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

MALSR

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

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

RADAR REQUIRED

KRENE BAL 12.9

157° 337°

R-337

ALTERNATE MISSED APCH FIX

WESTMINSTER EMI 117.9 Chan 126

179° 359° R-179

LOCALIZER 111.95 I-BWI

197±

EXEVE BAL 2.5 RADAR

ORIOL BAL 5.8 RADAR

MSA BAL 25 NM 2600 2200 090° 360°

BALTIMORE 115.1 BAL Chan 98

2000 335° 16.3

(IF) DUDDS BAL 12 RADAR

155°

ELEV 143 D TDZE 124

TWR

15L 9501 X 150 0.5% UP

5000 X 100

33R

10 10503 X 150 0.3% UP 28

33L

335°

TDZL/RCLS Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

3000 hdg 335°

BAL R-337

KRENE BAL 12.9

*LOC only.

*BAL 1.3

EXEVE BAL 2.5 RADAR

ORIOL BAL 5.8 RADAR

2000

*940

2000

335°

DUDDS BAL 12 RADAR

3000

GS 3.00° TCH 47

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	

FAF to MAP 5.8 NM

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

NE-3, 29 OCT 2026 to 26 NOV 2026
NE-3, 29 OCT 2026 to 26 NOV 2026