Alt ANNET 2100' (2087')	LPV DA(H) 263' (250')	Apt Elev 36' TDZE 13'		2600' MSA RW09L
MISSED APCH: Climb to 3000' direct JALTO and RIGHT turn via 189° track to ZURKU and via 252° track to OOD VOR and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI 3000' JALTO
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW09L							

STRAIGHT-IN LANDING RWY 9L						CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 263' (250')		DA(H) 471' (458')		MDA(H) 440' (427')			
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out		
A				RVR 24	RVR 40	90	540' (504') - 1
B				or 1/2	or 3/4	120	640' (604') - 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 60 or 1 1/4	140	640' (604') - 1 3/4
D				RVR 50 or 1	1 1/2	165	640' (604') - 2

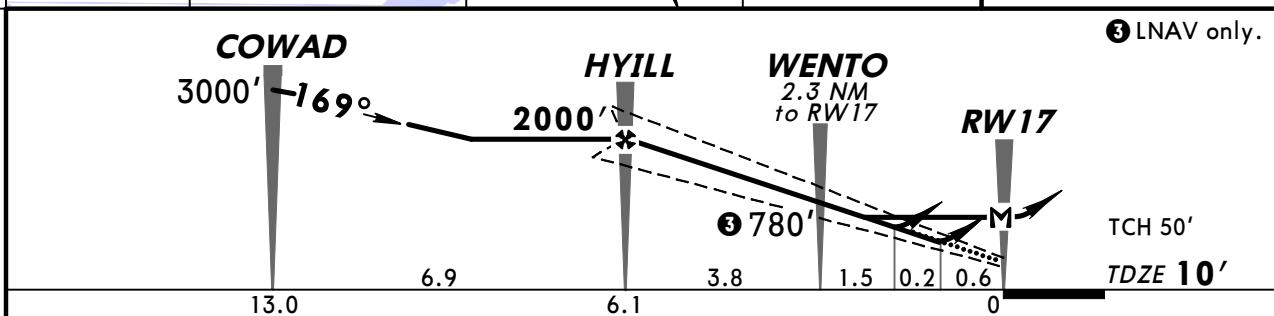
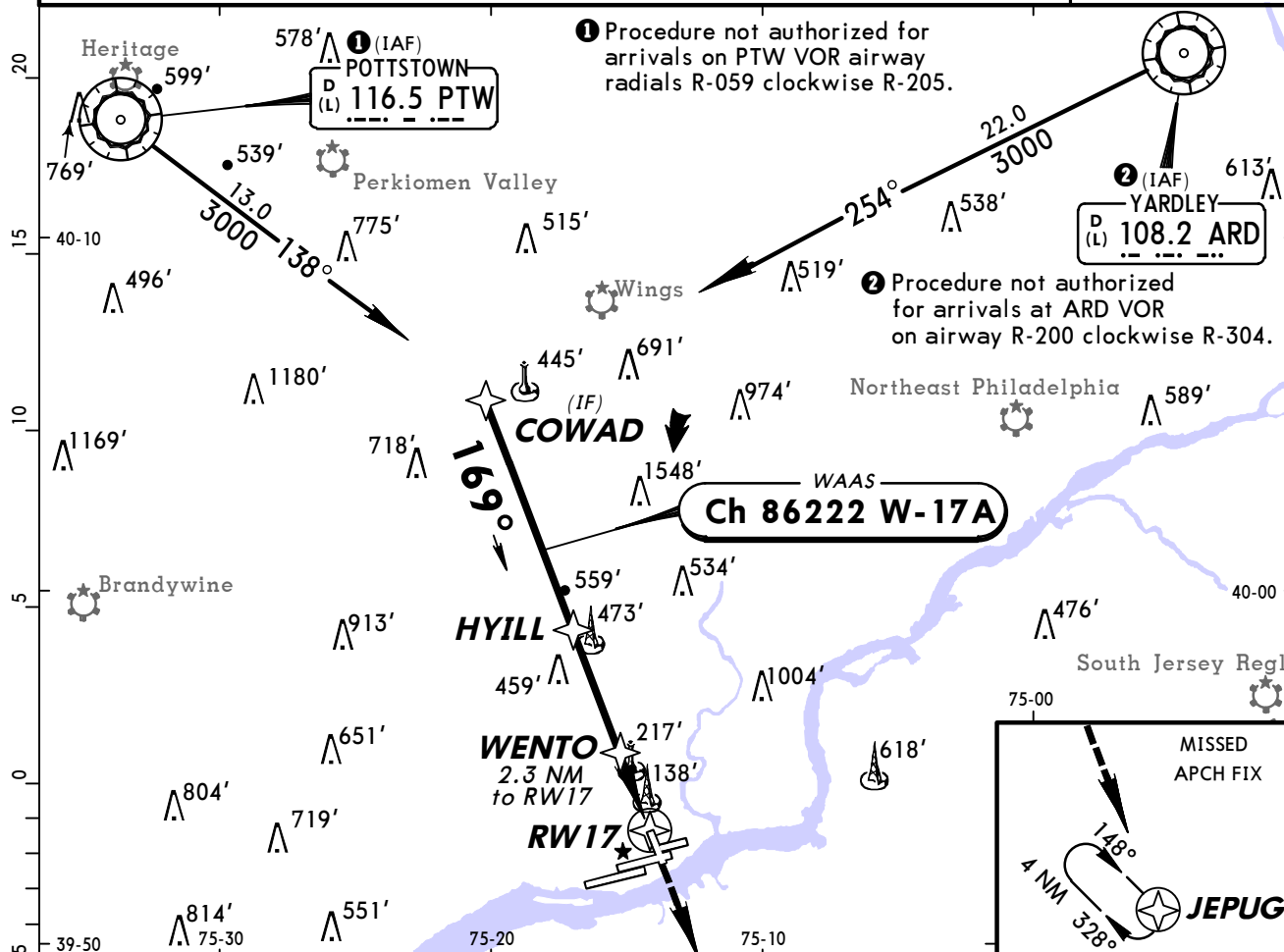
D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwy 9R/27L Rwy 8/26, 9L/27R, 17/35 135.1 118.5	Ground 121.65 121.9
WAAS Ch 40023 W-09A	Final Aptch Crs 085°	Minimum Alt KELEE 1800' (1779')	LPV DA(H) 271' (250')
Apt Elev 36' TDZE 21'			
MISSED APCH: Climb to 3000' direct FENOR 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.			
2600' MSA RW09R			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	→	FENOR
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW09R										

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

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
WAAS Ch 86222 W-17A	Final Apch Crs 169°	Minimum Alt HYILL 2000' (1990')	LPV DA(H) 260' (250')	Apt Elev 36' 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-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 3. Visibility reduction by helicopters not authorized.				
				2600' MSA RW17



