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KPHL Philadelphia International Airport

Philadelphia, Pennsylvania, USA

GOING TO PHILADELPHIA? Book a Flight | Reserve a Hotel Room | Rent a Car | enterprise Reserve Online | AVIS Reserve Online

FAA INFORMATION EFFECTIVE 07 MARCH 2013

Loc | Ops | Rwys | IFR | FBO | Links
Com | Nav | Svcs | Stats | Notes

Location

FAA Identifier: PHL
Lat/Long: 39-52-20.0980N / 075-14-27.1170W
39-52.334967N / 075-14.451950W
39.8722494 / -75.2408658
(estimated)
Elevation: 36 ft. / 11.0 m (surveyed)
Variation: 10W (1980)
From city: 5 miles SW of PHILADELPHIA, PA
Time zone: UTC -5 (UTC -4 during Daylight Saving Time)
Zip code: 19113

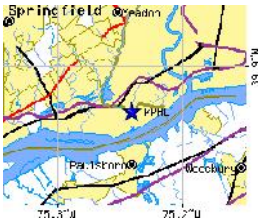
Airport Operations

Airport use: Open to the public
Activation date: 10/1940
Sectional chart: WASHINGTON
Control tower: yes
ARTCC: NEW YORK CENTER
FSS: WILLIAMSPORT FLIGHT SERVICE STATION
NOTAMs facility: PHL (NOTAM-D service available)
Attendance: CONTINUOUS
Wind indicator: lighted
Segmented circle: no
Beacon: white-green (lighted land airport)
Operates sunset to sunrise.
Landing fee: yes
Fire and rescue: ARFF index E
International operations: customs landing rights airport

Airport Communications

UNICOM: 122.95
WX ASOS: PHONE 215-492-9617
PHILADELPHIA GROUND: 121.9 348.6 121.65
PHILADELPHIA TOWER: 118.5(RWYS 9L/27R, 17/35, 8/26) 135.1(RWY 9R/27L) 327.05(RWYS 9L/27R, 17/35, 8/26) & (
PHILADELPHIA APPROACH: 123.8(001-089 AT OR BELOW 5000 FT) 124.35 126.6(090-269 ABOVE 5000 FT) 126.85(270-360 AT OR BELOW 5000 FT) 127.35(090-269 AT OR BELOW 5000 FT) 128.4(270-089 ABOVE 5000 FT) 263.125(090-269) 263.125(270-360) 273.575(270-089 ABOVE 5000 FT) 291.7(001-089) 317.55(090-269 ABOVE 5000 FT)
PHILADELPHIA DEPARTURE: 119.75(090-269) 124.35(270-089) 124.35 269.25(090-269) 320.1(270-089)
CLEARANCE DELIVERY: 118.85 348.6
AT OR BLO 5000 FT.: 263.125(090-269) 263.125(270-360) 291.7(001-089)
CLASS B: 118.35(SW 6000 FT & BLO) 119.75(SE RY 09 ACTIVE 10000 FT & BL 119.75(SE RY 27 ACTIVE 8500-10000 FT 123.8(NE RY 27 ACTIVE 5000 FT & BLO) 124.35(NE RY 09 ACTIVE 10000 FT & BL 124.35(NW 8000-10000 FT) 124.35(W RY 09 ACTIVE 8500-10000 FT) 124.35(W RY 27 ACTIVE 10000 FT & BLO 126.85(NW 7500 FT & BLO) 127.35(S 5000 FT & BLO) 127.35(SE RY 27 ACTIVE 5000 FT & BLO 128.4(N NE 6500-7500 FT) 128.4(NE RY 27 ACTIVE 5500 FT & ABV) 128.4(W RY 09 ACTIVE 8000 FT & BLO) 133.875(SE RY 27 ACTIVE 5500-8000 FT 133.875(SW 6500-10000 FT) 263.125(NW 7500 FT & BLO) 263.125(S 5000 FT & BLO) 263.125(SE RY 27 ACTIVE 5000 FT & BL 269.25(SE RY 09 ACTIVE 10000 FT & BL 269.25(SE RY 27 ACTIVE 8500-10000 FT 273.575(N NE 6500-7500) 273.575(NE RY 27 ACTIVE 5500 FT & AB 273.575(W RY 09 ACTIVE 8000 FT & BLO 291.7(NE RY 27 ACTIVE 5000 FT & BLO) 317.55(SE RY 27 ACTIVE 5500-8000 FT) 317.55(SW 6500-10000 FT) 319.15(NE RY 09 ACTIVE 10000 FT & BL 320.1(NW 8000-10000 FT) 320.1(W RY 09 ACTIVE 8500-10000 FT) 320.1(W RY 27 ACTIVE 10000 FT & BLO) 323.1(SW 6000 FT & BLO)
D-ATIS: 133.4(ARR) 135.925(DEP)
EMERG: 121.5 243.0
FINAL APCH: 125.4
IC: 317.55(090-269 ABOVE 5000 FT) 319.15
ILS PRM LCL/P: 118.5 RY 26 135.1 RY 27L 327.05 RYS 26 & 27L
ILS PRM MONITOR/P: 120.425 RY 27L 123.6 RY 26
WX AWOS-3 at LOM (16 nm N): 118.925 (215-646-1068)
WX ASOS at PNE (16 nm NE): PHONE 215-677-0146
WX AWOS-3 at OQN (17 nm NW): 121.4 (610-692-6190)
WX ASOS at VAY (19 nm E): 119.325 (609-267-1176)

- ASR ELEV. 9.0. CPME #1 39-52-18.8835 N 75-13-27.9949 W CPME #2 39-51-54.7784 N 75-13-58.7323 W MTI #1 39-52-13.1870 N 75-13-38.9020 W FEED HORN ELEV. 90.2
- CLASS B: PILOTS CAN EXPECT TO EXIT AND RE-ENTER THE PHL CLASS B AIRSPACE DURING MODERATE TO HEAVY



Road maps at: MapQuest MapPoint Yahoo! Maps Google Rand McNally
Satellite photo at: TerraServer Virtual Earth

Aerial photo

WARNING: Photo may not be current or correct

Photo by Joshua Ross
Taken in October 2012
looking west.

Do you have a better or more recent aerial photo of Philadelphia International Airport that you would like to share? If so, please **send us your photo**.

Sectional chart

Airport diagram

ARRIVAL PERIODS.

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
ODOr021/14.5	WOODSTOWN VORTAC	112.80	10W
PNEr230/(16.5)	NORTH PHILADELPHIA VOR	112.00	10W
MXEr107/20.0	MODENA VORTAC	113.20	09W
DQOr065/20.5	DUPONT VORTAC	114.00	10W
VCNr338/23.7	CEDAR LAKE VORTAC	115.20	10W
PTWr154/25.6	POTTSTOWN VORTAC	116.50	09W
ARDr224/27.5	YARDLEY VOR/DME	108.20	10W
GXUr266/30.8	MC GUIRE VORTAC	110.60	12W
CKZr188/31.2	PENNRIDGE VOR/DME	108.85	12W
CYNr285/37.4	COYLE VORTAC	113.40	10W
ACYr319/39.6	ATLANTIC CITY VORTAC	108.60	10W
RBVr250/39.6	ROBBINSVILLE VORTAC	113.80	10W

NDB name	Hdg/Dist	Freq	Var	ID
AMBLER	184/15.4	275	12W	ING .. -. --.
WILLOW GROVE	205/19.5	388	12W	NXX -. -..- -..-
RAINBOW	001/27.7	363	11W	RNB .-. -. -...
QUAKERTOWN	188/33.2	208	12W	UKT ..- -.- -

Airport Services

Fuel available: 100LL JET-A
Parking: hangars and tiedowns
Airframe service: MAJOR
Powerplant service: MAJOR
Bottled oxygen: HIGH/LOW
Bulk oxygen: HIGH/LOW

Runway Information

Runway 9R/27L

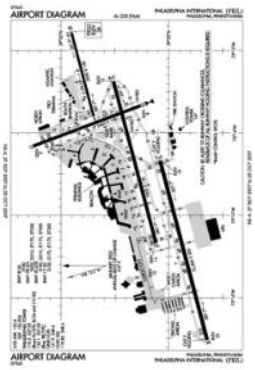
Dimensions: 10506 x 200 ft. / 3202 x 61 m
Surface: asphalt/grooved, in good condition
Weight bearing capacity: PCN 60 /F/A/X/T
Single wheel: 200.0
Double wheel: 210.0
Double tandem: 350.0
Runway edge lights: high intensity

	RUNWAY 9R	RUNWAY 27L
Latitude:	39-51.648627N	39-52.082535N
Longitude:	075-16.511658W	075-14.337825W
Elevation:	20.3 ft.	9.1 ft.
Gradient:	0.1%	0.1%
Traffic pattern:	left	left
Runway heading:	085 magnetic, 075 true	265 magnetic, 255 true
Declared distances:	TORA:10506 TODA:10506 ASDA:10506 LDA:10506	TORA:10506 TODA:10506 ASDA:10331 LDA:10331
Markings:	precision, in good condition	precision, in good condition
Visual slope indicator:		4-light PAPI on right (3.10 degrees glide path)
RVR equipment:	rollout	touchdown, rollout
Approach lights:	ALSF2: standard 2,400 foot high intensity approach lighting system with centerline sequenced flashers (category II or III)	MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights
Centerline lights:	yes	yes
Touchdown point:	yes, lighted	yes, no lights
Instrument approach:	ILS/DME	ILS/DME
Obstructions:	28 ft. trees, 392 ft. from runway, 484 ft. left of centerline, 6:1 slope to clear	189 ft. boat, 4500 ft. from runway, 23:1 slope to clear

Runway 9L/27R

Dimensions: 9500 x 150 ft. / 2896 x 46 m
Surface: asphalt/grooved, in good condition
Weight bearing capacity: PCN 60 /F/A/X/T
Single wheel: 100.0
Double wheel: 210.0
Double tandem: 350.0
Runway edge lights: high intensity

	RUNWAY 9L	RUNWAY 27R
Latitude:	39-52.120930N	39-52.513188N
Longitude:	075-15.339845W	075-13.373962W
Elevation:	13.2 ft.	10.6 ft.
Gradient:	0.1%	0.1%
Traffic pattern:	left	left
Runway heading:	085 magnetic, 075 true	265 magnetic, 255 true
Declared distances:	TORA:9500 TODA:9500 ASDA:9500 LDA:9500	TORA:9500 TODA:9500 ASDA:9500 LDA:9500
Markings:	precision, in good condition	precision, in good condition
Visual slope indicator:	4-light PAPI on left (3.00 degrees glide path)	4-light PAPI on left (3.00 degrees glide path)
RVR equipment:	touchdown	touchdown
Approach lights:	MALSR: 1,400 foot medium intensity approach lighting system with runway	MALSR: 1,400 foot medium intensity approach lighting system with runway



Download PDF
of official airport diagram from the FAA

Airport distance calculator

Flying to Philadelphia International Airport? Find the distance to fly.

From to KPHL
CALCULATE DISTANCE

Sunrise and sunset

Times for 27-Mar-2013

	Local (UTC-4)	Zulu (UTC)
Morning civil twilight	06:27	10:27
Sunrise	06:54	10:54
Sunset	19:19	23:19
Evening civil twilight	19:46	23:46

Current date and time

Zulu (UTC)	28-Mar-2013 01:48:47
Local (UTC-4)	27-Mar-2013 21:48:47

METAR

KPHL 272154Z 29016G20KT 10SM SCT070 BKN095 11/M06 A2996 RMK AO2 SLP146 T01061056 $

KLOM 16nm N 272235Z AUTO 00000KT 10SM CLR 07/00 A2996 RMK AO1

KPNE 16nm NE 272154Z AUTO 30010KT 10SM CLR 09/M03 A2996 RMK AO2 SLP145 T00891028

KVAY 19nm E ASOS 119.325 609-267-1176 272154Z AUTO 28014G26KT 10SM BKN065 BKN080 09/M04 A2994 RMK AO2 PK WND 29026/2150 SLP139 T00941039 TSNO

TAF

KPHL 272036Z 2721/2824 29015G23KT P6SM SCT050 TEMPO 2721/2722 32015G23KT BKN050 FM272300 30012KT P6SM SCT250 FM281400 33014G22KT P6SM SCT050 FM281700 32014G24KT P6SM BKN050 FM282200 32012G20KT P6SM SCT050

KPNE 16nm NE 271721Z 2718/2818 29013G21KT P6SM SCT050 TEMPO 2719/2723 BKN050 FM272300 30010KT P6SM SCT250 FM281700 33014G22KT P6SM BKN050

NOTAMs

Click for the latest **NOTAMs**
NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

	alignment indicator lights	alignment indicator lights
Runway end identifier lights:	yes	
Centerline lights:	yes	yes
Touchdown point:	yes, no lights	yes, no lights
Instrument approach:	ILS/DME	ILS/DME
Obstructions:	15 ft. gnd, 868 ft. from runway, 442 ft. left of centerline, 43:1 slope to clear	189 ft. boat, 4500 ft. from runway, 23:1 slope to clear

Runway 17/35

Dimensions:	6501 x 150 ft. / 1982 x 46 m	
Surface:	asphalt/grooved, in good condition	
Weight bearing capacity:	PCN 27 /F/A/X/T Single wheel: 100.0 Double wheel: 170.0 Double tandem: 300.0	
Runway edge lights:	high intensity	
	RUNWAY 17	**RUNWAY 35**
Latitude:	39-53.259572N	39-52.259562N
Longitude:	075-14.165485W	075-13.668840W
Elevation:	8.3 ft.	13.2 ft.
Traffic pattern:	left	left
Runway heading:	169 magnetic, 159 true	349 magnetic, 339 true
Declared distances:	TORA:6501 TODA:6501 ASDA:6501 LDA:6501	TORA:6501 TODA:6501 ASDA:6501 LDA:6501
Markings:	precision, in good condition	precision, in good condition
Visual slope indicator:	4-light PAPI on left (3.00 degrees glide path)	4-light PAPI on left (3.15 degrees glide path)
RVR equipment:	touchdown	touchdown
Approach lights:	MALSF: 1,400 foot medium intensity approach lighting system with sequenced flashers	
Runway end identifier lights:		yes
Touchdown point:	yes, no lights	yes, no lights
Instrument approach:	ILS/DME	
Obstructions:	58 ft. trees, 1565 ft. from runway, 508 ft. right of centerline, 23:1 slope to clear	189 ft. boat, 2150 ft. from runway, 10:1 slope to clear

Runway 8/26

Dimensions:	5000 x 150 ft. / 1524 x 46 m	
Surface:	asphalt/grooved, in good condition	
Weight bearing capacity:	PCN 27 /F/A/X/T Double wheel: 145.0	
Runway edge lights:	high intensity	
Operational restrictions:	LAND RY 26, TAKEOFF RY 08.	
	RUNWAY 8	**RUNWAY 26**
Latitude:	39-52.700275N	39-52.906385N
Longitude:	075-13.800722W	075-12.765732W
Elevation:	9.4 ft.	36.1 ft.
Traffic pattern:	left	left
Runway heading:	085 magnetic, 075 true	266 magnetic, 256 true
Declared distances:	TORA:5000 TODA:5000 ASDA:5000 LDA:5000	TORA:5000 TODA:5000 ASDA:5000 LDA:5000
Markings:	basic, in good condition	precision, in good condition
Visual slope indicator:		4-light PAPI on right (3.15 degrees glide path) RY 26 PAPI UNUSBL BYD 8 DEGS RIGHT OF CNTRLN.
RVR equipment:	touchdown, rollout	touchdown, rollout
Approach lights:		MALSR: 1,400 foot medium intensity approach lighting system with runway alignment indicator lights
Centerline lights:	yes	yes
Touchdown point:	yes, no lights	yes, no lights
Instrument approach:		ILS/DME
Obstructions:	185 ft. bldg, lighted, 4542 ft. from runway, 158 ft. left of centerline, 23:1 slope to clear	10 ft. fence, lighted, 293 ft. from runway, 283 ft. right of centerline, 9:1 slope to clear

Airport Ownership and Management from official FAA records

Ownership: Publicly-owned
Owner: CITY OF PHILADELPHIA
DIV OF AVIATION TERMINAL E
PHILADELPHIA, PA 19153
Phone 215-937-6800
Manager: MARK GALE
DIV OF AVIATION TERMINAL E
PHILADELPHIA, PA 19153
Phone 215-937-6914

Airport Operational Statistics

Aircraft based on the field: 26
Single engine airplanes: 2
Multi engine airplanes: 4
Jet airplanes: 20

Aircraft operations: avg 1093/day *
46% commuters
43% air taxi
7% air carriers
4% transient general aviation
<1% military
* for 12-month period ending 31 December 2011

Additional Remarks

- BIRDS ON & INVOF ARPT.
- TWY J BTN TWYS K3 AND Q RESTRICTED TO ACFT WITH WINGSPANS 171 FT AND LESS.
- ONLY NOSE-IN PARKING PERMITTED ON NORTH & EAST REMOTE APRONS. PPR FM ARPT OPNS FOR ALL ACFT PARKING ON NORTH & EAST REMOTE APRONS; CTC 215-937-6914/6800.
- POSSIBLE UNMARKED SHIP OBSTRUCTION TRANSITING EAST OR WESTBOUND ALONG THE DELAWARE RIVER REACHING HEIGHTS OF 189' - BE ALERT WHEN APPROACHING PHL RUNWAY 35 AND WHENEVER CIRCLING OR VISUALLY APPROACHING ALL OTHER RUNWAYS.
- ASDE-X SURVEILLANCE SYSTEM IN USE: PILOTS SHOULD OPERATE TRANSPONDERS WITH MODE C ON ALL TWYS AND RYS.
- RYS 27L, 27R & 35 SHIP CHNL (DELAWARE RIVER) MAX HEIGHT OF SHIPS 189 FT. RY 26 SHIP CHNL (SCHUYLKILL) MAX HEIGHT OF SHIPS 149 FT.
- ARPT IS LCTD IN A NOISE SENSITIVE AREA. AIRPORT NOISE ABATEMENT TAKEOFF PROCEDURES ARE TO BE USED.
- TCAS EQUIPPED ACFT-TCAS ALERT MAY BE CAUSED BY TRANSPONDER EQUIPPED SHIPS LCTD PHL NAVAL BASE 3 NM E.
- UNLGTD STACK 288 FT MSL (271 FT AGL) 2.3 NM SW OF ARPT.
- RY 09R ROLLOUT RVR USED FOR RY 09L MIDPOINT RVR.
- ALL ENGINE RUNUPS REQUIRE PPR FM DUTY OPNS OFFICER AT 937-6914/6800; RUNUPS 20 MIN MAXIMUM.
- ALL ACFT TRAVELING ON TWY J MUST USE MINIMUM POWER WHEN TURNING SOUTH DUE TO JETBLAST CONCERNS.

Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should download the free Adobe Reader.

NOT FOR NAVIGATION. Please procure official charts for flight.
FAA instrument procedures published for use between 7 March 2013 at 0901Z and 4 April 2013 at 0900Z.

