

WAAS CH 48808 W28A	APP CRS 285°	Rwy Ldg TDZE Apt Elev	9803 143 143
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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.	
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cats C and D visibility to RVR 5500.  * RVR 1800 authorized with use of FD or AP or HUD to DA.							
D-ATIS 115.1 127.8		POTOMAC APP CON (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

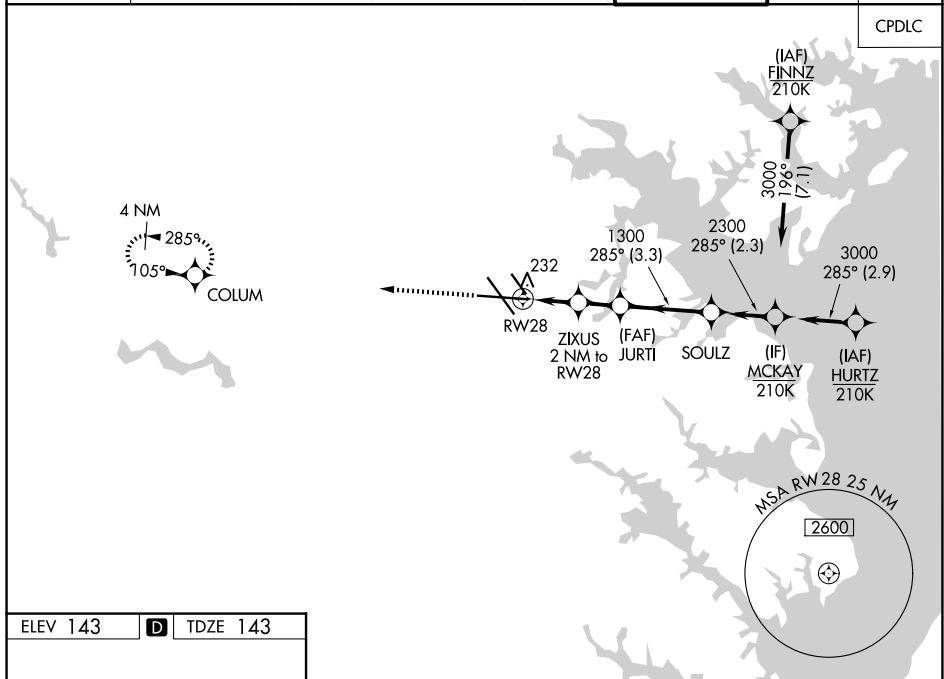


Figure 1 illustrates a scenario where the Vertical Guidance (VGS) and RNAV glidepaths are not coincident. The diagram shows a 3D perspective of a runway with a VGS glidepath (dashed line) and an RNAV glidepath (solid line). The VGS glidepath is 0.3% UP and 10.503 X 150. The RNAV glidepath is 0.2% UP and 3000 X 100. The VGS and RNAV glidepaths are not coincident, with a difference of 0.9 NM at the 1.1 NM distance. The VGS angle is 3.00°/TCH 75. The RNAV angle is 2.85°. The VGS and RNAV glidepaths are shown for a 3000 ft runway. The VGS and RNAV glidepaths are shown for a 3000 ft runway. The VGS and RNAV glidepaths are shown for a 3000 ft runway.