US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES

FROM	TO	COURSE AND DISTANCE	ALTITUDE
KRENE/BAL 12.86 DME/RADAR (IF)	MNKEY/BAL 8.87 DME	155.23 / 4.00 (I-UQC)	2500
MNKEY/BAL 8.87 DME	ZOWEE/BAL 6.87 DME/RADAR	155.23 / 2.00 (I-UQC)	2100

MISSED APPROACH

ILS: DA
LOC: 6.00 MILES AFTER ZOWEE/BAL 6.87 DME/RADAR

CLIMB TO 2500 ON HEADING 155 AND BAL VORTAC R-153 TO DUDDS/BAL 12.00 DME AND HOLD, OR AS DIRECTED BY ATC.

ALTERNATE MA: CLIMB TO 700 THEN CLIMBING LEFT TURN TO 2600 ON HEADING 335 UNTIL DIRECT EMI VORTAC AND HOLD.

ADDITIONAL FLIGHT DATA:
HOLD SE, LT, 332.91 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S EMI VORTAC, LT, 359.00 INBOUND.
CHART FAS OBST: 339 TREE 391157N/0764054W
720 AAO 391618N/0764425W
CHART IN PLANVIEW: EMI VORTAC.

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT KRENE
3. FAC: 155.23 FAF: ZOWEE/BAL 6.87 DME/RADAR DIST FAF TO MAP: 6.00 THLD: 6.00
4. MIN. ALT: KRENE 3000, MNKEY 2500, ZOWEE 2100, ADCOK/BAL 3.39 DME 980*
5. DIST TO THLD FROM OM: - MM: - IM: - 150 HAT: - 100 HAT: - GS ANT: 1100
6. MIN GS INCPT: 2100 GS ALT AT: ZOWEE 2100 OM: - MM: - IM: -
7. GS ANGLE: 3.00 TCH: 47.4
8. MSA FROM: BAL VORTAC 180-270 2100, 270-180 2600

MAG VAR: 11W EPOCH YEAR: 2000

MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT | ALTERNATE: N A | ILS: STANDARD | LOC: STANDARD

CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 15L	472	6000	330	472	6000	330	472	6000	330	472	6000	330			
S-LOC 15L	560	5500	418	560	5500	418	560	6000	418	560	6000	418			
CIRCLING	640	1	494	640	1	494	640	1 1/2	494	740	2	594			

NOTES:
CHART NOTE: DME REQUIRED.
CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.
CHART PLANVIEW NOTE: RADAR REQUIRED.
*LOC ONLY

QUALITY 4 CHECKED

CITY AND STATE	ELEVATION: 146 THRE: 142 AIRPORT NAME:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP:
BALTIMORE, MD	BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	I-UQC	ILS OR LOC RWY 15L, AMDT 3	AMDT: 2
				DATED 12/16/2010

ALL AFFECTED PROCEDURES REVIEWED?	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
[ ] YES [X] NO		ROUTINE

COORDINATED WITH:

ATA	AAT	ALPA	APA	AOPA	NBAA	OTHER (specify)
[X]	[ ]	[X]	[X]	[X]	[X]	[X] ZDC, PCT TRACON, BWI TOWER, AIRPORT MANAGER.

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME:	FIFO	DATE:
FRANK JACKSON JR	AJV-352	04/03/2012

APPROVED BY		
NAME:	FIFO	DATE:
DARRYEL ADAMS MANAGER	AJV-352	

CHANGES:

1. CANCELLED FIX UPACO AND REPLACED IT WITH MNKEY/BAL 8.87 DME.
2. INTERMEDIATE SEGMENT DISTANCE CHANGED FROM 4.80NM TO 4.00NM.
3. INTERMEDIATE STEPDOWN DISTANCE CHANGED FROM 1.30 TO 2.00 NM. AND INTERMEDIATE STEPDOWN FIX MOVED .80NM NORTHWEST.
4. ZOWEE (FAF) RELOCATED .10NM NORTHWEST.
5. ALTERNATE MISSED APPROACH CHANGED FROM ENSUE INTERSECTION TO EMI VORTAC AND CHARTED IN PLANVIEW.
6. DISTANCE TO FAF TO MAP/THLD CHANGED FROM 5.90 TO 6.00NM.
7. S-ILS MINIMUMS CHANGED FROM DA/HAT 471/329 TO 472/330.
8. DELETED DUEL MININUMS AND CATS A AND B VISIBILITY CHANGED FROM RVR 5000 TO 5500.