STARs - Standard Terminal Arrivals

BOJID ONE (RNAV)	download (222KB)
BUNTS ONE	download (188KB)
CEDAR LAKE EIGHT	download (173KB)
DUPONT FIVE	download (216KB)
JIIMS TWO (RNAV)	download (313KB)
PAATS TWO (RNAV)	download (321KB)
SLATT THREE	2 pages: [1] [2] (213KB)
SPUDS TWO (RNAV)	download (245KB)

IAPs - Instrument Approach Procedures

ILS OR LOC RWY 09L	download (305KB)
ILS OR LOC RWY 09R	download (296KB)
ILS OR LOC RWY 17	download (332KB)
ILS OR LOC RWY 26	download (271KB)
ILS OR LOC RWY 27L	download (249KB)
ILS OR LOC/DME RWY 27R	download (280KB)
ILS RWY 27R (SA CAT I)	download (252KB)
ILS RWY 09R(CAT II)	download (245KB)
ILS RWY 27R (SA CAT II)	download (255KB)
ILS RWY 09R(CAT III)	download (245KB)
CONVERGING ILS RWY 09R	download (225KB)
CONVERGING ILS RWY 17	download (247KB)
RNAV (RNP) Z RWY 09L	download (238KB)
RNAV (RNP) Z RWY 09R	download (239KB)
RNAV (GPS) RWY 17	download (260KB)
RNAV (GPS) RWY 26	download (250KB)
RNAV (GPS) RWY 27L	download (250KB)
RNAV (GPS) RWY 27R	download (230KB)
RNAV (GPS) RWY 35	download (228KB)
RNAV (GPS) Y RWY 09L	download (262KB)
RNAV (GPS) Y RWY 09R	download (260KB)
VOR/DME-A	download (170KB)
FREEDOM VISUAL RWY 09L	download (194KB)
LIBERTY VISUAL RWY 27L	download (174KB)
RIVER VISUAL RWY 09L/R	download (144KB)
NOTE: Special Alternate Minimums apply	download (34KB)

Departure Procedures

PHILADELPHIA NINE	2 pages: [1] [2] (439KB)

Other nearby airports with instrument procedures:

7N7 - Spitfire Aerodrome (11 nm SW)
17N - Cross Keys Airport (14 nm SE)
19N - Camden County Airport (15 nm SE)
KLOM - Wings Field Airport (16 nm N)
KPNE - Northeast Philadelphia Airport (16 nm NE)
KOQN - Brandywine Airport (17 nm NW)
KVAY - South Jersey Regional Airport (19 nm E)

FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
Atlantic Aviation	215-492-7060 [web site] [email]	Aviation fuel, Aircraft parking (ramp or tiedown), Hangars, Passenger terminal and lounge, Courtesy transportation, Public telephone, Pilots lounge / snooze room, ... More info about Atlantic Aviation	Independent 100LL Jet A FS $7.47 $7.11 Updated 27-Mar-2013	11 read write
Alternatives at nearby airports				
Located at KMQS	**UNICOM 122.70** 610-384-9000 [web site] [email]	At **KMQS** (Chester County G O Carlson Airport), 29 miles WNW Our convenient location in Chester County, PA makes us the obvious choice for anyone traveling to many of the Philadelphia area business	Located at KMQS AVFUEL 100LL Jet A	5 read write

centers.
More info and **photos** of Chester County Aviation Holdings, Inc. (KMQS)

FS $6.69 $6.64
Updated 20-Mar-2013

FS=Full service
Update Prices

Aviation Businesses, Services, and Facilities

Business Name	Contact	Services / Description	Comments
HeliFlite	973-273-7562 toll-free 1-877-359-4354 [web site] [email]	HeliFlite provides 24/7 airport transfer services. We offer a time saving advantage by transporting clients directly into New York City. HeliFlite is the carrier of choice for passengers traveling by private jet. We operate a fleet of all twin engine & dual piloted Bell 430 and Sikorsky S-76 executive helicopters. ARG/US Platinum Wyvern Recommended FAR Part 135 Certified We have a pristine reputation for safety and for providing exceptional customer service. Please mention AirNav to receive 20% off your first flight with us! More info and **photos** of HeliFlite NBAA	not yet rated 2 read write

Getting Around: Taxi, Limo, Rental Cars, Mass Transit

Business Name	Contact	Services / Description	Comments
SEPTA Regional Rail	215-580-7800	no information available If you are affiliated with SEPTA Regional Rail and would like to show here your services, contact info, web link, logo, and more, click here	not yet rated 1 read write

Where to Stay: Hotels, Motels, Resorts, B&Bs, Campgrounds

In this space we feature lodging establishments that are convenient to the Philadelphia International Airport. If your hotel/inn/B&B/resort is near the Philadelphia International Airport, provides convenient transportation, or is otherwise attractive to pilots, flight crews, and airport users, consider listing it here.
Feature A Lodging Establishment

AirNav users who flew into KPHL have stayed at...

	Miles	Price ($)
RAMADA PHILADELPHIA AIRPORT	3.6	77-84
EXTENDED STAY DELUXE PHILADELPHIA - AIRPORT	1.0	110-130
HAMPTON INN PHILADELPHIA AIRPORT	1.1	139-140
FAIRFIELD INN BY MARRIOTT PHILADELPHIA AIRPORT	1.1	109-199
MARRIOTT PHILADELPHIA AIRPORT	0.5	119-309
COMFORT INN PHILADELPHIA AIRPORT	3.5	99-100
MICROTEL INN & SUITES PHILADELPHIA- AIRPORT	1.1	80-95
FOUR POINTS BY SHERATON PHILADELPHIA AIRPORT	1.4	130-140
SHERATON SUITES PHILADELPHIA AIRPORT	1.4	149-150
RED ROOF INN PHILADELPHIA AIRPORT	3.5	80-105
DOUBLETREE BY HILTON DOWNTOWN WILMINGTON - LEGAL DISTRICT	18.6	142-209
WYNDHAM GARDEN PHILADELPHIA AIRPORT	3.3	124-129
QUALITY INN PHILADELPHIA AIRPORT	2.0	75-80
ECONO LODGE PHILADELPHIA HOTEL	2.0	70-75
RESIDENCE INN BY MARRIOTT PHILADELPHIA AIRPORT	1.1	229-279
DAYS INN WILMINGTON NEWARK	16.4	113-120

Other hotels near Philadelphia International Airport

	Miles	Price ($)
EMBASSY SUITES PHILADELPHIA - AIRPORT	0.9	179-199
EXTENDED STAY AMERICA PHILADELPHIA - AIRPORT	0.9	77-87
PHILADELPHIA AIRPORT COURTYARD BY MARRIOTT	1.0	199-219
HILTON PHILADELPHIA AIRPORT	1.2	159-160
ALOFT PHILADELPHIA AIRPORT	1.4	129-139

Distances are approximate, and may vary depending on the actual route traveled and the location of the travel start on the airport.

Hotels in other cities near Philadelphia International Airport

- 2 in Lester
- 5 in Essington
- 1 in Ridley Park
- 2 in Springfield
- 2 in Chester
- 69 in Philadelphia
- 4 in Bellmawr, NJ
- 2 in Blackwood, NJ
- 8 in Cherry Hill, NJ
- 1 in West Conshohocken
- 5 in Wayne
- 3 in Maple Shade, NJ
- 5 in Plymouth Meeting
- 4 in Carneys Point, NJ
- 14 in King of Prussia
- 8 in Malvern
- 15 in Wilmington, DE
- 2 in Eagleville
- 1 in West Norriton
- 27 in Mount Laurel, NJ

Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Philadelphia International Airport, you should consider listing it here. To start the listing process, click on the button below

Add Your Business or Service

Other Pages about Philadelphia International Airport

- www.phl.org
- www.libertynet.org/...
- www.phila.gov/...
- 209.146.61.189:8080/...
- www.webcamlocator.com/...

Update, Remove or Add a Link

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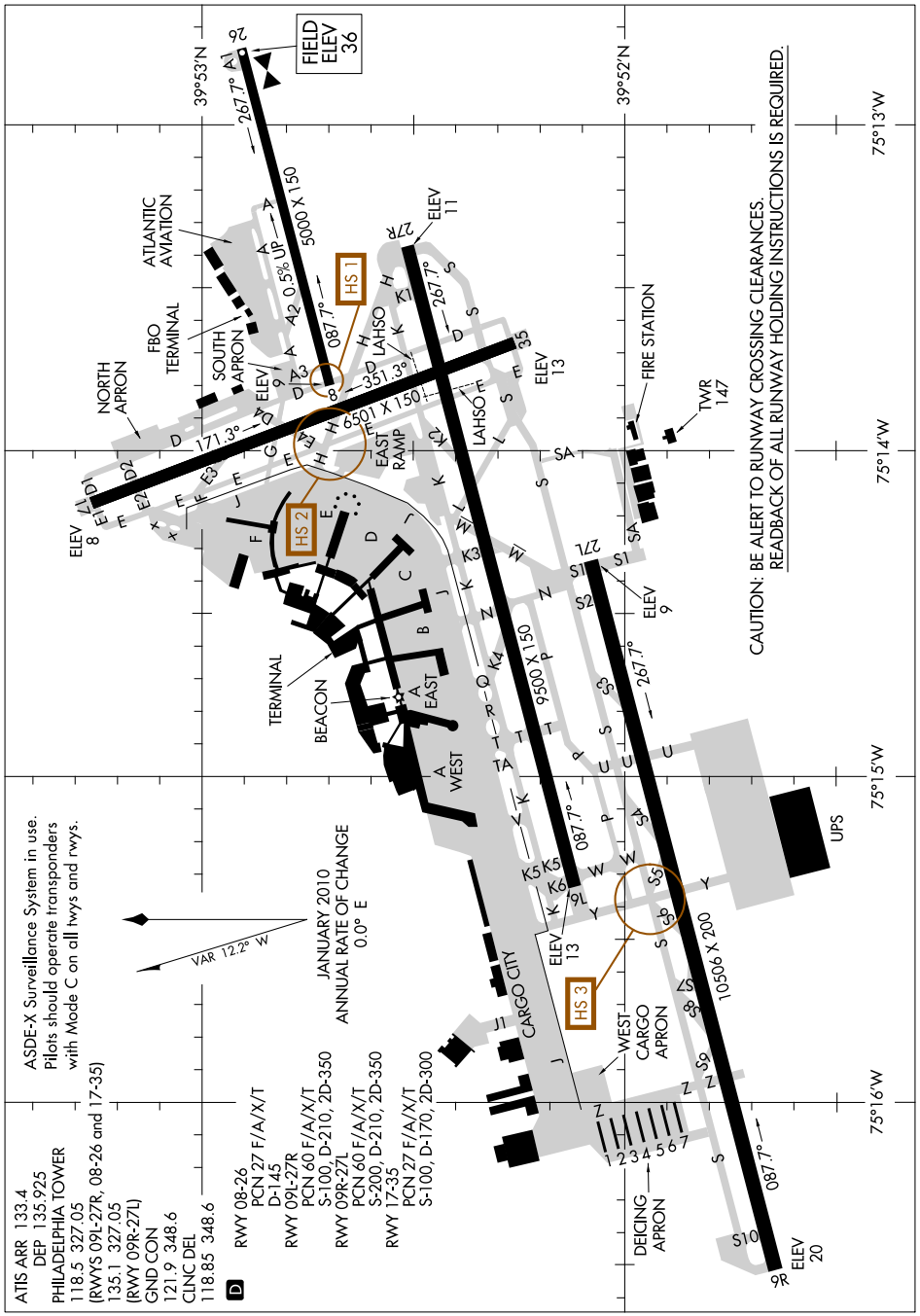
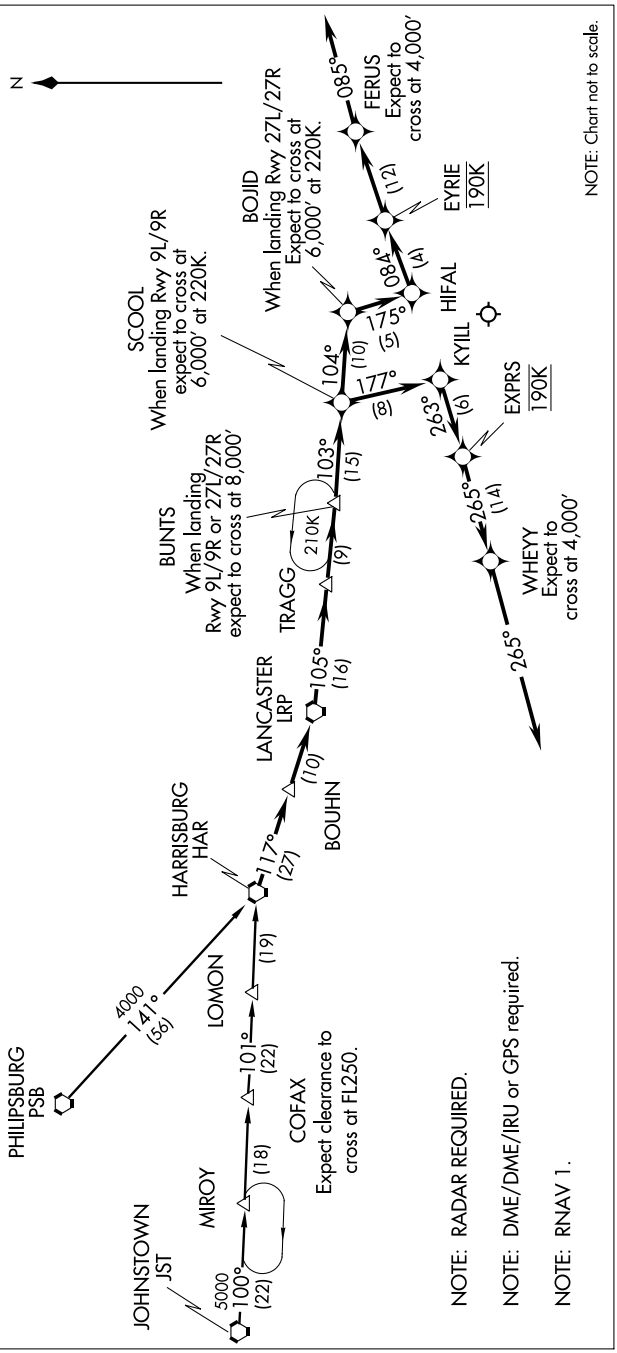


NE-4, 07 MAR 2013 to 04 APR 2013

ATIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6

JOHNSTOWN TRANSTION (JST.BOJID1)
PHILIPSBURG TRANSTION (PSB.BOJID1)

. . . . From HARRISBURG VORTAC, thence BOUHN, thence LANCASTER VORTAC, thence TRAGG, thence BUNTS,
WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence SCOOL, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085° Expect radar vectors to final approach course.
WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOL, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.



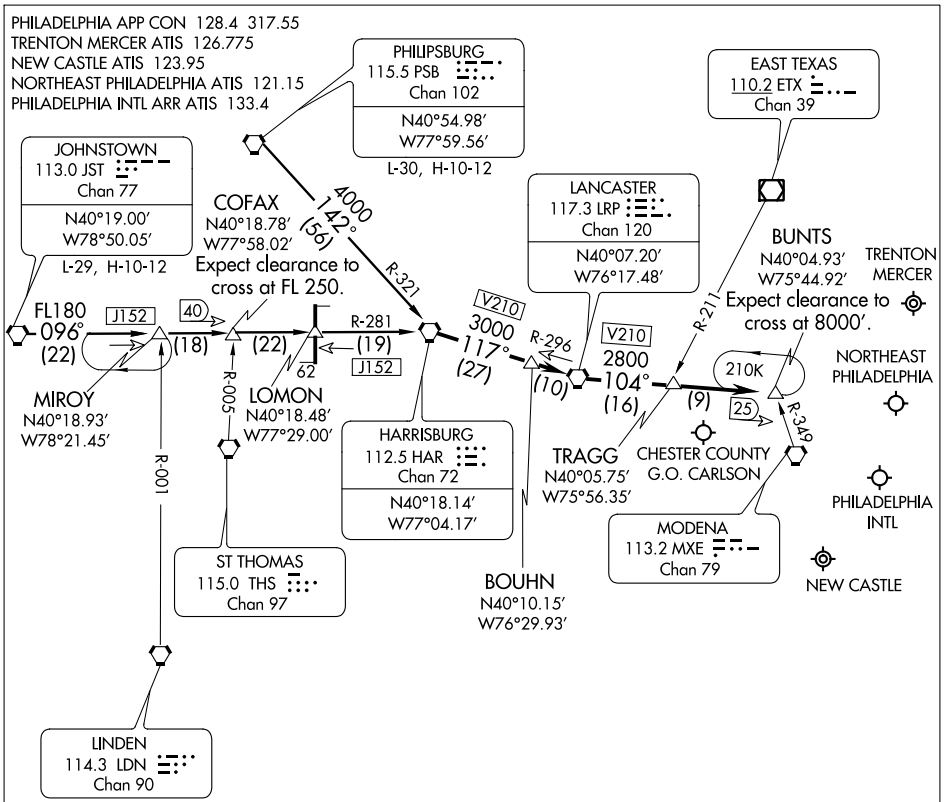
NOTE: RADAR REQUIRED.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

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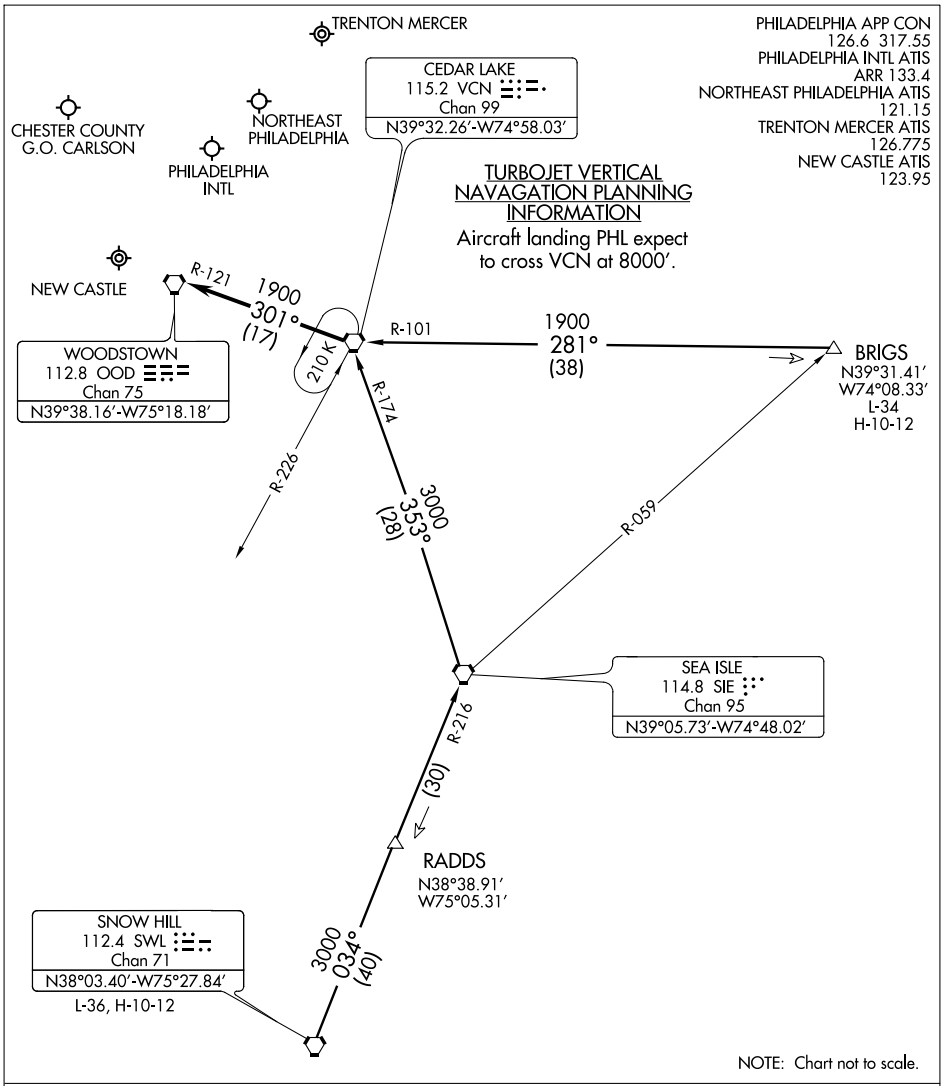
BUNTS ONE ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(HAR.BUNTS1) 07298

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 07 MAR 2013 to 04 APR 2013

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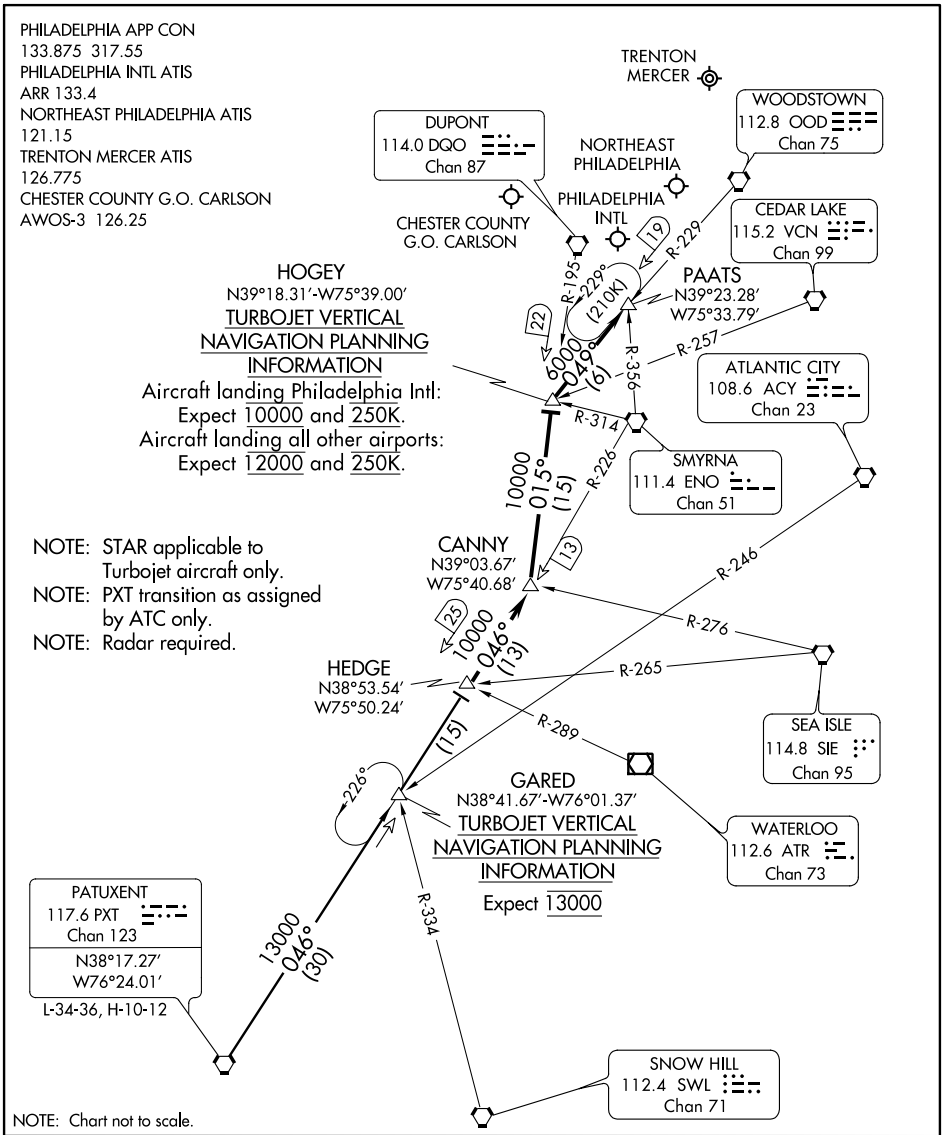
BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .
SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC: Turbojets expect radar vectors to final approach course. Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

DUPONT FIVE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



ARRIVAL ROUTE DESCRIPTION

PATUXENT TRANSITION (PXT.DPNT5): From over PXT VORTAC on R-046 to HEDGE INT, Thence. . . .

