

LOC I-BAL <b>109.7</b>	APP CRS <b>105°</b>	Rwy ldg <b>9953</b> TDZE <b>143</b> Apt Elev <b>143</b>
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BALTIMORE/ **ILS RWY 10** (CAT II & III)  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

RADAR required for procedure entry.  
DME required.

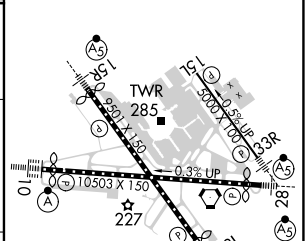
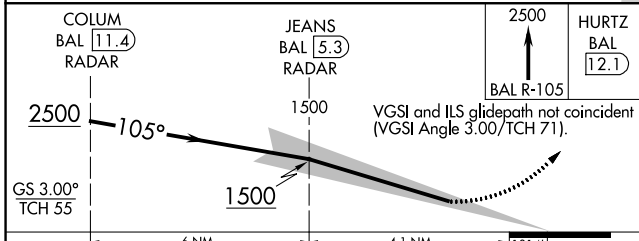
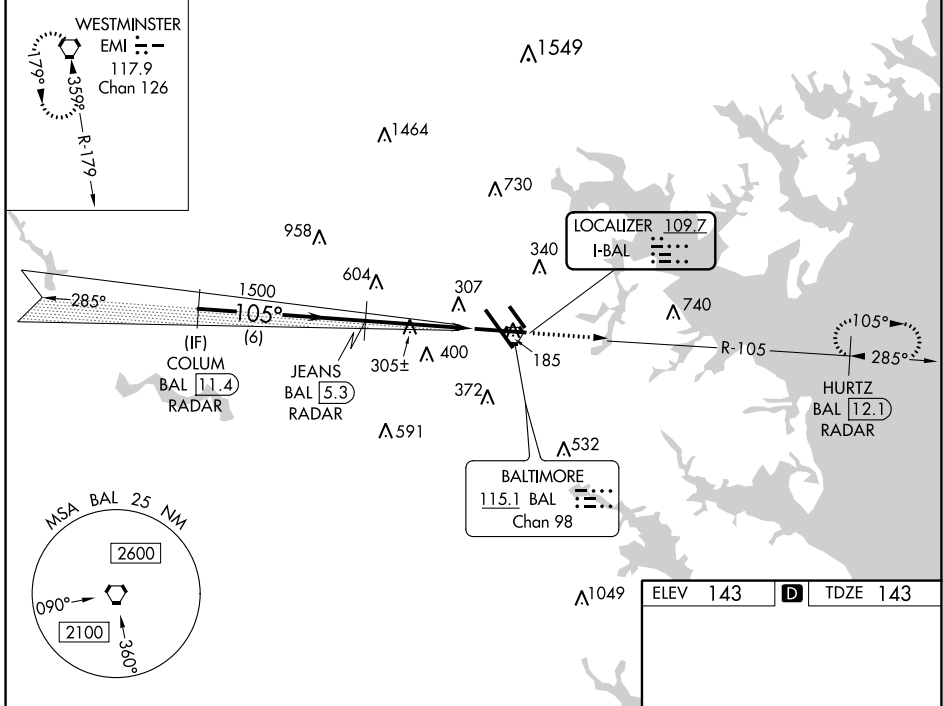
ALSF-2



MISSED APPROACH: Climb to 2500 on BAL VORTAC  
R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (131°-180°) <b>124.55 317.425</b> (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ALTERNATE MISSED APCH FIX CPDLC



CATEGORY	A	B	C	D
S-ILS 10	CAT II RA 102/12 100 DA 243			
S-ILS 10	CAT III RVR 06			

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

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

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

**ILS RWY 10 (CAT II & III)**

LOC I-BAL <b>109.7</b>	APP CRS <b>105°</b>	Rwy Idg <b>9953</b>
		TDZE <b>143</b>
		Apt Elev <b>143</b>

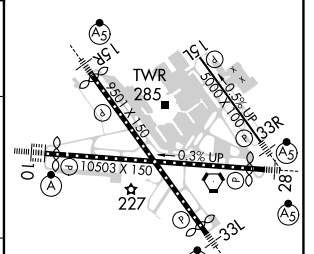
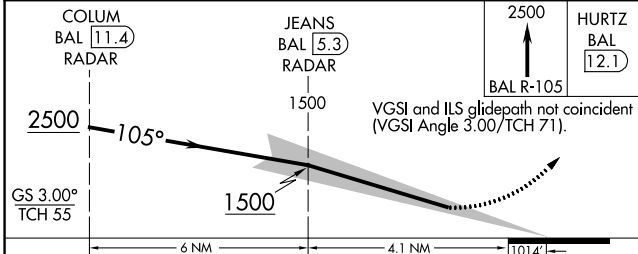
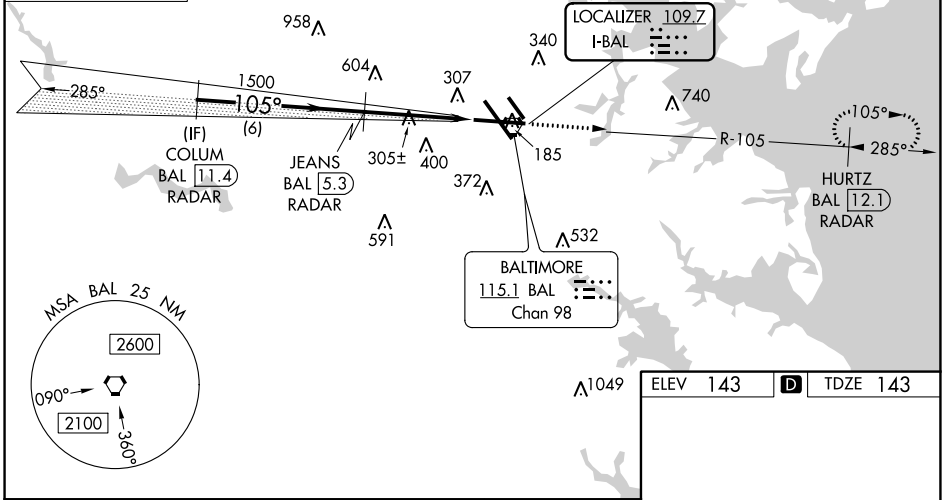
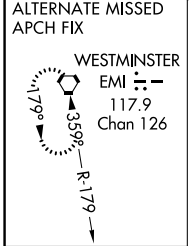
BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)  
**ILS RWY 10 (SA CAT I)**

RADAR required for procedure entry.  
DME required.  
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>124.55 317.425</b> (101°-130°)	<b>119.7 290.475</b> (131°-180°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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CATEGORY	A	B	C	D
S-ILS 10	RA 191/14 150 DA 293			

ELEV 143	<b>D</b>	TDZE 143
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**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

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

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

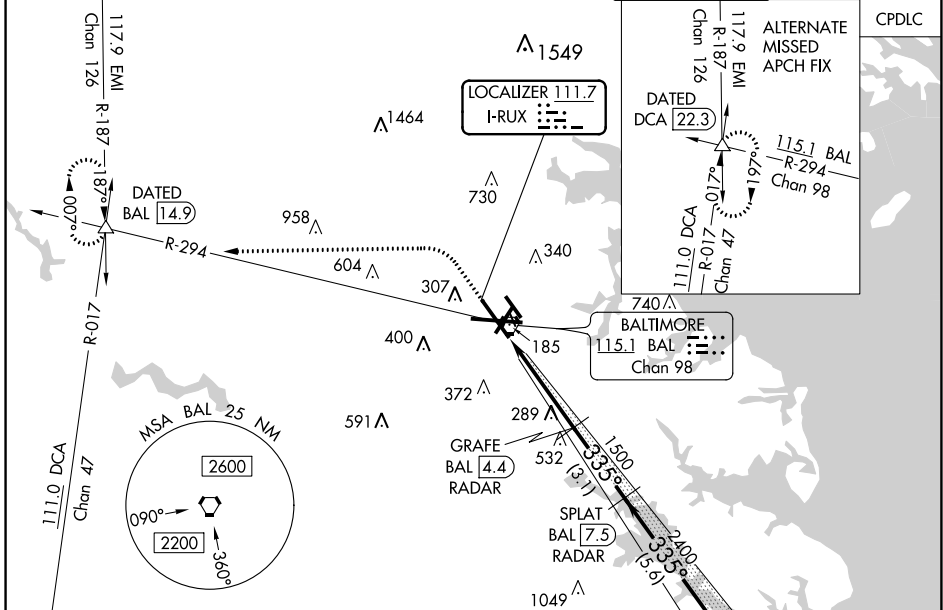
LOC I-RUX <b>111.7</b>	APP CRS <b>335°</b>	Rwy ldg TDZE Apt Elev	<b>8301</b> <b>143</b> <b>143</b>
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# ILS RWY 33L (SA CAT I & II)

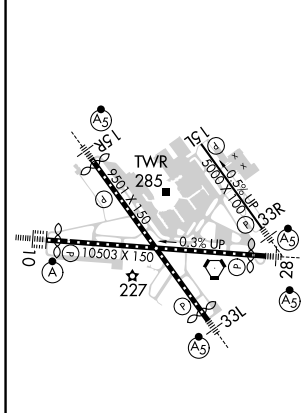
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

