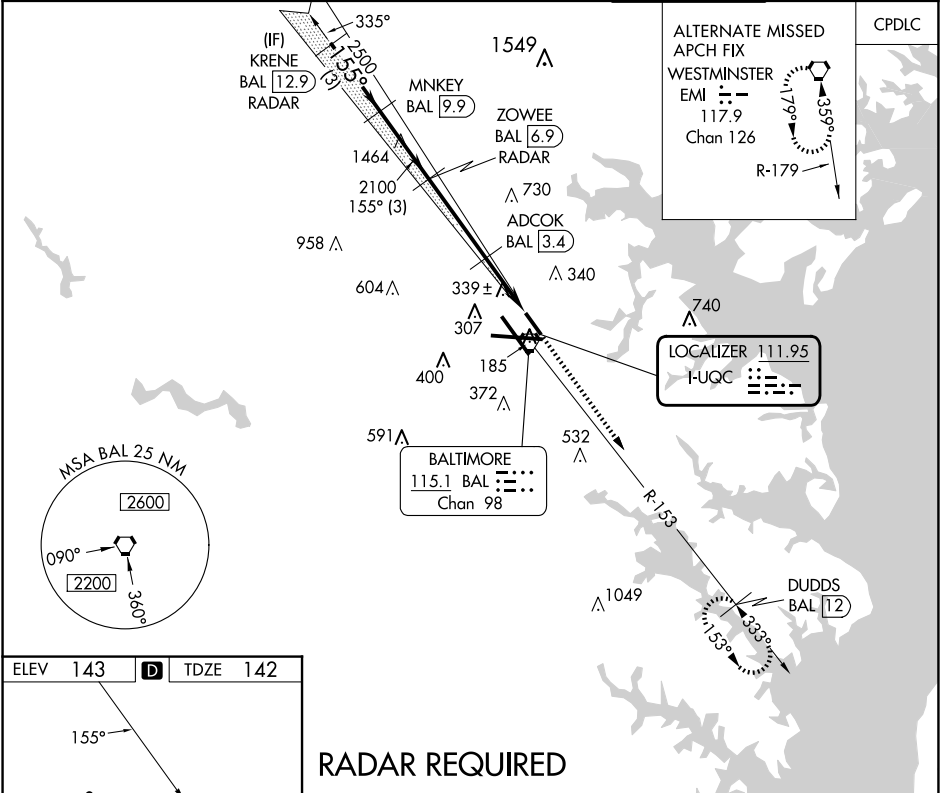


|                            |                        |                                                                        |                                                       |                    |
|----------------------------|------------------------|------------------------------------------------------------------------|-------------------------------------------------------|--------------------|
| LOC I-QUC<br><b>111.95</b> | APP CRS<br><b>155°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5000</b><br><b>142</b><br><b>143</b> | BALTIMORE/<br>WASHINGTON INTL THURGOOD MARSHALL (BWI) | ILS or LOC RWY 15L |
|----------------------------|------------------------|------------------------------------------------------------------------|-------------------------------------------------------|--------------------|

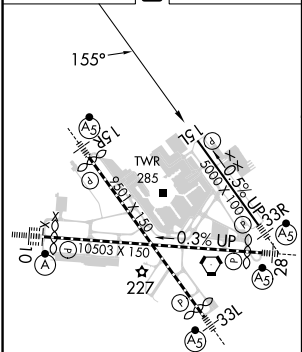
**▼** DME from BAL VORTAC. Simultaneous reception of I-QUC and BAL DME required.  
DME required. Simultaneous approach authorized with Rwy 15R. Helicopter  
visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 2500 on  
heading 155° and BAL VORTAC R-153  
to DUDDS/BAL 12 DME and hold.

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



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



|                                                               |      |      |      |      |      |
|---------------------------------------------------------------|------|------|------|------|------|
| TDZ/CL Rwy 10 and 33L<br>REIL Rwy 15L and 33R<br>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

|                                   |  |                                  |  |                                  |  |                         |              |                        |
|-----------------------------------|--|----------------------------------|--|----------------------------------|--|-------------------------|--------------|------------------------|
| KRENE<br>BAL <b>12.9</b><br>RADAR |  | MNKEY<br>BAL <b>9.9</b><br>RADAR |  | ZOWEE<br>BAL <b>6.9</b><br>RADAR |  | 2500<br>↑<br>hdg 155°   | BAL<br>R-153 | DUDDS<br>BAL <b>12</b> |
| 3000                              |  | 2100                             |  | 2100                             |  | ADCOK<br>BAL <b>3.4</b> |              |                        |
| GS 3.00°<br>TCH 47                |  | 2100                             |  | 2100                             |  | *BAL <b>2.1</b>         |              |                        |
| 3 NM                              |  | 3 NM                             |  | 3.5 NM                           |  | 1.3 NM                  |              |                        |
| CATEGORY                          |  | A                                |  | B                                |  | C                       |              |                        |
| S-ILS 15L                         |  | 544-1 $\frac{3}{8}$              |  | 402 (500-1 $\frac{3}{8}$ )       |  | NA                      |              |                        |
| S-LOC 15L                         |  | 560/55                           |  | 418 (500-1)                      |  | NA                      |              |                        |
| CIRCLING                          |  | 640-1<br>497 (500-1)             |  | 660-1<br>517 (600-1)             |  | NA                      |              |                        |