. . . . From over HEDGE INT on ENO VORTAC R-226 to CANNY INT, then on DQO VORTAC R-195 to HOGEY INT, then on OOD VORTAC R-229 to PAATS INT. Expect radar vector to final approach course prior to PAATS INT.

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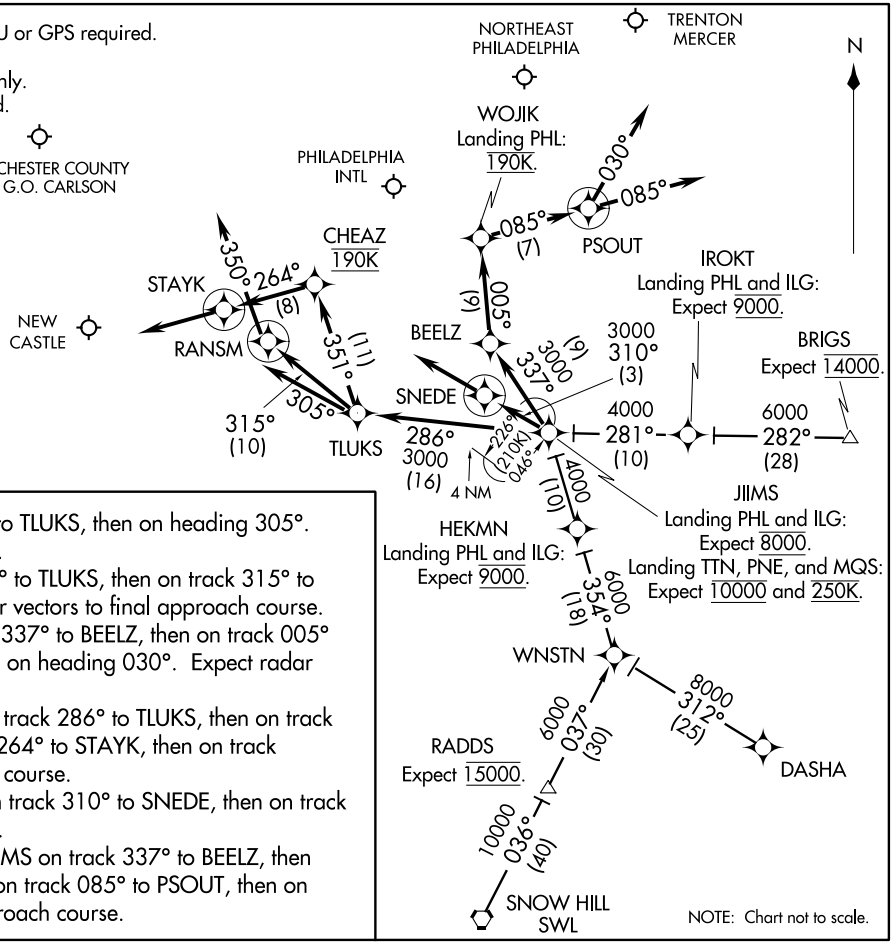
JIIMS TWO ARRIVAL (RNAV)

(JIIMS.JIIMS2) 13010

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA INTL
ATIS ARR 133.4
NORTHEAST PHILADELPHIA
ATIS 121.15
TRENTON MERCER
ATIS 126.775
NEW CASTLE ATIS 123.95
CHESTER COUNTY G.O. CARLSON
AWOS-3 126.25
PHILADELPHIA APP CON
133.875 317.55

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For turbojets only.
NOTE: Radar required.



ARRIVAL ROUTE DESCRIPTION

BRIGS TRANSITION (BRIGS.JIIMS2):
DASHA TRANSITION (DASHA.JIIMS2):
SNOW HILL TRANSITION (SWL.JIIMS2):

Landing ILG: From over JIIMS on track 286° to TLUKS, then on heading 305°. Expect radar vectors to final approach course.
Landing MQS: From over JIIMS on track 286° to TLUKS, then on track 315° to RANSM, then on heading 350°. Expect radar vectors to final approach course.
Landing PNE, TTN: From over JIIMS on track 337° to BEELZ, then on track 005° to WOJIK, then on track 085° to PSOUT, then on heading 030°. Expect radar vectors to final approach course.
Landing PHL Rwy 9L, 9R: From over JIIMS on track 286° to TLUKS, then on track 351° to cross CHEAZ at 190K, then on track 264° to STAYK, then on track 264°. Expect radar vectors to final approach course.
Landing PHL Rwy 17, 35: From over JIIMS on track 310° to SNEDE, then on track 310°. Expect radar vectors to final approach.
Landing PHL Rwy 26, 27L, 27R: From over JIIMS on track 337° to BEELZ, then on track 005° to cross WOJIK at 190K, then on track 085° to PSOUT, then on track 085°. Expect radar vectors to final approach course.

JIIMS TWO ARRIVAL (RNAV)
(JIIMS.JIIMS2) 13010
PHILADELPHIA, PENNSYLVANIA

ST-320 (FAA)

PAATS TWO ARRIVAL (RNAV)

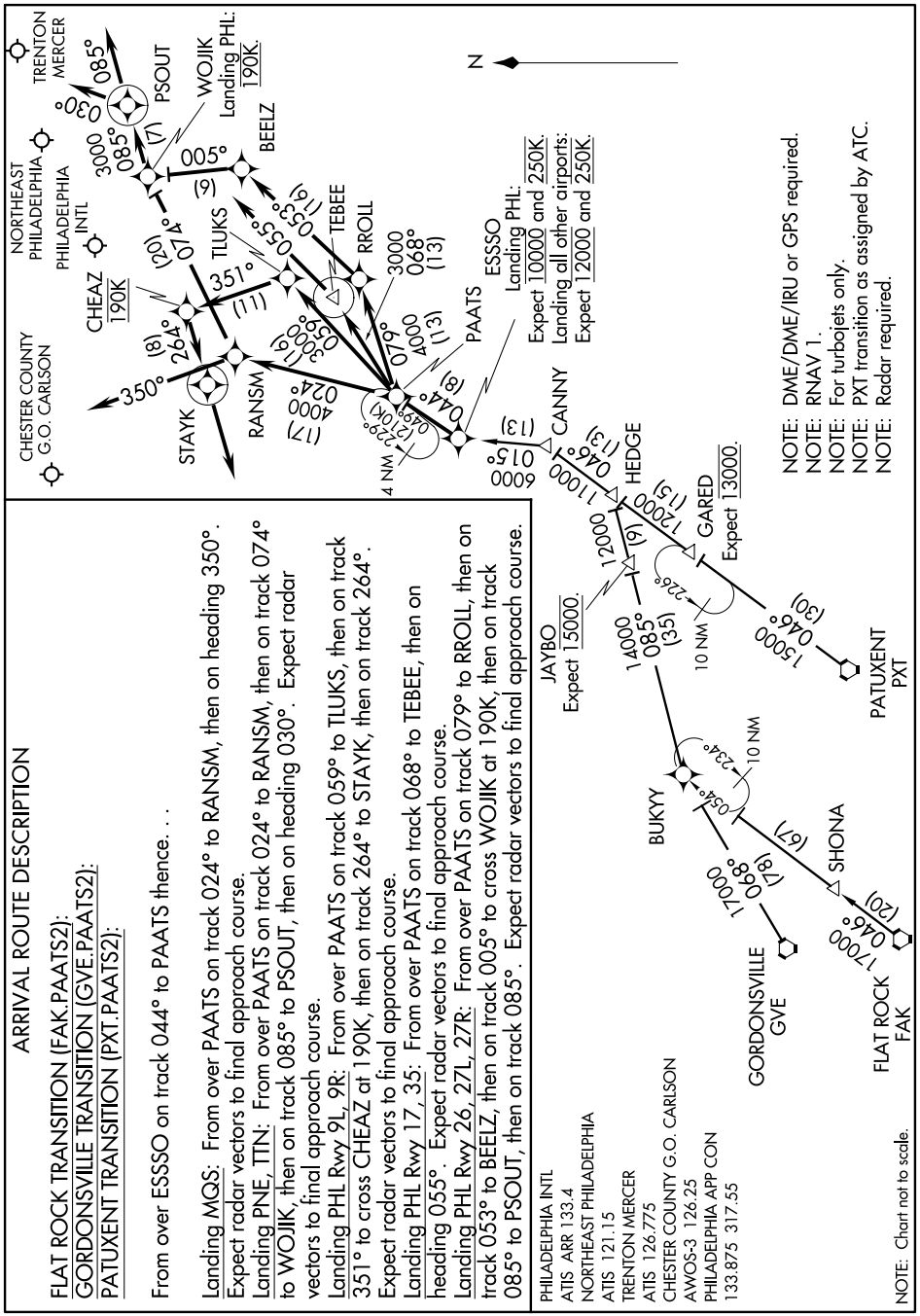
PHILADELPHIA, PENNSYLVANIA

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.PAATS2):
GORDONSVILLE TRANSITION (GVE.PAATS2):
PATUXENT TRANSITION (PXT.PAATS2):

From over ESSSO on track 044° to PAATS thence. . .

Landing MQS: From over PAATS on track 024° to RANSM, then on heading 350°. Expect radar vectors to final approach course.
Landing PNE, TTN: From over PAATS on track 024° to RANSM, then on track 074° to WOJIK, then on track 085° to PSOUT, then on heading 030°. Expect radar vectors to final approach course.
Landing PHL Rwy 9L, 9R: From over PAATS on track 059° to TLUKS, then on track 351° to cross CHEAZ at 190K, then on track 264° to STAYK, then on track 264°. Expect radar vectors to final approach course.
Landing PHL Rwy 17, 35: From over PAATS on track 068° to TEBEE, then on heading 055°. Expect radar vectors to final approach course.
Landing PHL Rwy 26, 27L, 27R: From over PAATS on track 079° to RROLL, then on track 053° to BEELZ, then on track 005° to cross WOJIK at 190K, then on track 085° to PSOUT, then on track 085°. Expect radar vectors to final approach course.



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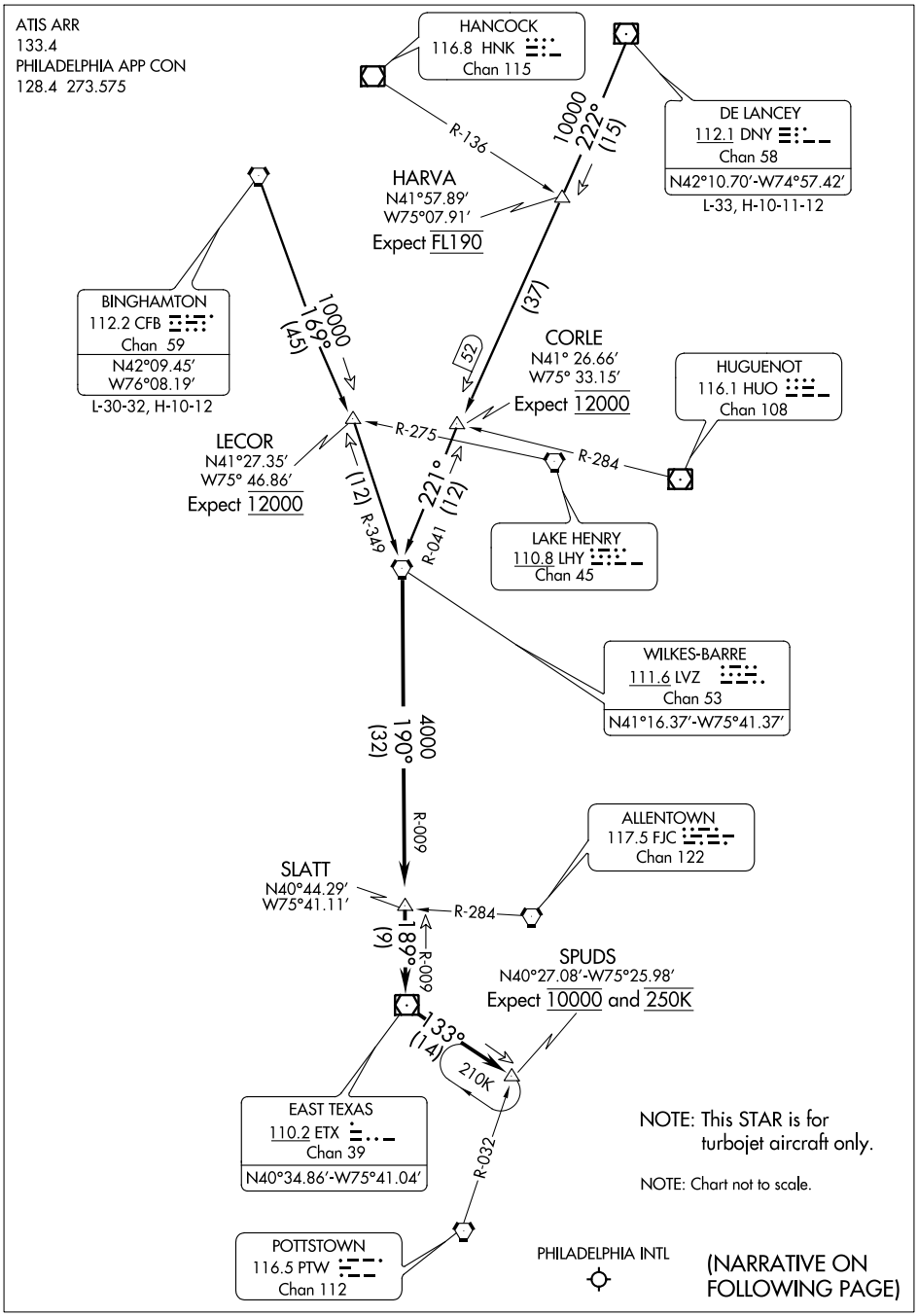
SLATT THREE ARRIVAL

PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for turbojet aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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SLATT THREE ARRIVAL
(LVZ.SLATT3) 11069
PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL

ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SLATT3): From over CFB VORTAC via CFB R-169 to LECOR INT, then via LVZ R-349 to LVZ VORTAC. Thence . . . .
DELANCEY TRANSITION (DNY.SLATT3): From over DNY VOR/DME via DNY R-222 to HARVA INT, then via DNY R-222 to CORLE INT, then via LVZ R-041 to LVZ VORTAC. Thence . . . .

. . . . From over LVZ VORTAC via LVZ R-190 and ETX R-009 to SLATT INT, then via ETX R-009 to ETX VOR/DME, then via ETX R-133 to SPUDS INT. Expect radar vectors to final approach course.

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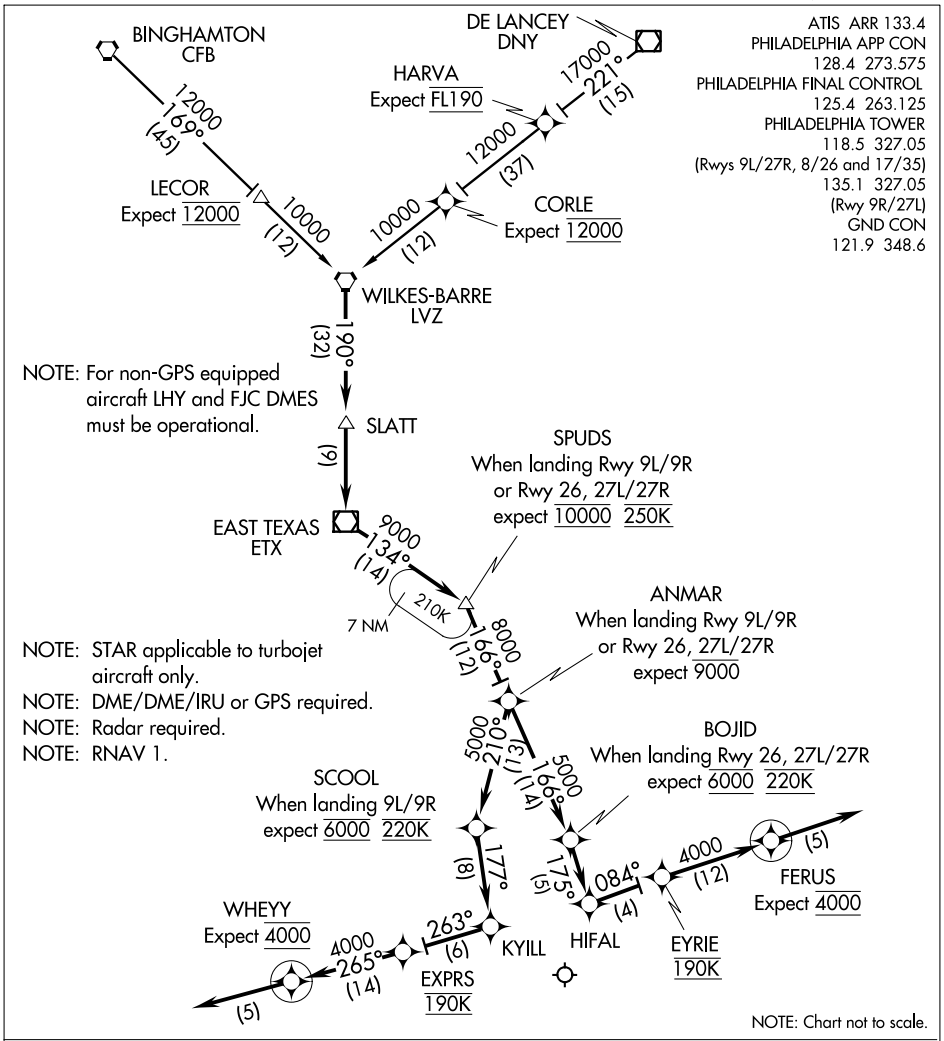
SPUDS TWO ARRIVAL (RNAV)



NOTE: For non-GPS equipped aircraft LHY and FJC DMES must be operational.

NOTE: STAR applicable to turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

BINGHAMTON TRANSITION (CFB.SPUDS2):
DE LANCEY TRANSITION (DNY.SPUDS2):

. . . . From LVZ VORTAC on track 190° to SLATT, then on track 190° to ETX VOR/DME, then on track 134° to SPUDS, then on track 166° to ANMAR then:

LANDING RWYS 26, 27L/27R: Then on track 166° to BOJID, then on track 175° to HIFAL, then via left turn on track 084° to EYRIE, then on track 084° to FERUS, depart FERUS heading 084°. Expect radar vectors to final approach course.
LANDING RWY 9L/9R: Then on track 209° to SCOOL, then on track 177° to KYILL, then via right turn on track 263° to EXPRS, then on track 265° to WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.

