

LOC I-BWI 111.95	APP CRS 335°	Rwy Ldg TDZE 124 Apt Elev 143	BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)	ILS or LOC RWY 33R
----------------------------	------------------------	---	---	--------------------

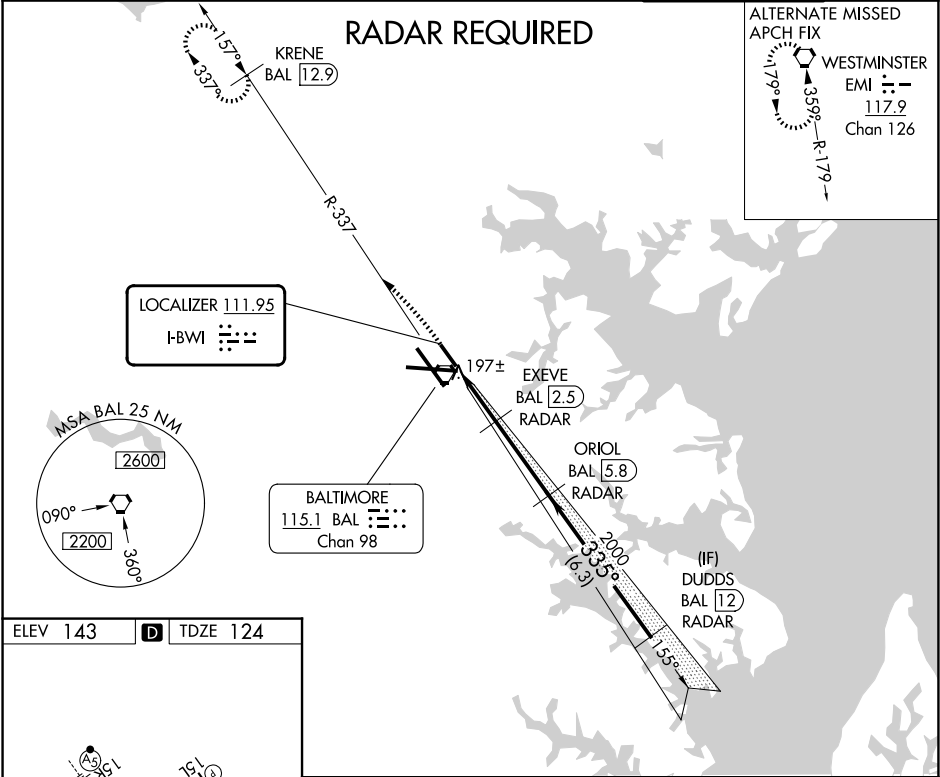
▼ DME required. DME from BAL VORTAC. Simultaneous reception of I-BWI and BAL DME required. Simultaneous approach authorized with Rwy 33L. Inoperative table does not apply to S-ILS 33R. For inoperative MALSRR, increase S-LOC 33R visibility to RVR 5000. Helicopter visibility reduction below RVR 4000 NA.

MALSRR

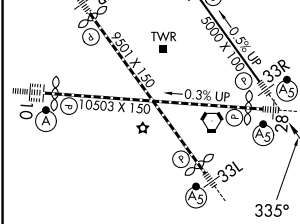


MISSED APPROACH: Climb to 3000 on heading 335° and BAL VORTAC R-337 to KRENE/BAL 12.9 DME and hold.

D-ATIS 115.1 127.8	POTOMAC APP CON 119.0 282.275 (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
------------------------------	--	---------------------------------------	-------------------------



ELEV **143** **D** TDZE **124**



TDZL/RCLS 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	ORiol BAL 5.8 RADAR	DUDDS BAL 12 RADAR
hdg 335°				
*LOC only.	*BAL 1.3	EXEVE BAL 2.5 RADAR	2000	3000
	1.2 NM	1.3 NM	3.3 NM	6.3 NM
			*940	2000
				GS 3.00° TCH 47
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