REASONS:

1. ATC REQUEST.
2,3. INTERMEDIATE STEPDOWN FIX MOVED .80NM NORTHWEST AND TO EMULATE RNAV (GPS) RWY 15L APPROACH.
4,6. IAW 8260.54 PARA 2.13 AND FORMULA 2-16B.
5. OTT VORTAC FACILITY RESTRICTIONS/LIMITATIONS AND NO OTHER SUITABLE NAVAIDS.
7. ILS MISSED APPROACH ADJUSTMENT INCREASED FROM 54' TO 55'.
8. IAW 8260.3 CHAPTER 3 AND 8260.19E PARA 8-54.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICES - FAR PART 97.29

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ARINC PACKET - 424-18 - ILS

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                 1         2         3         4         5         6         7         8         9         0         1         2         3
NAVAID  123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAD        BAL   K6011510VTL  N39101583W076394052    N39101583W076394052W0110001401     NARBALTIMORE

                 1         2         3         4         5         6         7         8         9         0         1         2         3
WP      123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAEAENRT   DUDDS K60    C     N39004821W076301061                      W0112     NAR           DUDDS
        SUSAEAENRT   KRENE K60    C     N39205890W076485128                      W0111     NAR           KRENE
        SUSAEAENRT   MNKEY K60    C     N39174432W076455028                      W0111     NAR           MNKEY
        SUSAEAENRT   ZOWEE K60    C     N39160687W076441975                      W0111     NAR           ZOWEE

                 1         2         3         4         5         6         7         8         9         0         1         2         3
AIRPORT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KBWIK6ABWI     0     105YHN39103130W076400600W011000146         1800018000C    MNAR    BALTIMORE/WASHINGTON INTL THUR

                 1         2         3         4         5         6         7         8         9         0         1         2         3
SEGMENT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KBWIK6FI15L  AKRENE 010KRENEK6EA0E  B    IF                                  + 03000     18000                 0 DS
        SUSAP KBWIK6FI15L  AKRENE 020MNKEYK6EA0EE      CF IUQCK6      3352008915520040PI  + 02500                           0 DS
        SUSAP KBWIK6FI15L  I      010MNKEYK6EA0E  I    IF IUQCK6      33520089        PI  J 025000210018000                 0 DS
        SUSAP KBWIK6FI15L  I      020ZOWEEK6EA0E  F    CF IUQCK6      3352006915500020PI  H 0210002100        -300BAL   K6D 0 DS
        SUSAP KBWIK6FI15L  I      030RW15LK6PG0GY M    CF IUQCK6      3352000915500060PI    00189             -300          0 DS
        SUSAP KBWIK6FI15L  I      040         0  M     VI                      1550                                          0 DS
        SUSAP KBWIK6FI15L  I      050DUDDSK6EA0EY      CF BAL K6      1529012015290030D   + 02500                           0 DS
        SUSAP KBWIK6FI15L  I      060DUDDSK6EA0EE  L   HM                      3329T010    + 02500                           0 DS

                 1         2         3         4         5         6         7         8         9         0         1         2         3
RUNWAY  123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KBWIK6GRW15L   0050001552 N39111454W076394874-0500    +0010500142000047100IIUQC1

                 1         2         3         4         5         6         7         8         9         0         1         2         3
ILS     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KBWIK6IIUQC1   011195RW15LN39103122W0763908641552N39110367W0763944240403 11000600300W01104700138