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 DME and hold.	
<p><b>⚠</b> 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 use of HUD to touchdown.</p>				

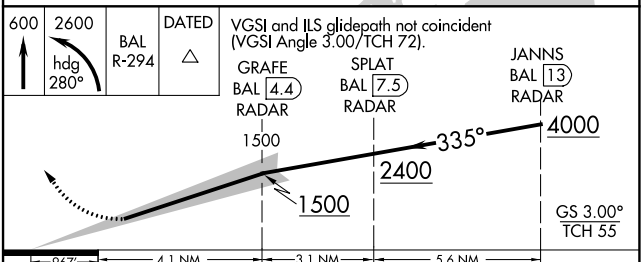
D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON (020°-100°) <b>119.0 282.275</b>	(101°-130°) <b>119.7 290.475</b>	(131°-180°) <b>124.55 317.425</b>	(181°-019°) <b>128.7 307.9</b>	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ELEV 143	<b>D</b>	TDZE 143
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TDZ/CL Rws 10 and 33L  
REIL Rws 15L and 33R  
HIRL all Rws



CATEGORY	A	B	C	
S-ILS 33L	SA CAT I RA 186/14 150 DA 293			
S-ILS 33L	SA CAT II RA 132/12 100 DA 243			

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

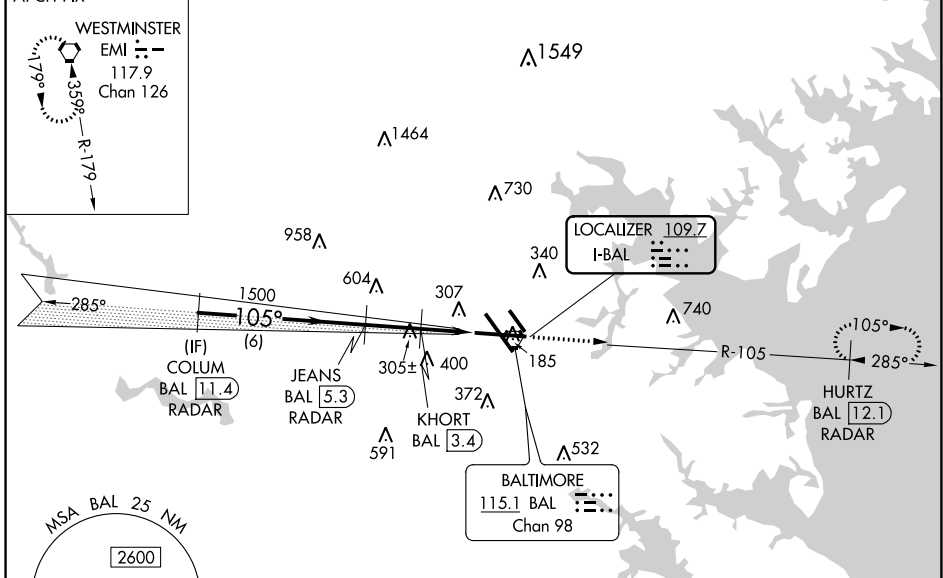
LOC I-BAL <b>109.7</b>	APP CRS <b>105°</b>	Rwy ldg <b>9953</b> TDZE <b>143</b> Apt Elev <b>143</b>
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BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)  
**ILS or LOC RWY 10**

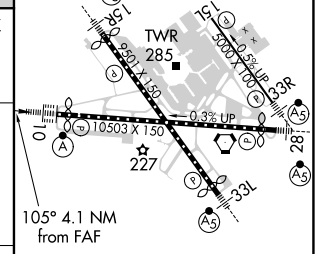
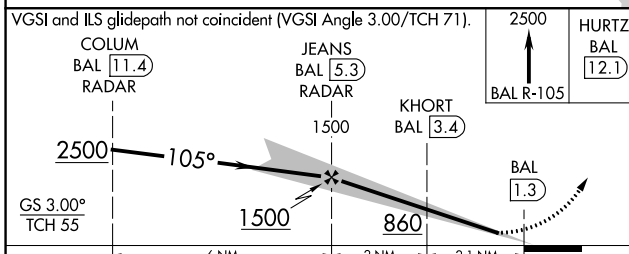
RADAR required for procedure entry. DME required.		ALSIF-2 	MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.
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D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (131°-180°) <b>124.55 317.425</b> (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ALTERNATE MISSED APCH FIX CPDLC



ELEV 143	<b>D</b> TDZE 143
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CATEGORY	A	B	C	D		
S-ILS 10		343/18	200 (200-½)			
S-LOC 10	580/24	437 (500-½)	580/40	437 (500-¾)		
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	860-2¼ 717 (800-2¼)		
	FAF to MAP 4.1 NM					
	Knots	60	90	120	150	180
	Min:Sec	4:06	2:44	2:03	1:38	1:22

**ILS or LOC RWY 10**

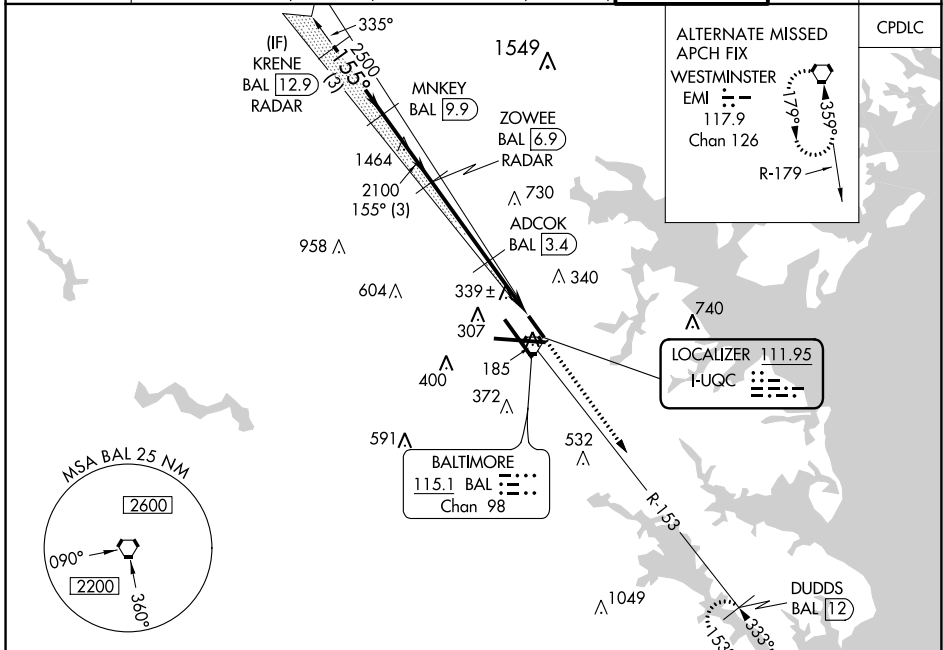
NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

LOC I-UQC <b>111.95</b>	APP CRS <b>155°</b>	Rwy Idg 5000
		TDZE 142
		Apt Elev 143

BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)  
**ILS or LOC RWY 15L**

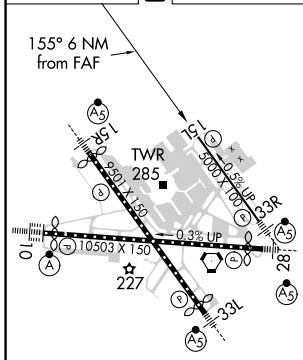
<p><b>▼</b> DME from BAL VORTAC. Simultaneous reception of I-UQC and BAL DME required. DME required. Simultaneous approach authorized with Rwy 15R. Helicopter visibility reduction below RVR 4000 NA.</p>		<p>MISSED APPROACH: Climb to 2500 on heading 155° and BAL VORTAC R-153 to DUDDS/BAL 12 DME and hold.</p>	
D-ATIS <b>115.1 127.8</b>	<b>119.0 282.275</b> <b>124.55 317.425</b>	POTOMAC APP CON (020°-100°) <b>119.7 290.475</b> (131°-180°) (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>
		GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>



NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

ELEV 143	<b>D</b>	TDZE 142
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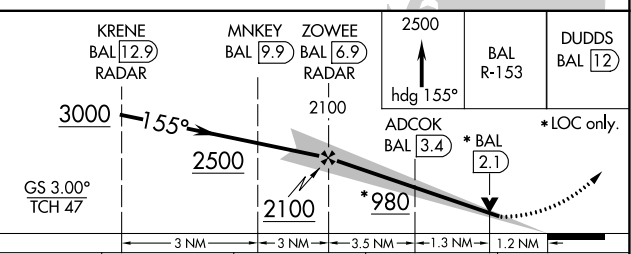


TDZ/CL Rwy 10 and 33L  
REIL Rwy 15L and 33R  
HIRL all Rwy

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

**RADAR REQUIRED**



CATEGORY	A	B	C	D
S-ILS 15L	544-1 $\frac{3}{8}$	402 (500-1 $\frac{1}{2}$ )		NA
S-LOC 15L	560/55	418 (500-1)		NA
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)		NA

LOC I-FND <b>111.7</b>	APP CRS <b>155°</b>	Rwy Idg TDZE Apt Elev	<b>8301</b> <b>138</b> <b>143</b>
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BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