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW17										

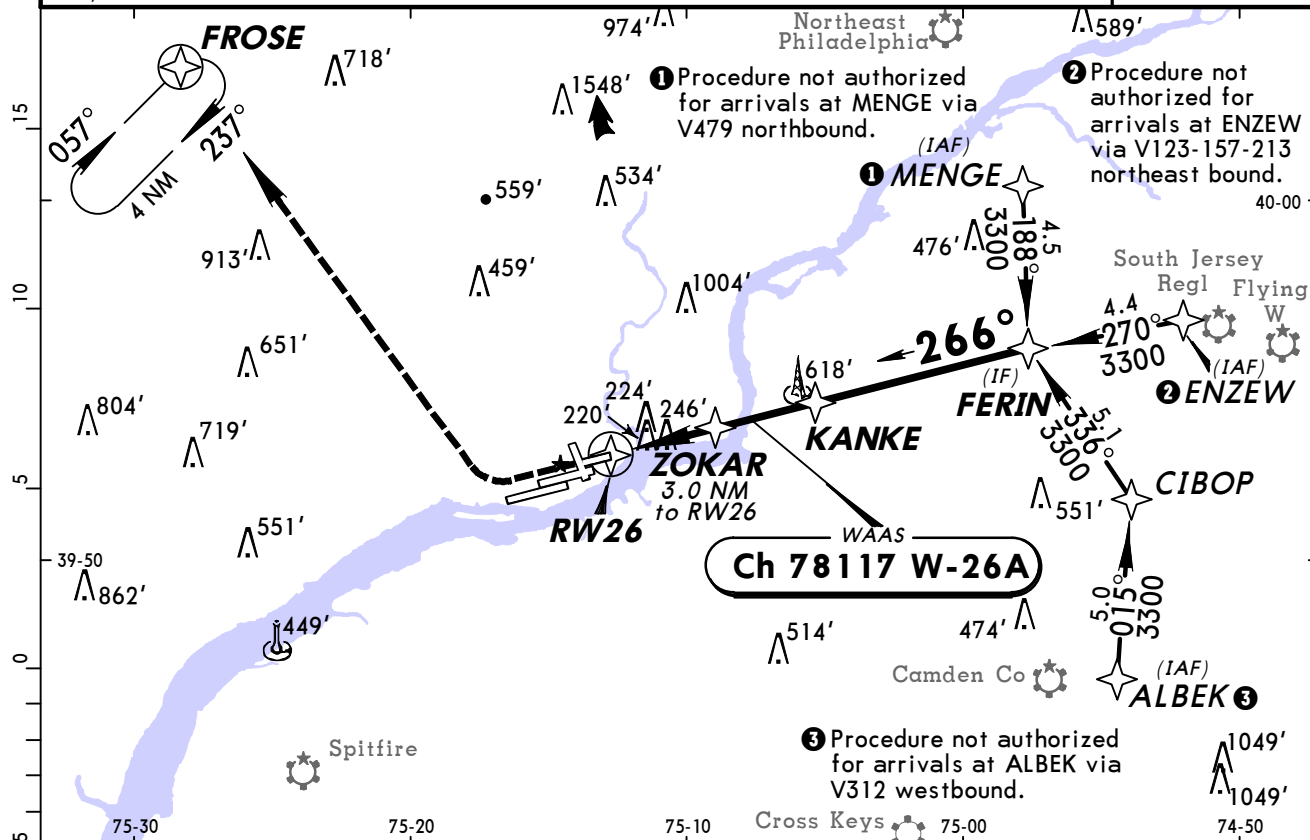
TERPS				1 STRAIGHT-IN LANDING RWY 17		1 CIRCLE-TO-LAND	
LPV DA(H) 260' (250')		LNAV/VNAV DA(H) 301' (291')		LNAV MDA(H) 480' (470')		Not Authorized to Rwy 9L at Night when VGSI Inop Not Authorized to Rwy 35 at Night MDA(H)	
ALS out		ALS out		ALS out		Max Kts	
RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 55 or 1	90	540' (504') - 1
						120	640' (604') - 1
						140	640' (604') - 1 3/4
						165	640' (604') - 2

1 Not authorized to Rwy 17 at Night when VGSI Inop.

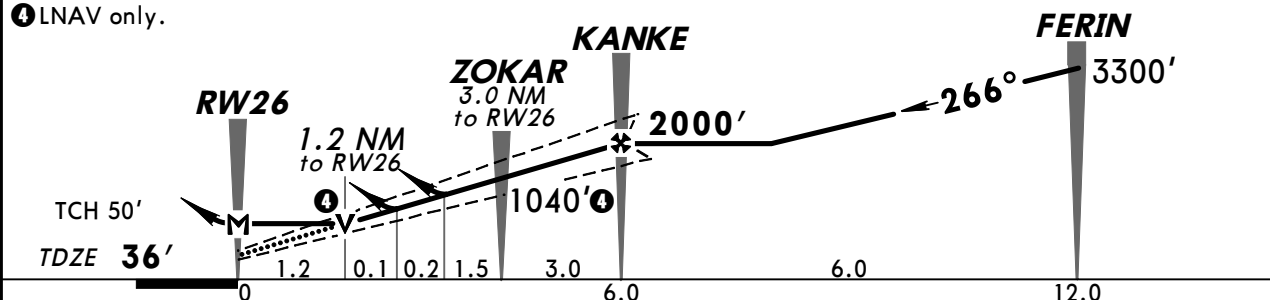
CHANGES: None.

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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
WAAS Ch 78117 W-26A	Final Apch Crs 266°	Minimum Alt KANKE 2000' (1964')	LNAV MDA(H) 500' (464')	Apt Elev 36' TDZE 36'
MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct FROSE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C (13°F) or above 43°C (109°F). 3. Simultaneous approach authorized with Rwy 27L. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. Helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.				
2600' MSA RW26				



④ LNAV only.

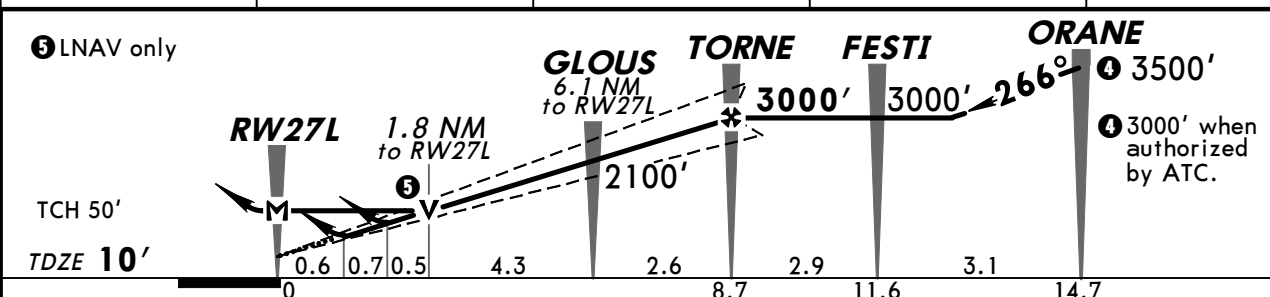
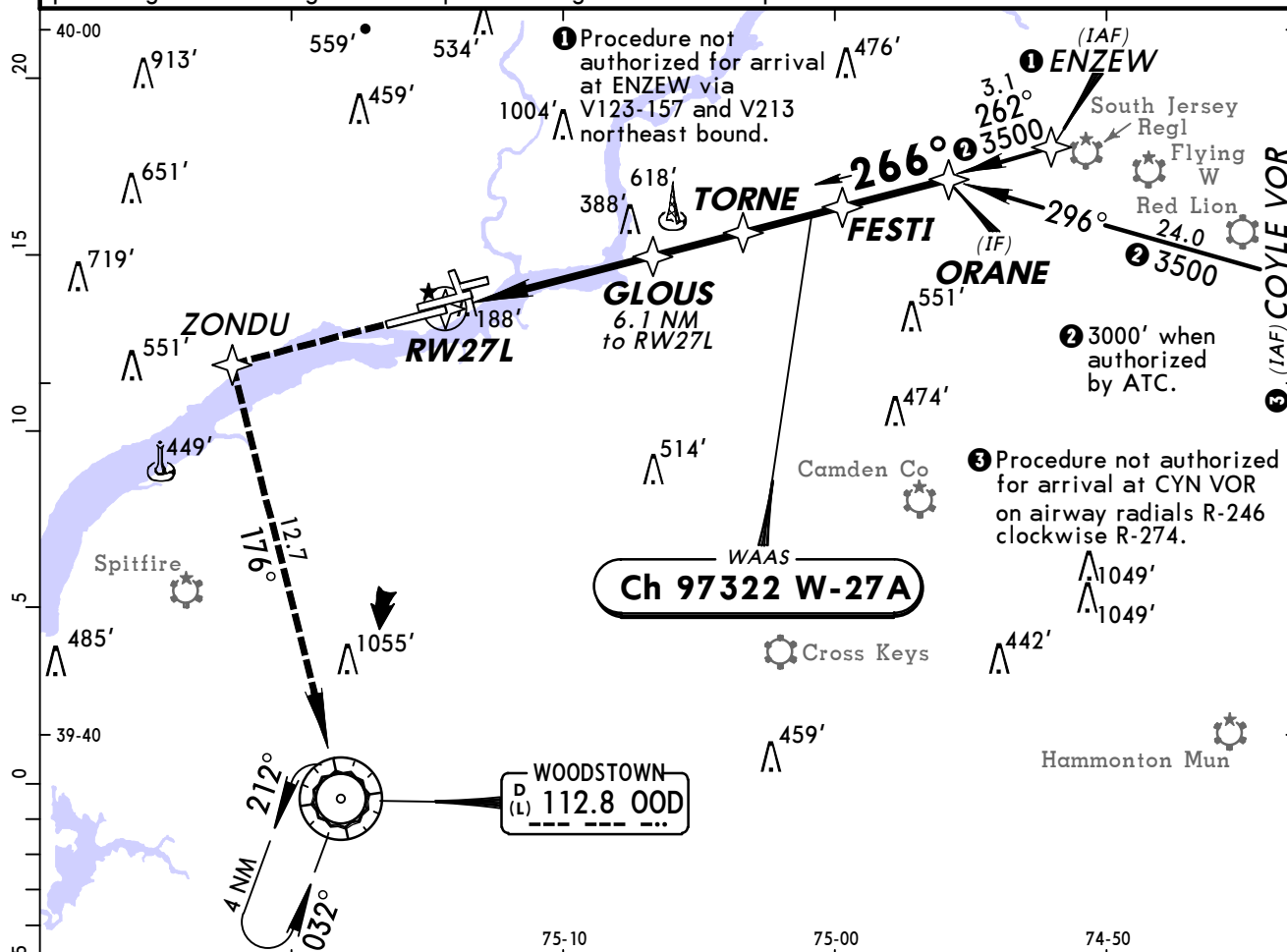


Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	3000'	D	FROSE
Glide Path Angle	3.00°	372	478	531	637	743	PAPI				
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW26											

TERPS						STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND		
LPV		LNAV/VNAV		LNAV		RAIL out		ALS out	Max Kts	MDA(H)	
DA(H) 513' (477')		DA(H) 573' (537')		MDA(H) 500' (464')							
RAIL out		RAIL out		RAIL out							
ALS out		ALS out		ALS out							
RVR 60 or 1 1/8		1 1/2		1 3/8		RVR 40 or 3/4		RVR 50 or 1	90	540' (504') - 1	
									120	640' (604') - 1	
									140	640' (604') - 1 3/4	
									165	640' (604') - 2	

D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwy 9R/27L 135.1 Rwys 8/26, 9L/27R, 17/35 118.5	Ground 121.65 121.9
WAAS Ch 97322 W-27A	Final Apch Crs 266°	Minimum Alt TORNE 3000' (2990')	LPV DA(H) 260' (250')
Apt Elev 36' TDZE 10'			2600'
MISSED APCH: Climb to 3000' direct ZONDU and via 176° track to OOD VOR and hold.			MSA RW27L

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 39°C (102°F). 3. Simultaneous approach authorized with Rwy 26. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160	MALS	3000'	→	ZONDU
Glide Path Angle	3.10°	384	494	548	658	768	PAPI	↑		
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW27L										

STRAIGHT-IN LANDING RWY 27L						CIRCLE-TO-LAND		
LPV DA(H) 260' (250')		LNAV/VNAV DA(H) 458' (448')		LNAV MDA(H) 660' (650')		Max Kts	MDA(H)	
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out			
A				RVR 24	RVR 40	90	660' (624') - 1	
B				or 1/2	or 3/4	120		
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	1 3/4	140	660' (624') - 1 3/4	
D				1 1/2	2	165	660' (624') - 2	

D-ATIS Arrival

PHILADELPHIA Approach (R)

PHILADELPHIA Tower

Ground

Rwys 8/26, 9L/27R, 17/35

Rwy 9R/27L

133.4

124.35

118.5

135.1

121.65

121.9

WAAS

Ch 90122

W-27B

Final

Aptch Crs

266°

Minimum Alt

JALTO

2100' (2089')

LPV

DA(H)

267' (256')

Apt Elev 36'

TDZE 11'

MISSED APCH: Climb to 3000' direct LANDI and via 292° track to MXE VOR and hold.

Alt Set: INCHES

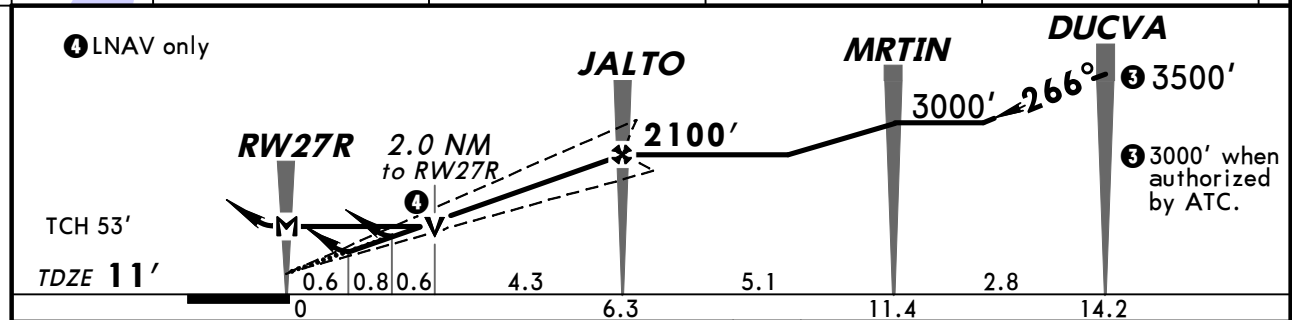
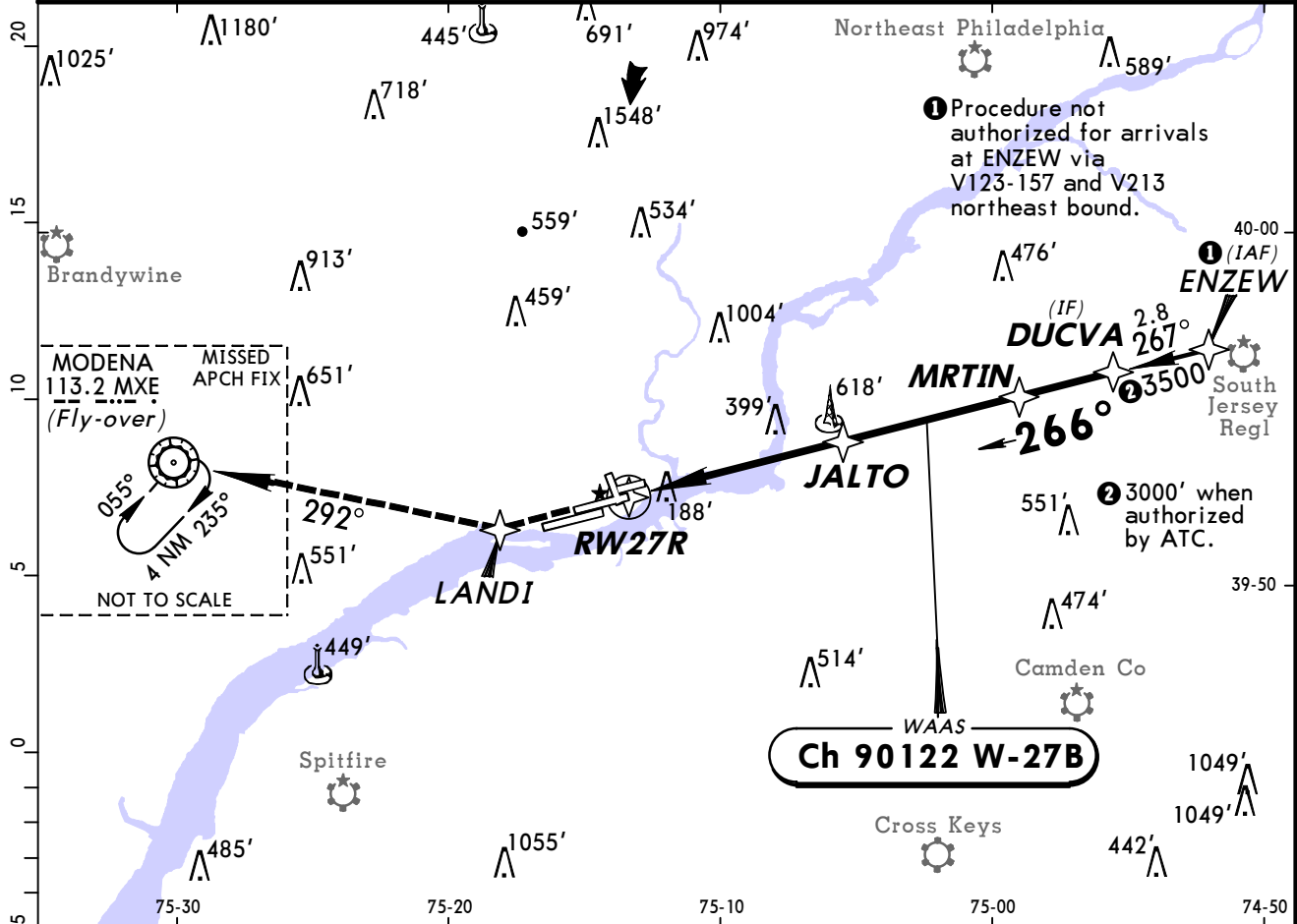
Trans level: FL 180