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SPUDS TWO ARRIVAL (RNAV)
(SPUDS.SPUDS2) 12264
PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL (PHL)

ILS or LOC RWY 9L
PHILADELPHIA INTL (PHL)

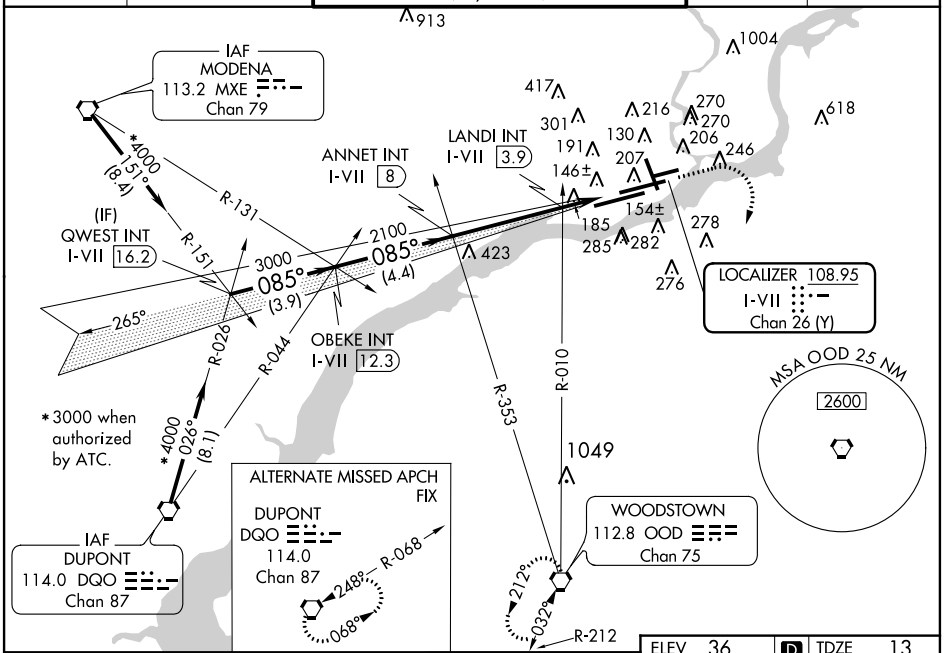
LOC/DME I-VII	APP CRS	Rwy ldg	9500
108.95	085°	TDZE	13
Chan 26 (Y)		Apt Elev	36

** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

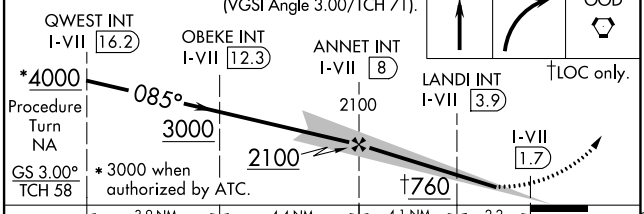
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

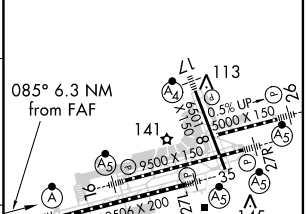
1500 | 3000 | OOD

†LOC only.



CATEGORY	A	B	C	D
S-ILS 9L	** 213/24 200 (200-½)			
S-LOC 9L	760/24 747 (800-½)	760/40 747 (800-¾)	760-1¾ 747 (800-1¾)	760-2 747 (800-2)
CIRCLING	760-1 724 (800-1)	760-1¼ 724 (800-1¼)	760-2¼ 724 (800-2¼)	760-2½ 724 (800-2½)
LANDI FIX MINIMUMS				
S-LOC 9L	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

ELEV 36 | D | TDZE 13



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

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

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NE-4, 07 MAR 2013 to 04 APR 2013

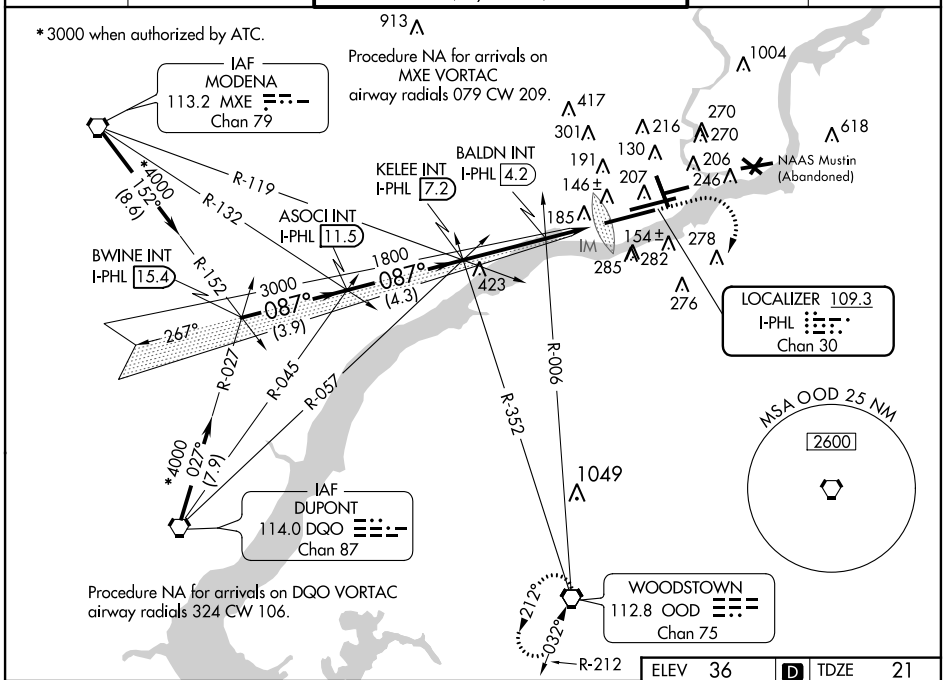
LOC/DME I-PHL	APP CRS	Rwy ldg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS or LOC RWY 9R
PHILADELPHIA INTL (PHL)

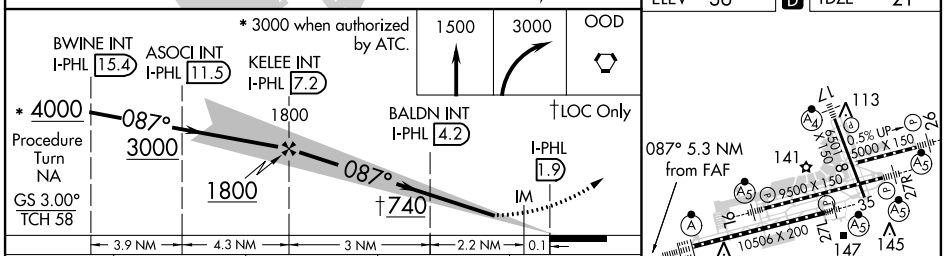
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

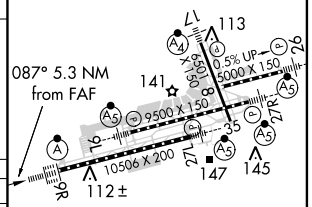


NE-4, 07 MAR 2013 to 04 APR 2013



CATEGORY	A	B	C	D
S-ILS 9R	221/18 200 (200-½)			
S-LOC 9R	740/24 719 (800-½)		740-1½ 719 (800-1½)	740-1¾ 719 (800-1¾)
CIRCLING	740-1 704 (800-1)		740-2 704 (800-2)	740-2¼ 704 (800-2¼)
BALDN FIX MINIMUMS				
S-LOC 9R	580/24 559 (600-½)		580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

ELEV 36 D TDZE 21



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

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

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ILS or LOC RWY 17
PHILADELPHIA INTL (PHL)

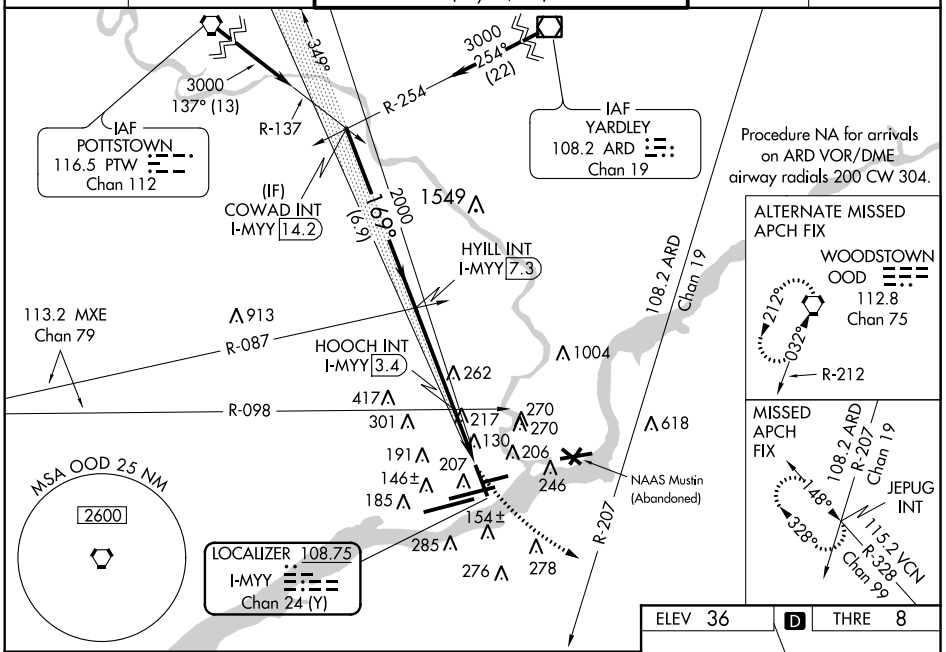
LOC/DME I-MYY	APP CRS	Rwy ldg	6501
108.75	169°	THRE	8
Chan 24 (Y)		Apt Elev	36

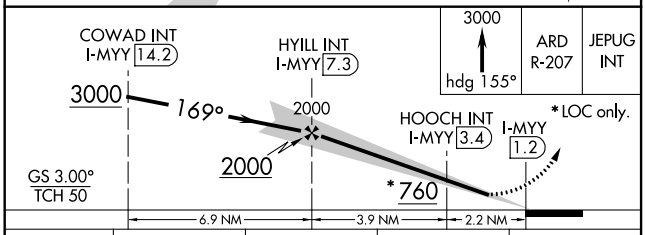
Circling to Rwy 35 NA at night. Inoperative table does not apply. When VGSI inoperative, Straight-in/Circling Rwy 17 and Circling Rwy 9L procedure NA at night. Visibility reduction by helicopters NA. For inoperative MALSF, increase S-LOC 17 Cat B visibility to 1¼ miles and Cat C and D to 2 miles. HOOCH Fix Minimums: For inoperative MALSF, increase S-LOC 17 Cat C and D visibility to 1⅜ miles.

MALSF

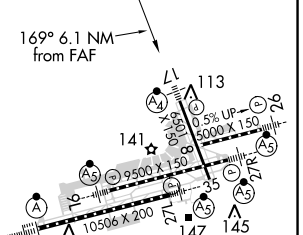
MISSED APPROACH: Climb to 3000 on heading 155° and ARD VOR/DME R-207 to JEPUG INT and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6





CATEGORY	A	B	C	D
S-ILS 17	258/50 250 (300-1)			
S-LOC 17	760/50 752 (800-1)	760/55 752 (800-1¼)	760-1⅞ 752 (800-1⅞)	
CIRCLING	760-1 724 (800-1)	760-1¼ 724 (800-1¼)	760-2 724 (800-2)	760-2¼ 724 (800-2¼)
HOOCH FIX MINIMUMS				
S-LOC 17	480/50 472 (500-1)		480/60 472 (500-1¼)	
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)



FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

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LOC/DME I-LLH	APP CRS	Rwy ldg	5000
111.55	263°	THRE	36
Chan 52 (Y)		Apt Elev	36

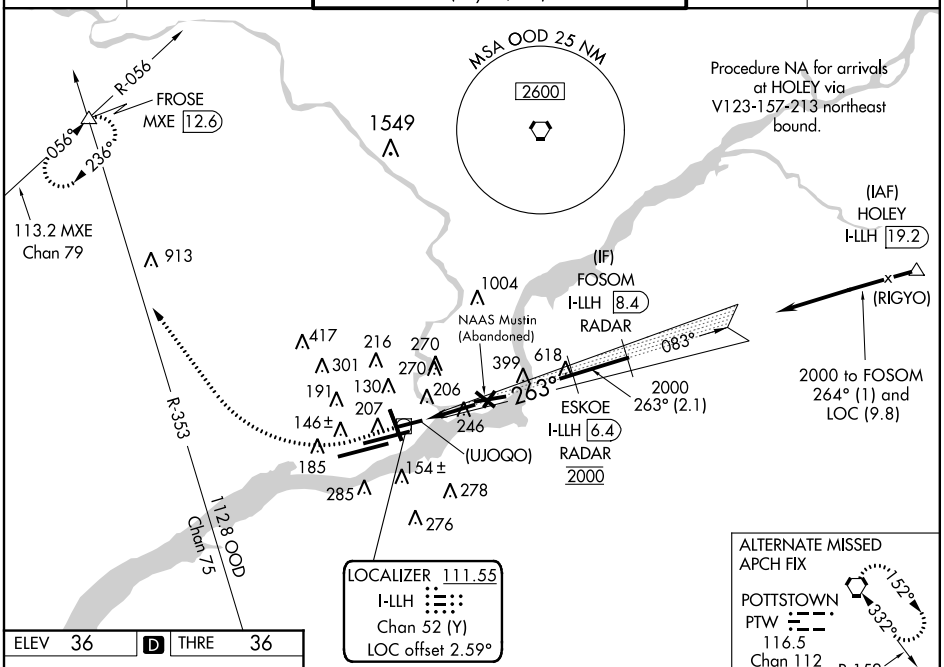
ILS or LOC RWY 26
PHILADELPHIA INTL (PHL)

DME or RADAR required. Visibility reduction by helicopters NA. For inop MALSR, increase S-LOC Cats A and B visibility to RVR 5000.

MALSR

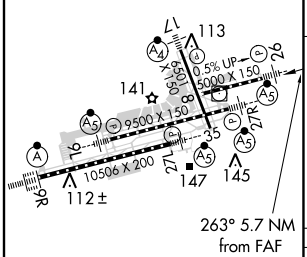
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 310° and OOD VORTAC R-353 to FROSE INT/ MXE VORTAC 12.6 DME and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



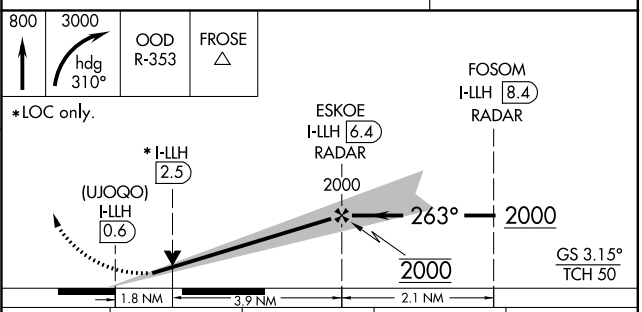
NE-4, 07 MAR 2013 to 04 APR 2013

ELEV 36	D	THRE 36



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

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 26	299/40 263 (300-¾)			NA
S-LOC 26	700/40 664 (700-¾)		700-1½ 664 (700-1½)	NA
CIRCLING	700-1 664 (700-1)		700-1⅞ 664 (700-1⅞)	NA

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LOC/DME I-GLC	APP CRS	Rwy ldg	10331
109.3	265°	TDZE	10
Chan 30		Apt Elev	36

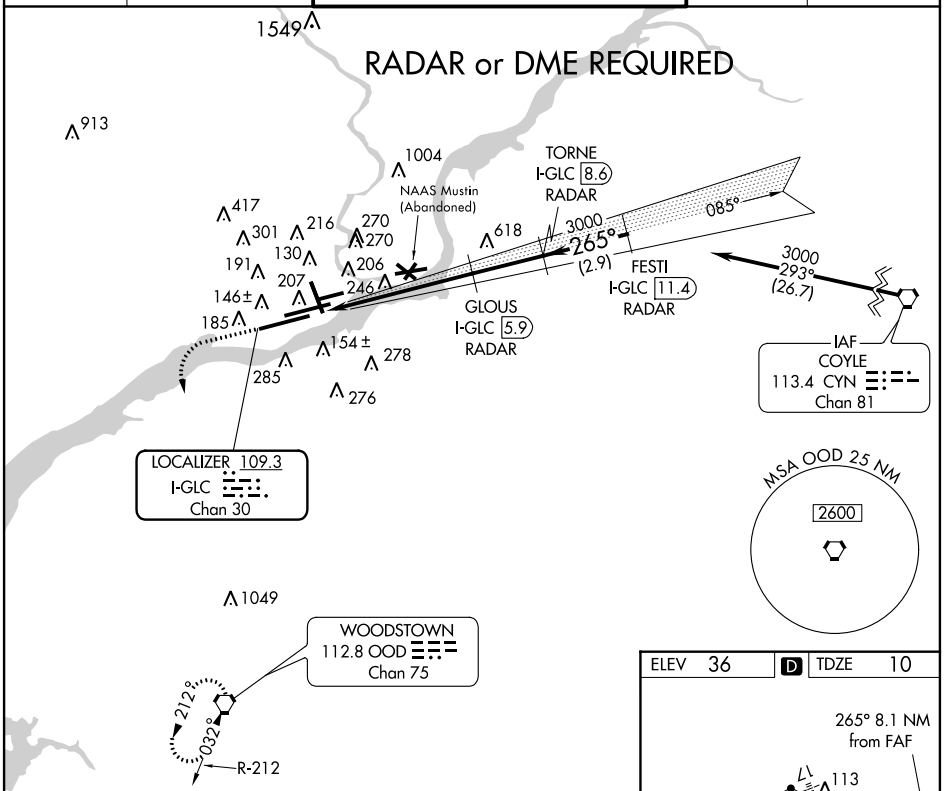
ILS or LOC RWY 27L
PHILADELPHIA INTL (PHL)

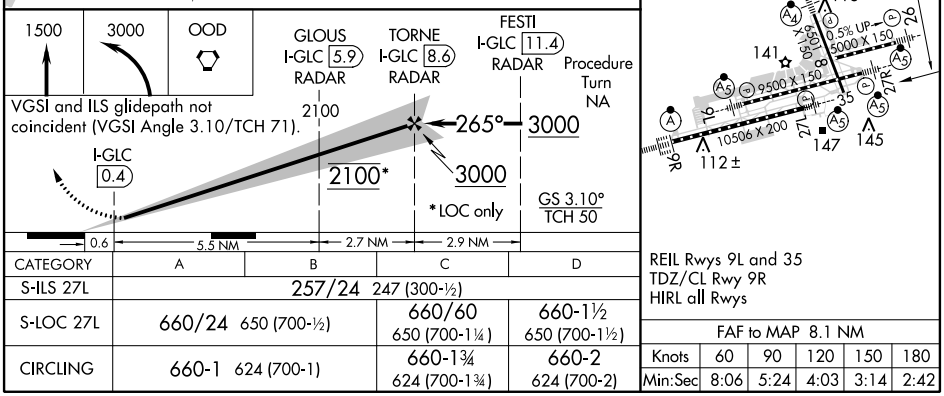
ILS unusable from .60 NM inbound to threshold.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6





CATEGORY	A	B	C	D
S-ILS 27L	257/24 247 (300-½)			
S-LOC 27L	660/24 650 (700-½)		660/60 650 (700-1¼)	660-1½ 650 (700-1½)
CIRCLING	660-1 624 (700-1)		660-1¾ 624 (700-1¾)	660-2 624 (700-2)

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-4, 07 MAR 2013 to 04 APR 2013

ILS or LOC/DME RWY 27R
PHILADELPHIA INTL (PHL)

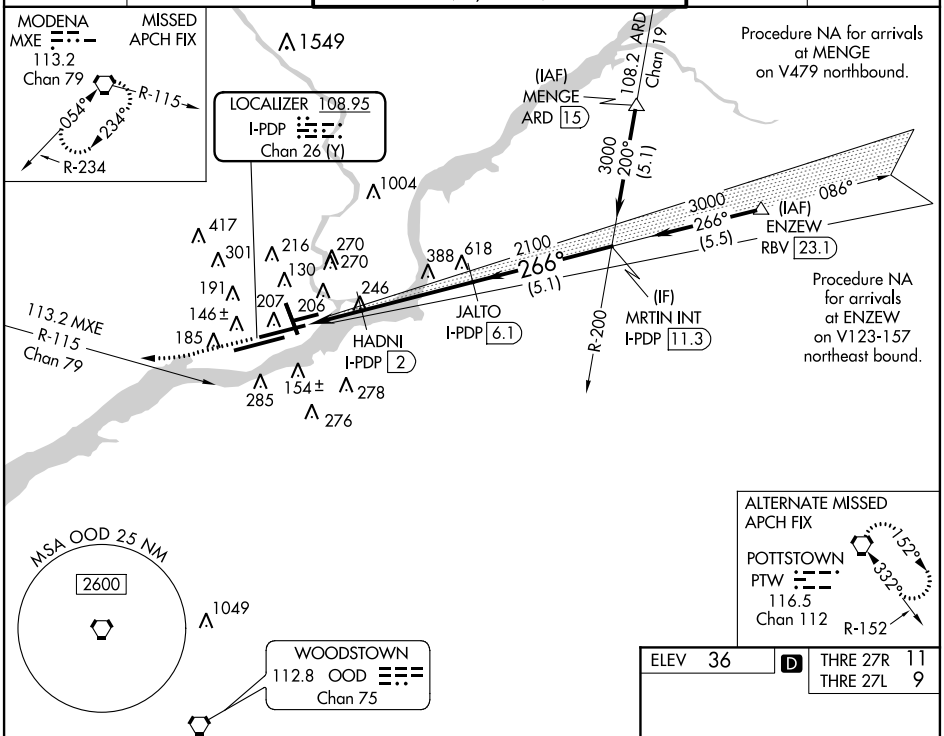
LOC/DME I-PDP	APP CRS	Rwy ldg	27R	27L
108.95	266°		9500	10331
Chan 26 (Y)		THRE	11	9
		Apt Elev	36	36

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

27R MALSR (A5) | 27L MALSR (A5)

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

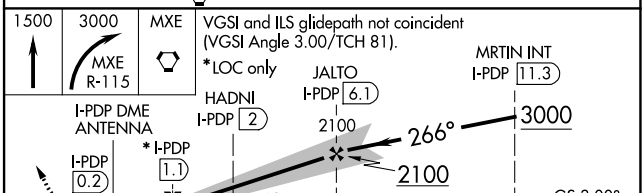
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

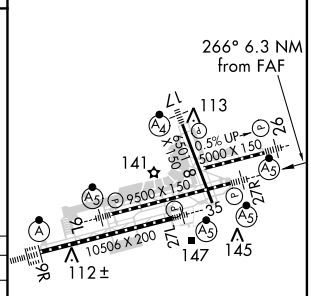


ELEV 36	D	THRE 27R 11
		THRE 27L 9

1500	3000	MXE
	MXE R-115	

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 81).





