

LOC I-RUX 111.7	APP CRS 335°	Rwy Idg TDZE Apt Elev	8301 143 143
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BALTIMORE/
WASHINGTON

ILS or LOC RWY 33L

WASHINGTON INTL THURGOOD MARSHALL (BWI)

DME or RADAR required for LOC only. RADAR required for procedure entry.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2600 on heading 280° and BAL R-294 to DATED INT/BAL 14.9 DME and hold.

T Simultaneous approach authorized with ILS or
A LOC Rwy 33R. DME from BAL VORTAC.

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°)			
	124.55 317.425	(101°-130°)	128.7 307.9	(181°-019°)	119.4 257.8	121.9	118.05

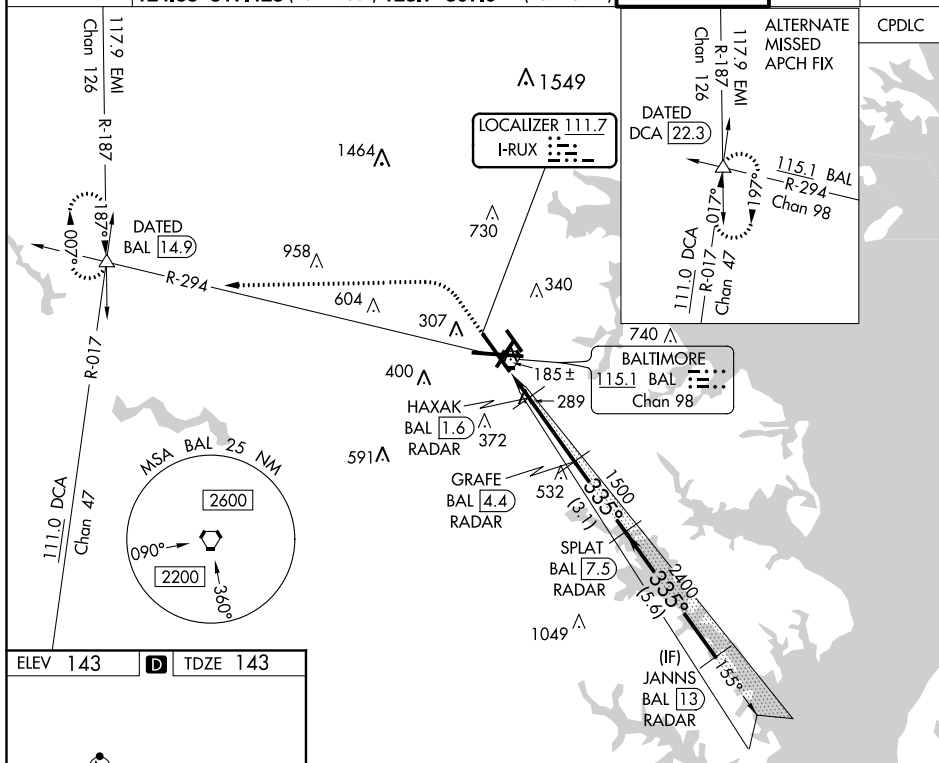


Diagram illustrating the FAF to MAP 4.1 NM segment of the flight path. Key features include:

- 335° 4.1 NM from FAF
- TDZ/CL Rwy 10 and 33L
- REIL Rwy 15L and 33R
- HIRL all Rwy
- FAF to MAP 4.1 NM

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

600
↑
hdg
280°

BAL R-294

DATED △

VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 72).

GRAFE BAL 4.4 RADAR

SPLAT BAL 7.5 RADAR

JANNS BAL 13 RADAR

HAXAK BAL 1.6 RADAR

1500

1500

335°

4000

600

2400

GS 3.00° TCH 55

1.3 2.8 NM 3.1 NM 5.6 NM

CATEGORY	A	B	C	D
S-ILS 33L	343/18		200 (200-½)	
S-LOC 33L	540/24	397 (400-½)	540/40	397 (400-¾)
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)