2022

24 FEB

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27 JAN 2022

NE-3,

BALTIMORE, MARYLAND AL-804 (FAA) 20310 8301 ILS RWY 33L (SA CAT I & II) Rwy Idg LOC I-RUX APP CRS TDŹF 143 335° 111.7 BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI) Apt Elev 146 RADAR required for procedure entry MALSR MISSED APPROACH: Climb to 600 then climbing left turn to 2600 on heading 280°and BAL R-294 to DATED INT/BAL 14.9 Simultaneous approach authorized with ILS or LOC Rwy 33R. DME from BAL VORTAC. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME and hold. POTOMAC APP CON BALTIMORE TOWER GND CON CLNC DEL 119.0 282.275 (020°-100°) 119.7 290.475 (131°-180° 119.4 257.8 115.1 127.8 121.9 118.05 **124.55 317.425** (101°-130°) **128.7 307.9** Chan 7.9 EMI - R-187-Chan **CPDLC** 117.9 **ALTERNATE** Λ₁₅₄₉ MISSED 126 126 APCH FIX LOCALIZER 111. DATED ^¹⁵⁰⁴ I-RUX DCA 22.3 187 115.1 BAL -R-294 Chan 98 DATED 730 958_/ BAL 14.9 ∆340 604 _A ³⁰⁷^ 740 /: BALTIMORE ⁴⁰⁰∧ 115.1 BAL :=: 185 Chan 98 372 [^] BAL 25 591 A **GRAFE** 2600 BAL 4.4 Chan RADAR SPLAT BAL 7.5 2200 RADAR 1049 ^ (IF) **ELEV** 146 **TDZE** 143 JANNS BAL 13 RADAR 600 2600 DATED VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72). BAL **JANNS** Δ R-294 hdg **SPLAT GRAFE** BAL [13] 280 BAL 7.5 BAL 4.4 RADAR RADAR RADAR 4000 .335 1500 2400 500 GS 3.00° TCH 55 4.1 NM 3 1 NM 5.6 NM CATEGORY C S-ILS 33L SA CATI RA 186/14 150 DA 293 S-ILS 33L SA CAT II RA 132/12 100 DA 243 TDZ/CL Rwys 10 and 33L SA CATEGORY I & II ILS - SPECIAL AIRCREW REIL Rwys 15L and 33R

BALTIMORE, MARYLAND Amdt 12A 30JAN20

HIRL all rwys

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)39°11′N-76°40′W ILS RWY 33L (SA CAT I & II)

& AIRCRAFT CERTIFICATION REQUIRED