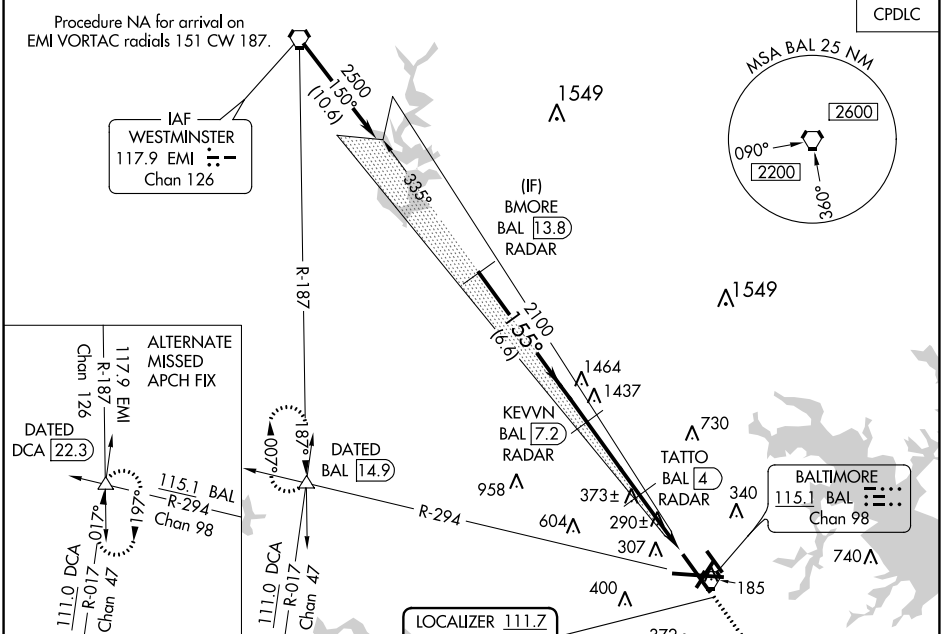
# ILS or LOC RWY 15R

Simultaneous approach authorized with Rwy 15L. DME or Radar required. DME from BAL VORTAC.  
# RVR 1800 authorized with use of FD or AP or HUD to DA.

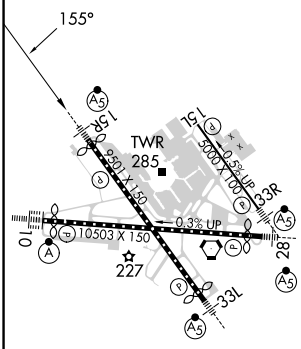
MALS R

MISSED APPROACH: Climb to 900 then climbing right turn to 2600 on BAL VORTAC R-294 to DATED INT/BAL 14.9 DME and hold.

D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON (020°-100°) <b>119.7 290.475</b> (131°-180°) (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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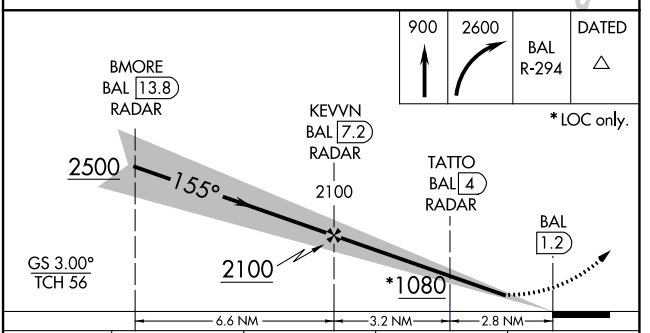
ELEV <b>143</b>	<b>D</b>	TDZE <b>138</b>
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TDZ/CL Rwy 10 and 33L  
REIL Rwy 15L and 33R  
HIRL all Rwy

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 15R	#338/24 200 (200-½)			
S-LOC 15R	540/24	402 (400-½)	540/40	402 (400-¾)
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

NE-3, 22 FEB 2024 to 21 MAR 2024

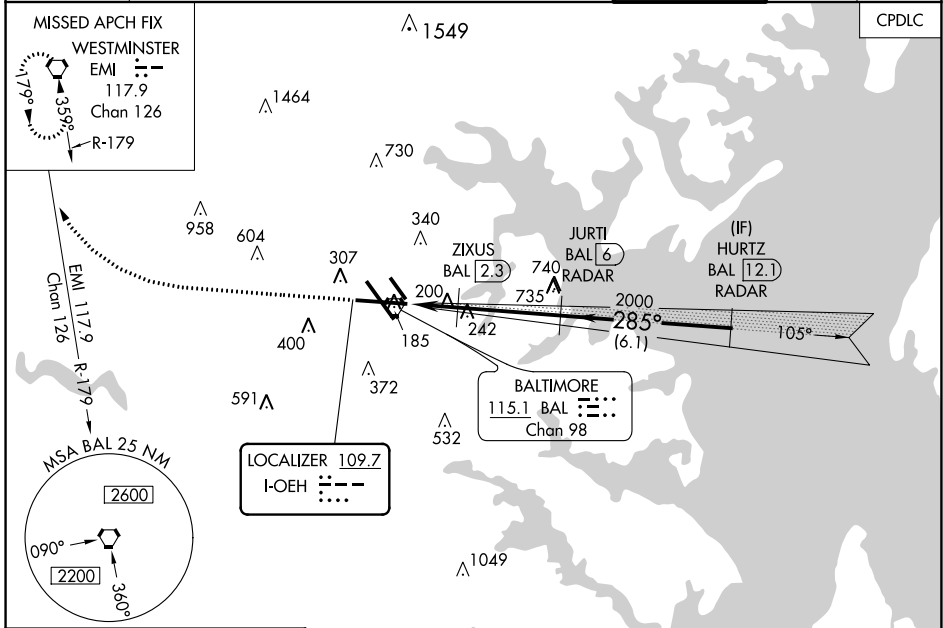
NE-3, 22 FEB 2024 to 21 MAR 2024

LOC I- <b>OEH</b>	APP CRS	Rwy Idg	<b>9803</b>
<b>109.7</b>	<b>285°</b>	TDZE	<b>143</b>
		Apt Elev	<b>143</b>

BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

# ILS or LOC RWY 28

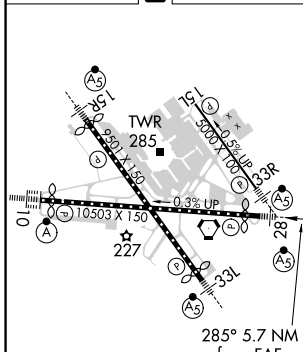
DME or RADAR required.		MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 2600 on heading 305° and EMI VORTAC R-179 to EMI VORTAC and hold.	
▼ For inop ALS, increase S-LOC 28 Cat C/D visibility to 1½ SM, and increase ZIXUS fix S-LOC 28 Cat C/D visibility to RVR 4500. ▲ **RVR 1800 authorized with use of FD or AP or HUD to DA.				
D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
<b>115.1 127.8</b>	<b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (101°-130°) <b>128.7 307.9</b> (181°-019°)	<b>119.4 257.8</b>	<b>121.9</b>	<b>118.05</b>



NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

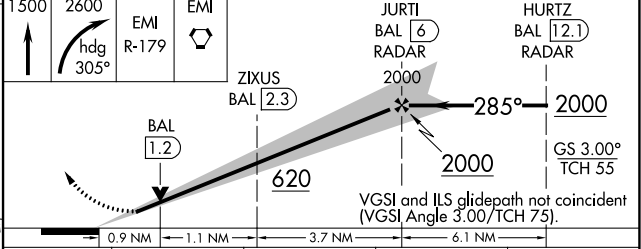
ELEV <b>143</b>	<b>D</b>	TDZE <b>143</b>
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TDZ/CL Rwy 10 and 33L  
REIL Rwy 15L and 33R  
HIRL all Rwy

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 28**	343/24 200 (200-½)			
S-LOC 28	620/24	477 (500-½)	620/50	477 (500-1)
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	860-2¼ 717 (800-2¼)
ZIXUS FIX MINIMUMS (DME REQUIRED)				
S-LOC 28	460/24 317 (400-½)			
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	860-2¼ 717 (800-2¼)

# ILS or LOC RWY 28

LOC I-RUX <b>111.7</b>	APP CRS <b>335°</b>	Rwy ldg TDZE <b>143</b> Apt Elev <b>143</b>	<b>8301</b>
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BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)  
**ILS or LOC RWY 33L**

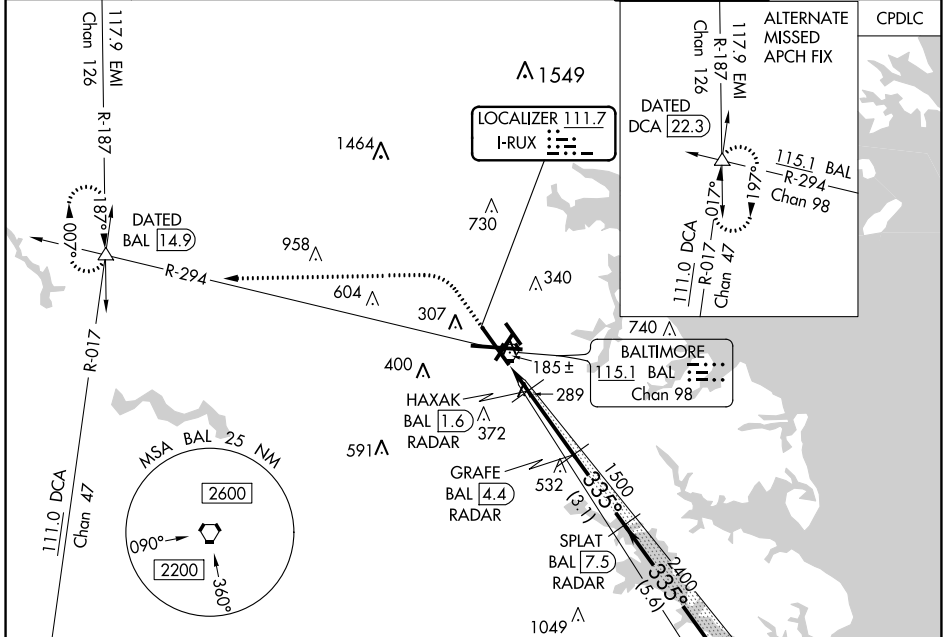
DME or RADAR required for LOC only. RADAR required for procedure entry.

