

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 07/11/2024	APWS Task ID: 24B2C340F0134F36A03518236DF12B1A	APWS Project ID: A065D8D5337D4F788A985272D7174B7F
Procedure: SID FIXET FOUR (RNAV) BALTIMORE MD KBWI		Enroute: YES	Specialist: Brandenburg, Phillip		Agreement Number:
Airport ID: KBWI			Airport City: BALTIMORE		State: MD
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
<div>Procedure Comments:</div> <div>ACTIVE DATA USED FOR KBWI</div> <div>WAIVER TO FAA ORDER 8260.58C PARAGRAPH 1-2-5.C.(3), MAXIMUM BANK ANGLE 16 DEGREES APPLIED FOR SEGMENTS FIXET TO VERRY IN OTTTO AND RAMAY TRANSITIONS.</div> <div>Contact ALLAN WILL 4059546103</div> <div>3/18/24. THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/15/23.</div> <div>8260-15B/C</div> <div>1. CHANGED ALL FIX NAME USES OF SCABZ TO SUGGS.</div> <div>8260-2</div> <div>SCABZ CHANGED TO SUGGS</div> <div><div>QUALITY 41 CHECKED</div><div>QUALITY 8 CHECKED</div></div>					

[illegible]



Federal Aviation Administration

Memorandum

Date:

To: Instrument Flight Procedure Service Providers

From: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group

Subject: Waiver to FAA Order 8260.58C paragraph 1-2-5.c.(3), Maximum bank angle

Background: The Performance Based Navigation (PBN) Aviation Rulemaking Committee (PARC) made a recommendation that the FAA adjust the turn parameters used in PBN instrument flight procedure (IFP) design to reflect modern avionics values. The Flight Procedures and Airspace Group analyzed current avionics specifications with the help of several FAA offices and RTCA SC-227 to identify the new bank angles necessary for current IFP design. The Flight Procedures and Airspace Group then conducted an Operational Safety Review (OSR) for this amendment to bank angle criteria. The outcome of the OSR was that no new hazard is introduced into the National Aerospace System (NAS).

Purpose: This memorandum waives FAA Order 8260.58C, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, paragraph 1-2-5.c.(3) and authorizes use of a maximum bank angle of 23 degrees above FL195 up to FL245 and a maximum bank angle of 16 degrees above FL245.

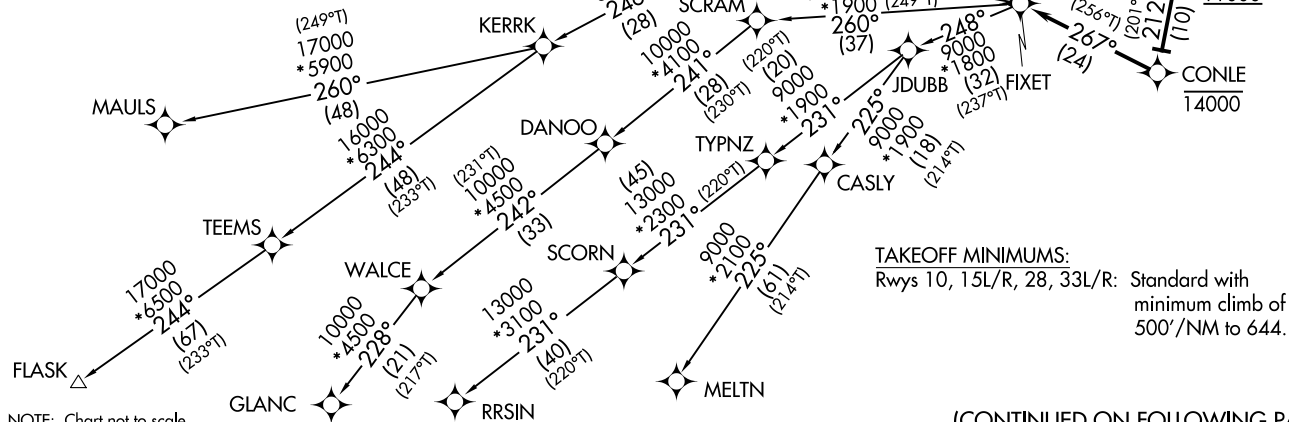
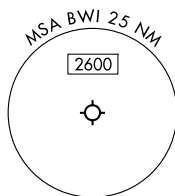
This waiver remains in effect until rescinded. No additional waiver request action is required. Please direct all inquiries to Thomas J. Nichols, Standards Section Manager, Flight Procedures and Airspace Group at 405-954-1171 or thomas.j.nichols@faa.gov

POTOMAC DEP CON
124.55 317.425
D-ATIS
115.1 127.8
CLNC DEL
118.05
CPDLC
GND CON
121.9
BALTIMORE TOWER
119.4 257.8

TOP ALTITUDE:
14000

RNAV 1-DME/DME/IRU or GPS.
RADAR required.