                 1         2         3         4         5         6         7         8         9         0         1         2         3
MSA     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP KBWIK6SBAL  K6D                0   0903600262536009002125                                                          M
```

QUALITY 1

CITY AND STATE	ELEVATION: 146 THRE: 142	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
BALTIMORE, MD	AIRPORT NAME: BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	I-UQC	ILS OR LOC RWY 15L, AMDT 3	AMDT: 2
				DATED: 12/16/2010

ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

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ARINC SUMMARY - 424-18 - ILS

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
	KRENE	KRENE	010		IF		FB				AA 03000	
	KRENE	MNKEY	020		CF		FB		155.2()	004.0	AA 02500	
		MNKEY	010	FACF	IF		FB				AA 02500 GI 02100	
		ZOWEE	020	FAF	CF		FB		155.0()	002.0	GI 02100 GS 02100	
		RW15L	030	MAP	CF		FO		155.0()	006.0	AT 00189	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
		040		VI		FB		155.0()			
	DUDDS	050		CF		FO		152.9()	003.0	AA 02500	
	DUDDS	060		HM	L	FO		332.9()	T01.0	AA 02500	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	BAL	N391015.83	W0763940.52	N3910.264	W07639.675
	DUDDS	N390048.21	W0763010.61	N3900.804	W07630.177
	KRENE	N392058.90	W0764851.28	N3920.982	W07648.855
	MNKEY	N391744.32	W0764550.28	N3917.739	W07645.838
	ZOWEE	N391606.87	W0764419.75	N3916.115	W07644.329
	RW15L	N391114.54	W0763948.74	N3911.242	W07639.812
	IUQC (LOC)	N391031.22	W0763908.64	N3910.520	W07639.144

RUNWAY DATA	RWY	THRESHOLD ELEVATION	TCH
	RW15L	00142	47

QUALITY 1 CHECKED

CITY AND STATE	ELEVATION: 146 THRE: 142	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
BALTIMORE, MD	AIRPORT NAME: BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	I-UQC	ILS OR LOC RWY 15L, AMDT 3	AMDT: 2
				DATED: 12/16/2010

ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

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ARINC PACKET - 424-18 - LOC

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                 1         2         3         4         5         6         7         8         9         0         1         2         3
NAVAID  123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ----------------------------------------------------------------------------------------------------------------------------------
        SUSAD        BAL   K6011510VTL  N39101583W076394052    N39101583W076394052W0110001401     NARBALTIMORE

                 1         2         3         4         5         6         7         8         9         0         1         2         3
WP      123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ----------------------------------------------------------------------------------------------------------------------------------
        SUSAEAENRT   ADCOK K60    C     N39131634W076414156                    W0111     NAR           ADCOK
        SUSAEAENRT   DUDDS K60    C     N39004821W076301061                    W0112     NAR           DUDDS
        SUSAEAENRT   KRENE K60    C     N39205890W076485128                    W0111     NAR           KRENE
        SUSAEAENRT   MNKEY K60    C     N39174432W076455028                    W0111     NAR           MNKEY
        SUSAEAENRT   ZOWEE K60    C     N39160687W076441975                    W0111     NAR           ZOWEE

                 1         2         3         4         5         6         7         8         9         0         1         2         3
AIRPORT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ----------------------------------------------------------------------------------------------------------------------------------
        SUSAP KBWIK6ABWI     0     105YHN39103130W076400600W011000146         1800018000C    MNAR    BALTIMORE/WASHINGTON INTL THUR

                 1         2         3         4         5         6         7         8         9         0         1         2         3
SEGMENT 123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ----------------------------------------------------------------------------------------------------------------------------------