Simultaneous approach authorized with ILS or LOC Rwy 33R. DME from BAL VORTAC.

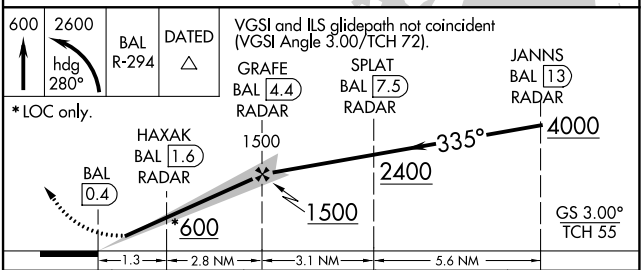
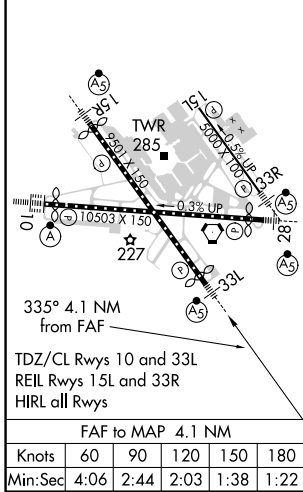
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2600 on heading 280° and BAL R-294 to DATED INT/BAL 14.9 DME and hold.

D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (131°-180°) <b>124.55 317.425</b> (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ELEV 143	<b>D</b>	TDZE 143
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CATEGORY	A	B	C	D
S-ILS 33L	343/18		200 (200-½)	
S-LOC 33L	540/24	397 (400-½)	540/40	397 (400-¾)
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

**ILS or LOC RWY 33L**

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024




LOC I-BWI <b>111.95</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>124</b> <b>143</b>
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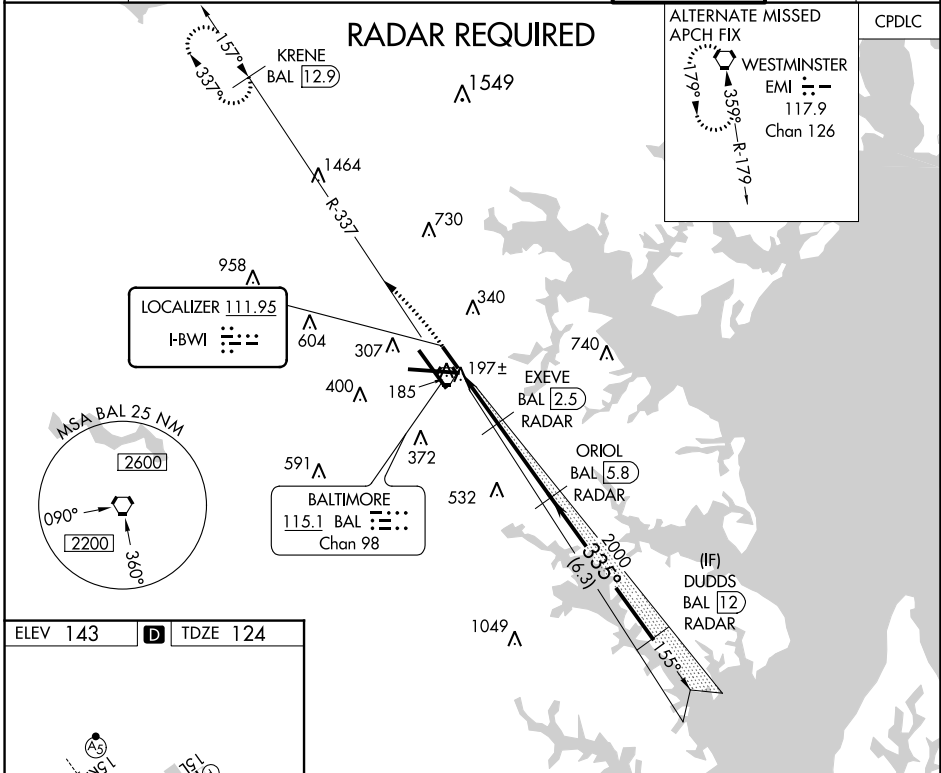
BALTIMORE/  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

# ILS or LOC RWY 33R

**▼** DME required. DME from BAL VORTAC. Simultaneous reception of I-BWI and BAL DME required. Simultaneous approach authorized with Rwy 33L. Inoperative table does not apply to S-ILS 33R. For inoperative MALS, increase S-LOC 33R visibility to RVR 5000. Helicopter visibility reduction below RVR 4000 NA.

**MALS**  MISSED APPROACH: Climb to 3000 on heading 335° and BAL VORTAC R-337 to KRENE/BAL 12.9 DME and hold.

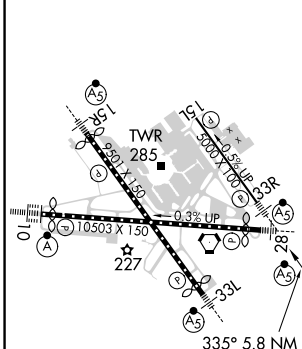
D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>124.55 317.425</b> (101°-130°)	<b>119.7 290.475</b> (131°-180°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

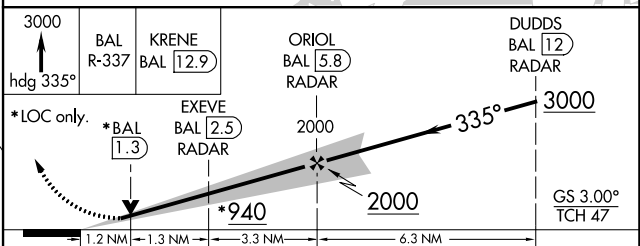
ELEV 143	<b>D</b>	TDZE 124
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TDZ/CL Rwy 10 and 33L  
REIL Rwy 15L and 33R  
HIRL all Rwy

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 33R	333/40	209 (200-¾)		NA
S-LOC 33R	540/40	416 (400-¾)		NA
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)		NA

# ILS or LOC RWY 33R

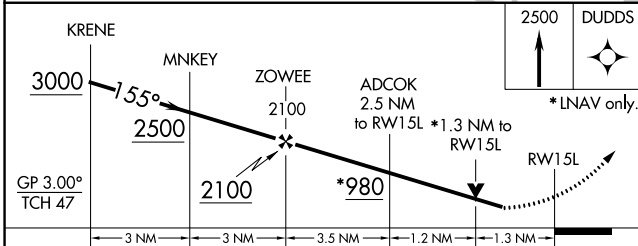
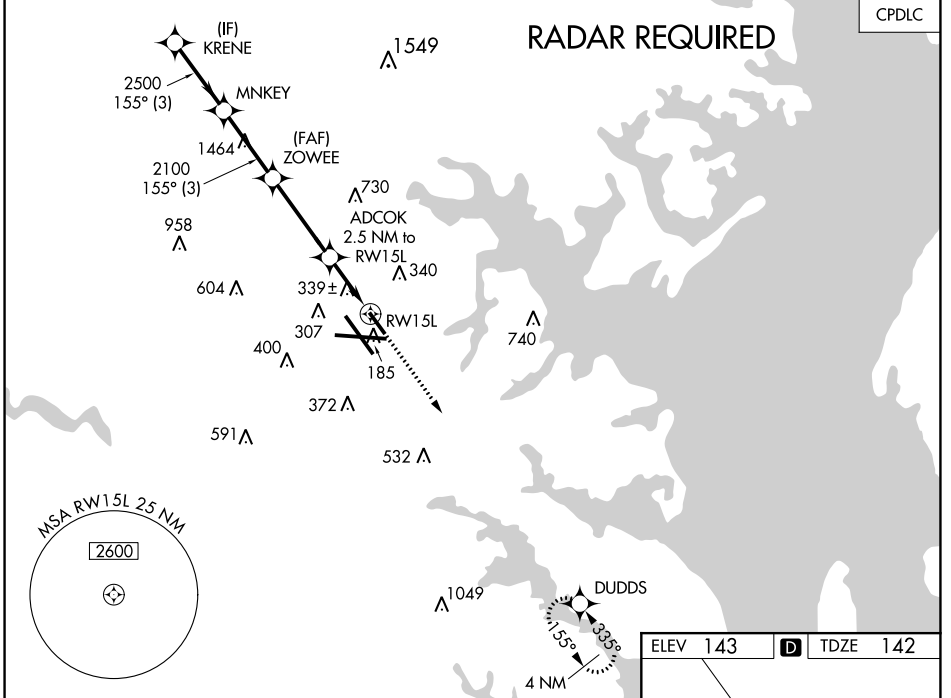
WAAS CH <b>40108</b> <b>W15A</b>	APP CRS <b>155°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>142</b> <b>143</b>
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BALTIMORE/ **RNAV (GPS) RWY 15L**  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

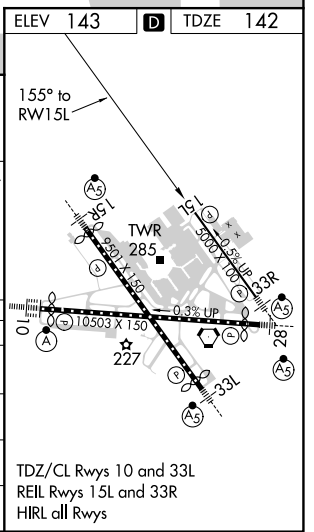
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 2500 direct DUDDS and hold.