CATEGORY	A	B	C	D
S-ILS 27R	** 211/24 200 (200-½)			
S-LOC 27R	500/24 489 (500-½)		500/50 489 (500-1)	
SIDESTEP 27L	500-1 491 (500-1)		500-1⅜ 491 (500-1⅜)	
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

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

NE-4, 07 MAR 2013 to 04 APR 2013

NE-4, 07 MAR 2013 to 04 APR 2013

LOC/DME I-PDP	APP CRS	Rwy ldg	9500
108.95	266°	THRE	11
Chan 26 (Y)		Apt Elev	36

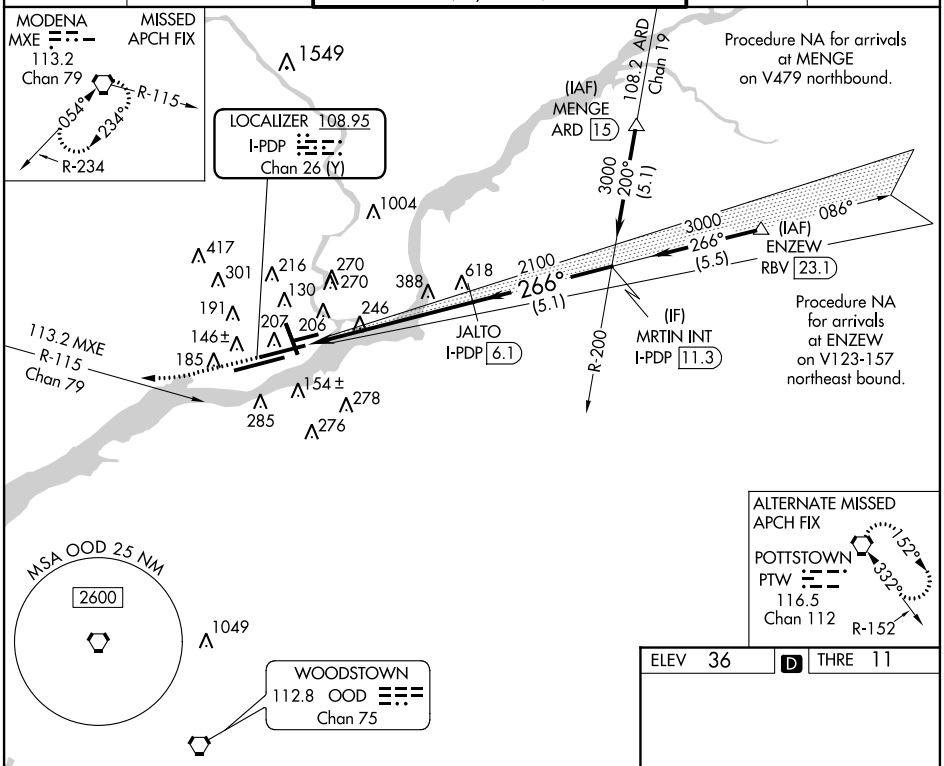
ILS RWY 27R (SA CAT I)
PHILADELPHIA INTL (PHL)

Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

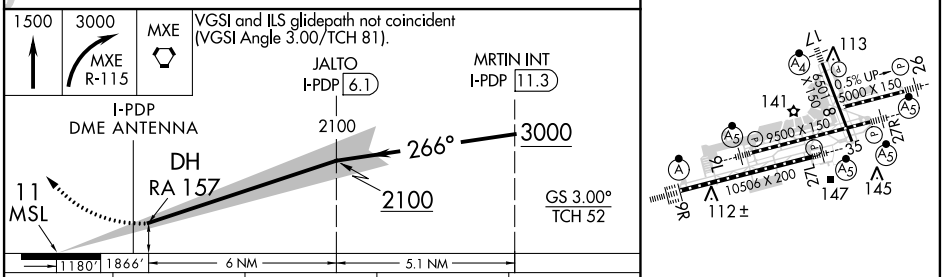
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



ELEV 36	D	THRE 11



CATEGORY	A	B	C	D
S-ILS 27R	RA 157/14 150 DA 161			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

NE-4, 07 MAR 2013 to 04 APR 2013

NE-4, 07 MAR 2013 to 04 APR 2013

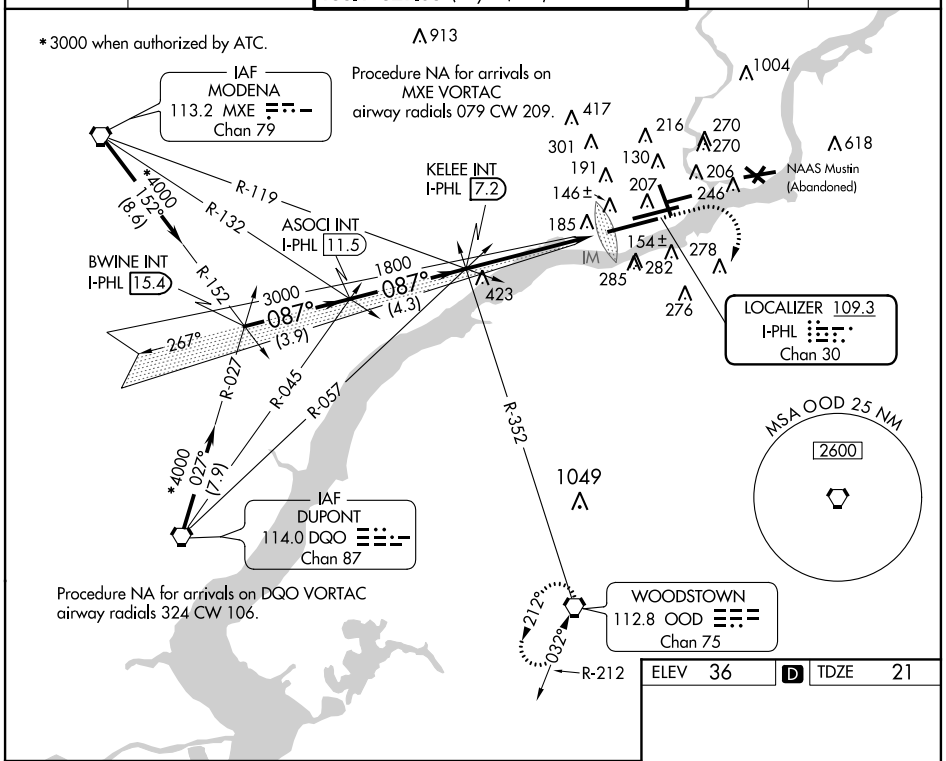
LOC/DME I-PHL	APP CRS	Rwy ldg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS RWY 9R (CAT II)
PHILADELPHIA INTL (PHL)

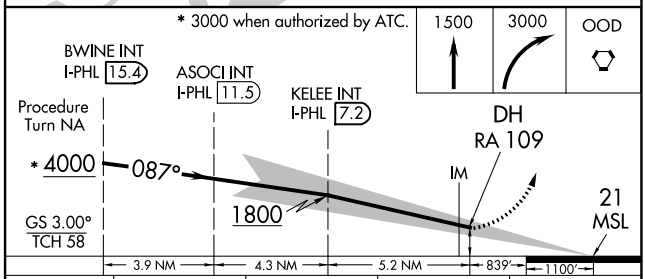
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

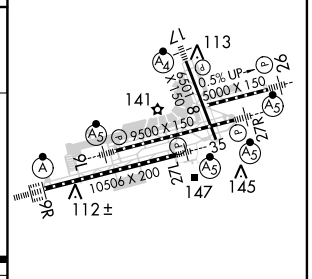


ELEV	36	D	TDZE	21



CATEGORY	A	B	C	D
S-ILS 9R	RA 109/12 100 DA 121			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



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

NE-4, 07 MAR 2013 to 04 APR 2013

NE-4, 07 MAR 2013 to 04 APR 2013

LOC/DME I-PDP	APP CRS	Rwy ldg	9500
108.95	266°	THRE	11
Chan 26 (Y)		Apt Elev	36

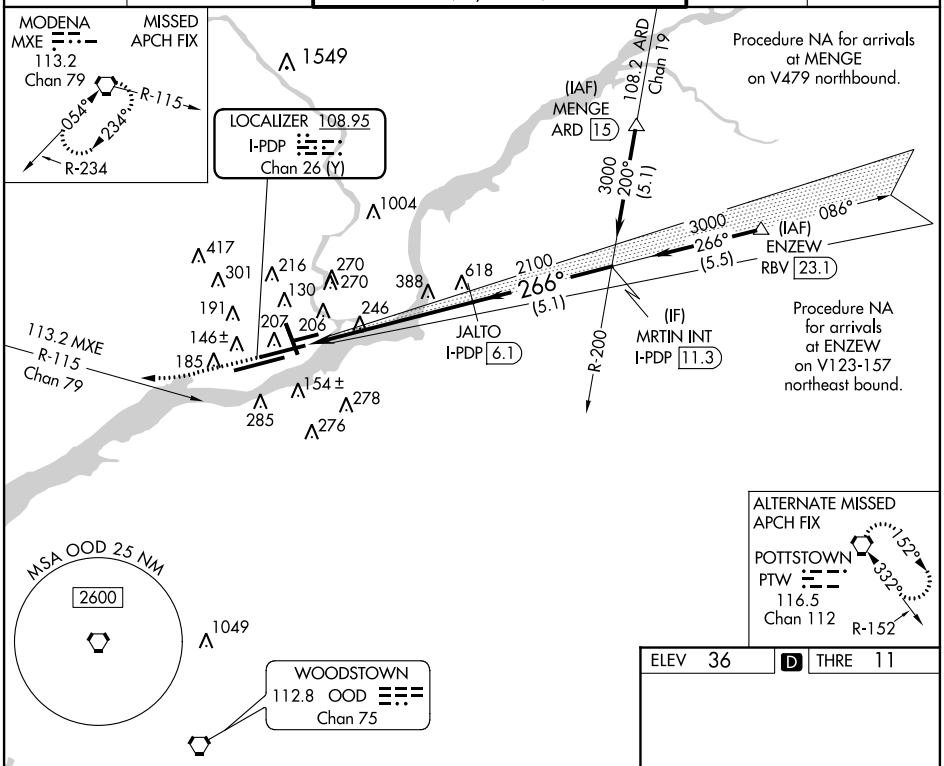
ILS RWY 27R (SA CAT II)
PHILADELPHIA INTL (PHL)

Reduced lighting: requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to TD.

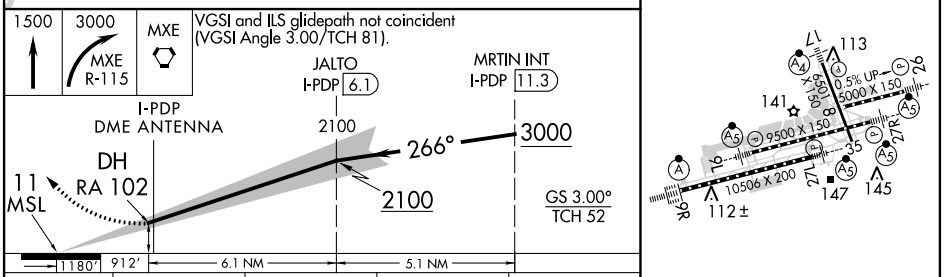
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



ELEV 36	D	THRE 11



CATEGORY	A	B	C	D
S-ILS 27R	RA 102/12 100 DA 111			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

NE-4, 07 MAR 2013 to 04 APR 2013

NE-4, 07 MAR 2013 to 04 APR 2013

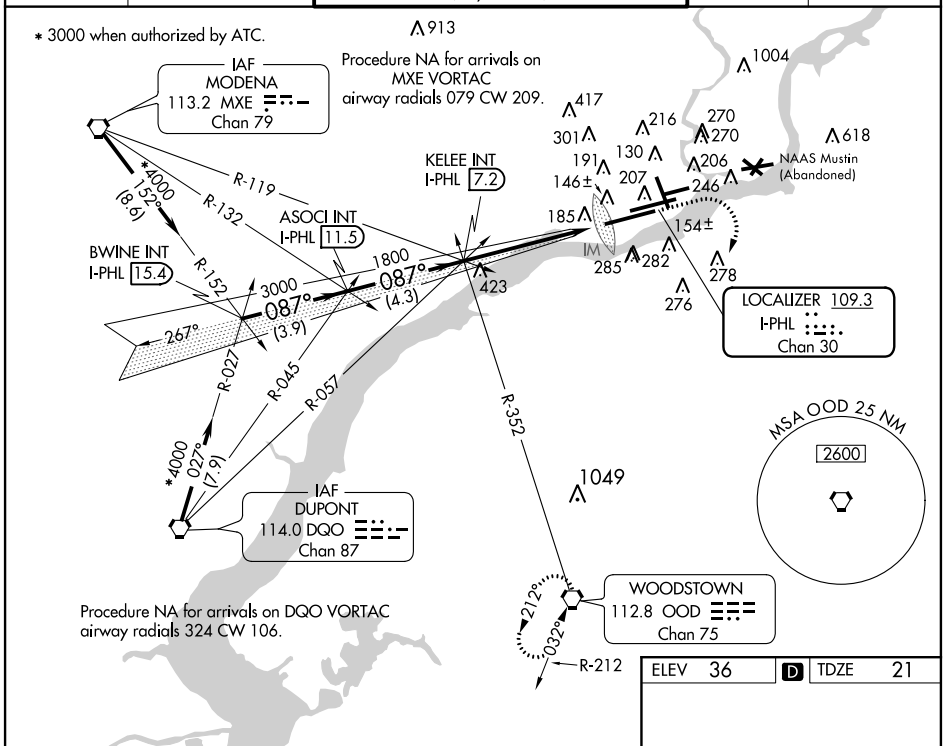
LOC/DME I-PHL	APP CRS	Rwy ldg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS RWY 9R (CAT III)
PHILADELPHIA INTL (PHL)

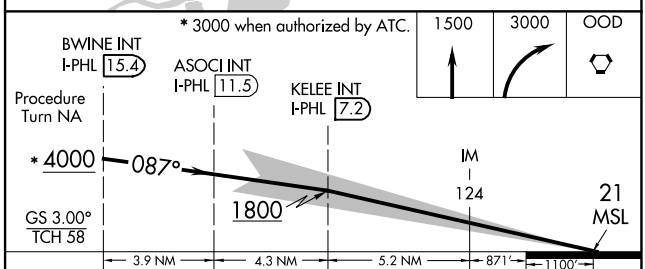
ALSF-2

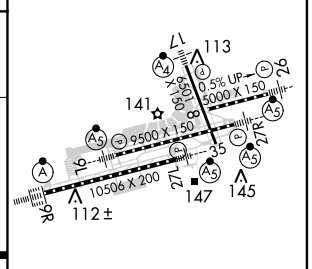
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



ELEV	36	D	TDZE	21





CATEGORY	A	B	C	D
S-ILS 9R		CAT IIIa	RVR07	
S-ILS 9R		CAT IIIb	RVR06	
S-ILS 9R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

NE-4, 07 MAR 2013 to 04 APR 2013

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CONVERGING ILS RWY 9R

PHILADELPHIA INTL (PHL)

LOC/DME I-PHL	APP CRS	Rwy ldg	10506
109.3	087°	TDZE	22
Chan 30		Apt Elev	38

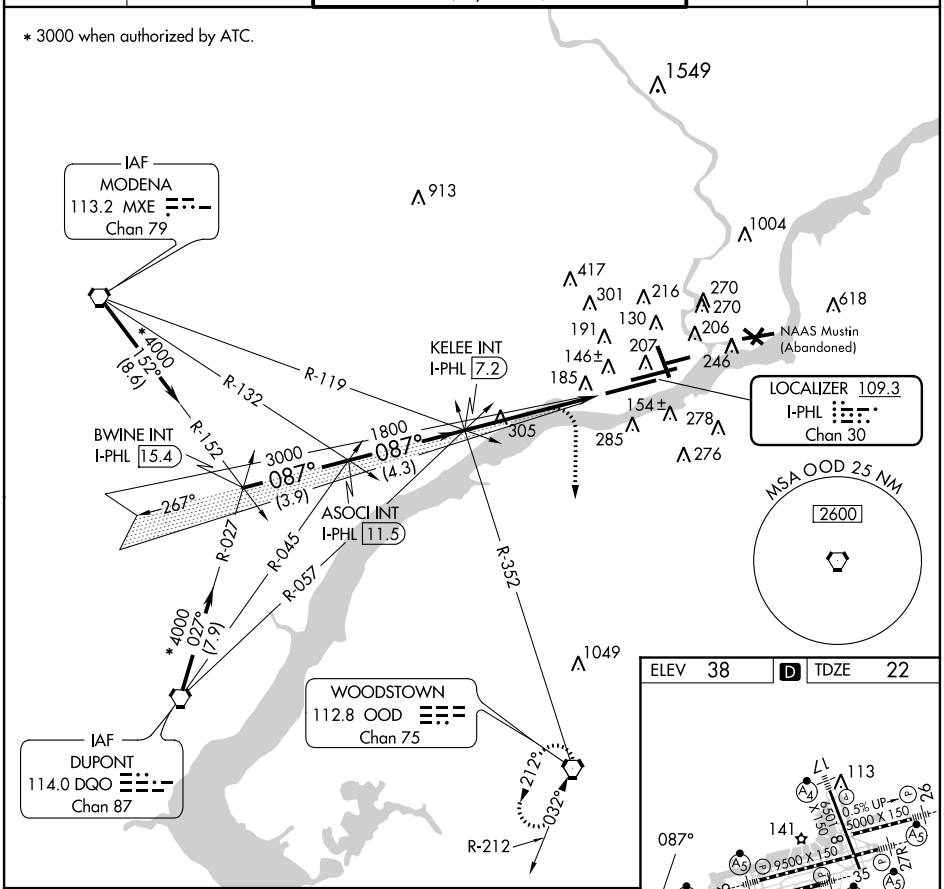
Simultaneous converging approaches authorized with Rwy 17.

NA

ALSF-2

MISSED APROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



CATEGORY	A	B	C	D
S- ILS 9R	621-1½ 599 (600-1½)			

NE-4, 07 MAR 2013 to 04 APR 2013

NE-4, 07 MAR 2013 to 04 APR 2013

LOC/DME I-MYY	APP CRS	Rwy ldg	6501
108.75	169°	THRE	8
Chan 24 (Y)		Apt Elev	36

CONVERGING ILS RWY 17

PHILADELPHIA INTL (PHL)

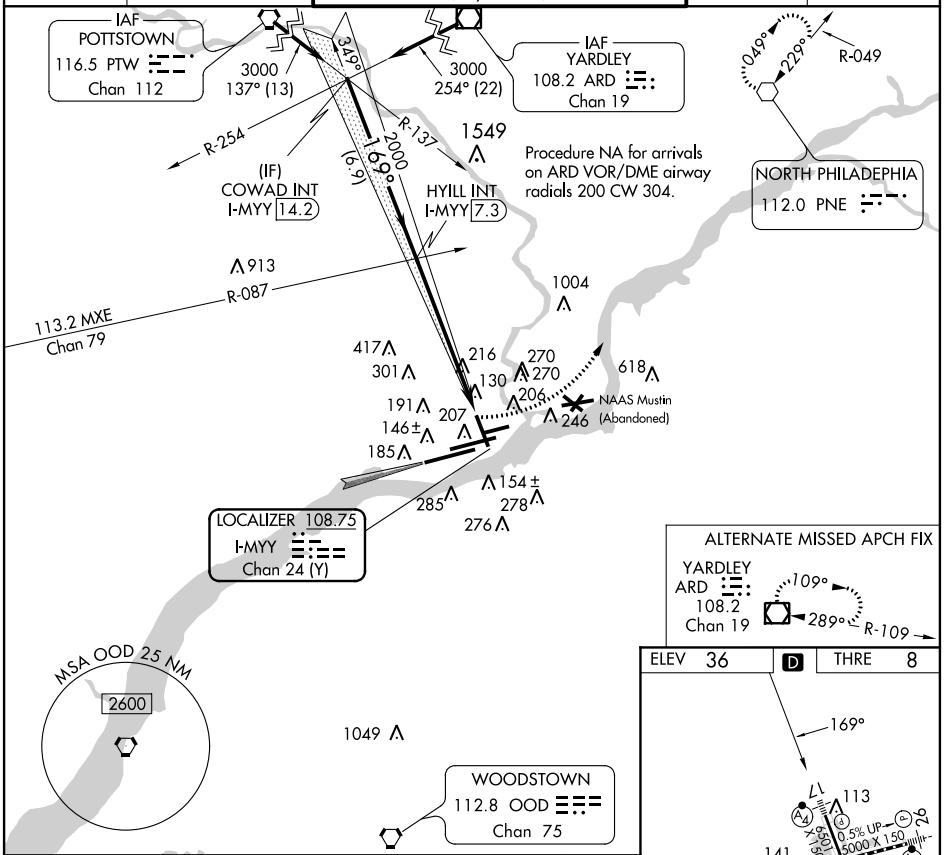
When VGSI inoperative, procedure NA at night. For inoperative MALSF, increase S-ILS 17 all Cats visibility to 2 ¼ miles. Radar required. Visibility reduction by helicopters NA. Simultaneous converging approaches authorized with Rwy 9R.