NOTE: Do not file - to be
assigned by ATC.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct BEWEE, then on track 207° to cross OHSSS at or above 11000, thence

TAKEOFF RWY 15L: Climb on heading 155° to 644, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence

TAKEOFF RWY 15R: Climb on heading 155° to 644, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence

TAKEOFF RWY 28: Climb on heading 285° to 644, then climb direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence

TAKEOFF RWY 33L/R: Climb on heading 335° to 644, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence

. . . . on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, then on (transition). Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (FIXET4.FLASK)

GLANC TRANSITION (FIXET4.GLANC)

MAULS TRANSITION (FIXET4.MAULS)

MELTN TRANSITION (FIXET4.MELTN)

OTTO TRANSITION (FIXET4.OTTO)

RAMAY TRANSITION (FIXET4.RAMAY)

RRSIN TRANSITION (FIXET4.RRSIN)

PROTOTYPE-NOT FOR NAVIGATION

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

FIXET THREE DEPARTURE (RNAV)

BALTIMORE, MARYLAND

NE-3, 02 NOV 2023 to 30 NOV 2023

TOP ALTITUDE:
14000

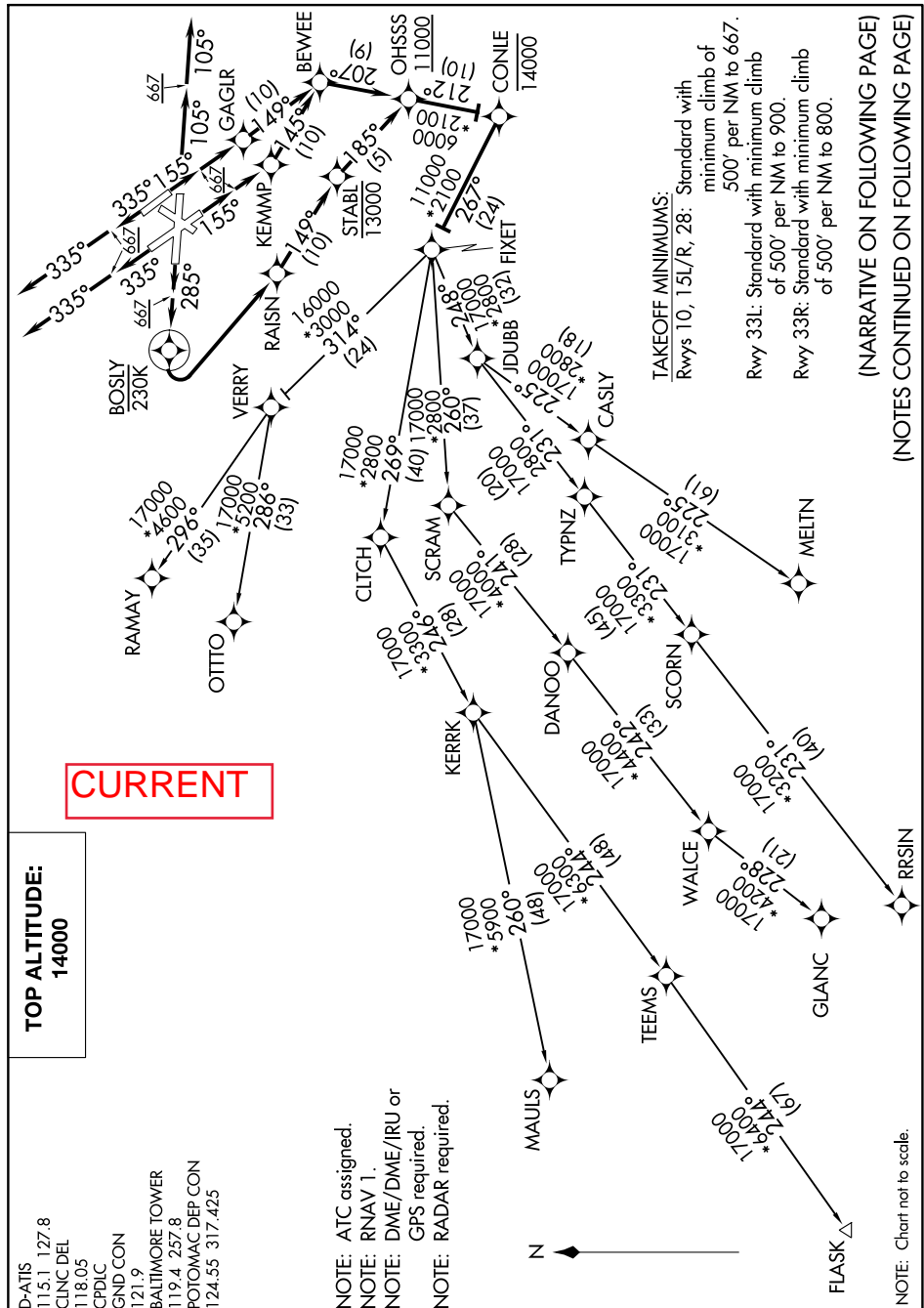
D-ATIS	115.1	127.8
CLNC DEL	118.05	
CPDLC		
GND CON	121.9	
BALTIMORE TC	119.4	257.8
POTOMAC DE	124.55	317.4