        SUSAP KBWIK6FL15L  AKRENE 010KRENEK6EA0E  B    IF                                  + 03000     18000                0 DS
        SUSAP KBWIK6FL15L  AKRENE 020MNKEYK6EA0EE      CF IUQCK6      3352008915520040PI  + 02500                          0 DS
        SUSAP KBWIK6FL15L  L      010MNKEYK6EA0E  I    IF IUQCK6      33520089        PI  + 02500     18000                0 DS
        SUSAP KBWIK6FL15L  L      020ZOWEEK6EA0E  F    CF IUQCK6      3352006915500020PI  + 02100                BAL   K6D 0 DS
        SUSAP KBWIK6FL15L  L      021ADCOKK6EA0E S     CF IUQCK6      3352003415500035PI  + 00980           -301          0 DS
        SUSAP KBWIK6FL15L  L      030RW15LK6PG0GY M    CF IUQCK6      3352000915500025PI    00189           -301          0 DS
        SUSAP KBWIK6FL15L  L      040         0  M     VI                      1550                                       0 DS
        SUSAP KBWIK6FL15L  L      050DUDDSK6EA0EY      CF BAL K6      1529012015290030D   + 02500                          0 DS
        SUSAP KBWIK6FL15L  L      060DUDDSK6EA0EE  L   HM                      3329T010    + 02500                          0 DS

                 1         2         3         4         5         6         7         8         9         0         1         2         3
RUNWAY  123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ----------------------------------------------------------------------------------------------------------------------------------
        SUSAP KBWIK6GRW15L   0050001552 N39111454W076394874-0500    +00105001420000471001IUQC1

                 1         2         3         4         5         6         7         8         9         0         1         2         3
ILS     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ----------------------------------------------------------------------------------------------------------------------------------
        SUSAP KBWIK6IIUQC1   011195RW15LN39103122W0763908641552N39110367W0763944240403 11000600300W01104700138

                 1         2         3         4         5         6         7         8         9         0         1         2         3
MSA     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
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CITY AND STATE	ELEVATION: 146 THRE: 142	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP: 9/EC
BALTIMORE, MD	AIRPORT NAME: BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	I-UQC	ILS OR LOC RWY 15L, AMDT 3	AMDT: 2
				DATED: 12/16/2010

ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

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```
SUSAP KBWIK6SBAL  K6D                0   0903600262536009002125                                                    M
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QUALITY CHECKED

CITY AND STATE	ELEVATION: 146 THRE: 142	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
BALTIMORE, MD	AIRPORT NAME: BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	I-UQC	ILS OR LOC RWY 15L, AMDT 3	AMDT: 2
				DATED: 12/16/2010

ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

LOC STANDARD INSTRUMENT APPROACH PROCEDURE

FLIGHT STANDARDS SERVICES - **FAR PART 97.25**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

ARINC SUMMARY - 424-18 - LOC

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
	KRENE	KRENE	010		IF		FB				AA 03000	
	KRENE	MNKEY	020		CF		FB		155.2()	004.0	AA 02500	
		MNKEY	010	FACF	IF		FB				AA 02500	
		ZOWEE	020	FAF	CF		FB		155.0()	002.0	AA 02100	
		ADCOK	021	SDF	CF		FB		155.0()	003.5	AA 00980	
		RW15L	030	MAP	CF		FO		155.0()	002.5	AT 00189	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE	SPEED
		040		VI		FB		155.0()			
	DUDDS	050		CF		FO		152.9()	003.0	AA 02500	
	DUDDS	060		HM	L	FO		332.9()	T01.0	AA 02500	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	BAL	N391015.83	W0763940.52	N3910.264	W07639.675
	ADCOK	N391316.34	W0764141.56	N3913.272	W07641.693
	DUDDS	N390048.21	W0763010.61	N3900.804	W07630.177
	KRENE	N392058.90	W0764851.28	N3920.982	W07648.855
	MNKEY	N391744.32	W0764550.28	N3917.739	W07645.838