NA

MALSF

MISSED APPROACH: Climbing left turn to 3000 direct PNE VOR and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



CATEGORY	A	B	C	D
S-ILS 17	630-1⅞ 622 (600-1⅞)			670-2 662 (700-2)

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

NE-4, 07 MAR 2013 to 04 APR 2013

NE-4, 07 MAR 2013 to 04 APR 2013

RNAV (RNP) Z RWY 9L
PHILADELPHIA INTL (PHL)

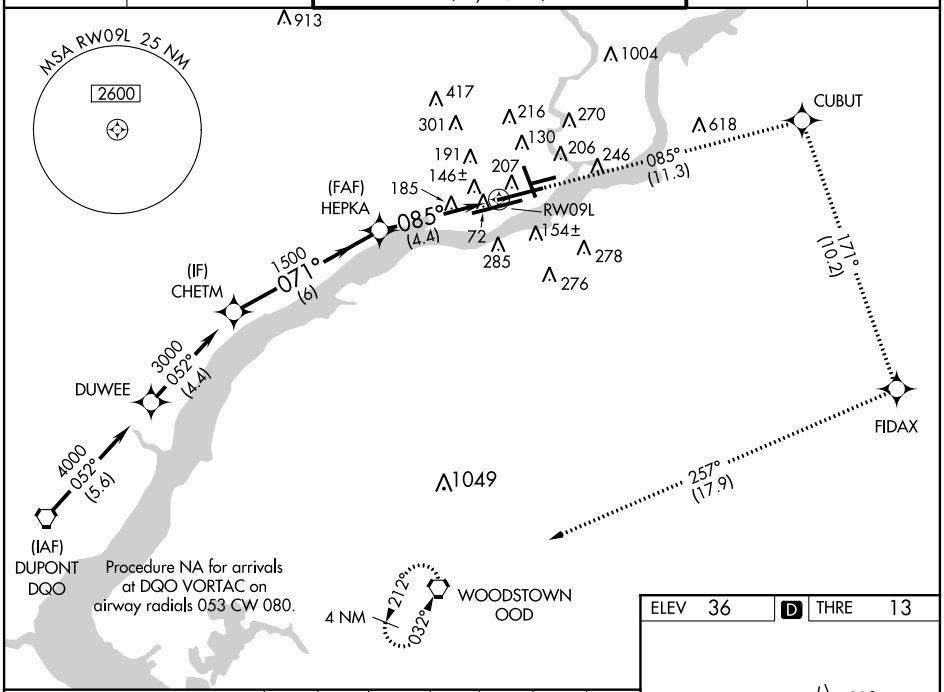
APP CRS	Rwy ldg	9500
085°	THRE	13
	Apt Elev	36

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 54°C (130°F).
For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1⅜.

MALSR

MISSED APPROACH: Climb to 3000 via track 085° to CUBUT, and via track 171° to FIDAX, and via track 257° to OOD VORTAC and hold.

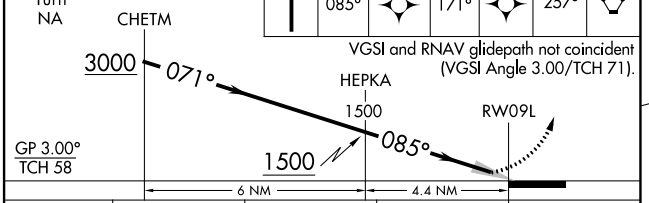
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



	3000	tr 085°	CUBUT	tr 171°	FIDAX	tr 257°	OOD

Procedure Turn NA

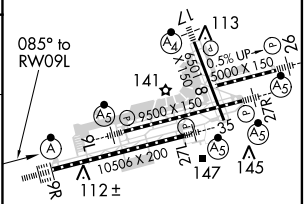
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
RNP 0.11 DA	382/35 369 (400-¾)			
RNP 0.30 DA	434/46 421 (400- 1)			

AUTHORIZATION REQUIRED

ELEV 36 | D | THRE 13



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

NE-4, 07 MAR 2013 to 04 APR 2013

NE-4, 07 MAR 2013 to 04 APR 2013

RNAV (RNP) Z RWY 9R
PHILADELPHIA INTL (PHL)

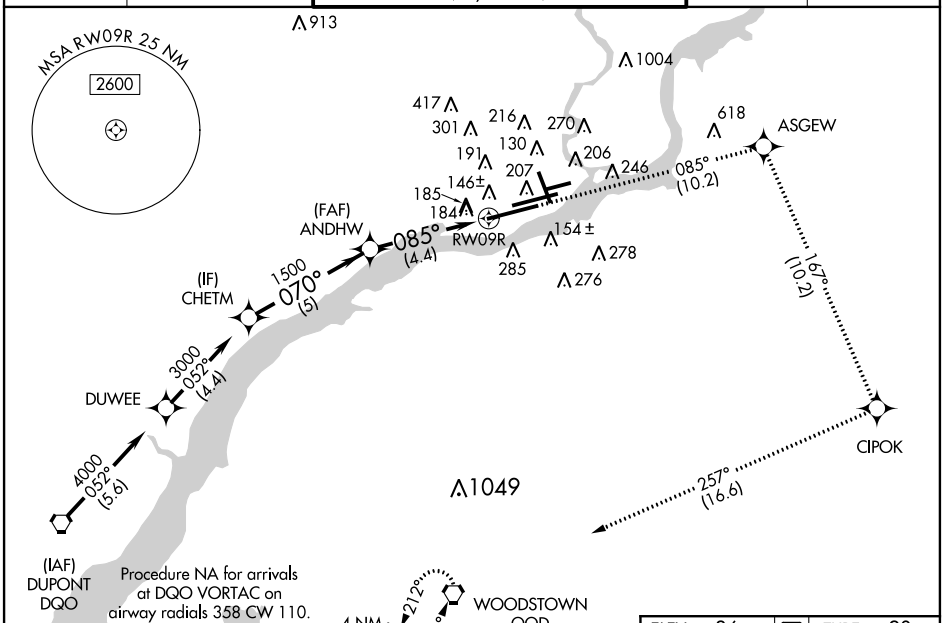
APP CRS	Rwy ldg	10506
085°	THRE	20
	Apt Elev	36

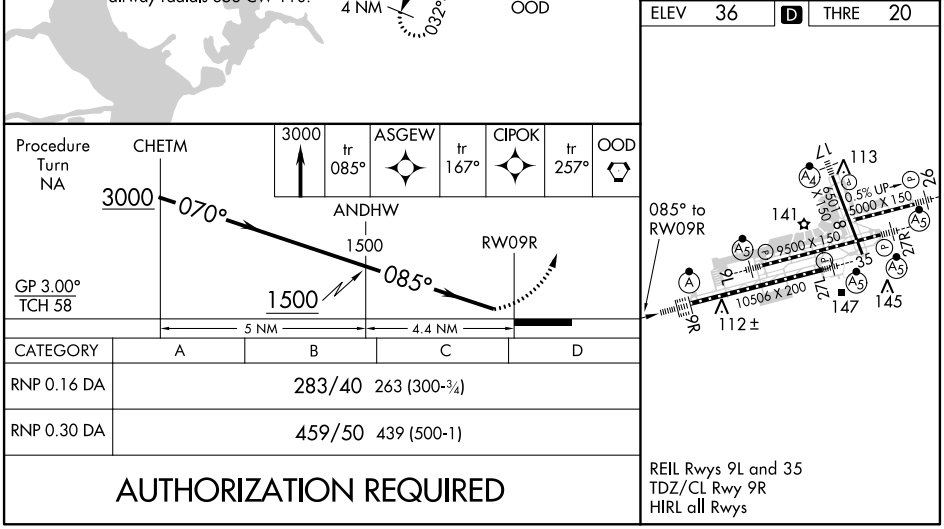
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 54°C (130°F). Visibility reduction by helicopters NA. For inoperative ALSF, increase RNP 0.16 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 085° to ASGEW, and via track 167° to CIPOK, and via track 257° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6





CATEGORY	A	B	C	D
RNP 0.16 DA	283/40 263 (300-¾)			
RNP 0.30 DA	459/50 439 (500-1)			

AUTHORIZATION REQUIRED

NE-4, 07 MAR 2013 to 04 APR 2013

NE-4, 07 MAR 2013 to 04 APR 2013

RNAV (GPS) RWY 17
PHILADELPHIA INTL (PHL)

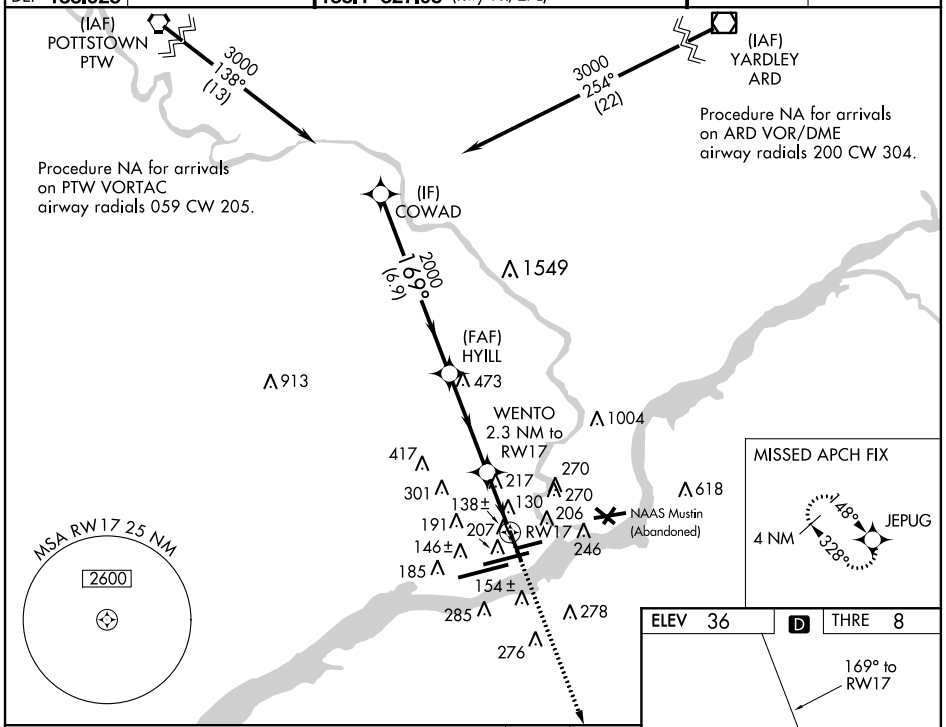
WAAS CH 86222 W17A	APP CRS 169°	Rwy ldg 6501 THRE 8 Apt Elev 36

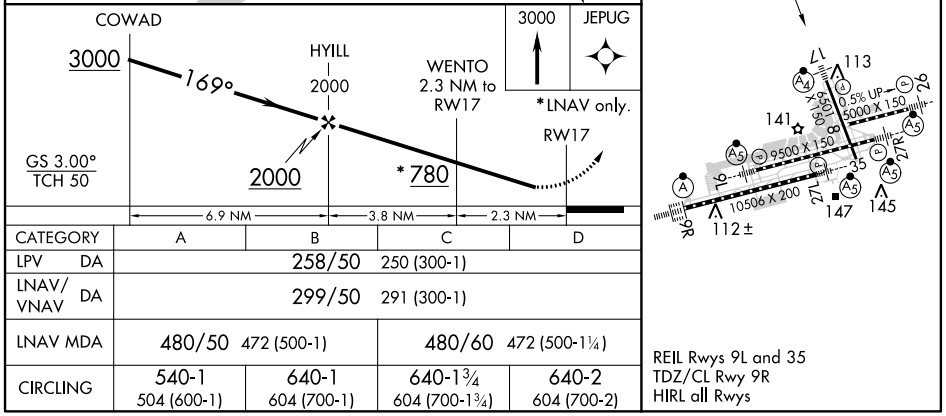
Circling to Rwy 35 NA at night. Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inoperative, Straight-in/Circling Rwy 17 and Circling Rwy 9L procedure NA at night. For inoperative MALSF, increase LNAV Cat C and D visibility to 1⅜ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3000 direct JEPUG and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6





CATEGORY	A	B	C	D
LPV DA	258/50 250 (300-1)			
LNAV/VNAV DA	299/50 291 (300-1)			
LNAV MDA	480/50 472 (500-1)		480/60 472 (500-1¼)	
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

NE-4, 07 MAR 2013 to 04 APR 2013

NE-4, 07 MAR 2013 to 04 APR 2013

RNAV (GPS) RWY 26
PHILADELPHIA INTL (PHL)

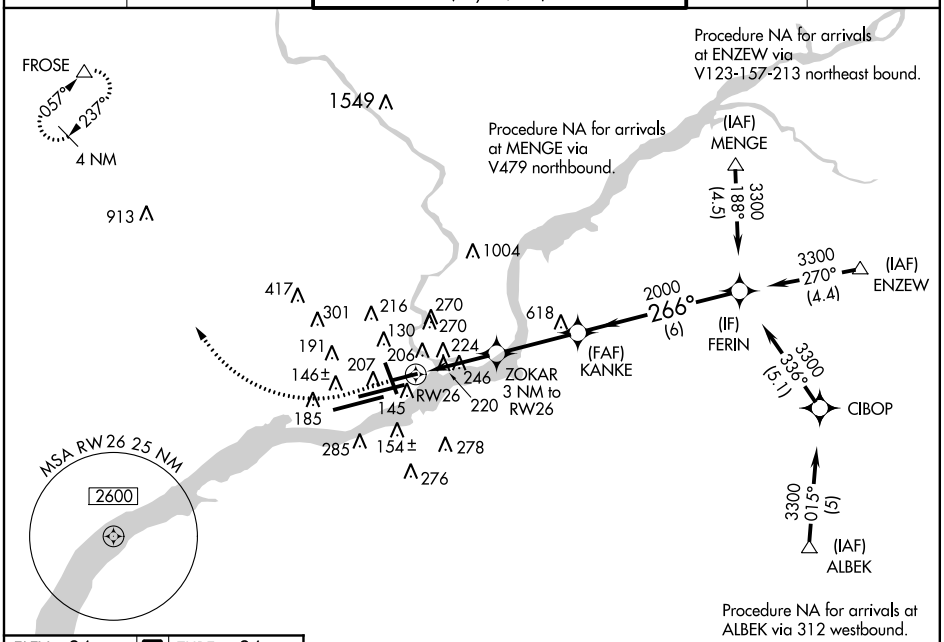
WAAS CH 78117 W26A	APP CRS 266°	Rwy ldg 5000 THRE 36 Apt Elev 36

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inop MALSR, increase LPV all Cats visibility ⅜ mile, increase LNAV Cats A and B visibility to RVR 5000.

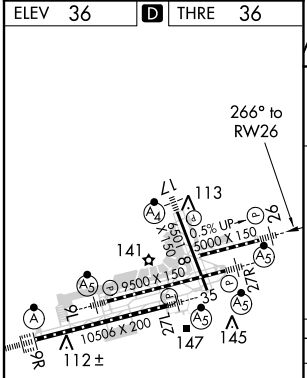
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct FROSE and hold.

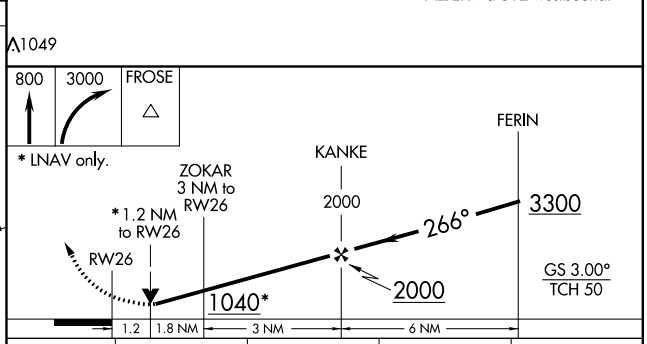
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



ELEV 36	D	THRE 36



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



CATEGORY	A	B	C	D
LPV DA	513/60 477 (500-1¼)			
LNAV/VNAV DA	573-1⅜ 537 (600-1⅜)			
LNAV MDA	500/40 464 (500-¾)		500/50 464 (500-1)	
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

NE-4, 07 MAR 2013 to 04 APR 2013

WAAS CH 97322 W27A	APP CRS 266°	Rwy ldg 10331 TDZE 10 Apt Elev 36

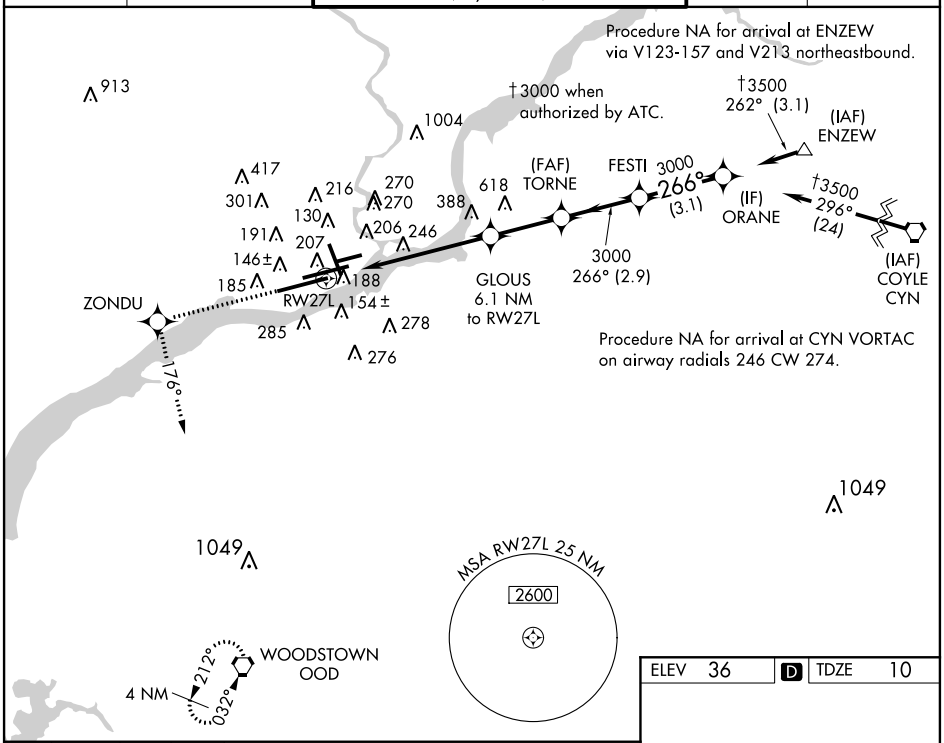
RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct ZONDU and via 176° track to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

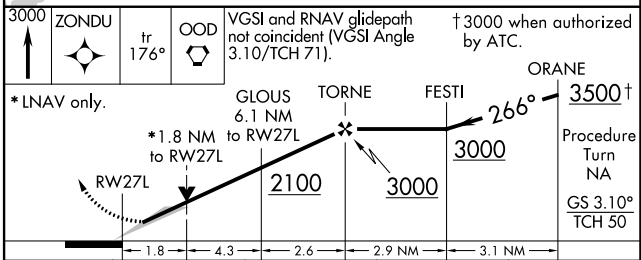


3000	ZONDU	tr 176°	OOD

VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 71).

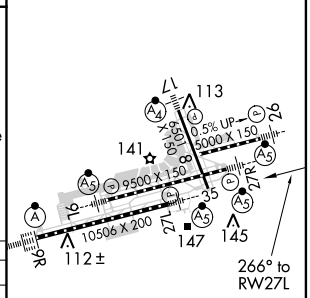
†3000 when authorized by ATC.