NOTE: ATC assigned.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

FIXET THREE DEPARTURE (RNAV)
(FIXET3.FIXET) 26MAR20

BALTIMORE/ BALTIMORE, MARYLAND
WASHINGTON INTL THURGOOD MARSHALL (BWI)

BALTIMORE, MARYLAND



(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3. 02 NOV 2023 to 30 NOV 2023

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climb on heading 105° to 667, then on heading 105°, expect RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, thence

TAKEOFF RWY 15L: Climb on heading 155° to 667, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, thence

TAKEOFF RWY 15R: Climb on heading 155° to 667, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, thence

TAKEOFF RWY 28: Climb on heading 285° to 667, then direct BOSLY, then left turn direct RAISN, then on track 149° to cross STABL at or below 13000, then on track 185° to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, thence

TAKEOFF RWY 33L/R: Climb on heading 335° to 667, then on heading 335°, expect RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, thence

. . . . on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (FIXET3.FLASK)

GLANC TRANSITION (FIXET3.GLANC)

MAULS TRANSITION (FIXET3.MAULS)

MELTN TRANSITION (FIXET3.MELTN)

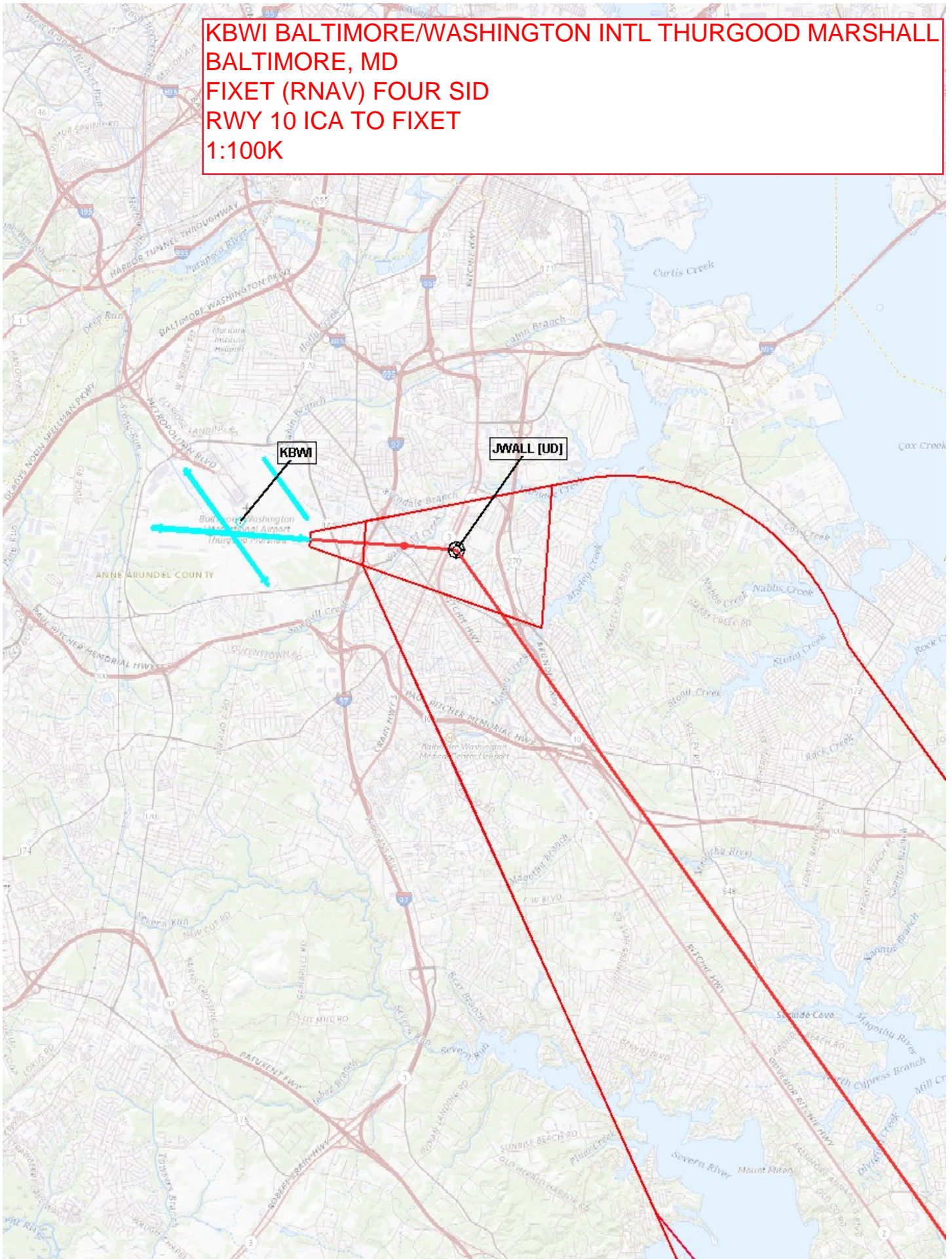
OTTO TRANSITION (FIXET3.OTTO)