	ZOWEE	N391606.87	W0764419.75	N3916.115	W07644.329
	RW15L	N391114.54	W0763948.74	N3911.242	W07639.812
	IUQC (LOC)	N391031.22	W0763908.64	N3910.520	W07639.144

RUNWAY DATA	RWY	THRESHOLD ELEVATION	TCH
	RW15L	00142	47

QUALITY 1 CHECKED

CITY AND STATE	ELEVATION: 146 THRE: 142	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
BALTIMORE, MD	AIRPORT NAME: **BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL**	**I-UQC**	**ILS OR LOC RWY 15L, AMDT 3**	AMDT: **2**
				DATED: **12/16/2010**

ALL AFFECTED PROCEDURES REVIEWED? ☐ YES ☐ NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	NFPG	DATE:
APPROVED BY		
NAME:	NFPG	DATE:

CHANGES:

REASONS:

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
INTERMEDIATE	KRENE/BAL 12.86	MNKEY/BAL 8.87	1. TOWER (24-000024)	392233.00N/0764621.00W	1035 (4D)	500	AT965	2500
	DME/RADAR	DME	2. TERRAIN	392136.00N/0764733.00W	565 (600)		AS1500	2100
INTERMEDIATE:	MNKEY/BAL 8.87	ZOWEE/BAL 6.87	3. TOWER (24-000450)	391716.23N/0764537.03W	1504 (1A)	500	AT496	2100
STEPDOWN	DME	DME/RADAR	4. TERRAIN	391712.00N/0764515.00W	542 (500)		AS1500	2000
FINAL: ILS	ZOWEE/BAL 6.87	RW15L	5. TREE (KBWI0065)	391143.63N/0764013.85W	262 (1A)	34:1	MA55	472/330
	DME/RADAR							
FINAL: LOC	ZOWEE/BAL 6.87	ADCOK/BAL 3.39	6. AAO	391618.35N/0764424.94W	720 (2C)	250		980
	DME/RADAR	DME						
FINAL: LOC STEPDOWN	ADCOK/BAL 3.39	6.00 MILES AFTER	7. TREE	391156.50N/0764054.48W	339 (2C)	250	SA-48	560
	DME	ZOWEE/BAL 6.87						
		DME/RADAR						
2. PROCEDURE TURN	NA							
3. MISSED APPROACH MAP:	DA / 6.00 MILES	DUDDS/BAL 12.00	5. TREE (KBWI0065)	391143.63N/0764013.85W	262 (1A)	ASC		2500
	AFTER ZOWEE/BAL	DME	8. TOWER (24-000913)	390036.77N/0763631.88W	1049 (1A)	1000		2100
ELEV:	250/310		9. TERRAIN	390848.00N/0763857.00W	197 (200)		AS1500	1700

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT. REQUIRED	HT. ABV. ARPT. ACTUAL	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
CATEGORY A	1.3 NM	350	494	7. TREE	391156.50N/0764054.48W	339 (2C)	300		640
CATEGORY B	1.5 NM	450	494	7. TREE	391156.50N/0764054.48W	339 (2C)	300		640
CATEGORY C	1.7 NM	450	494	12. TOWER (24-001051)	391231.26N/0763827.59W	340 (1A)	300		640
CATEGORY D	2.3 NM	550	594	13. TOWER (24-000110)	390750.00N/0764052.00W	372 (1D)	300	AC50	740
CATEGORY E	4.5 NM	550							

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: BAL VORTAC

SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	MSA/IX
180-270	TWR (24-000079)	252/ 21.1	1052 (4D)	2100					4
270-180	TWR (24-000503)	352/ 28.3	1599 (5E)	2600					CHECKED

CITY AND STATE	ELEVATION: 146 / AIRPORT NAME:	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION
BALTIMORE, MD	BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	I-UQC	ILS OR LOC RWY 15L, AMDT 3	AEA

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:	2. WEATHER SERVICE			3. ALTIMETER SETTING
ZDC ARTCC PCT TRACON BWI TOWER	X	NWS	OTHER: ASOS	SOURCE: KBWI
		FAA		DISTANCE:
		A/C		HOURS REMOTE OPERATION:
SATISFACTORY ON:				

X VHF	X UHF	HF	LOCATION: KBWI	ADJUSTMENT: 0

4. MONITOR STATUS

PRIMARY NAVAID: I-UQC

MONITOR POINT: BWI ATCT

HRS OPTN:		
CAT 1	24	
CAT 3		

5. APPROACH & RUNWAY LIGHTING

X	ALSF-2 10
	(S) SALS
X	MALSR 15R, 33L, 28, 33R
X	HIRL 15R, 33L, 10, 28, 22, 04, 15L, 33R
	MIRL
X	REIL 22, 15L, 33R
X	TDZ 33L, 10
X	C/L 15R, 33L, 10, 28
X	OTHER (SPECIFY) PAPI-4L 15L, 33R VASI-4L 33L, 28, 22, 04

6. RUNWAY MARKINGS

BASIC	
ALL WEATHER	PIR-G 15R, 33L, 10, 28, 15L, 33R
INSTRUMENT	NPI-G 22, 04

7. RUNWAY VISUAL RANGE

APPROACH	15R, 33L, 10, 28, 15L, 33R
MIDFIELD	33L, 10, 28
ROLL OUT	15R, 33L, 10, 28

8. GLIDE PATH

GP ANGLE: 3.00	ELEV RWY THRESHOLD: 141.5
DISTANCE FROM RWY: 1100	ELEV GP ANTENNA: 131.2
	THRESHOLD CROSSING HEIGHT: 47.4

9. FINAL APPROACH COURSE AIMING

X	RUNWAY THRESHOLD	FT. FROM THRESHOLD
X	ON CENTERLINE	FT. FROM CENTERLINE

10. WAIVERS: NONE

PART D - PREPARED BY:	DATE:
FRANK JACKSON JR	04/03/2012
TITLE:	**OFFICE:**
AERONAUTICAL INFORMATION SPECIALIST	AJV-352

PART C - REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PARA 251, 34:1 PENETRATION.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

SECONDARY WEATHER SOURCE NOT REQUIRED DUE TO 24 HOUR TOWER WITH ALTIMETER READING EQUIPMENT AND NATIONAL WEATHER SERVICE (24HRS).