D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON (020°-100°) <b>119.7 290.475</b> (131°-180°) (101°-130°) <b>128.7 307.9</b> (181°-019°)	<b>BALTIMORE TOWER</b> <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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CATEGORY	A	B	C	D
LPV DA	544-1 $\frac{3}{8}$	402 (500-1 $\frac{1}{2}$ )		NA
LNAV/VNAV DA	656-1 $\frac{3}{4}$	514 (600-1 $\frac{3}{4}$ )		NA
LNAV MDA	600/55	458 (500-1)		NA
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)		NA



NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>69208</b> <b>W33B</b>	APP CRS <b>335°</b>	Rwy Idg TDZE <b>124</b> Apt Elev <b>143</b>	<b>5000</b>
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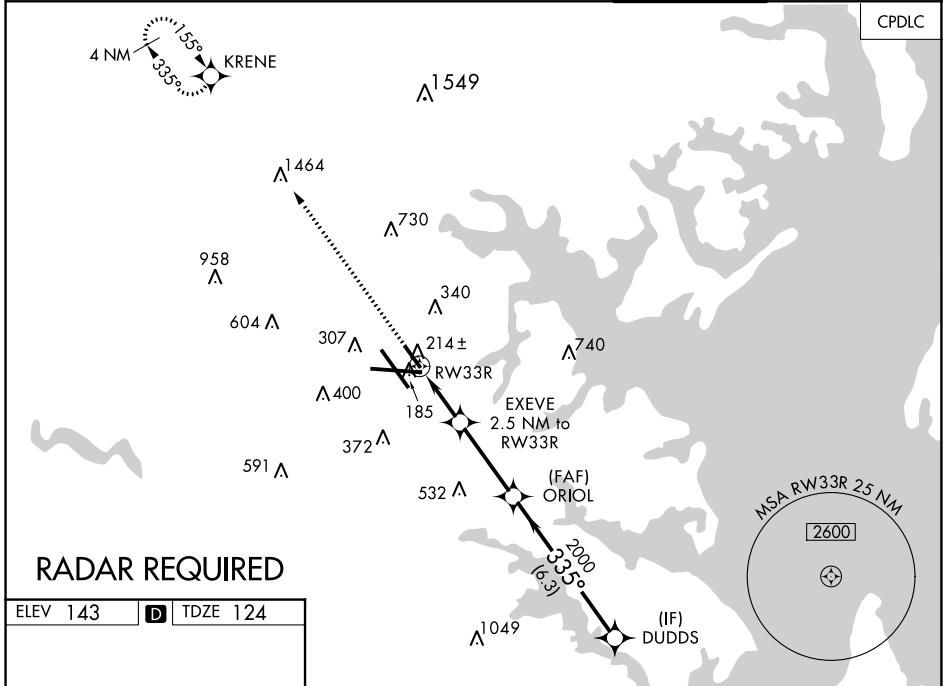
BALTIMORE/ **RNAV (GPS) RWY 33R**  
WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS.

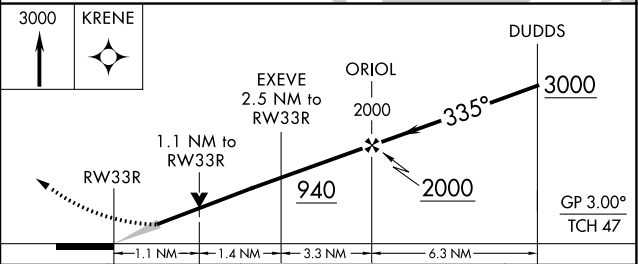
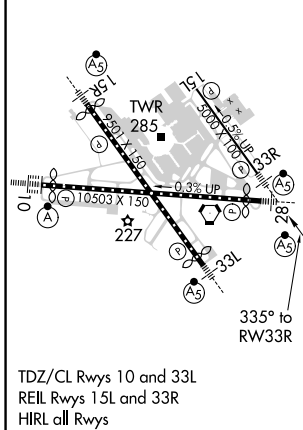
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop MALSRS, increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV, all Cats.

MALSRS  
MISSED APPROACH:  
Climb to 3000 direct  
KRENE and hold.

D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON (020°-100°) <b>119.0 282.275</b> (101°-130°) <b>124.55 317.425</b>	(131°-180°) <b>119.7 290.475</b> (181°-019°) <b>128.7 307.9</b>	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ELEV 143	<b>D</b>	TDZE 124
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CATEGORY	A	B	C	D
LPV DA	333/40	209 (200-¾)		NA
LNAV/VNAV DA	406/40	282 (300-¾)		NA
LNAV MDA	520/40	396 (400-¾)		NA
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)		NA

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

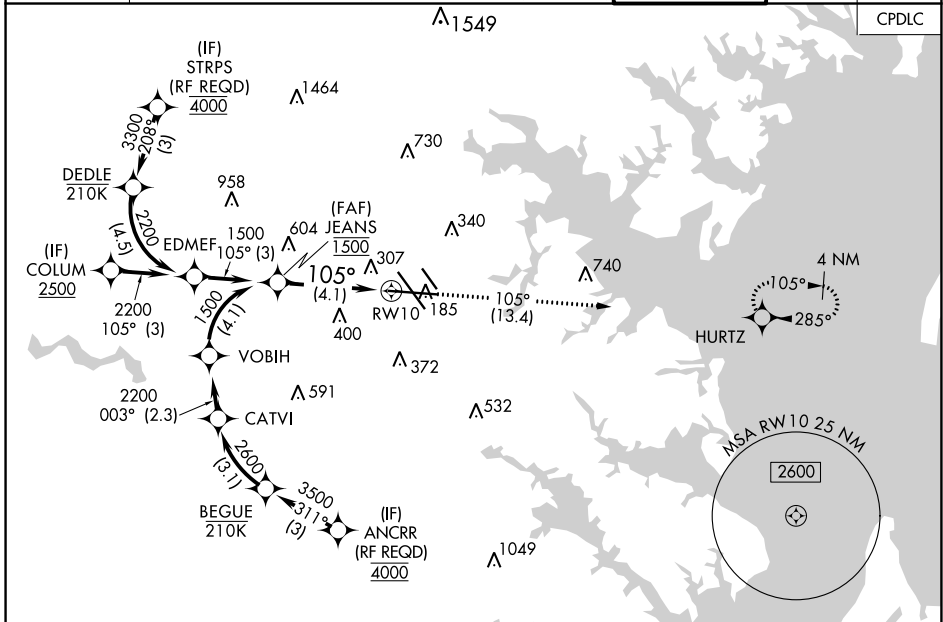
APP CRS <b>105°</b>	Rwy ldg TDZE Apt Elev	<b>9953</b> <b>143</b> <b>143</b>
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# RNAV (RNP) Z RWY 10

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH-GPS. ▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to 1 3/8 SM.	ALSF-2 A	MISSED APPROACH: Climb to 2500 on track 105° to HURTZ and hold.
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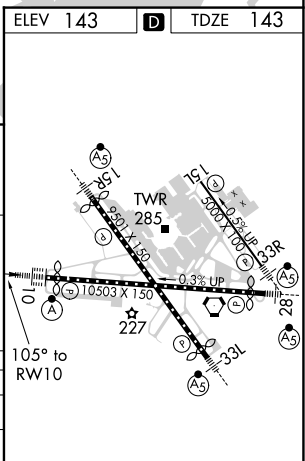
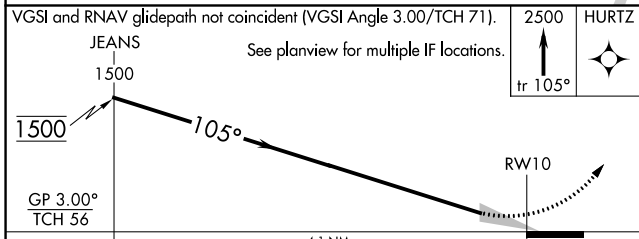
D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> <b>124.55 317.425</b>	(020°-100°) <b>119.7 290.475</b> (131°-180°) (101°-130°) <b>126.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