RAMAY TRANSITION (FIXET3.RAMAY)

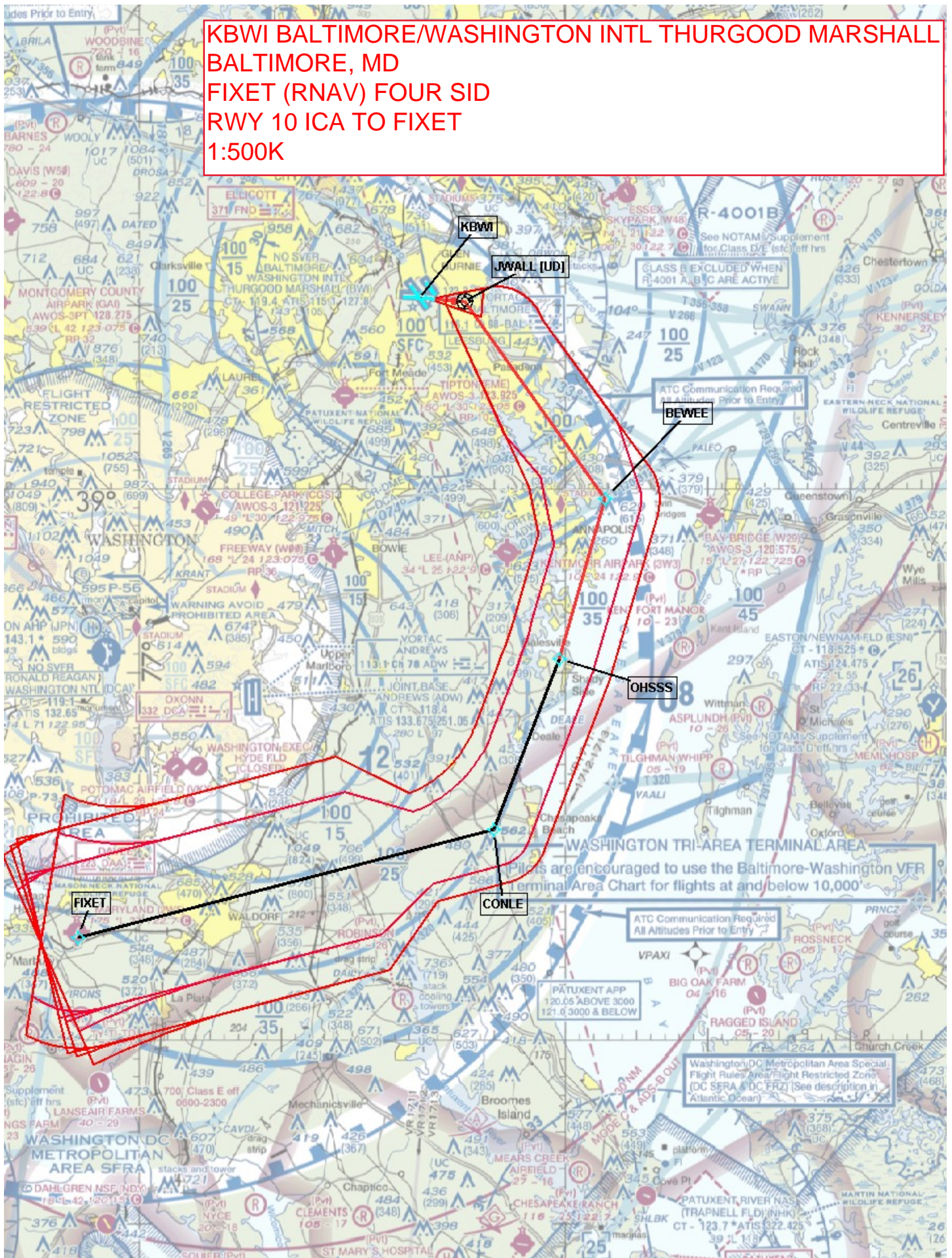
RRSIN TRANSITION (FIXET3.RRSIN)