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	260/24 250 (300-½)			
LNAV/VNAV DA	458/50 448 (500-1)			
LNAV MDA	660/24 650 (700-½)		660/60 650 (700-1¼)	660-1½ 650 (700-1½)
CIRCLING	660-1 624 (700-1)		660-1¾ 624 (700-1¾)	660-2 624 (700-2)

ELEV 36 D TDZE 10



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

NE-4, 07 MAR 2013 to 04 APR 2013

WAAS CH 90122 W27B	APP CRS 266°	Rwy ldg 9500 TDZE 11 Apt Elev 36

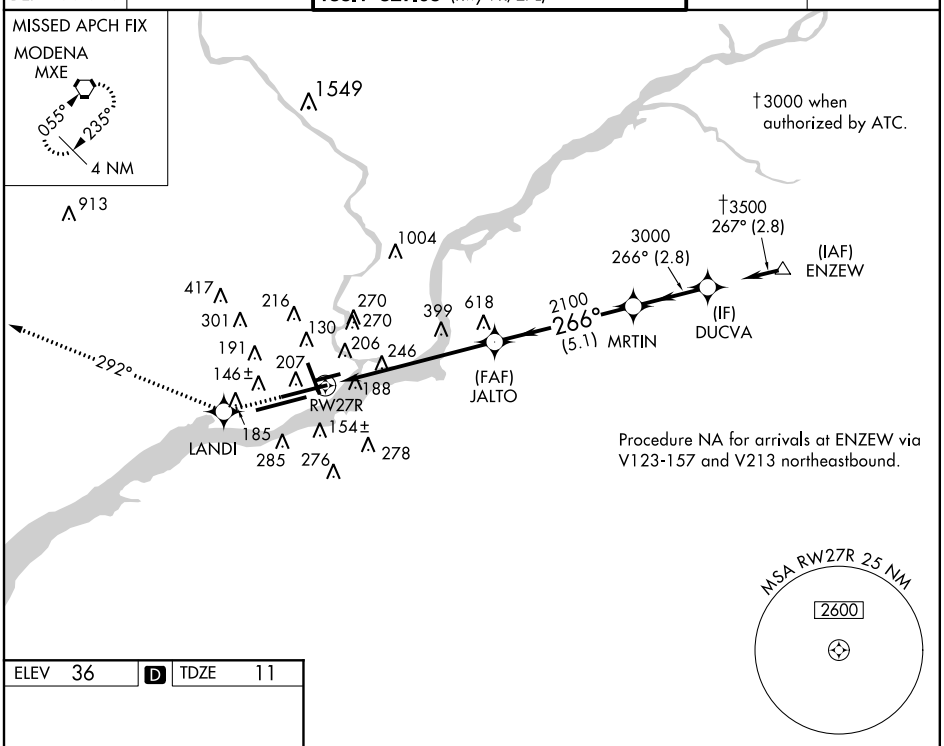
RNAV (GPS) RWY 27R
PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

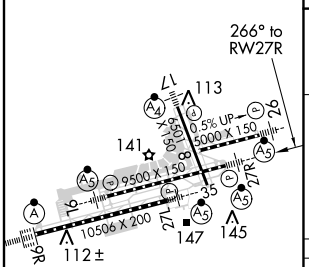
MALSR

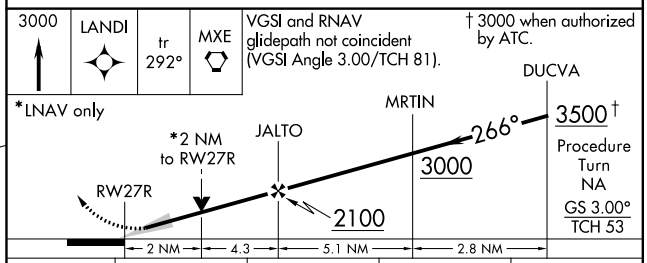
MISSED APPROACH: Climb to 3000 direct LANDI and via 292° track to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



ELEV 36	D	TDZE 11





CATEGORY	A	B	C	D
LPV DA	267/24 256 (300-½)			
LNAV/VNAV DA	520/60 509 (500-1¼)			
LNAV MDA	720/24 709 (700-½)		720-1½ 709 (700-1½)	720-1¾ 709 (700-1¾)
CIRCLING	720-1 684 (700-1)		720-2 684 (700-2)	720-2¼ 684 (700-2¼)

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

NE-4, 07 MAR 2013 to 04 APR 2013

NE-4, 07 MAR 2013 to 04 APR 2013

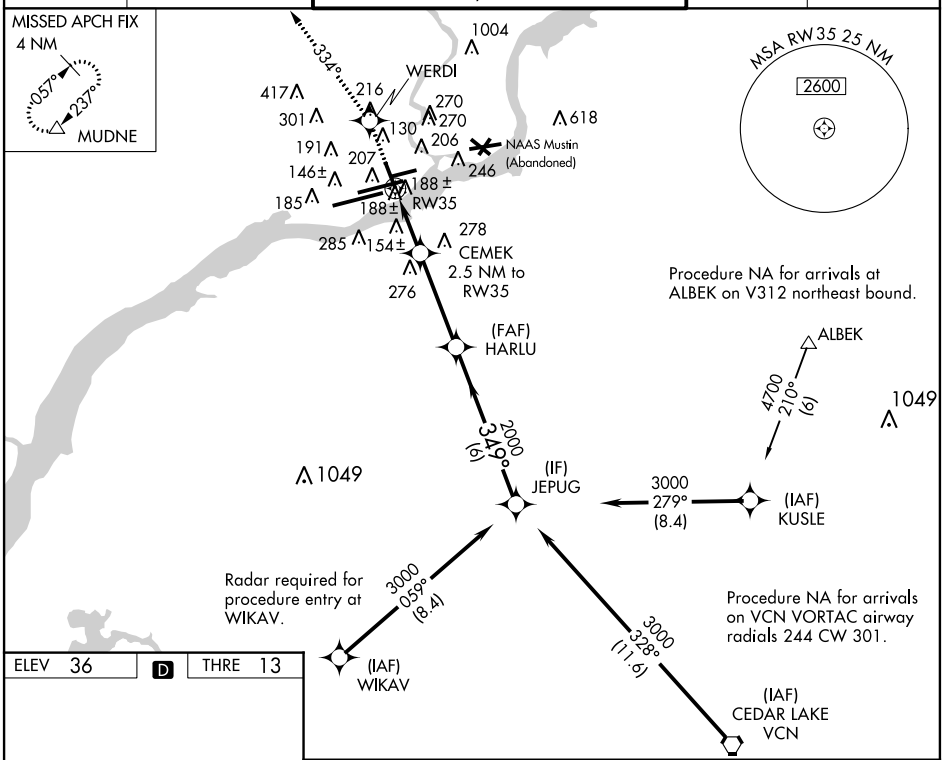
WAAS	APP CRS	Rwy ldg	6501
CH 99721	349°	THRE	13
W35A		Apt Elev	36

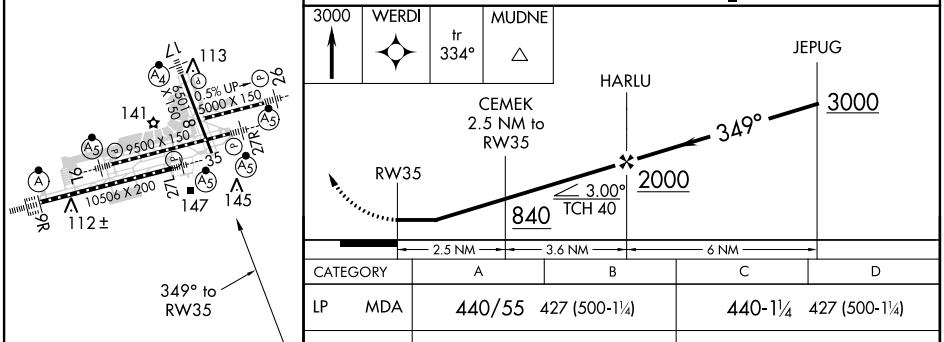
RNAV (GPS) RWY 35
PHILADELPHIA INTL (PHL)

Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct WERDI and on track 334° to MUDNE and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6





CATEGORY	A	B	C	D
LP MDA	440/55 427 (500-1¼)		440-1¼ 427 (500-1¼)	
LNAV MDA	440/55 427 (500-1¼)		440-1¼ 427 (500-1¼)	
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

NE-4, 07 MAR 2013 to 04 APR 2013

NE-4, 07 MAR 2013 to 04 APR 2013

WAAS CH 45523 W09B	APP CRS 085°	Rwy ldg 9500 TDZE 13 Apt Elev 36

RNAV (GPS) Y RWY 9L
PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct JALTO and right turn via track 189° to ZURKU and via track 252° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.
*3000 when authorized by ATC.

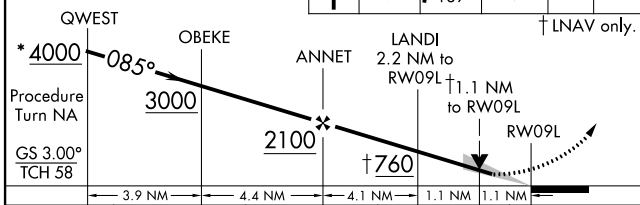
(IAF) MODENA MXE
*4000 152° (8.4)
(IF) QWEST
3000 085° (3.9)
OBEKE
2100 085° (4.4)
(FAF) ANNET
423
LANDI 2.2 NM to RW09L
RW09L
JALTO
618
189°
ZURKU
252°
913
1004
417
301
216
270
130
270
191
206
246
207
146±
185
154±
278
285
276
MSA RW09L 25 NM
2600
1049
*4000 026° (8.1)
(IAF) DUPONT DQO
WOODSTOWN OOD
4 NM
212°
032°

Procedure NA for arrivals on DQO VORTAC airway radials 053 CW 080.

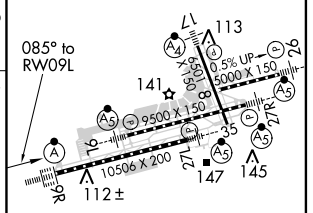
VGSI and RNAV glidepath not coincident (VGSI Angle 3.15/TCH 71).
*3000 when authorized by ATC.

3000	JALTO	tr 189°	ZURKU	tr 252°	OOD

† LNAV only.



ELEV 36 | D | TDZE 13



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

CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-½)			
LNAV/VNAV DA	471/50 458 (500-1)			
LNAV MDA	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

NE-4, 07 MAR 2013 to 04 APR 2013
NE-4, 07 MAR 2013 to 04 APR 2013

WAAS CH 40023 W09A	APP CRS 085°	Rwy ldg 10506 TDZE 21 Apt Elev 36

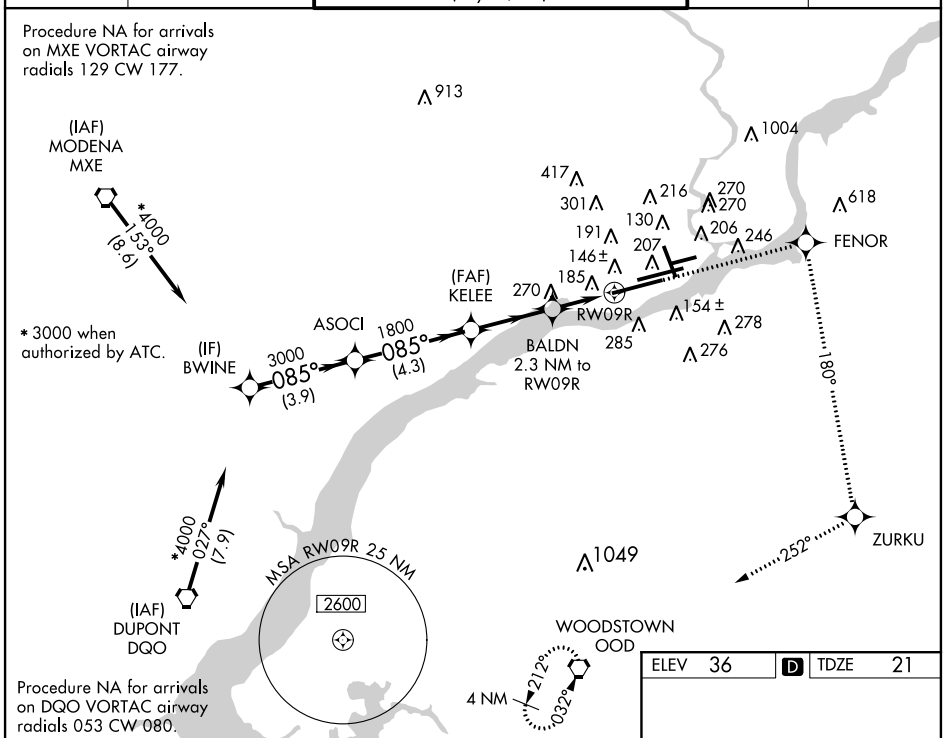
RNAV (GPS) Y RWY 9R
PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

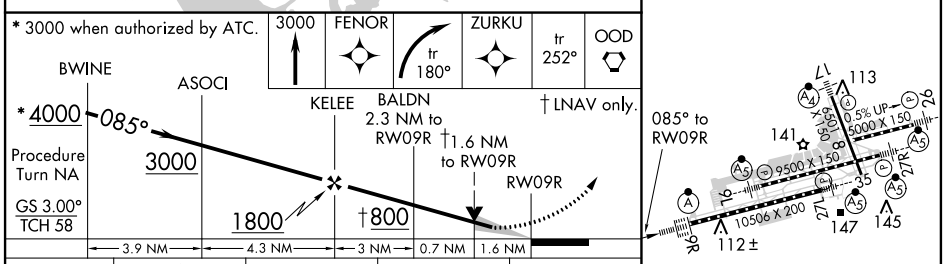
ALSF-2

MISSED APPROACH: Climb to 3000 direct FENOR and right turn via track 180° to ZURKU and via track 252° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6



ELEV 36	D	TDZE 21



CATEGORY	A	B	C	D
LPV DA	271/24 250 (300-½)			
LNAV/VNAV DA	473/50 452 (500-1)			
LNAV MDA	580/24 559 (600-½)		580/50 559 (600-1)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

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

NE-4, 07 MAR 2013 to 04 APR 2013

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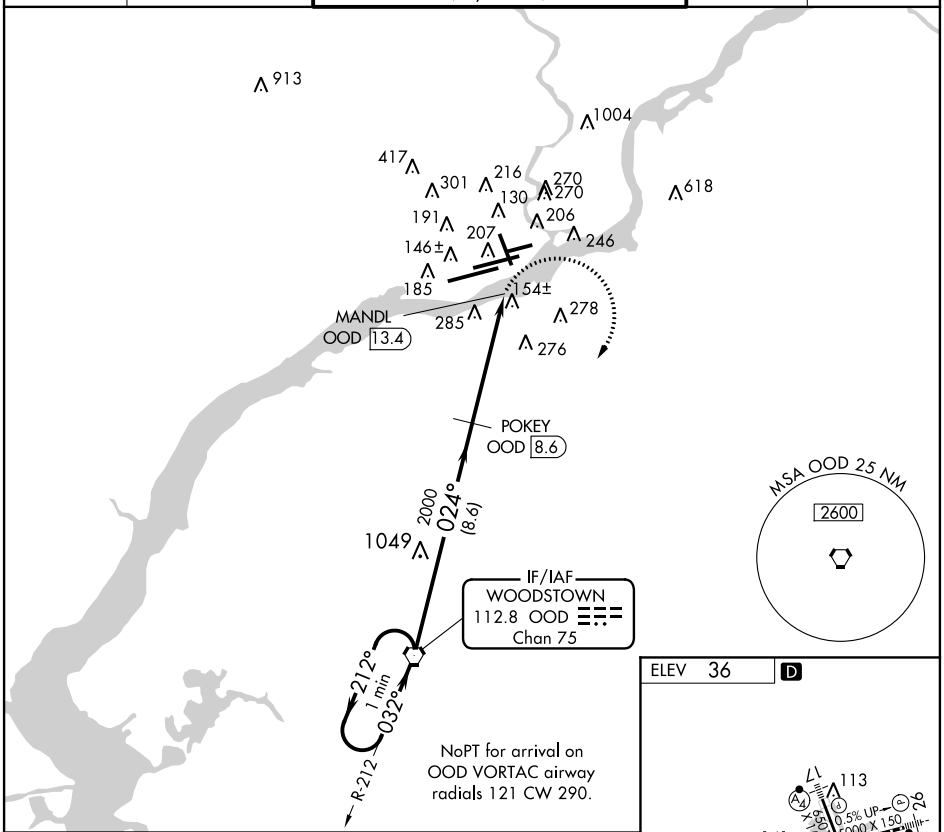
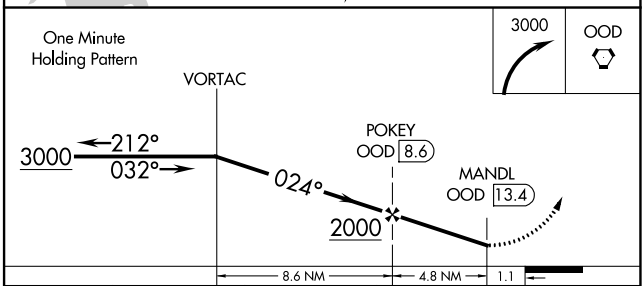
VORTAC OOD	APP CRS	Rwy ldg	N/A
112.8	024°	TDZE	N/A
Chan 75		Apt Elev	36

VOR/DME-A
PHILADELPHIA INTL (PHL)

MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

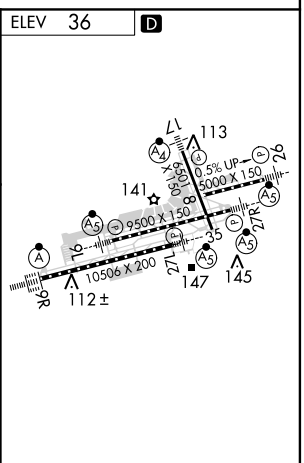
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6





CATEGORY	A	B	C	D
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	NA

ELEV 36 D

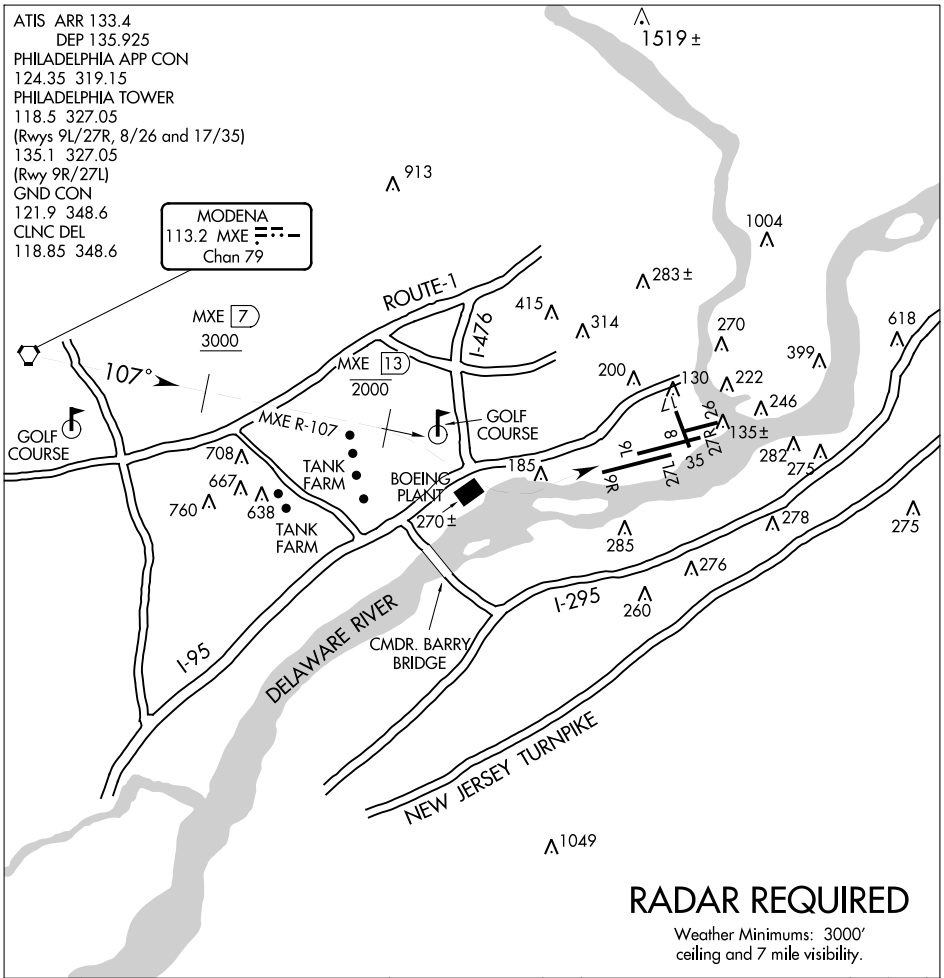


REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

NE-4, 07 MAR 2013 to 04 APR 2013

FREEDOM VISUAL RWY 9L

AL-320 (FAA)



RADAR REQUIRED

Weather Minimums: 3000′ ceiling and 7 mile visibility.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

FREEDOM VISUAL RWY 9L

Expect radar vectors to the MXE R-107.

