

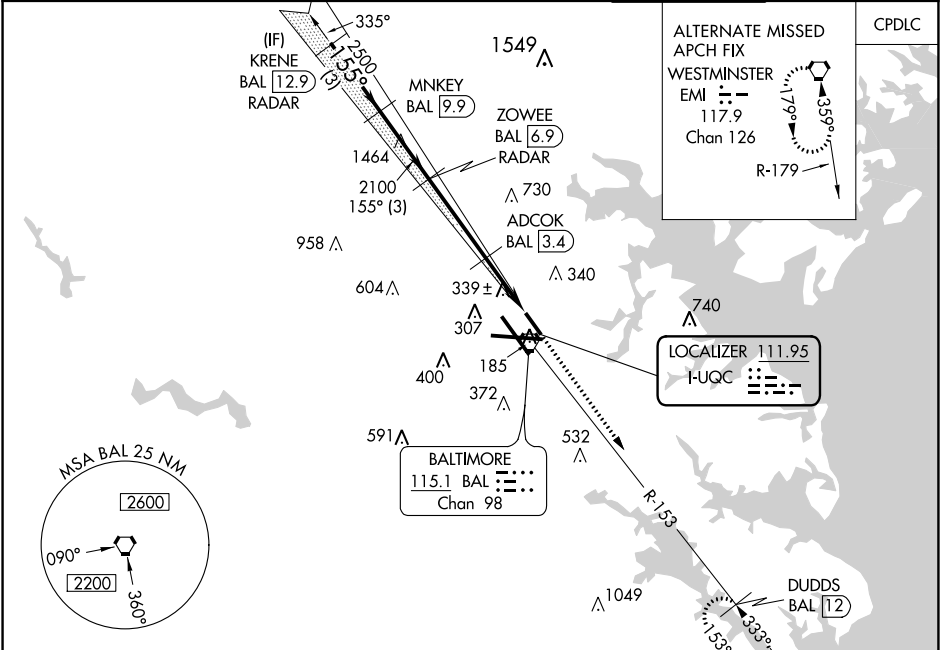
| | | | | |
|----------------------------|------------------------|-----------------|-------------|-----------------|
| LOC I-UQC 111.95 | APP CRS 155° | Rwy Idg 5000 | TDZE 142 | Apt Elev 143 |
|----------------------------|------------------------|-----------------|-------------|-----------------|

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 15L

▼ DME from BAL VORTAC. Simultaneous reception of I-UQC and BAL DME required. MISSED APPROACH: Climb to 2500 on heading 155° and BAL VORTAC R-153 to DUDDS/BAL 12 DME and hold.

DME required. Simultaneous approach authorized with Rwy 15R. Helicopter visibility reduction below RVR 4000 NA.

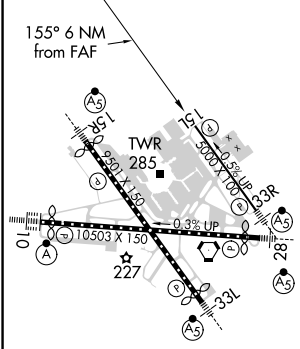
| | | | | | |
|------------------------------|--|--|---------------------------------------|-------------------------|---------------------------|
| D-ATIS 115.1 127.8 | POTOMAC APP CON 119.0 282.275 (020°-100°) 124.55 317.425 (101°-130°) | 119.7 290.475 (131°-180°) 128.7 307.9 (181°-019°) | BALTIMORE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



NE-3, 11 JUL 2024 to 08 AUG 2024

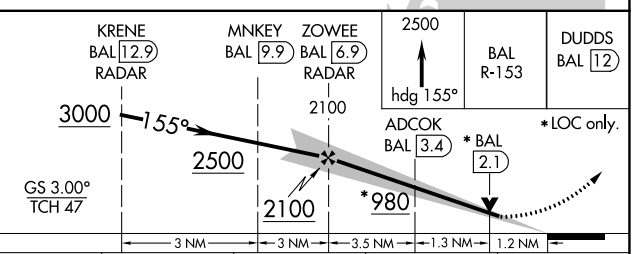
NE-3, 11 JUL 2024 to 08 AUG 2024

| | | |
|----------|----------|----------|
| ELEV 143 | D | TDZE 142 |
|----------|----------|----------|



| | | | | | |
|-----------------------|------|------|------|------|------|
| TDZ/CL Rwy 10 and 33L | | | | | |
| REIL Rwy 15L and 33R | | | | | |
| HIRL all Rwy | | | | | |
| FAF to MAP 6 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

RADAR REQUIRED



| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------------|---|----|
| S-ILS 15L | 544-1 $\frac{3}{8}$ | 402 (500-1 $\frac{1}{2}$) | | NA |
| S-LOC 15L | 560/55 | 418 (500-1) | | NA |
| C CIRCLING | 640-1 497 (500-1) | 660-1 517 (600-1) | | NA |

ILS or LOC RWY 15L