CURRENT

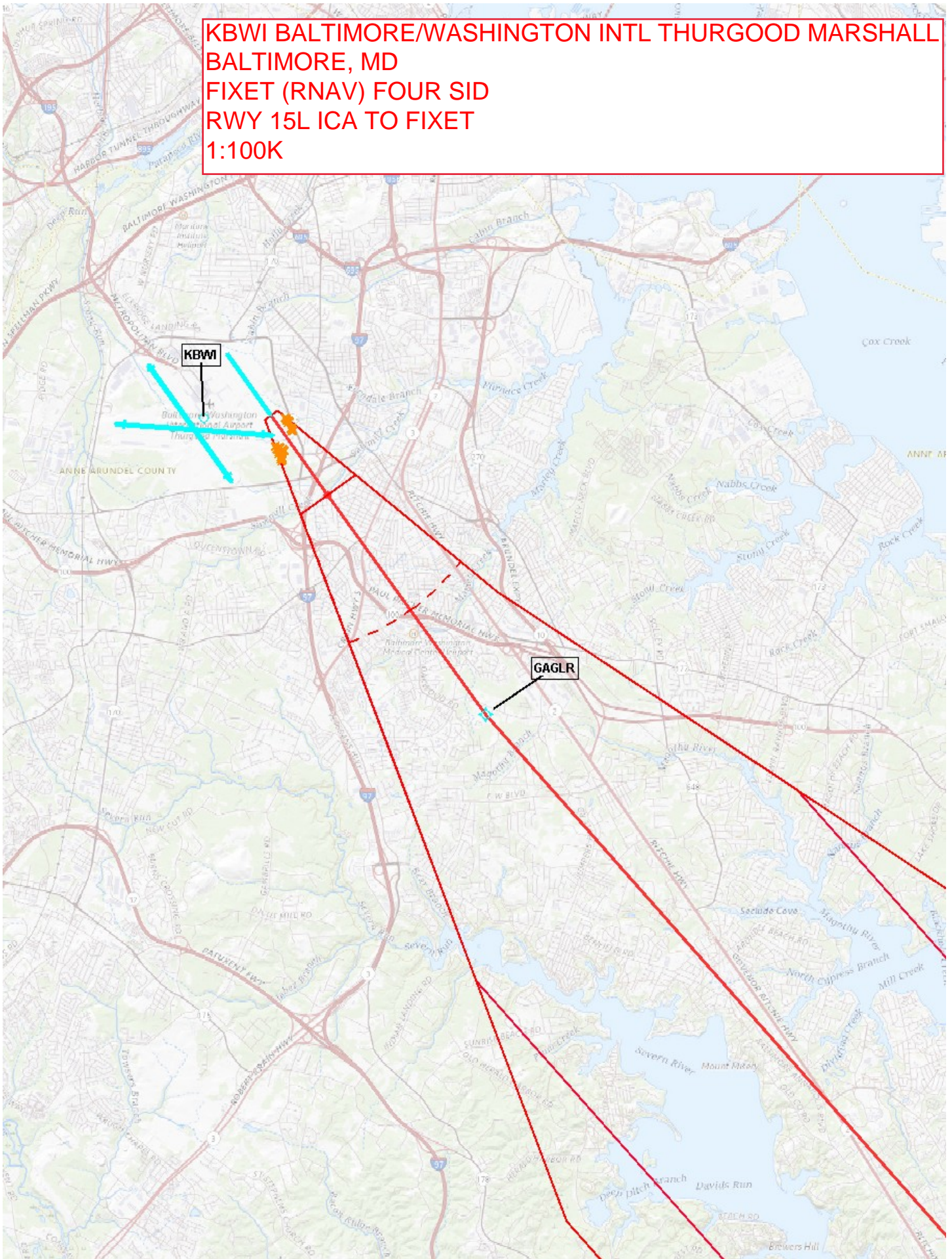
KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 10 ICA TO FIXET
1:100K



