

PHILADELPHIA (PHL/KPHL)

Elevation 36ft

CATEGORY A

AV brief – not required.

GENERAL

Threats

Runway Incursion

- Runway incursion is a risk due to multiple taxiways and runway entry points.

ARRIVAL

Diversion Airports

NEWARK	EWR/KEWR	069 nm/045°T	CAT A
NEW YORK	JFK/KJFK	081 nm/055°T	CAT B
WASHINGTON	IAD/KIAD	117 nm/241°T	CAT B
BOSTON	BOS/KBOS	243 nm/052°T	CAT B

Others that may be used include Baltimore, Toronto, Montreal, Charlotte and Chicago.

Approach

- Simultaneous Converging Instrument Approaches (SCIA) may be in use and will be advised by ATIS e.g 'SCIA 9R and Rwy 17 in use'. Information on SCIA can be found in the Lido country rules and regulation section for USA.
- Most common landing runway is 27R. 27L is rarely used for arrivals. PRM is published but is rarely used.
- General aviation and commuter traffic can be expected to operate on 08/26 and 17/35. Simultaneous operations to those runways and 09/27 L and R may take place.
- Approach vectors can be expected to the vicinity of the FAF.
- Radar vectors towards FAF can cut off significant track mileage.

Arrival Taxi Routing

A20N A350 B747 B777 B787

Not Applicable

A380

Landing 27R –

1. Exit 27R turn right on Twy K5, proceed north on Twy K5, turn left on Twy J, proceed west on Twy J to West Cargo Apron.
 2. Exit 27R turn left on Twy W, proceed south on Twy W, turn right on Twy S, proceed west on Twy S, turn right on Twy Z, proceed north on Twy Z to West Cargo Apron.
- Landing 27L – Exit 27L at the end, turn right on Twy S, proceed east on Twy S, turn left on Twy Z, proceed north on Twy Z to West Cargo Apron.
 - Landing 9R – Exit 9R turn left on Twy S1, turn left on Twy S, proceed west on Twy S, turn right on Twy Z, proceed north on Twy Z to West Cargo Apron.

Note: Aircraft must exit 9R/27L only at the end of the runway. This is to ensure that the main gear remains on stressed portions of the taxiways.

Parking

A20N A350 B747 B777 B787

Not Applicable

A380

- Parking is at the west cargo apron at the intersection of Twy Z and Twy J.
- Passengers will be transported to the terminal by bus.
- No A380 tow bar available at Philadelphia, ensure that parking position allows for self-manoeuvring on departure.
- De-icing requires push back into the de-icing bay although, as there is no A380 tow bar at Philadelphia, A380 de-icing cannot be provided.

Departure Taxi Routing

A20N A350 B747 B777 B787

Not Applicable

A380

- Departing 27L – Exit West Cargo Apron, turn left on Twy Z, proceed south on Twy Z, turn left on Twy S, proceed east on Twy S to Rwy 27L.
- Departing 27R – Due to taxi route problems, departing on Rwy 27R would only be allowed if no other options were available.
- Departing 9L – Exit West Cargo Apron, turn left on Twy Z, proceed south on Twy Z, turn left on Twy S, proceed east on Twy S, turn left at Twy W, proceed north on Twy W to Rwy 9L.
- Departing 9R – Exit West Cargo Apron, turn left on Twy Z, proceed south on Twy Z, turn left on Twy S, proceed east on Twy S, to Rwy 9R.

Note: Aircraft must enter 9R/27L only at the end of the runway.

This is to ensure that the main gear remains on stressed portions of the taxiways.

ALL

GROUND

- Expect taxi clearance to terminate at the “ramp control spots”. Expect clearance to “APRON SPOT FIVE” or “APRON SPOT FOUR”. See airport charting for further information.
- Most commonly used Gate for B777 & B787 is A17 and for B747 is A15. Gates are controlled by ‘Ramp’ who have limited coordination with ATC.
- Flight crew should expect the illumination of the automated guidance system prior to entering the stand. A marshaller will be used only when the stand guidance is inoperative. Wing walkers are used for departing and arriving aircraft.

DEPARTURE

- When 27L is in use consider requesting taxi route via taxiways J, Y and S to avoid blocking the holding area whilst awaiting cabin preparation.

WEATHER

- Snow from Nov to Mar.
- Summers are hot and humid with June to Aug being the worst months for thunderstorms.
- Early morning fog a possibility throughout the year.
- Prevailing wind W’ly, however crosswinds have caused difficulties in the past.

OPERATIONAL INFORMATION

Handling Agent	BRITISH AIRWAYS
Handling Agent VHF	130.15
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times (787 – engineer may decide not to connect due to short turnaround not giving time to rectify persistent fault messages)
If BOTH electrical power and air conditioning is required:	Use both ground services at all times