

WAAS CH 69208 W33B	APP CRS 335°	Rwy Idg TDZE 124 Apt Elev 143
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BALTIMORE/ **RNAV (GPS) RWY 33R**
WASHINGTON INTL THURGOOD MARSHALL (BWI)

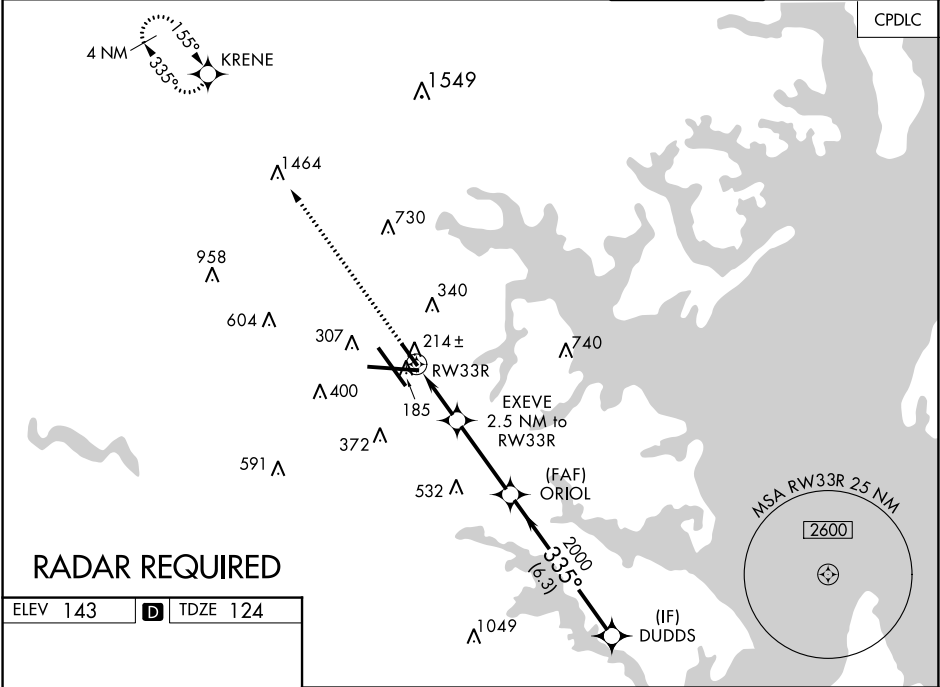
RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV, all Cats.

MALSR
AS

MISSED APPROACH:
Climb to 3000 direct KRENE and hold.

D-ATIS 115.1 127.8	POTOMAC APP CON (020°-100°) 119.0 282.275 (101°-130°) 124.55 317.425	(131°-180°) 119.7 290.475 (181°-019°) 128.7 307.9	BALTIMORE TOWER 119.4 257.8	GND CON 121.9	CLNC DEL 118.05
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ELEV 143 D TDZE 124

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

3000

↑

KRENE

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DUDDS

3000

335°

ORIOLE

2000

EXEVE

2.5 NM to RW33R

1.1 NM to RW33R

1.1 NM

1.4 NM

3.3 NM

6.3 NM

940

2000

GP 3.00°

TCH 47

RW33R

CATEGORY	A	B	C	D
LPV DA	333/40	209 (200-¾)		NA
LNAV/VNAV DA	406/40	282 (300-¾)		NA
LNAV MDA	520/40	396 (400-¾)		NA
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)		NA