ELEV 143	D	TDZE 143
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CATEGORY	A	B	C	D
RNP 0.11 DA		448/24	305 (400-1/2)	
RNP 0.30 DA		626/60	483 (500-1/4)	

**AUTHORIZATION REQUIRED**

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


# RNAV (RNP) Z RWY 10

# RNAV (RNP) Z RWY 15R

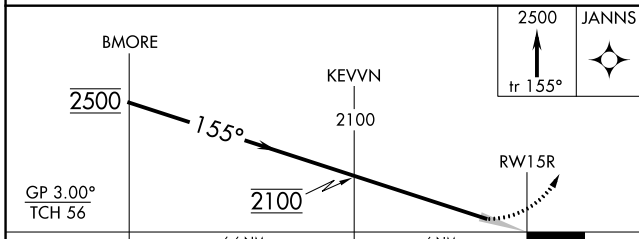
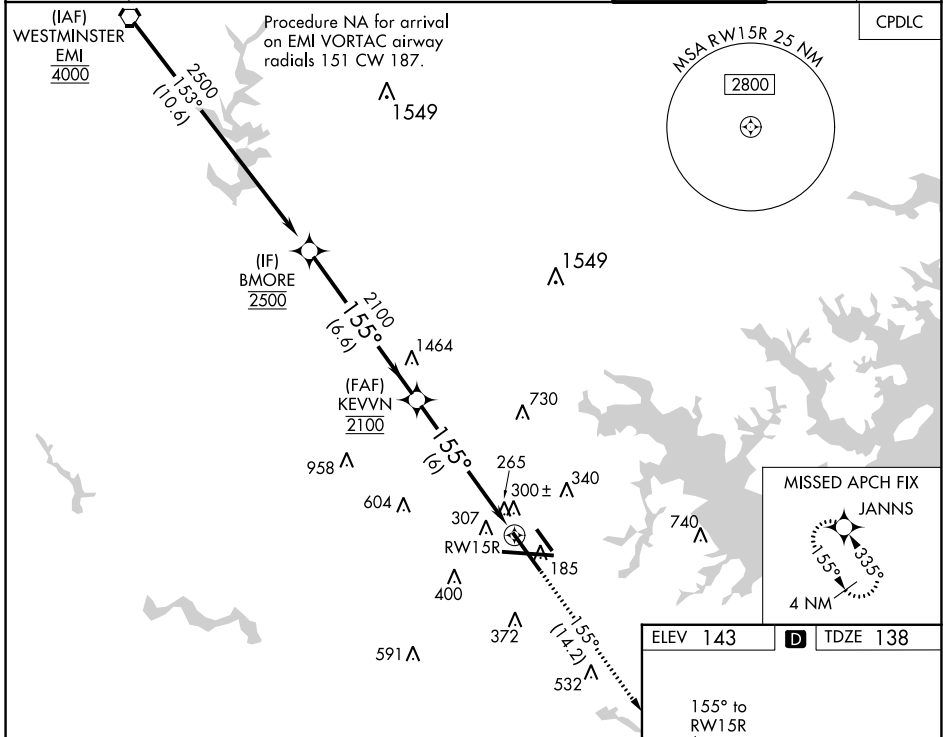
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

APP CRS <b>155°</b>	Rwy Idg TDZE Apt Elev	<b>8301</b> <b>138</b> <b>143</b>
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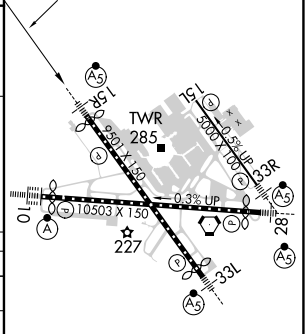
▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.11 DA all Cats visibility to 1¼ mile, and RNP 0.30 DA all Cats visibility to 1½ mile. GPS Required.

MALSR  MISSED APPROACH: Climb to 2500 on track 155° to JANNS and hold.

D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON (020°-100°) <b>119.7 290.475</b> (131°-180°) (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ELEV 143	<b>D</b>	TDZE 138
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CATEGORY	A	B	C	D
RNP 0.11 DA		513/38	375 (400-¾)	
RNP 0.30 DA		588/52	450 (500-1)	

## AUTHORIZATION REQUIRED

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

# RNAV (RNP) Z RWY 15R

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

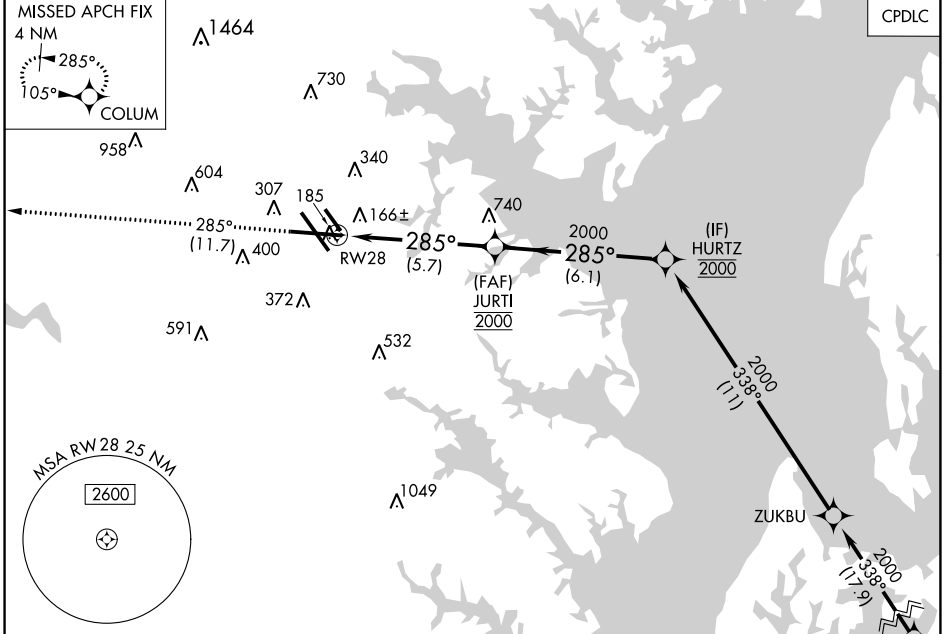
APP CRS <b>285°</b>	Rwy Idg TDZE Apt Elev	<b>9803</b> <b>143</b> <b>143</b>
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# RNAV (RNP) Z RWY 28

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH - GPS.	MALS R	MISSED APPROACH: Climb to 2500 on track 285° to COLUM and hold.
▼ 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 1¼.		

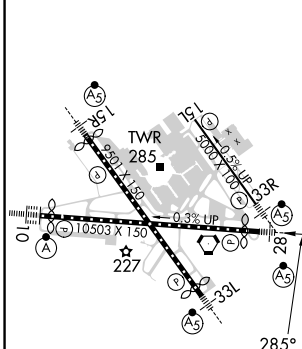
D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON (020°-100°) <b>119.7 290.475</b> (131°-180°) (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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NE-3, 22 FEB 2024 to 21 MAR 2024

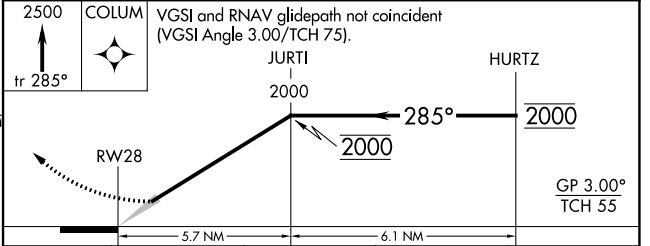
NE-3, 22 FEB 2024 to 21 MAR 2024

ELEV 143	<b>D</b>	TDZE 143
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TDZ/CL Rws 10 and 33L
REIL Rws 15L and 33R
HIRL all Rws

Procedure NA for arrivals at BILIT on V308 eastbound.



