

LOC I-BWI <b>111.95</b>	APP CRS <b>335°</b>	Rwy Ldg 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 MALSR, increase S-LOC 33R visibility to RVR 5000. Helicopter visibility reduction below RVR 4000 NA.

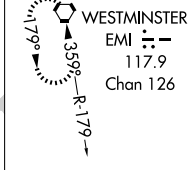


MISSED APPROACH: Climb to 3000 on heading 335° and BAL VORTAC R-337 to KRENE/BAL 12.9 DME and hold.

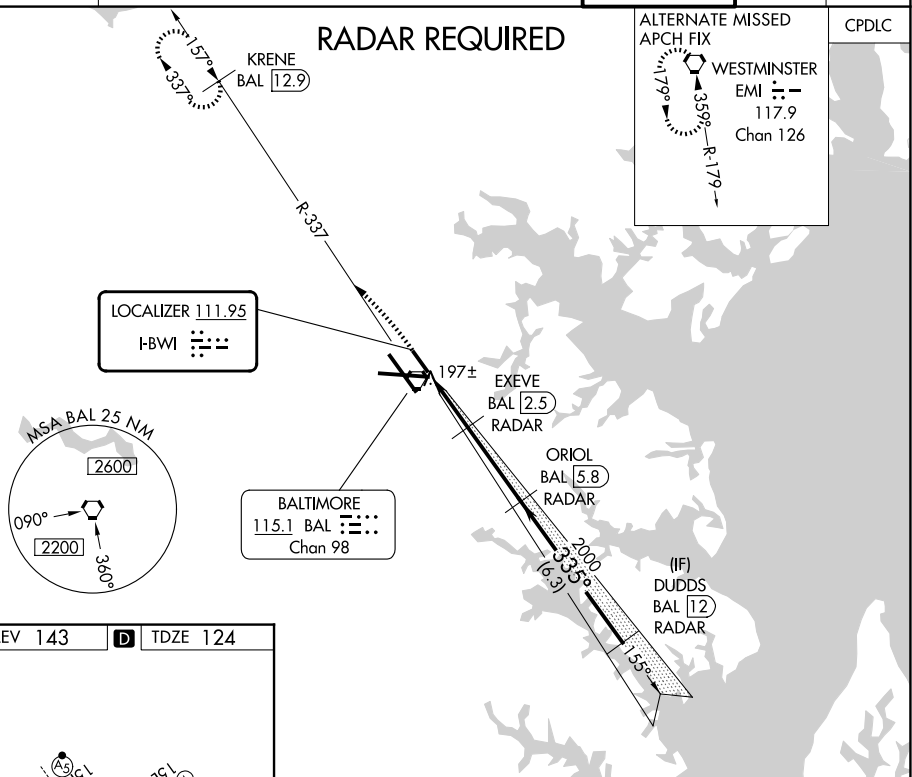
D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>124.55 317.425</b> (101°-130°)	<b>119.7 290.475</b> (131°-180°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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##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

ALTERNATE MISSED  
APCH FIX



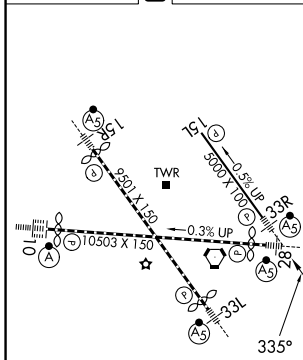
CPDLC



NE-3, 14 MAY 2026 to 11 JUN 2026

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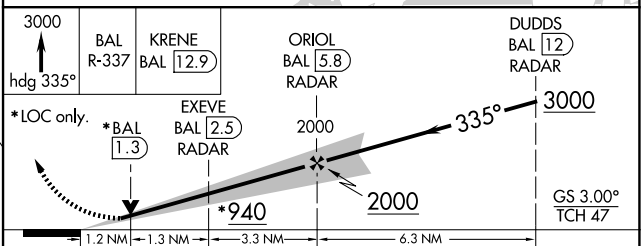
ELEV 143	<b>D</b>	TDZE 124
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TDZ/CL Rwy 10 and 33L  
REIL Rwy 15L and 33R  
HIRL all Rwy

FAF to MAP 5.8 NM

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



3000	BAL R-337	KRENE BAL 12.9	ORIOR BAL 5.8 RADAR	DUDDS BAL 12 RADAR
*LOC only.	*BAL 1.3	EXEVE BAL 2.5 RADAR	2000	3000
	1.2 NM	1.3 NM	3.3 NM	6.3 NM
CATEGORY	A	B	C	D
S-ILS 33R	333/40	209 (200-¾)		NA
S-LOC 33R	540/40	416 (400-¾)		NA
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)		NA