Trans alt: 18000'

1. DME/DME RNP-0.30 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.

2600'

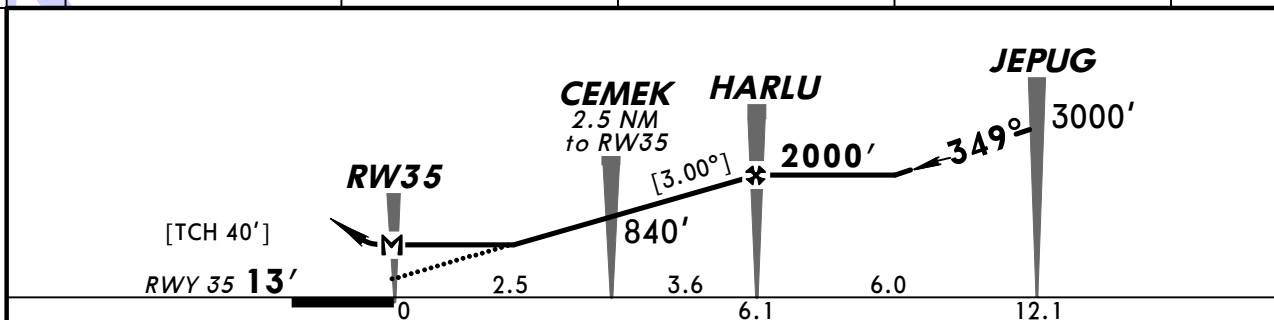
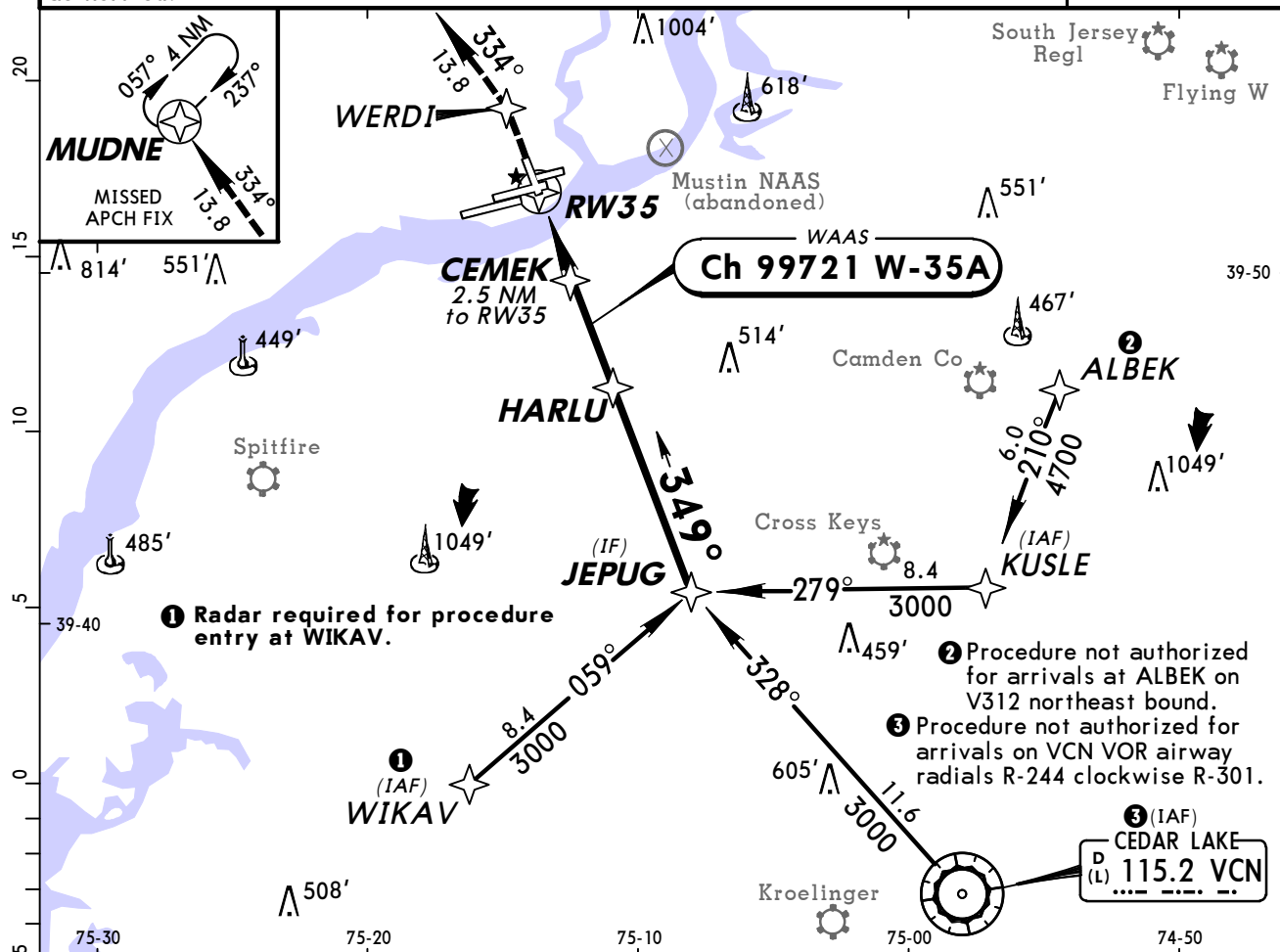
MSA RW27R



④ LNAV only	JALTO						MRTIN		DUCVA	
	2100'						3000'		3500'	
TCH 53'	2.0 NM to RW27R						266°		3000' when authorized by ATC.	
TDZE 11'	0.6	0.8	0.6	4.3	5.1	2.8				
	0						11.4		14.2	

STRAIGHT-IN LANDING RWY 27R								CIRCLE-TO-LAND	
LPV DA(H) 267' (256')				LNAV/VNAV DA(H) 520' (509')				LNAV MDA(H) 720' (709')	
RAIL out		ALS out		RAIL out		ALS out		Max Kts	MDA(H)
A								90	720' (684') - 1
B								120	720' (684') - 2
C								140	720' (684') - 2
D								165	720' (684') - 2 1/4