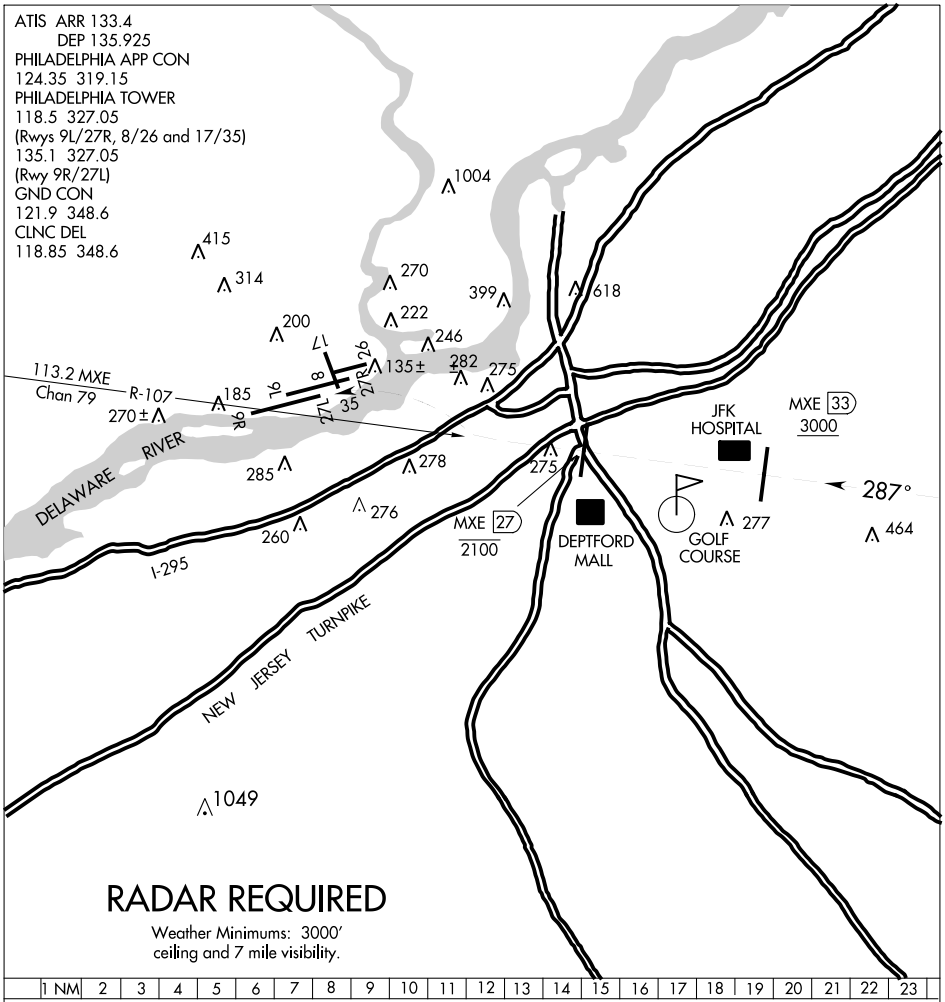
Proceed Southeast on the MXE R-107 inbound for Rwy 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.

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

ATIS ARR 133.4
DEP 135.925
PHILADELPHIA APP CON
124.35 319.15
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6



RADAR REQUIRED

Weather Minimums: 3000′ ceiling and 7 mile visibility.

| 1 NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |

LIBERTY VISUAL RWY 27L

Expect radar vectors to the MXE R-107.

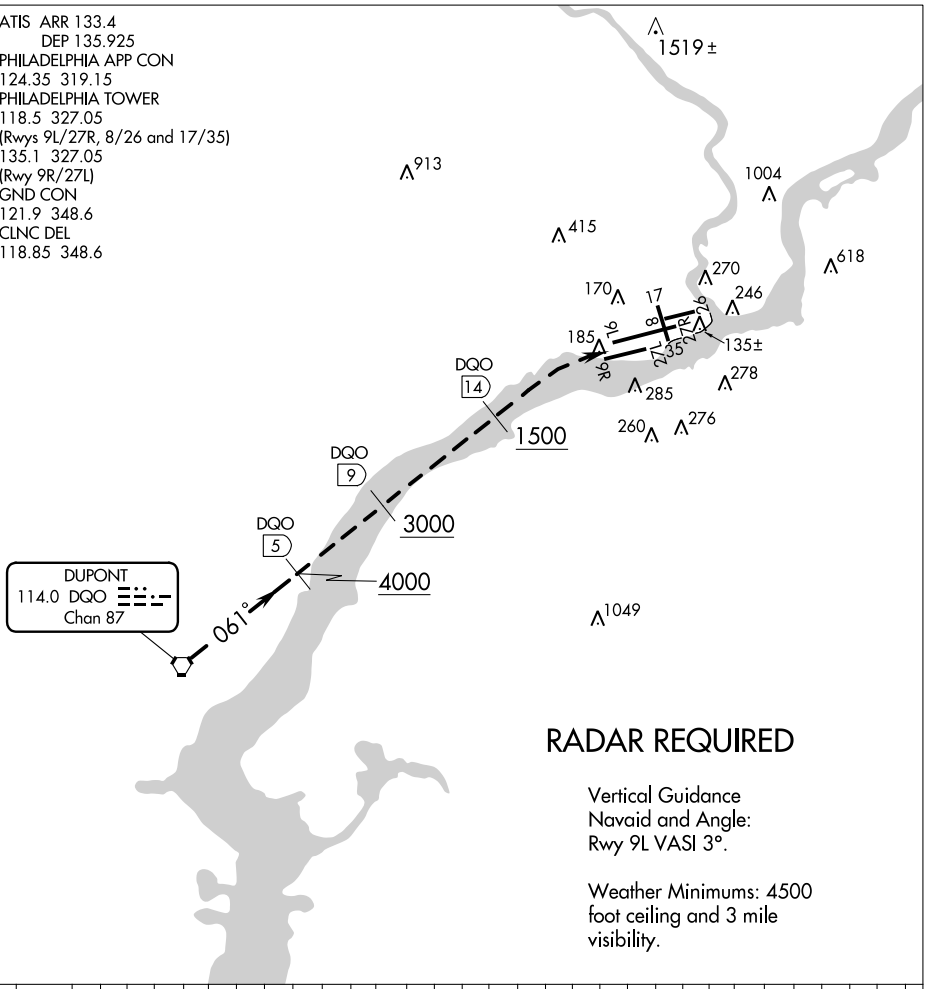
Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

Report the airport in sight to final controller.

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

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

ATIS ARR 133.4
DEP 135.925
PHILADELPHIA APP CON
124.35 319.15
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6



RADAR REQUIRED

Vertical Guidance
Navaid and Angle:
Rwy 9L VASI 3°.

Weather Minimums: 4500 foot ceiling and 3 mile visibility.

	1 NM	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

RIVER VISUAL RWY 9L/R

Expect radar vectors to the DQO R-061.
Aircraft may proceed to the DQO R-061/5.0 DME, then descend from 4000 feet over the Delaware River and follow the river to the airport.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALLENTOWN, PA

LEHIGH VALLEY
INTL (ABE)..... **ILS or LOC Rwy 13[1]**
RNAV (GPS) Rwy 31[2]
VOR-A[3]

[1]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Categories A, B, 900-2; Category C, 900-2¾, Category D, 900-3.
[3]NA when local weather not available.

ALLENTOWN QUEEN
CITY MUNI (XLL) ..... **RNAV (GPS) Rwy 7**
VOR-B[1]

NA when local weather not available
[1]Categories A, B, 900-2; Category C, 900-2½.

ALTOONA, PA

ALTOONA-BLAIR
COUNTY (AOO)..... **ILS or LOC Rwy 21[12]**
RNAV (GPS) Rwy 3[5]
RNAV (GPS) Rwy 21[13]
RNAV (GPS) Z Rwy 3[1]
VOR-A1[14]

[1]NA when local weather not available.
[2]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½, Category D, 1200-3.
[3]Category D, 1200-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1200-3.
[5]Categories A, B, 900-2; Category C, 900-2½, Category D, 1200-3.

NAME ALTERNATE MINIMUMS

BECKLEY, WV

RALEIGH COUNTY
MEMORIAL (BKW) ..... **ILS or LOC Rwy 19[12]**
RNAV (GPS) Rwy 1[13]
RNAV (GPS) Rwy 10[13]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[14]
VOR Rwy 10[13]
VOR Rwy 19[13]

[1]NA when local weather not available.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BLUEFIELD, WV

MERCER
COUNTY (BLF).....**ILS or LOC Rwy 23[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[3]
VOR/DME Rwy 23[2]
VOR Rwy 23[4]

NA when local weather not available.
[1]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 800-2½.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BRADFORD, PA

BRADFORD
RGNL (BFD) .....**ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14[2]
VOR/DME Rwy 14

NA when local weather not available.
[1]NA when control tower closed.
[2]Category C, 800-2½; Category D, 800-2¾.

07 MAR 2013 to 04 APR 2013

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NAME ALTERNATE MINIMUMS

BUCKHANNON, WV

UPSHUR COUNTY
RGNL (W22)..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER
FIELD (BTP).....**ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
NA when local weather not available.

CHARLESTON, WV

YEAGER (CRW) ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 23[2]
VOR-A[3]
[1]ILS, Categories A, B, C, D, 700-2.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

CLARKSBURG, WV

NORTH CENTRAL
WEST VIRGINIA (CKB)..... **ILS or LOC Rwy 21[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Rwy 21[34]
VOR-A[34]
[1]NA when control tower closed.
[2]ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 900-2¾. LOC, Category C, 800-2½; Category D, 900-2¾.
[3]NA when local weather not available.
[4]Category D, 900-2¾.

CLEARFIELD, PA

CLEARFIELD-
LAWRENCE (FIG)..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 30[2]
NA when local weather not available.
[1]Category C, 800-2¼.
[2]Category D, 900-2¾.

COATESVILLE, PA

CHESTER COUNTY
G O CARLSON (MQS).....**ILS or LOC Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29
NA when local weather not available.

DOYLESTOWN, PA

DOYLESTOWN (DYL)..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS

DUBOIS, PA

DUBOIS RGNL (DUJ)..... **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME Rwy 7
NA when local weather not available.

ELKINS, WV

ELKINS-RANDOLPH COUNTY JENNINGS-
RANDOLPH FIELD (EKN) ..... **LDA-C[1]**
RNAV (GPS)-A[23]
RNAV (GPS) Rwy 5[24]
RNAV (GPS) Rwy 14[25]
RNAV (GPS) Rwy 23[26]
[1]Categories A, B, 1200-2; Category C, 1400-3; Category D, 1500-3.
[2]NA when local weather not available.
[3]Categories A, B, 1700-2; Category C, 1700-3.
[4]Categories A, B, 1100-2; Category C, 1300-3; Category D, 1400-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.
[6]Categories A, B, 1200-2; Category C, 1300-3; Category D, 1400-3.

ERIE, PA

ERIE INTL/TOM
RIDGE FIELD (ERI).....**ILS or LOC/DME Rwy 6[12]**
ILS or LOC/DME Rwy 24[12]
NDB Rwy 6[2]
NDB Rwy 24[2]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.
[1]ILS, 700-2.
[2]NA when control tower closed.

FRANKLIN, PA

VENANGO RGNL (FKL) ..... **ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3
VOR Rwy 21
NA when local weather not available.

HARRISBURG, PA

CAPITAL CITY (CXY) ..... **ILS or LOC Rwy 8[12]**
RNAV (GPS) Rwy 8[12]
RNAV (GPS) Rwy 26[34]
[1]Categories A, 1000-2; Category B, 1400-2; Categories C, D, 1400-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category A, 1200-2, Category B, 1400-2; Categories C, D, 1400-3.

NAME ALTERNATE MINIMUMS

HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT) ..... **ILS or LOC Rwy 13[1]**
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[4]
VOR Rwy 31[3]

[1]Categories C, D, 700-2.
[2]ILS, 700-2.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category C, 800-2¼; Category D, 800-2½.

HAZLETON, PA

HAZLETON MUNI (HZL) .... **RNAV (GPS) Rwy 10**
Category D, 900-2¾.
NA when local weather not available.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST) ..... **ILS or LOC/DME Rwy 33[1]**
VOR Rwy 5[2]
VOR Rwy 15[3]

[1]ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LANCASTER, PA

LANCASTER (LNS)..... **ILS or LOC Rwy 8[123]**
RNAV (GPS) Rwy 8[12]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 26[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 31[24]
VOR/DME Rwy 8[2]
VOR/DME Rwy 26[24]
VOR Rwy 8[25]
VOR Rwy 31[4]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.
[5]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME ALTERNATE MINIMUMS

LATROBE, PA

ARNOLD PALMER RGNL (LBE)..... **ILS or LOC Rwy 23[123]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NDB Rwy 23[14]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, LOC, Categories A, B, 1200-2; Categories C, D, 1200-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISBURG, WV

GREENBRIER VALLEY (LWB) ..... **ILS or LOC Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FLD (MRB) ..... **ILS or LOC Rwy 26**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
VOR-A

NA when local weather not available.
Category D, 900-2¾; Category E, 1600-3.

MEADVILLE, PA

PORT MEADVILLE (GKJ)..... **LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 7

NA when local weather not available.
Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)..... **ILS or LOC Rwy 18[123]**
RNAV (GPS) Y Rwy 18[13]
RNAV (GPS) Z Rwy 18[34]
RNAV (GPS) Rwy 36[13]
VOR -A[35]

[1]Category D, 900-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 900-2¾.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.

NAME ALTERNATE MINIMUMS

MOUNT POCONO, PA

POCONO MOUNTAINS
MUNI (MPO)..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

MUIR AAF (KMUI)

FORT INDIANTOWN
GAP, PA..... **NDB-A**
RNAV (GPS) -B
COPTER NDB Y-289
COPTER NDB Z-289
COPTER RNAV (GPS) Rwy 25
NA when control tower closed.

PARKERSBURG, WV

MID-OHIO VALLEY
AIRPORT (PKB)..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 10[2]
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 28
VOR Rwy 21
NA when local weather not available.
[1]NA when control tower is closed.
[2]Category C, D, 800-2½.

PHILADELPHIA, PA

NORTHEAST
PHILADELPHIA (PNE)..... **ILS or LOC Rwy 24[12]**
LOC BC Rwy 6[12]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 6[12]
VOR Rwy 24[12]
[1]NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

PHILADELPHIA, PA (CON'T)

PHILADELPHIA
INTL (PHL)..... **ILS or LOC Rwy 9L[1]**
ILS Rwy 9R[2]
ILS or LOC Rwy 17[2]
ILS or LOC Rwy 26[3]
ILS or LOC Rwy 27L[4]
ILS or LOC/DME Rwy 27R[5]
RNAV (GPS) Rwy 27R[6]

[1]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]ILS, Categories A, B, C, 700-2.
[4]ILS, 700-2.
[5]ILS, Categories B, C, D, 700-2.
[6]Category D, 800-2¼.

WINGS FIELD (LOM)..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

PITTSBURGH, PA

ALLEGHENY COUNTY (AGC) ..... **VOR-A**
NA when local weather not available.

PITTSBURGH
INTL (PIT)..... **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[1]
ILS or LOC Rwy 28L[1]
ILS or LOC Rwy 28R[1]
ILS or LOC Rwy 32[1]
RNAV (RNP) Z Rwy 10R[2]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

POINT PLEASANT, WV

MASON COUNTY (3I2) ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories A, B, 1300-2; Category C, D,1300-3.
[2]Category A, B, 1100-2; Category C, D, 1100-3.

QUAKERTOWN, PA

QUAKERTOWN (UKT) ..... **NDB Rwy 29**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29
NA when local weather not available.

NAME ALTERNATE MINIMUMS

READING, PA

READING RGNL/CARL A.
SPAATZ FIELD (RDG) ..... **ILS or LOC Rwy 13[13]**
ILS or LOC Rwy 36[13]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]

NA when local weather not available.
[1]ILS, Categories A, B, C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

SELINSGROVE, PA

PENN VALLEY (SEG) ..... **RNAV (GPS) Rwy 17**
VOR-A

NA when local weather not available.
Categories A, B, 1000-2.

STATE COLLEGE, PA

UNIVERSITY
PARK (UNV)..... **ILS or LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR-B[1]

NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

SUTTON, WV

BRAXTON
COUNTY (48I)..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]

NA when local weather not available.
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Category B, 900-2; Category C 1000-2¾.

WASHINGTON, PA

WASHINGTON
COUNTY (AFJ) ..... **ILS OR LOC Rwy 27[3]**
RNAV (GPS) Rwy 9[1]
RNAV (GPS) Rwy 27[2]

NA when local weather not available.
[1]Category D, 900-2¾.
[2]Category C, 800-2½, Category D, 900-2¾.
[3]ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 900-2¾. LOC, Category C, 800-2½; Category D 900-2¾.

NAME ALTERNATE MINIMUMS

WHEELING, WV

WHEELING OHIO
COUNTY (HLG) ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR Rwy 21

Category D, 800-2¼.
NA when local weather not available.
[1]NA when control tower closed.

WILKES-BARRE-SCRANTON, PA

WILKES-BARRE-SCRANTON
INTL (AVP)..... **ILS or LOC/DME Rwy 4**
ILS or LOC/DME Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1300-3.

WILLIAMSPORT, PA

WILLIAMSPORT
RGNL (IPT)..... **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 12[2]
RNAV (GPS) Rwy 30[3]

[1]Categories A, B, 1500-2; Category C, 1500-3.
[2]Category B, 900-2.
[3]Categories A, B, 1500-2.

YORK, PA

YORK (THV) ..... **NDB Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

07 MAR 2013 to 04 APR 2013

PHILADELPHIA NINE DEPARTURE

ATIS DEP
135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05

NORTH DEP CON
124.35 319.15

ALLENTOWN
117.5 FJC
Chan 122
N40°43.60′-W75°27.29′
L-30-33-34, H-10-12

YARDLEY
108.2 ARD
Chan 19
N40°15.20′-W74°54.46′
L-34, H-10-12

POTTSTOWN
116.5 PTW
Chan 112
N40°13.33′-W75°33.62′
L-34, H-10-12

NORTH PHILADELPHIA
112.0 PNE
N40°04.92′-W75°00.57′
L-34

MODENA
113.2 MXE
Chan 79
N39°55.08′-W75°40.25′
L-34, H-10-12

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

R-200

R-238

R-240

STOEN
N39°50.29′
W75°47.92′
L-34
H-10-12

240°

255°

I-PDP 3

ROBBINSVILLE
113.8 RBV
Chan 85
N40°12.14′-W74°29.70′
L-34, H-10-12

RUUTH
N39°51.02′
W74°59.99′
L-34

DITCH
N39°47.63′
W74°43.00′
L-34, H-10-12

R-274

R-327

SOUTH DEP CON
119.75 269.25

R-047

COYLE
113.4 CYN
Chan 81
N39°49.04′-W74°25.90′
L-34, H-10-12

DUPONT
114.0 DQO
Chan 87
N39°40.69′-W75°36.42′
L-34, H-10-12

WOODSTOWN
112.8 OOD
Chan 75
N39°38.16′-W75°18.18′
L-34, H-10-12

CEDAR LAKE
115.2 VCN
Chan 99
N39°32.26′-W74°58.03′
L-34, H-10-12

SMYRNA
111.4 ENO
Chan 51
N39°13.90′-W75°30.96′
L-34, H-10-12

TAKEOFF MINIMUMS:
Rwy 26: NA-ATC.
Rwy 27L: Standard.
Rwy 8: Standard with minimum climb of 320′ per NM to 1000.
Rwy 9L: Standard with minimum climb of 390′ per NM to 600.
Rwy 9R: Standard with minimum climb of 300′ per NM to 400.
Rwy 17: 300-1 or Standard with minimum climb of 460′ per NM to 300.
Rwy 27R: Standard. ATC climb of 325′ per NM to 500.
Rwy 35: Standard with minimum climb of 270′ per NM to 1400.

NOTE: Radar required.
NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 8, 9L, 9R, 17, 27L, 27R, 35: Climb heading assigned by ATC, thence. . . .
EXCEPTION: TAKEOFF RWY 27R (2200L-0600L): DME required. Climbing left turn heading 240°, at I-PDP 3 DME turn right heading 255°, thence. . . .

. . . . Expect radar vectors to first navaid/fix. Maintain 5000 or assigned lower altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: All aircraft routed via MXE VORTAC, STOEN, PTW VORTAC, FJC VORTAC, ARD VOR/DME, PNE VOR: departure control frequency 124.35.
All aircraft routed via OOD VORTAC, DITCH, DQO VORTAC, RUUTH, RBV VORTAC: departure control frequency 119.75.

TAKEOFF OBSTACLE NOTES:
Rwy 8: Fence 163′ from DER, 250′ right of centerline, 4′ AGL/41′ MSL.
Rwy 9L: Trees 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, 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.

NE-4, 07 MAR 2013 to 04 APR 2013