CATEGORY	A	B	C	D
RNP 0.30 DA		521/45	378 (400-7%)	

## AUTHORIZATION REQUIRED

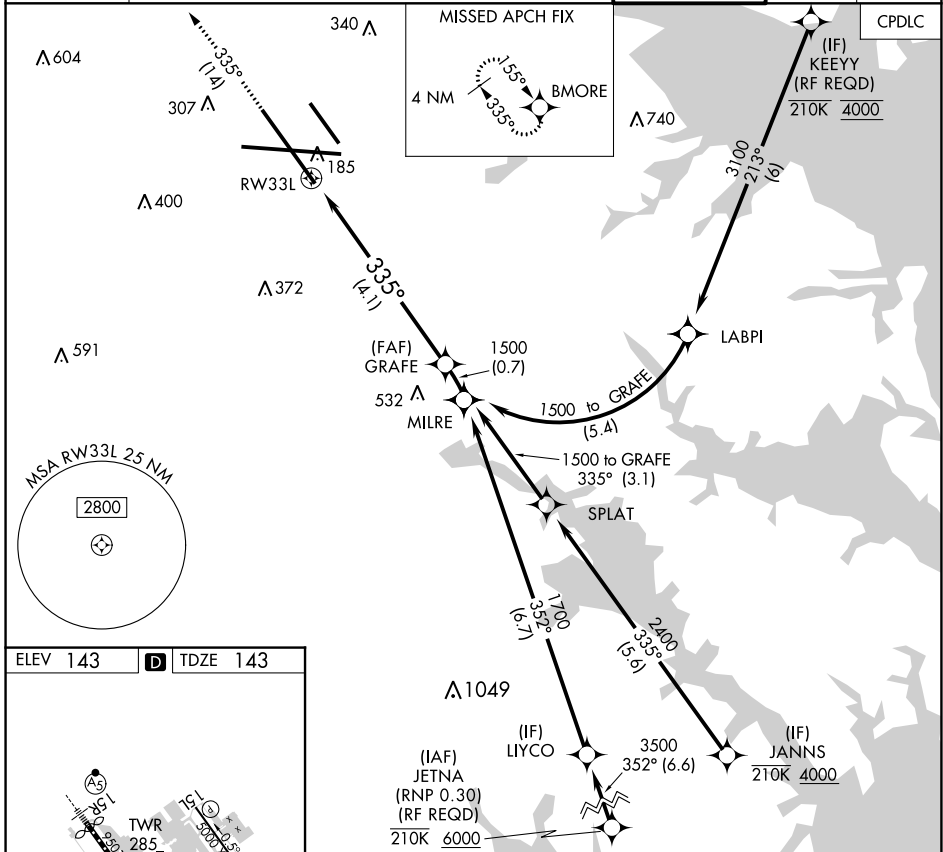
# RNAV (RNP) Z RWY 33L

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

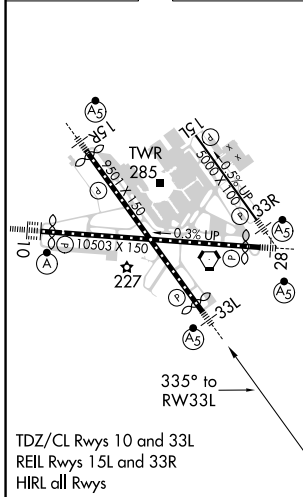
APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	<b>8301</b> <b>143</b> <b>143</b>
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RNP AR APCH-GPS. ▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.	MALSR 	MISSED APPROACH: Climb to 3000 on track 335° to BMORE and hold.
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D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON (020°-100°) <b>119.7 290.475</b> (131°-180°) (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ELEV 143	<b>D</b>	TDZE 143
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3000 tr 335°	BMORE 	See planview for multiple IF locations. VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).	GRAFE 1500
RW33L		335°	1500
		4.1 NM	GP 3.00° TCH 55
CATEGORY	A	B	C
RNP 0.30 DA	496/35 353 (400-5%)		
<b>AUTHORIZATION REQUIRED</b>			

# RNAV (RNP) Z RWY 33L

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

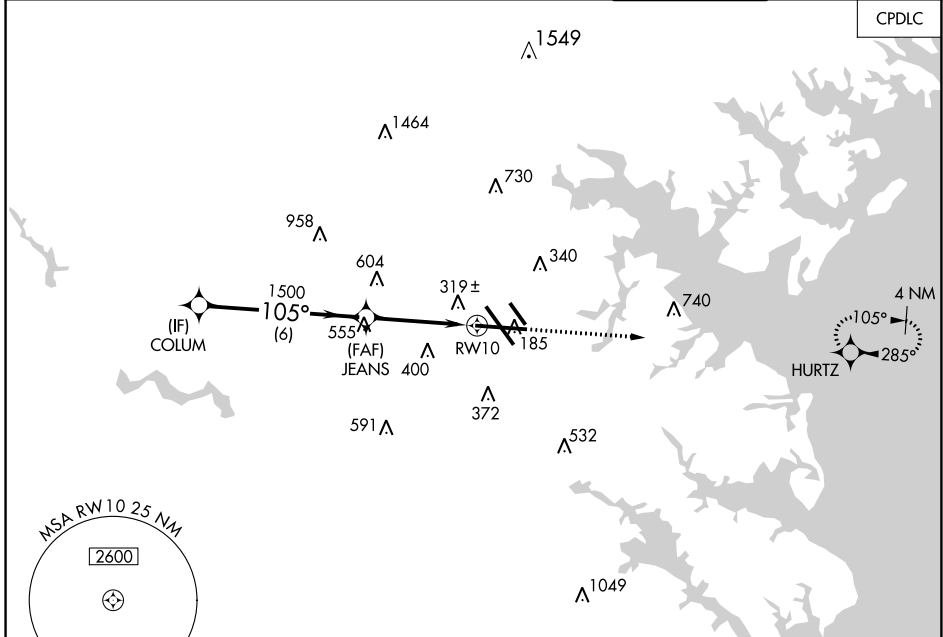
WAAS CH <b>53707</b> <b>W10A</b>	APP CRS <b>105°</b>	Rwy Idg TDZE <b>143</b> Apt Elev <b>143</b>	<b>9953</b>
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# RNAV (GPS) Y RWY 10

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH-GPS.	ALSIF-2	MISSED APPROACH: Climb to 2500 direct HURTZ and hold.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.</p> <p>▲</p>		

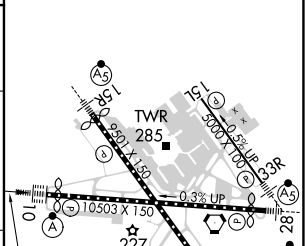
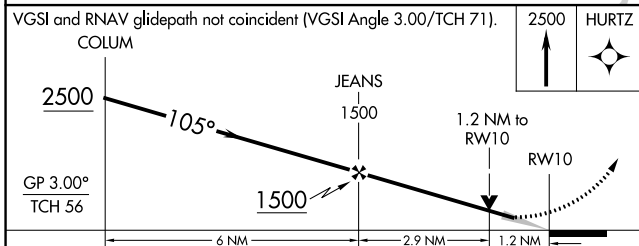
D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON (020°-100°) <b>119.7 290.475</b> (131°-180°) (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

ELEV 143	<b>D</b> TDZE 143
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CATEGORY	A	B	C	D
LPV DA	343/18		200 (200-1/2)	
LNAV/VNAV DA	586/50		443 (500-1)	
LNAV MDA	580/24	437 (500-1/2)	580/40	437 (500-3/4)
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1 1/2 557 (600-1 1/2)	860-2 1/4 717 (800-2 1/4)

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

# RNAV (GPS) Y RWY 10



# RNAV (GPS) Y RWY 15R

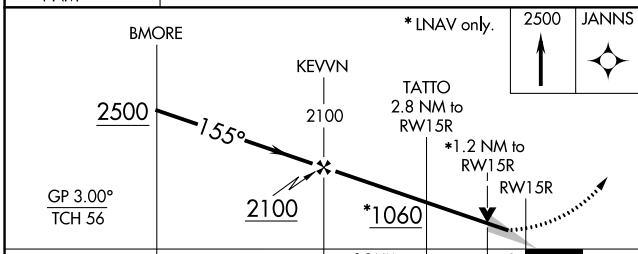
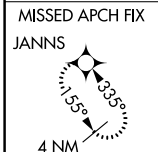
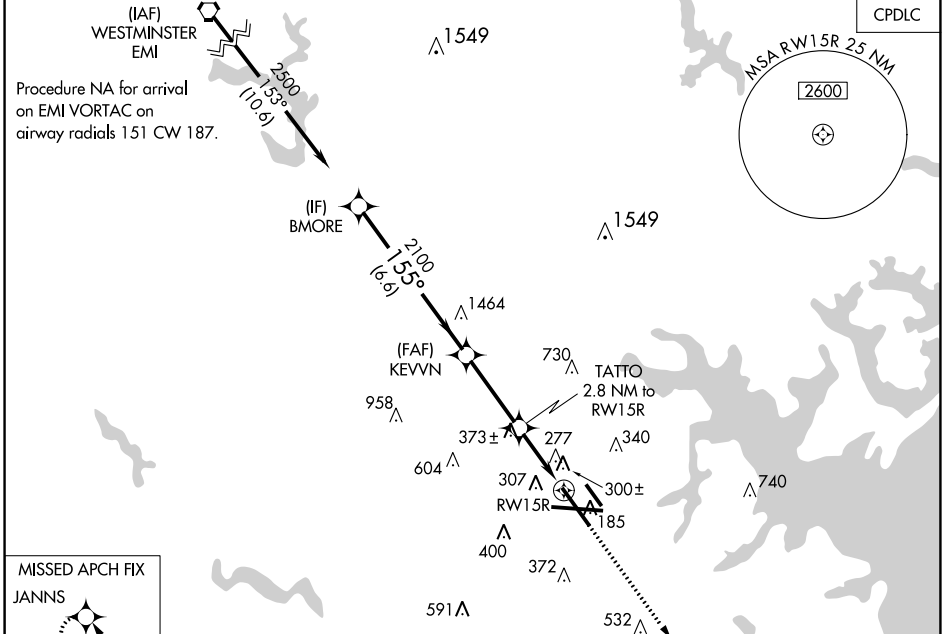
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