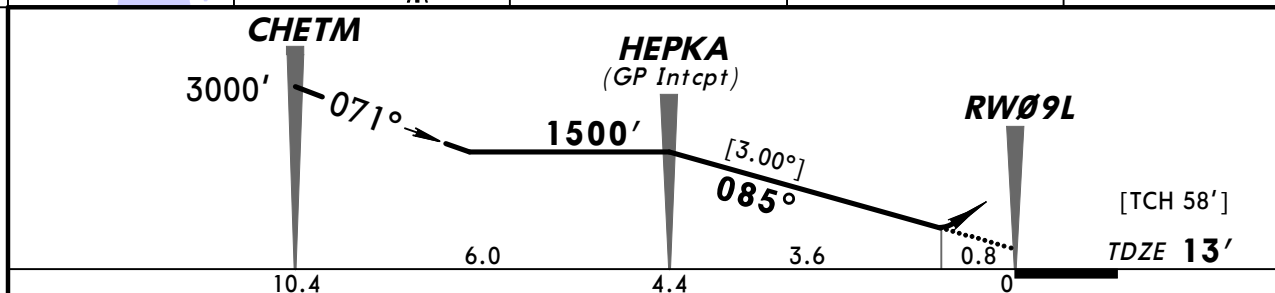
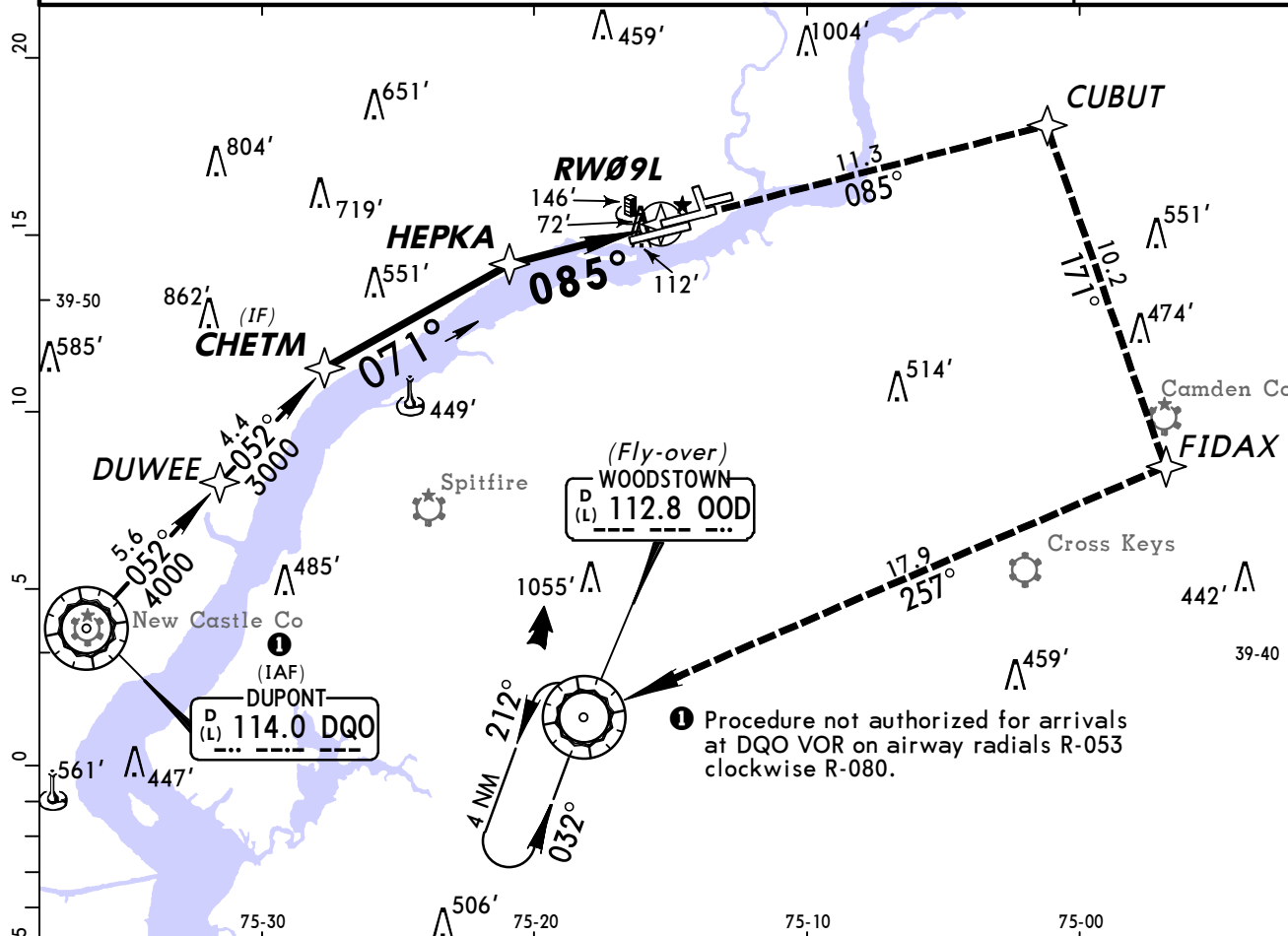
D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35 118.5	Rwy 9R/27L 135.1	Ground 121.65 121.9
WAAS Ch 99721 W-35A	Final ApcH Crs 349°	Minimum Alt HARLU 2000' (1987')	LP MDA(H) (CONDITIONAL) 440' (427')	Apt Elev 36' Rwy 35 13'
MISSED APCH: Climb to 3000' direct WERDI and on track 334° to MUDNE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.				
2600' MSA RW35				



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at RW35									

STRAIGHT-IN LANDING RWY 35					CIRCLE-TO-LAND		
LP		NIGHT	LNAV		Max Kts	DAY	
DAY	NIGHT		DAY	NIGHT		MDA(H)	NIGHT
MDA(H) 440' (427')			MDA(H) 440' (427')				
A	RVR 55 or 1	NA	RVR 55 or 1	NA	90	540' (504') - 1	NA
B					120	640' (604') - 1	
C	1 1/4		1 1/4		140	640' (604') - 1 3/4	
D					165	640' (604') - 2	