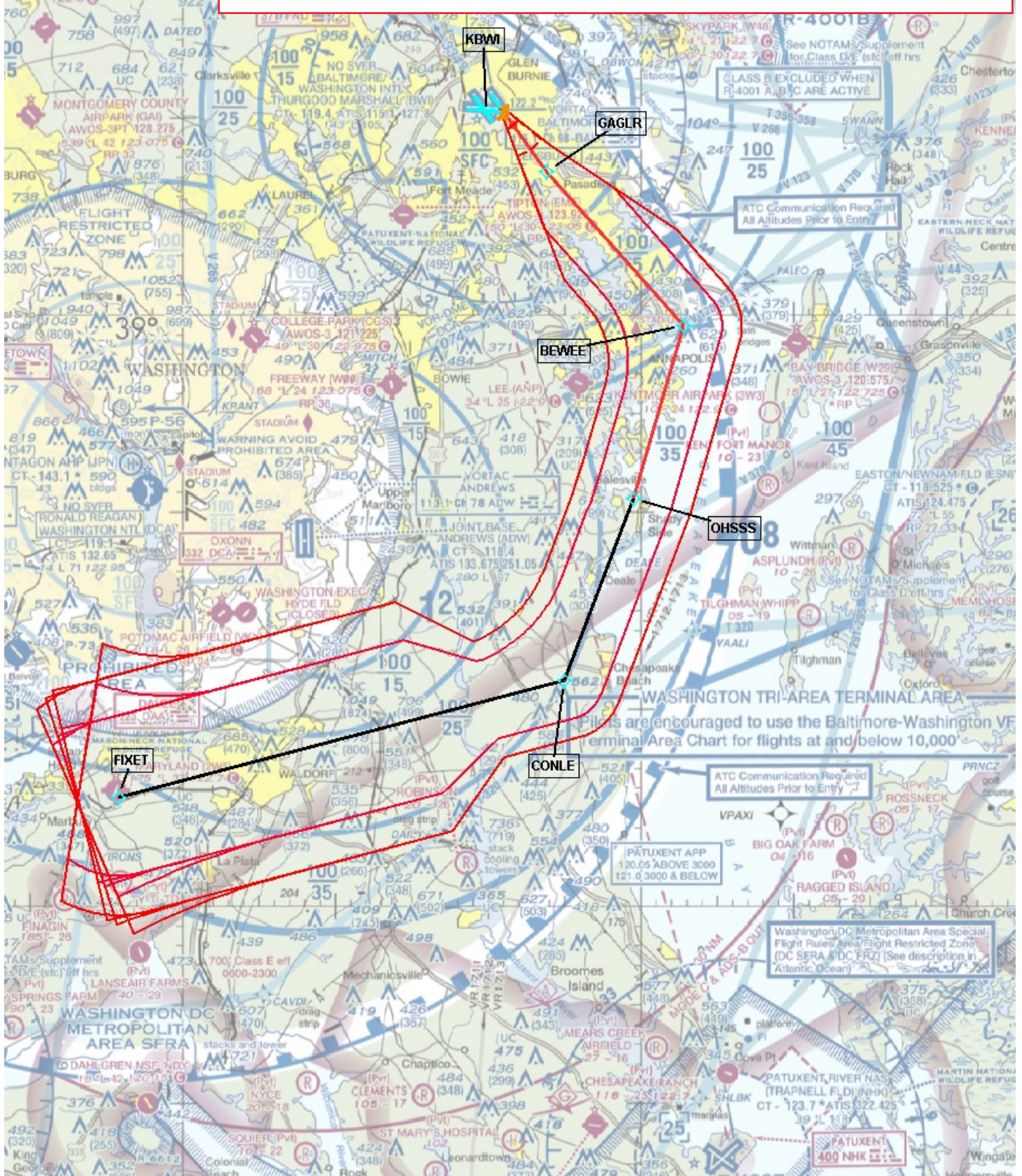
KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 10 ICA TO FIXET
1:500K



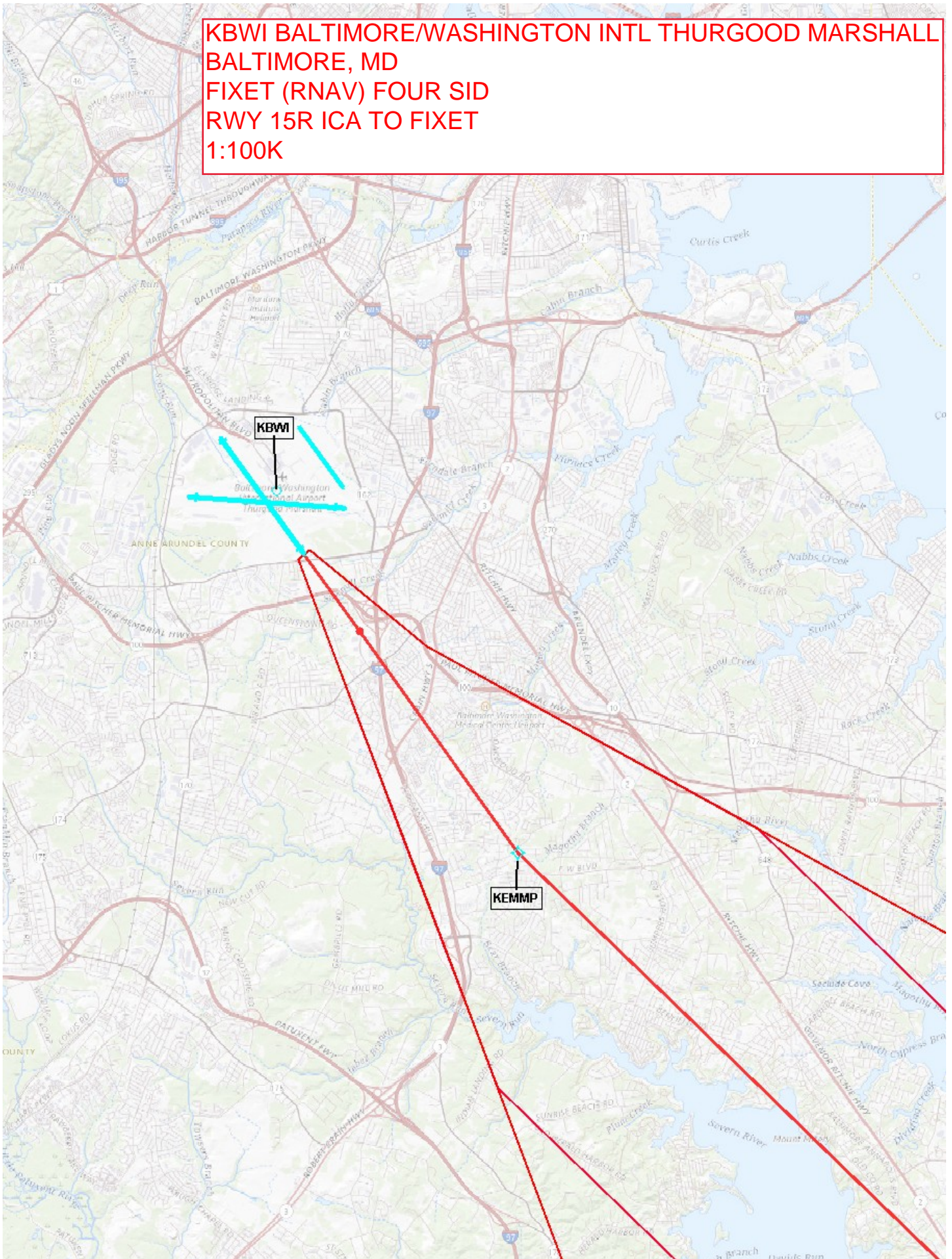
KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 15L ICA TO FIXET
1:100K