VGSI DATA: 3.00/47.

SEE ATTACHED AIRSPACE LETTER.

100' TREE HEIGHT APPLIED PER FPO.

OBSTACLE 7 100' TREE FROM PRIOR PROCEDURE, VERIFIED ON QUAD CHART (2C ACCURACY CODE APPLIED).

OBSTACLE 7 IS LOCATED 333 FEET INTO THE SECONDARY AREA.

OBSTACLE 6 200' AAO, VERIFIED ON QUAD CHART (2C ACCURACY CODE APPLIED).

ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLE.

TERPS, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATION:

34:1
155 SIGN (KBWI0046) 391122.29N-0763948.97W (0.37)
251 OL POLE (KBWI0067) 391142.08N-0764023.68W (1.64)
229 TREE (KBWI0062) 391136.53N-0764017.02W (2.04)
234 TREE (KBWI0061) 391137.07N-0764014.62W (8.99)
253 TREE (KBWI0066) 391144.70N-0764012.21W (12.84)
239 TREE (KBWI0060) 391141.02N-0764006.47W (15.48)
249 TREE (KBWI0063) 391143.50N-0764004.73W (21.85)
262 TREE (KBWI0065) 391143.63N-0764013.85W (22.20)

ALTERNATE MISSED APPROACH: INITIAL HEADING ESTABLISHED DUE TO EMI RESTRICTIONS FOR THE VOR BEING UNUSABLE 128-161 MAG BEYOND 20NM BELOW 6500'. HEADING WILL ALLOW AIRCRAFT TO RECEIVE EMI RADIALS WITHIN 20NM OF THE VORTAC.

MISSED APPROACH OBSTACLES CONT.
ALTERNATE:
5. TREE (KBWI0065) 391143.63N/0764013.85W 262 (1A) ASC 2600
10. TOWER (24-000547) 392010.38N/0763857.88W 1549 (5E) 1000 2600
11. TERRAIN 392515.00N/0770254.00W 876 (900) AS1500 2400

QUALITY 4 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: ADCOK **STATE:** MD **COUNTRY:** US

LATITUDE/LONGITUDE: 391316.34N/0764141.56W **TYPE:** WP, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	BALTIMORE	I-UQC	LOC		335.23	324.23		3.39		880	4600
2	BALTIMORE	BAL	VORTAC	L			3.39	3.39		880	17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 15L	1, 2		KBWI	BALTIMORE	MD (US)
IAP	RNAV (GPS) RWY 15L			KBWI	BALTIMORE	MD (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 3 **DATE OF REVISION:** 09/20/2012

REASON FOR REVISION:
DELETED FACILITY 2 (BAL) MAG AND TRUE BEARING FROM FIX MAKE-UP.
UPDATED FIX USE.

DEVELOPED BY: **DATE:** 06/13/2012 **OFFICE:** AJV-352 **NAME:** FRANK JACKSON

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZDC
ATC FACILITY: PCT TRACON, BWI TWR
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: DUDDS **STATE:** MD **COUNTRY:** US

LATITUDE/LONGITUDE: 390048.21N/0763010.61W **TYPE:** WP, RADAR, INT, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	BALTIMORE	I-BWI	LOC		155.23	144.23		12.90		3000	4600
2	BALTIMORE	BAL	VORTAC	L	152.91	141.91	12.00	12.00		2500	17500
3	ANDREWS	ADW	VORTAC	L	063.89	053.89		21.03		2500	17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	SE	BAL	VORTAC	152.91	332.91	L	1		2500	6000	5	6
2	SE		WP	155.32	335.32	L		4	2500	6000	5	6

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (24-000913)	390036.77N/0763631.88W	1049	1A
2	200	TOWER (24-000913)	390036.77N/0763631.88W	1049	1A

REASON FOR NONSTANDARD HOLDING:
PAT 1 ATC REQUEST

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
BALTIMORE (I-BWI) AND (BAL) USED TO ESTABLISH FIX COORDINATES.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 15L	2	1	KBWI	BALTIMORE	MD (US)
IAP	ILS OR LOC RWY 33R	1, 2		KBWI	BALTIMORE	MD (US)
IAP	RNAV (GPS) RWY 15L		2	KBWI	BALTIMORE	MD (US)
IAP	RNAV (GPS) RWY 33R			KBWI	BALTIMORE	MD (US)
IAP	VOR/DME RWY 15L	2, 3	1	KBWI	BALTIMORE	MD (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 5 **DATE OF REVISION:** 09/20/2012

REASON FOR REVISION:
DELETED DME FROM FIX MAKE-UP FACILITY 1 AND INCREASED MRA ALTITUDE FROM 2000 TO 3000.
UPDATED FIX USE.
ADDED REMARK BALTIMORE (I-BWI) AND (BAL) USED TO ESTABLISH FIX COORDINATES.
INCREASED HOLDING PATTERN 1 TEMPLATE SIZE FROM MIN 4 MAX 5 TO MIN 5 AND MAX 6.
UPDATED HOLDING PATTERN 1 CONTROLLING OBSTACLE FROM 706' TOWER TO 1049' TOWER.

DEVELOPED BY: **DATE:** 05/03/2012 **OFFICE:** AJV-352 **NAME:** FRANK JACKSON

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZDC
ATC FACILITY: PCT TRACON, BWI TWR
OTHER:

INFO ONLY

RADIO FIX AND HOLDING DATA RECORD

NAME: KRENE **STATE:** MD **COUNTRY:** US

LATITUDE/LONGITUDE: 392058.90N/0764851.28W **TYPE:** WP, RADAR, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	BALTIMORE	I-UQC	LOC		335.23	324.23		12.89		3000	4600
2	BALTIMORE	BAL	VORTAC	L	337.39	326.39	12.86	12.86		3000	17500