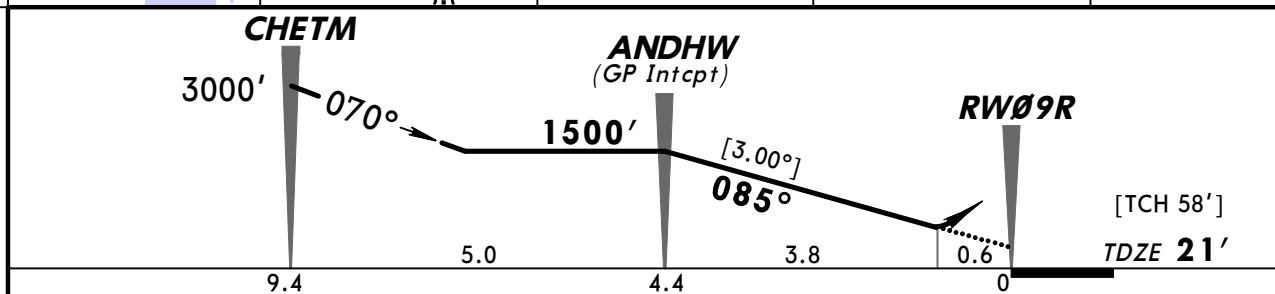
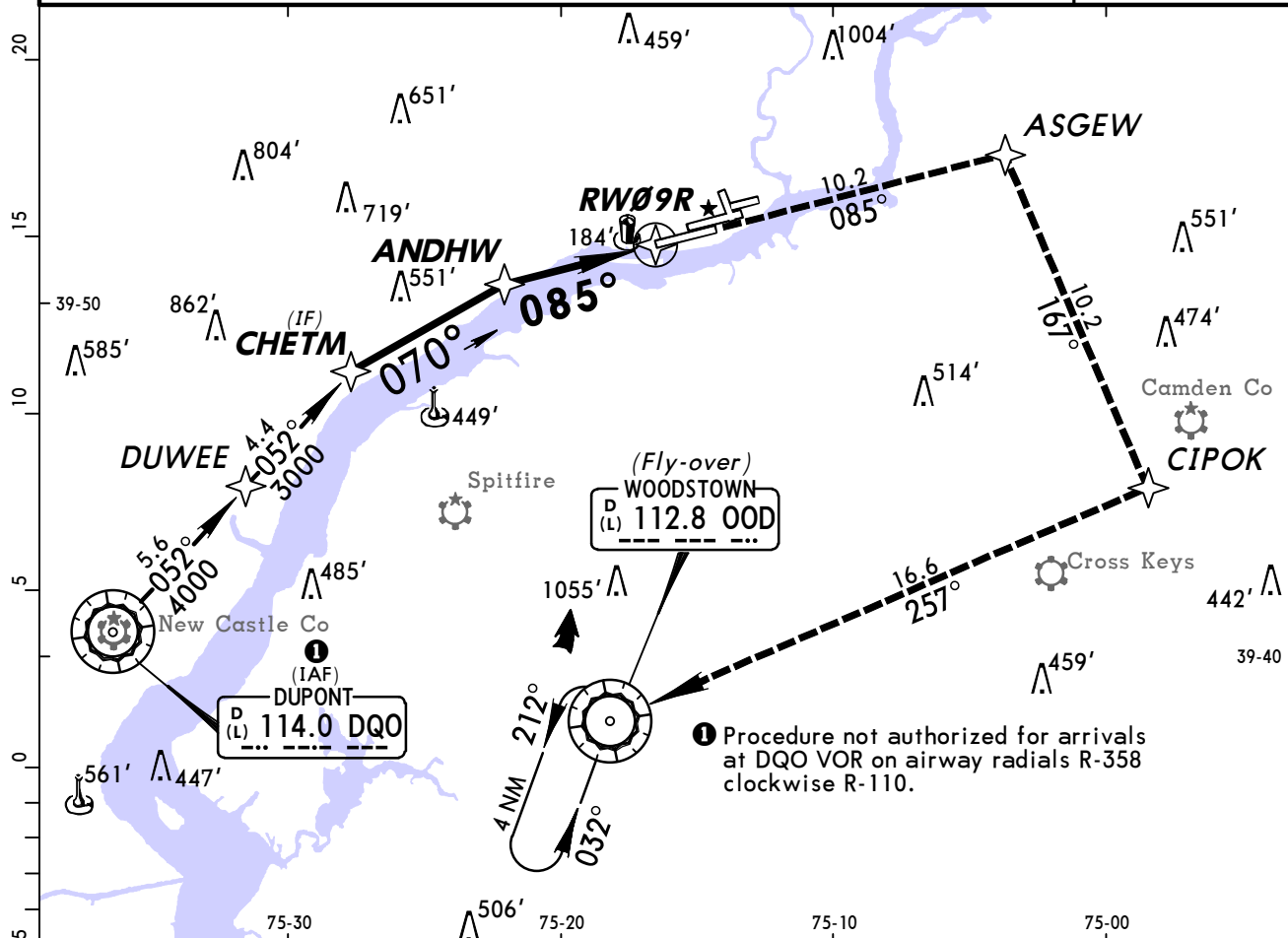
D-ATIS Arrival 133.4	PHILADELPHIA Approach (R) 124.35	PHILADELPHIA Tower Rwy 8/26, 9L/27R, 17/35 118.5	Rwy 9R/27L 135.1	Ground 121.65 121.9
RNAV	Final Apch Crs 085°	Minimum Alt HEPKA 1500' (1487')	RNP 0.11 DA(H) 382' (369')	Apt Elev 36' TDZE 13'
MISSED APCH: Climb to 3000' via 085° track to CUBUT, and via 171° track to FIDAX, and via 257° track to OOD VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (10°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.				
2600' MSA RW09L				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	via 085°	CUBUT
Descent angle [3.00°]	372	478	531	637	743	849	REIL			
MAP at DA										

TERPS					
RNP 0.11			RNP 0.30		
DA(H) 382' (369')			DA(H) 434' (421')		
RAIL out		ALS out	RAIL out		ALS out
A					
B	RVR 35 or 5/8	RVR 40 or 3/4	RVR 60 or 1/8	RVR 46 or 7/8	RVR 50 or 1
C					
D					

D-ATIS Arrival	PHILADELPHIA Approach (R)		PHILADELPHIA Tower Rwy 9R/27L Rwy 8/26, 9L/27R, 17/35		Ground
133.4	124.35	135.1	118.5	121.65	121.9
RNAV	Final Apch Crs 085°	Minimum Alt ANDHW 1500' (1479')	RNP 0.16 DA(H) 284' (263')	Apt Elev 36' TDZE 21'	2600' MSA RW09R
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.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (10°F) or above 54°C (130°F). 4. Visibility reduction by helicopters not authorized.					



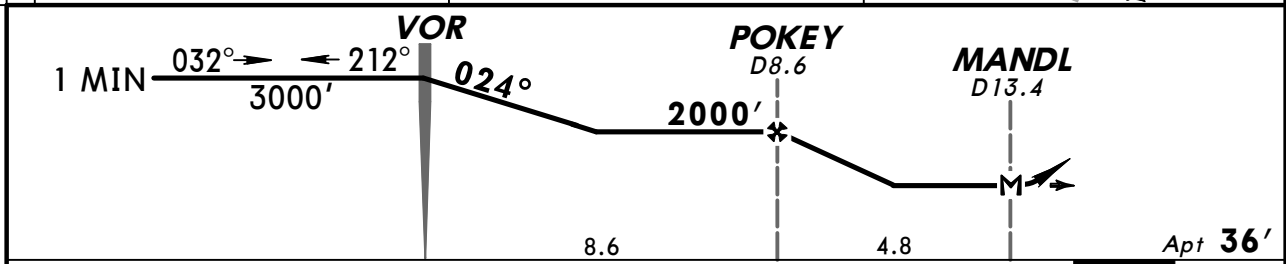
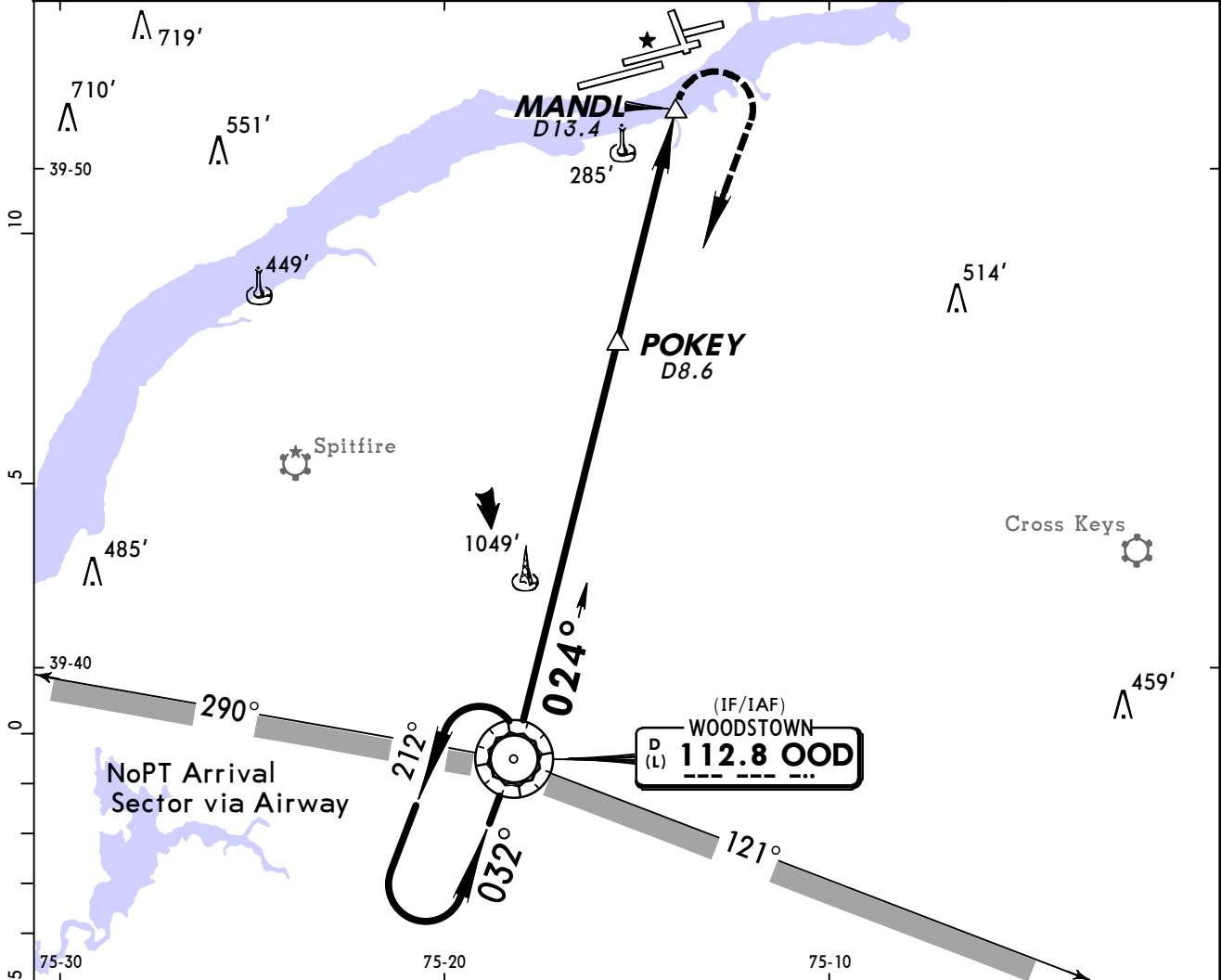
Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