WAAS CH <b>66007</b> <b>W15B</b>	APP CRS <b>155°</b>	Rwy Idg TDZE <b>138</b> Apt Elev <b>143</b>	<b>8301</b>
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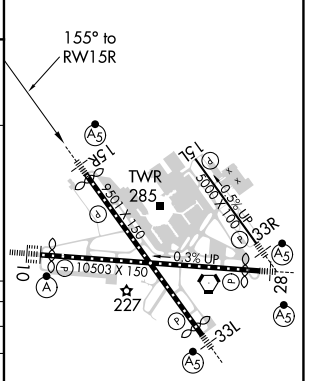
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). For inop MALS/R, increase LNAV/VNAV all Cats visibility to 1 3/8. DME/DME RNP-0.3 NA.  
 \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS/R <b>(AS)</b>	MISSED APPROACH: Climb to 2500 direct JANNIS and hold.
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D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON (020°-100°) <b>119.7 290.475</b> (131°-180°) (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ELEV 143	<b>D</b> TDZE 138
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CATEGORY	A	B	C	D
LPV DA	**338/24		200 (200-1/2)	
LNAV/VNAV DA	557/46		419 (500-1)	
LNAV MDA	560/24	422 (500-1/2)	560/40	422 (500-3/4)
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1 1/2 557 (600-1 1/2)	880-2 1/4 737 (800-2 1/4)

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

# RNAV (GPS) Y RWY 15R

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

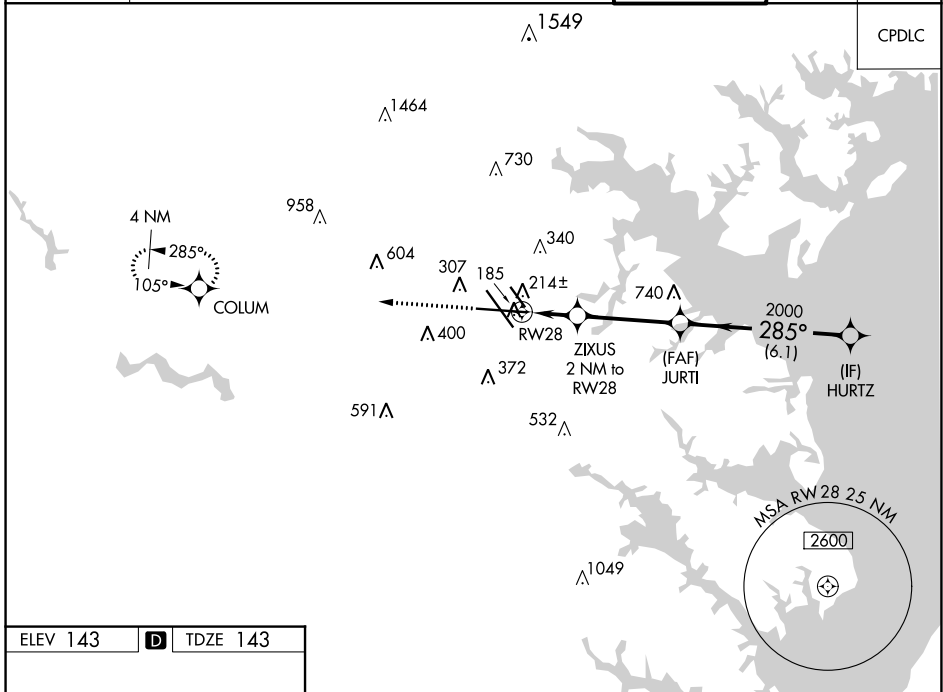
WAAS CH <b>48808</b> <b>W28A</b>	APP CRS <b>285°</b>	Rwy Idg TDZE Apt Elev	<b>9803</b> <b>143</b> <b>143</b>
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# RNAV (GPS) Y RWY 28

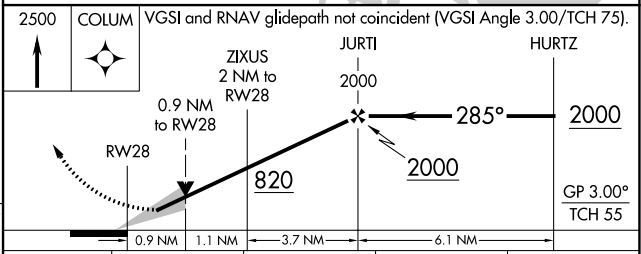
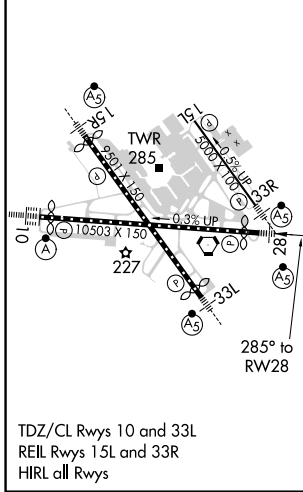
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH-GPS.	MALSR	MISSED APPROACH: Climb to 2500 direct COLUM and hold.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.</p>		

D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (101°-130°) <b>128.7 307.9</b>	(131°-180°) (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ELEV 143	<b>D</b>	TDZE 143
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CATEGORY	A	B	C	D
LPV DA**		343/24	200 (200-½)	
LNAV/VNAV DA		395/24	252 (300-½)	
LNAV MDA	480/24	337 (400-½)	480/26	337 (400-½)
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	860-2¼ 717 (800-2¼)

# RNAV (GPS) Y RWY 28

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

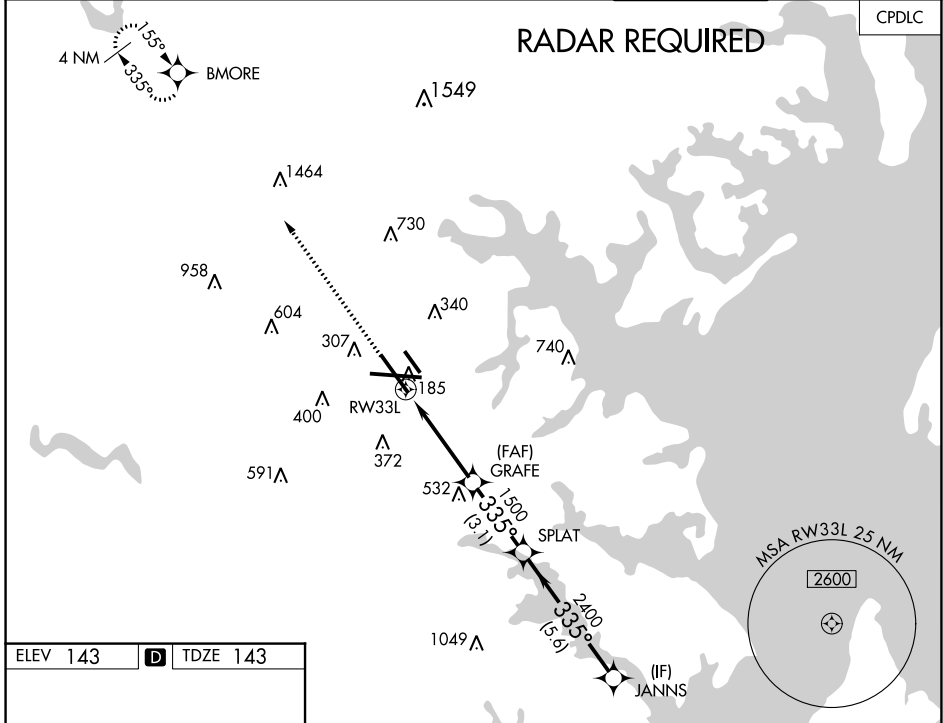
WAAS CH <b>82207</b> <b>W33A</b>	APP CRS <b>335°</b>	Rwy Idg TDZE <b>143</b> Apt Elev <b>143</b>	<b>8301</b> <b>143</b> <b>143</b>
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# RNAV (GPS) Y RWY 33L

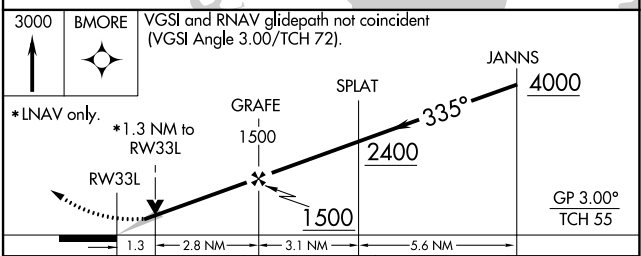
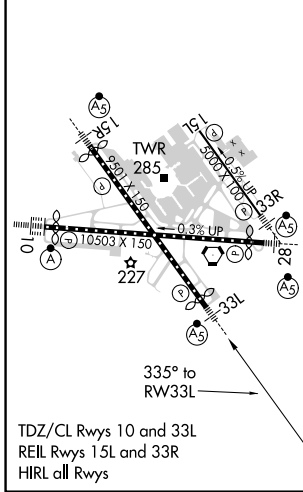
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH-GPS.	MALSR	MISSED APPROACH: Climb to 3000 direct BMORE and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.	AS	

D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON (020°-100°) <b>119.7 290.475</b> (131°-180°) (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ELEV <b>143</b>	<b>D</b>	TDZE <b>143</b>
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CATEGORY	A	B	C	D
LPV DA		343/18	200 (200-½)	
LNAV/VNAV DA		432/24	289 (300-½)	
LNAV MDA	600/24	457 (500-½)	600/50	457 (500-1)
<b>C</b> CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

# RNAV (GPS) Y RWY 33L

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024