HOLDING: **HOLDING TYPE OF ACTION:** MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	NW	BAL	VORTAC	337.39	157.39	R	1		3000	6000	4	5
2	NW		WP	335.23	155.23	R		4	3000	6000	5	6

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	TOWER (24-000339)	392224.00N/0765356.00W	1041	5E
2	200	TOWER (24-000450)	391716.23N/0764537.03W	1504	1A

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 15L	1, 2		KBWI	BALTIMORE	MD (US)
IAP	ILS OR LOC RWY 33R	1, 2	1	KBWI	BALTIMORE	MD (US)
IAP	RNAV (GPS) RWY 15L			KBWI	BALTIMORE	MD (US)
IAP	RNAV (GPS) RWY 33R		2	KBWI	BALTIMORE	MD (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 3 **DATE OF REVISION:** 12/16/2010

REASON FOR REVISION:
DELETED FAC 3 (KBWI R15L) FROM FIX MAKE-UP FACILITY.
UPDATED HOLDING PATTERN 2 CONTROLLING OBSTACLE.
UPDATED REMARKS AND HOLDING RESTRICTION.
UPDATED FIX USE.

DEVELOPED BY: **DATE:** 06/09/2010 **OFFICE:** AVN-110 **NAME:** FRANK JACKSON

APPROVED BY: **DATE:** 10/22/2010 **OFFICE:** AVN-110 **NAME:** GEORGE DAVIS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZDC
ATC FACILITY: PCT TRACON, BWI TWR
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: MNKEY **STATE:** MD **COUNTRY:** US

LATITUDE/LONGITUDE: 391744.32N/0764550.28W **TYPE:** WP, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	BALTIMORE	I-UQC	LOC		335.23	324.23		8.89		2500	4600
2	BALTIMORE	BAL	VORTAC	L			8.87	8.87		2500	17500

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 15L	1, 2		KBWI	BALTIMORE	MD (US)
IAP	RNAV (GPS) RWY 15L			KBWI	BALTIMORE	MD (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 09/20/2012

DEVELOPED BY: **DATE:** 03/28/2012 **OFFICE:** AJV-352 **NAME:** FRANK JACKSON

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZDC
ATC FACILITY: PCT TRACON
OTHER:

INFO ONLY

RADIO FIX AND HOLDING DATA RECORD

NAME: WESTMINSTER VORTAC **STATE:** MD **COUNTRY:** US

LATITUDE/LONGITUDE: 392942.03N/0765842.86W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	WESTMINSTER	EMI	VORTAC	H							45000

HOLDING: **HOLDING TYPE OF ACTION:** MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	S	EMI	VORTAC	178.07	358.07	L	1		2500	6000	6	7
2	SE		WP	117.64	297.64	R		6	3000	6000	7	8
3	S	EMI	VORTAC	179.00	359.00	L	1		2600	6000	6	7

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	230	AAO	393424.00N/0765815.00W	1162	4E
2	230	TOWER (24-001005)	392649.94N/0764647.21W	1549	1A
3	230	AAO	393424.00N/0765815.00W	1162	4E

REASON FOR NONSTANDARD HOLDING:
PAT 1 AND 3: AIR TRAFFIC AIRSPACE RESTRICTION

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS.

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETE.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	NATIONAL			KDCA	WASHINGTON	DC (US)
DP	CAPITAL			KIAD	WASHINGTON	DC (US)
EN ROUTE	J211					(US)
EN ROUTE	J48					(US)
EN ROUTE	J48-77					(US)
EN ROUTE	J61					(US)
EN ROUTE	TK502					(US)
EN ROUTE	V166					(US)
EN ROUTE	V265					(US)
EN ROUTE	V268					(US)
EN ROUTE	V3-166-457					(US)
EN ROUTE	V3-457					(US)
EN ROUTE	V419					(US)
IAP	CONVERGING ILS RWY 19C		3	KIAD	WASHINGTON	DC (US)
IAP	CONVERGING ILS RWY 19R		3	KIAD	WASHINGTON	DC (US)
IAP	CONVERGING ISL RWY 19L		3	KIAD	WASHINGTON	DC (US)
IAP	ILS OR LOC RWY 1		3	KIAD	WASHINGTON	DC (US)
IAP	ILS RWY 19R (CAT II)			KIAD	WASHINGTON	DC (US)
IAP	ILS RWY 19R (CAT III)			KIAD	WASHINGTON	DC (US)
IAP	ILS RWY 1R (CAT II)		3	KIAD	WASHINGTON	DC (US)
IAP	ILS RWY 1R (CAT III)		3	KIAD	WASHINGTON	DC (US)
IAP	ILS OR LOC RWY 10			KBWI	BALTIMORE	MD (US)
IAP	ILS OR LOC RWY 15L		3	KBWI	BALTIMORE	MD (US)
IAP	ILS OR LOC RWY 28		3	KBWI	BALTIMORE	MD (US)
IAP	ILS OR LOC RWY 33L		3	KBWI	BALTIMORE	MD (US)
IAP	ILS OR LOC RWY 33R		3	KBWI	BALTIMORE	MD (US)
IAP	ILS RWY 10 (CAT II)			KBWI	BALTIMORE	MD (US)
IAP	ILS RWY 10 (CAT III)			KBWI	BALTIMORE	MD (US)
IAP	ILS RWY 15 R			KBWI	BALTIMORE	MD (US)
IAP	VOR RWY 28			KBWI	BALTIMORE	MD (US)
IAP	LOC RWY 15			KMTN	BALTIMORE	MD (US)
IAP	ILS OR LOC RWY 23			KFDK	FREDERICK	MD (US)
IAP	RNAV (GPS) Y RWY 23		2	KFDK	FREDERICK	MD (US)
IAP	RNAV (GPS) Z RWY 23		2	KFDK	FREDERICK	MD (US)
IAP	VOR - A			KFDK	FREDERICK	MD (US)
IAP	NDB RWY 14			KGAI	GAITHERSBURG	MD (US)
IAP	RNAV (GPS) RWY 14		2	KGAI	GAITHERSBURG	MD (US)