TERPS	STRAIGHT-IN LANDING RWY 9R
RNP 0.16 DA(H) 284' (263')	RNP 0.30 DA(H) 460' (439')
ALS out	ALS out

A	RVR 40 or 3/4	RVR 45 or 7/8	RVR 50 or 1	1 1/2
B				
C				
D				

BRIEFING STRIP™

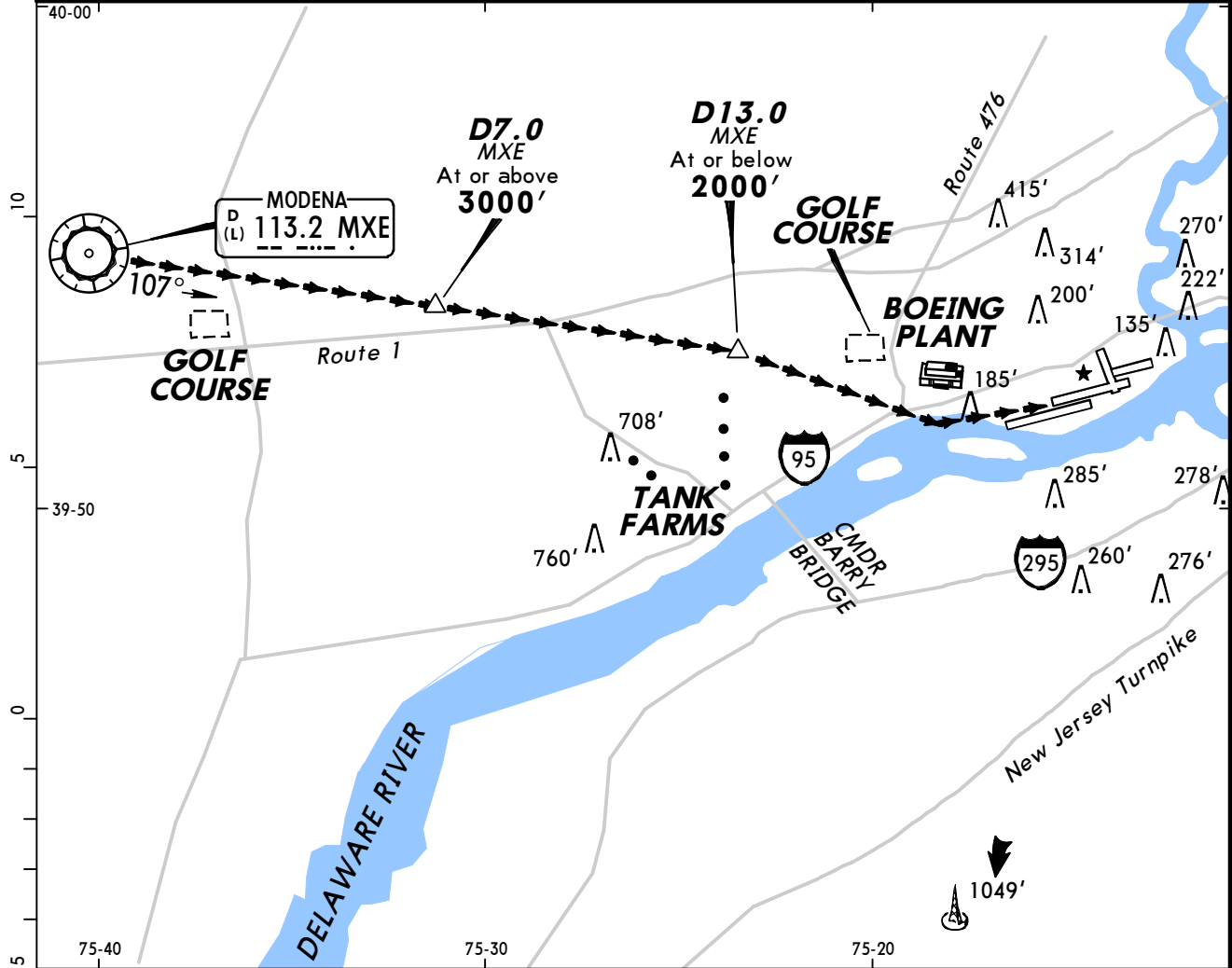
D-ATIS Arrival	PHILADELPHIA Approach (R)		PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35 Rwy 9R/27L		Ground
133.4	124.35		118.5 135.1		121.65 121.9
VOR OOD 112.8	Final Apch Crs 024°	Minimum Alt POKEY 2000' (1964')	MDA(H) Refer to Minimums	Apt Elev 36'	2600'
MISSED APCH: Climbing RIGHT turn to 3000' direct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