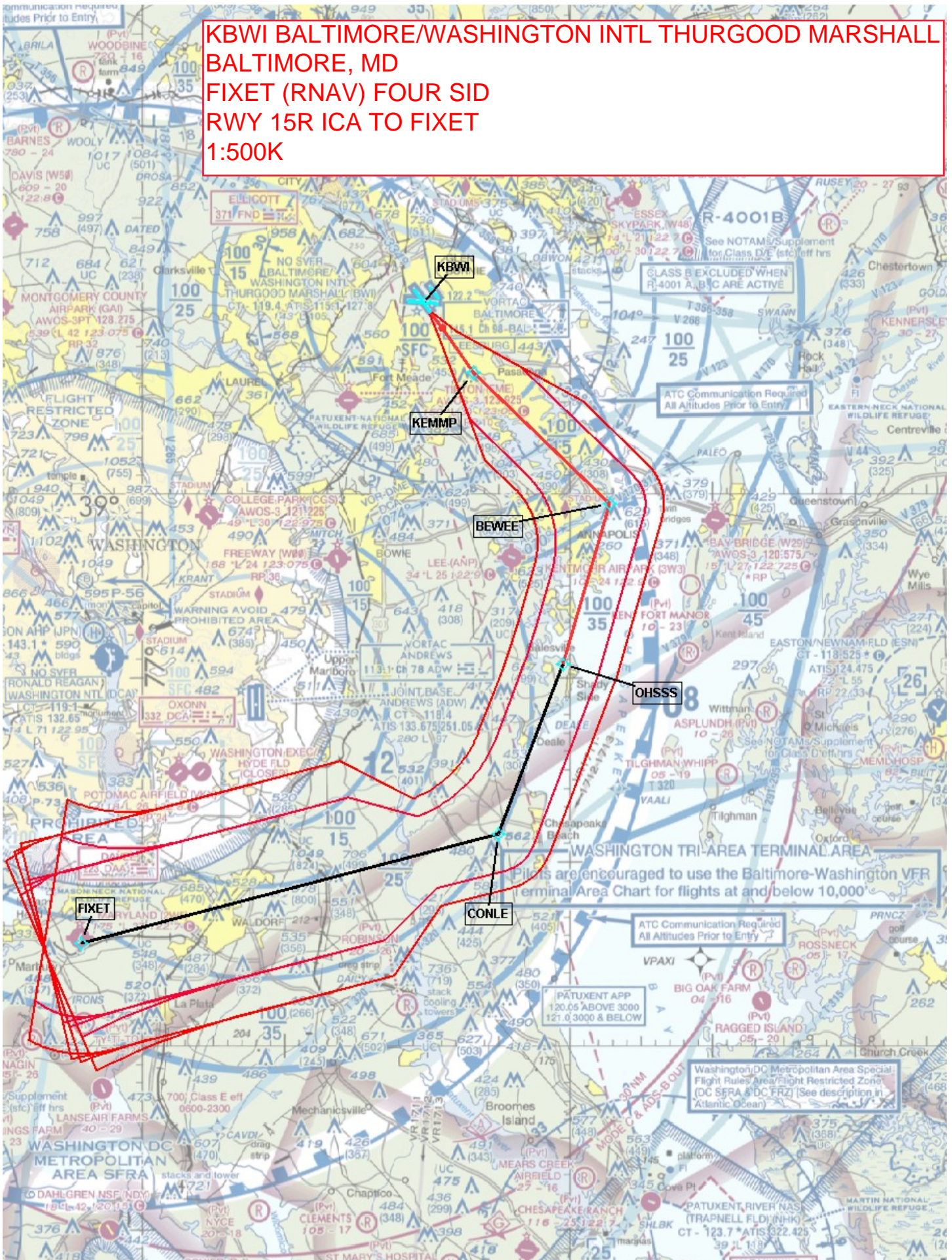
**KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 15L ICA TO FIXET
1:500K**



