

APP CRS
335°

Rwy Idg	8301
TDZE	143
Apt Elev	143

8301

RNAV (RNP) Z RWY 33L

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH-GPS.

T For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

MALSR



MISSED APPROACH: Climb to 3000 on track 335° to BMORE and hold.

D-ATIS
115.1 127.8

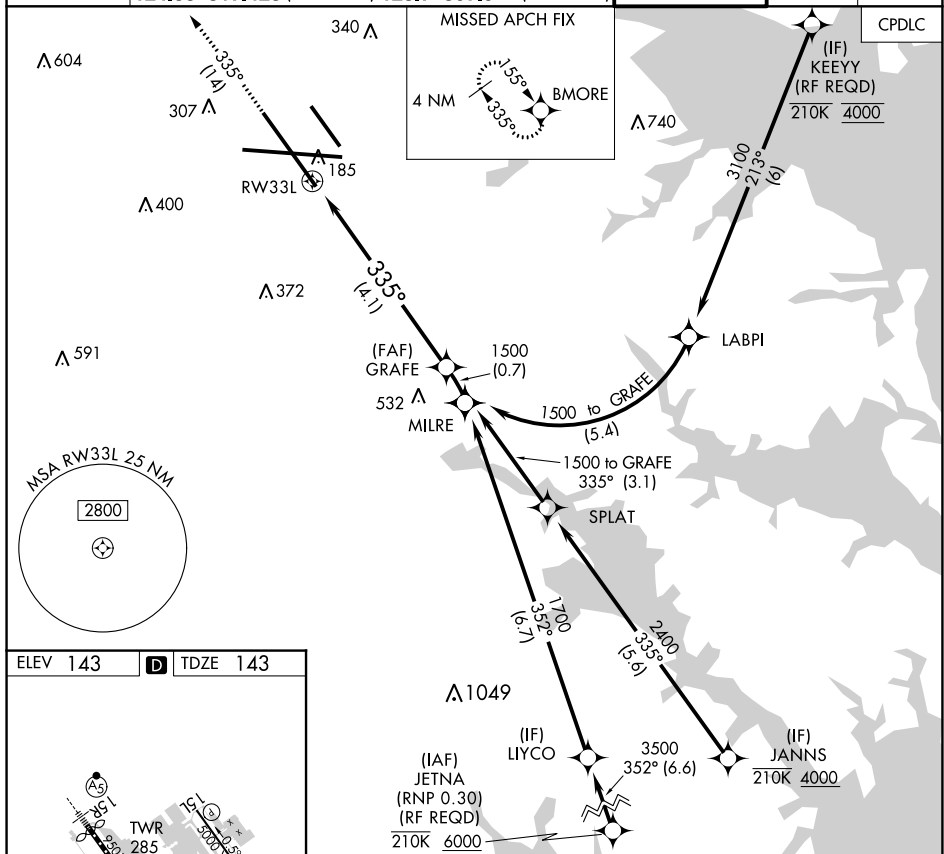
POTOMAC APP CON					
119.0	282.275	(020°-100°)	119.7	290.475	(131°-180°)
124.55	317.425	(101°-130°)	128.7	307.9	(181°-019°)

BALTIMORE TOWER
119.4 257.8

GND CON
121.9

CLNC DEL
118.05

CPDLC




ELEV 143

D TDZE 143

Diagram illustrating the HIRL (High Intensity Low Level) lighting system for Runway 33L, showing the layout of Runways 10, 33L, and 33R, and the associated lighting components (TWR, TDZ/CL, REIL, and HIRL all Rwy's).

TDZ/CL Rwy 10 and 33L
REIL Rwy 15L and 33R
HIRL all Rwy

3000 ↑	BMORE 	See planview for multiple IF locations. VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).	GRAFE 1500
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CATEGORY	A	B	C	D
RNP 0.30 DA	496/35 353 (400- ⁵ / ₈)			

AUTHORIZATION REQUIRED

BALTIMORE, MARYLAND
Amdt 3B 08SEP22

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI) 30811/N 76840/W BNAV/ (BNA) 3 BNAV/ 321

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