					Lighting - Refer to Airport Chart	3000'	OOD 112.8
MAP at MANDL						RT	

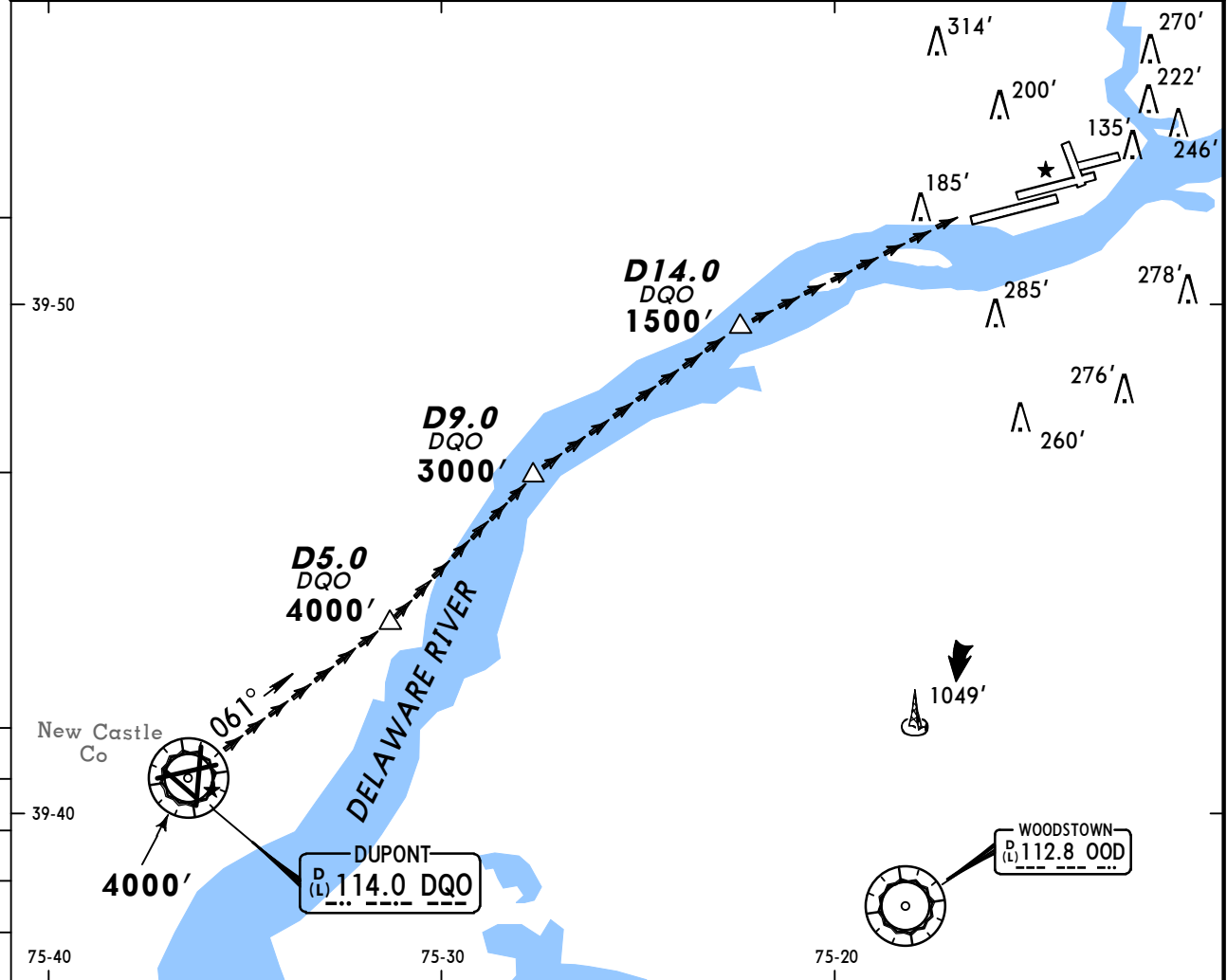
CIRCLE-TO-LAND		
Max Kts.	MDA(H)	
A 90	540' (504') - 1	
B 120	640' (604') - 1	
C 140	640' (604') - 1 3/4	
D	NA	

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



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	

D-ATIS 133.4	PHILADELPHIA Approach (R) 124.35		PHILADELPHIA Tower Rwy 9R/27L 135.1 Rwys 8/26, 9L/27R, 17/35 118.5		Ground 121.65 121.9
NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 4500' -3	Apt Elev 38'	2600' MSA OOD VOR
No Missed Approach Procedure					
1. RADAR required. 2. Vertical Guidance Navaid and Angle: PAPI-L-3.0°.					



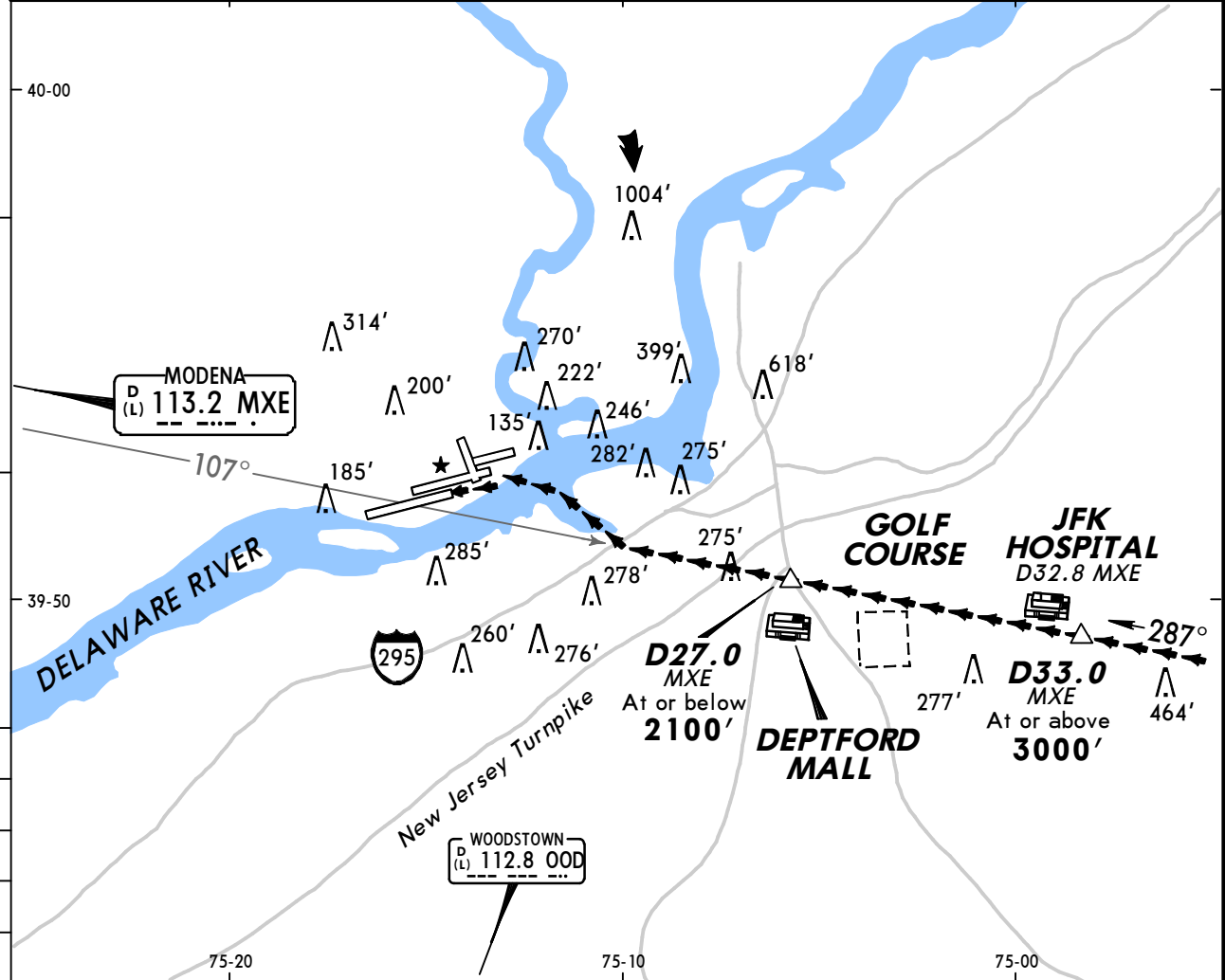
RIVER VISUAL APPROACH RWYS 9L/R

Expect radar vectors to the DQO VOR R-061.

Aircraft may proceed to the DQO VOR R-061/D5.0, then descend from 4000' over the Delaware river and follow the river to the airport.

WEATHER MINIMUMS
Ceiling 4500' — VIS 3

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



LIBERTY VISUAL APPROACH RWY 27L

Expect radar vectors to the MXE VOR R-107.

Proceed Northwest on the MXE R-107 inbound for runway 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME fix then proceed visually to runway 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to runway 27R during this operation.

WEATHER MINIMUMS

Ceiling **3000'** — VIS **7**

PHILADELPHIA, PA (PHILADELPHIA INTL - KPHL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KPHL

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-2) ILS or LOC Rwy 9R and (11-2A) ILS Rwy 9R CAT II & III MM decmsnd.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Rwy 9L PAPI deleted.