

LOC I-RUX <u>111.7</u>	APP CRS 335°	Rwy ldg TDZE Apt Elev	8301 143 143
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ILS RWY 33L (SA CAT I & II)
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RADAR required for procedure entry.

T Simultaneous approach authorized with ILS or LOC Rwy 33R. DME from
A BAL VORTAC. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval
 and use of HUD to DH. SA CAT II: Reduced lighting; Requires specific
 OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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.

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

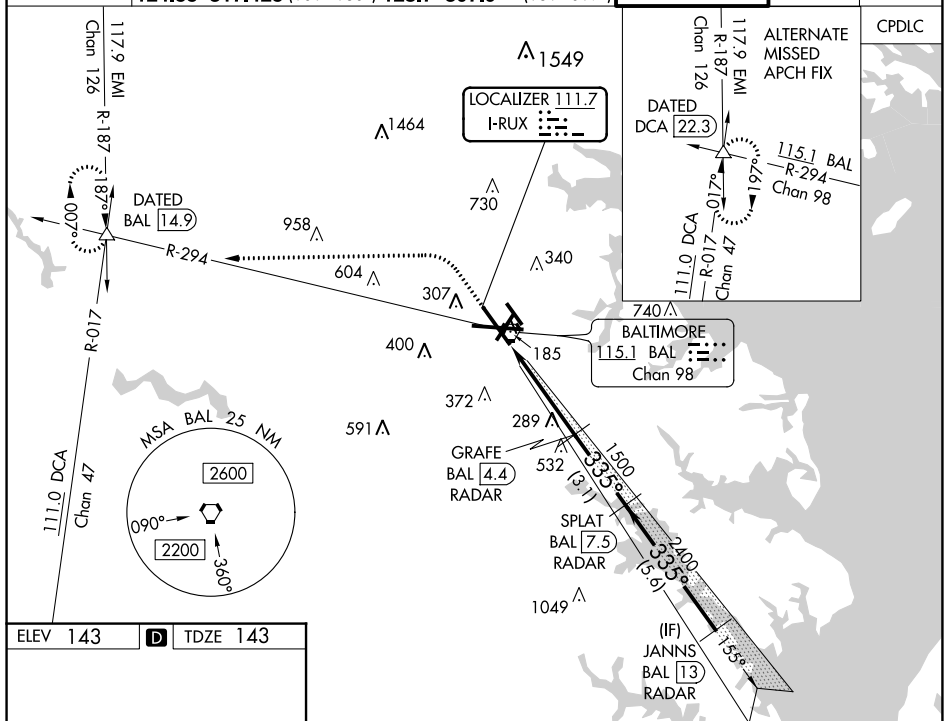


Diagram illustrating the HIRL (High Intensity Runway Lighting) system for Runway 10 and Runway 33L. The diagram shows the runway layout with various lighting symbols, including centerline lights, edge lights, and taxiway lights. Key features include the TWR (Tower) at 285 feet, the 10:30 UP (Upwind) direction, and the 10:30 DOWN (Downwind) direction. The diagram is labeled with 'HIRL all Rwy's' and 'TDZ/CL Rwy's 10 and 33L'.

TDZ/CL Rwy's 10 and 33L
 REIL Rwy's 15L and 33R
 HIRL all Rwy's

BALTIMORE, MARYLAND
Amdt 12B 08SEP22

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N-76°40'W U.S. RWY 33L (SA CAT I & II)

ILS RWY 33L (SA CAT I & II)