

LOC I-BAL <u>109.7</u>	APP CRS 105°	Rwy Ldg 9953 TDZE 143 Apt Elev 143
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BALTIMORE/
WASHINGTONILS or LOC RWY 10
 TL THURGOOD MARSHALL (BWI)

RADAR required for procedure entry.
DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.3 DME/RADAR and hold.

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

ALTERNATE MISSED
APCH FIX

WESTMINSTER

FMI :-

1179

Chan 126

Figure 1: A schematic diagram of the geometry of the experiment. It shows a horizontal line representing a path with several points and distances. From left to right: a point labeled '285°' with a vertical line; a distance of '3000' with a slope of '1.05°' and a value in parentheses '(5.9)'; a point labeled '(IAF) COLUM' with a distance of '2300' and a slope of '1.05°' and a value in parentheses '(3.2)'; a distance of '1500' with a slope of '1.05°' and a value in parentheses '(3)'; a point labeled 'JEANS' with a distance of '305±'; and a final point labeled 'KHORT'. Below the horizontal line, there are labels for radar systems: 'REMMY BAL 17.4 RADAR' under the first point, 'COLUM RADAR' under the second point, 'EFFYS BAL 8.3 RADAR' under the third point, 'JEANS RADAR' under the fourth point, and 'KHORT BAL 3.3 RADAR' under the fifth point. At the bottom right, there is a label '591 Δ'.

LOCALIZER 109.7
I-BAL 

BALTIMORE
115.1 BAL 
Chan 98

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

2500 ↑ BAL R-105	HURTZ BAL 12.3
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ELEV	143	D	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)	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)