IAP	VOR RWY 14			KGAI	GAITHERSBURG	MD (US)
IAP	VOR - A		3	K2W2	WESTMINSTER	MD (US)
IAP	VOR RWY 34		1	KDMW	WESTMINSTER	MD (US)
IAP	VOR/DME - B			KN68	CHAMBERSBURG	PA (US)
IAP	RNAV (GPS) - A			KW05	GETTYSBURG	PA (US)
IAP	RNAV (GPS) RWY 35			KTHV	YORK	PA (US)
STAR	DELRO ARRIVAL			KIAD	WASHINGTON	DC (US)

STAR	PHILIPSBURG ARRIVAL	KIAD	WASHINGTON	DC (US)
STAR	SELINSGROVE ARRIVAL	KIAD	WASHINGTON	DC (US)
STAR	WESTMINSTER ARRIVAL	KBWI	BALTIMORE	MD (US)
STAR	WESTMINSTER ARRIVAL	KMTN	BALTIMORE	MD (US)

REQUIRED CHARTING: DP, STAR, MILITARY IAP, IAP, CONTROLLER, EN ROUTE LOW, EN ROUTE HIGH

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 19 **DATE OF REVISION:** 05/31/2012

REASON FOR REVISION:
UPDATED FIX USE.
UPDATED HOLDING PATTERN 2 DME LENGTH FROM 7 TO 6.

DEVELOPED BY: **DATE:** 12/01/2011 **OFFICE:** AJV-352 **NAME:** DONALD SMITH (RODNEY TEMPLETON)

APPROVED BY: **DATE:** 04/12/2012 **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION: **NFDC**
FPO: EST
ARTCC: ZNY
ATC FACILITY: PCT TRACON, BWI TWR
OTHER: ZDC

RADIO FIX AND HOLDING DATA RECORD

NAME: ZOWEE **STATE:** MD **COUNTRY:** US

LATITUDE/LONGITUDE: 391606.87N/0764419.75W **TYPE:** WP, RADAR, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	BALTIMORE	I-UQC	LOC		335.23	324.23		6.89	41866	2100	4600
2	BALTIMORE	BAL	VORTAC	L			6.87	6.87		2100	17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 15L	1, 2		KBWI	BALTIMORE	MD (US)
IAP	RNAV (GPS) RWY 15L			KBWI	BALTIMORE	MD (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 3 **DATE OF REVISION:** 09/20/2012

REASON FOR REVISION:
UPDATED FIX LAT/LONGS, FIX MOVED 588.84 FEET NORTHWEST.
UPDATED FACILITY 1 DISTANCE FROM FACILITY DME FROM 6.79 TO 6.89NM.
DELETED FACILITY 2 BEARING AND UPDATED DME FROM 6.78 TO 6.87.

DEVELOPED BY: **DATE:** 03/28/2012 **OFFICE:** AJV-352 **NAME:** FRANK JACKSON

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZDC
ATC FACILITY: PCT TRACON
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: UPACO **STATE:** MD **COUNTRY:** US

LATITUDE/LONGITUDE: 391705.45N/0764514.16W **TYPE:** WP, DME

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** CANCEL

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	BALTIMORE	I-UQC	LOC		335.23	324.23		8.09		2500	4600
2	BALTIMORE	BAL	VORTAC	L	338.67	327.67	8.07	8.07		2500	17500

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	ILS OR LOC RWY 15L	1, 2		KBWI	BALTIMORE	MD (US)
IAP	RNAV (GPS) RWY 15L			KBWI	BALTIMORE	MD (US)

REQUIRED CHARTING: IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG **DATE OF REVISION:** 12/16/2010

DEVELOPED BY: **DATE:** 08/17/2010 **OFFICE:** AVN-110 **NAME:** FRANK JACKSON

APPROVED BY: **DATE:** **OFFICE:** AJV-352 **NAME:** DARRYEL ADAMS

SIGNATURE:

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZDC
ATC FACILITY: PCT TRACON
OTHER:

Concurrent w. th
CANCELLED ILS or LOC RW 15L, Amdt 3
BY Frank Jackson
DATE 28 Mar 2012

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **BALTIMORE** STATE: **MD**

AIRPORT NAME: **BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL** ID: **KBWI**

PROCEDURE: **ILS OR LOC RWY 15L** AMDT: **3**

DOCKET#: **NOT REQUIRED**
(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from **THLD** to 1000' point **4.12**
   (Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of **FINAL** segment at 1000' point **1.11**
   (Enter appropriate segment, final, intermediate, etc.)
3. True Course of **FINAL** segment containing 1000' point **144.23**
4. High Terrain in **FINAL** segment containing 1000' point **519**
5. Distance from **THLD** to 1500' point **5.80**
   (If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of **FINAL** segment at 1500' point **1.47**
7. True Course of **FINAL** segment containing 1500' point **144.23**
8. High Terrain in **FINAL** segment containing 1500' point **519**
9. Threshold Coordinates (if straight-in) ... **391114.54N** / **0763948.74W**
10. ARP Coordinates ..... **391031.30N** / **0764006.00W**
11. Runway Approach End and distance furthest from ARP ..... RWY **10**
    Distance **0.99** NM
12. FAF Coordinates ..... **391606.87N** / **0764419.75W**

REMARKS: Approach/Drawing attached.