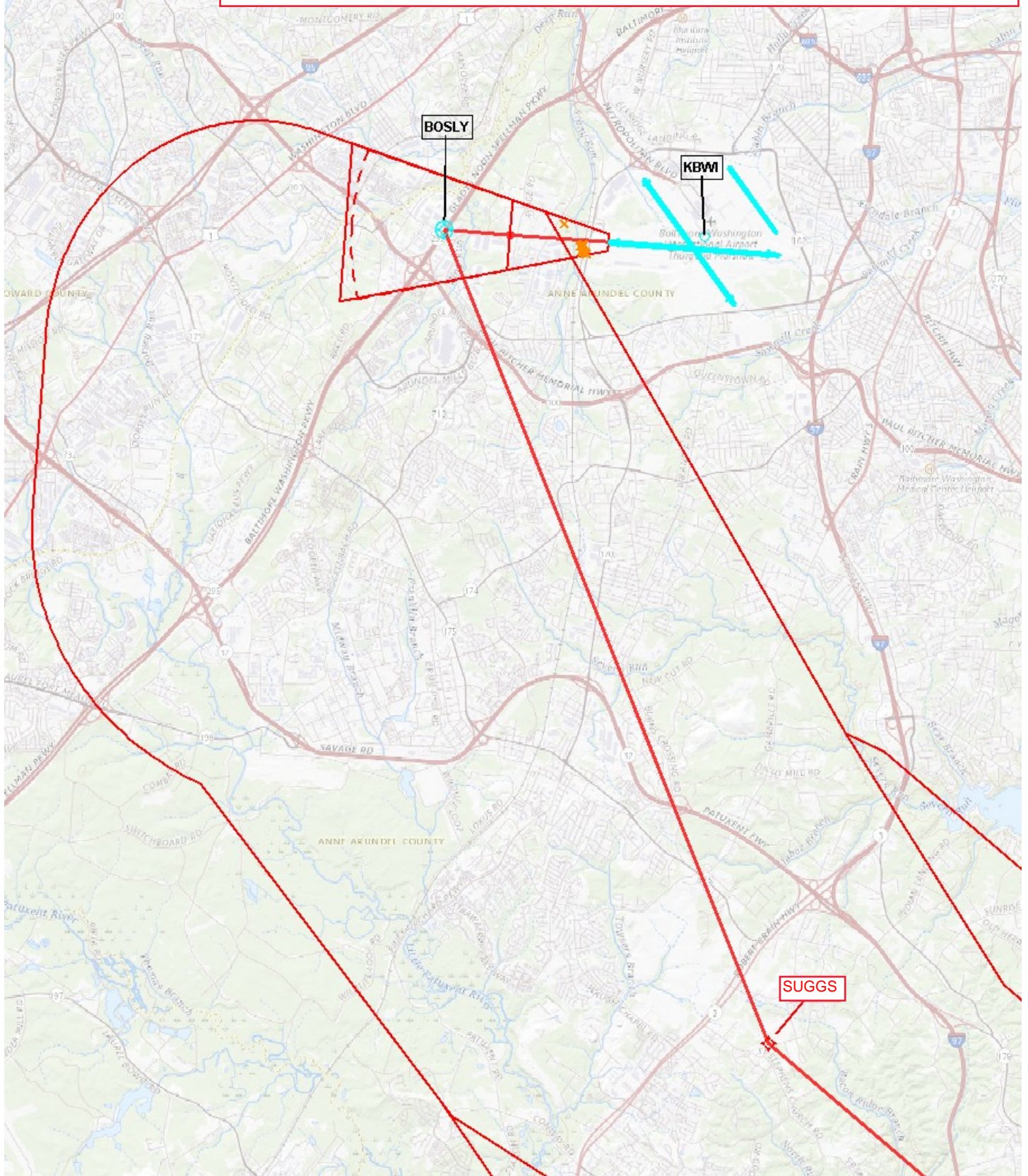
KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 15R ICA TO FIXET
1:100K



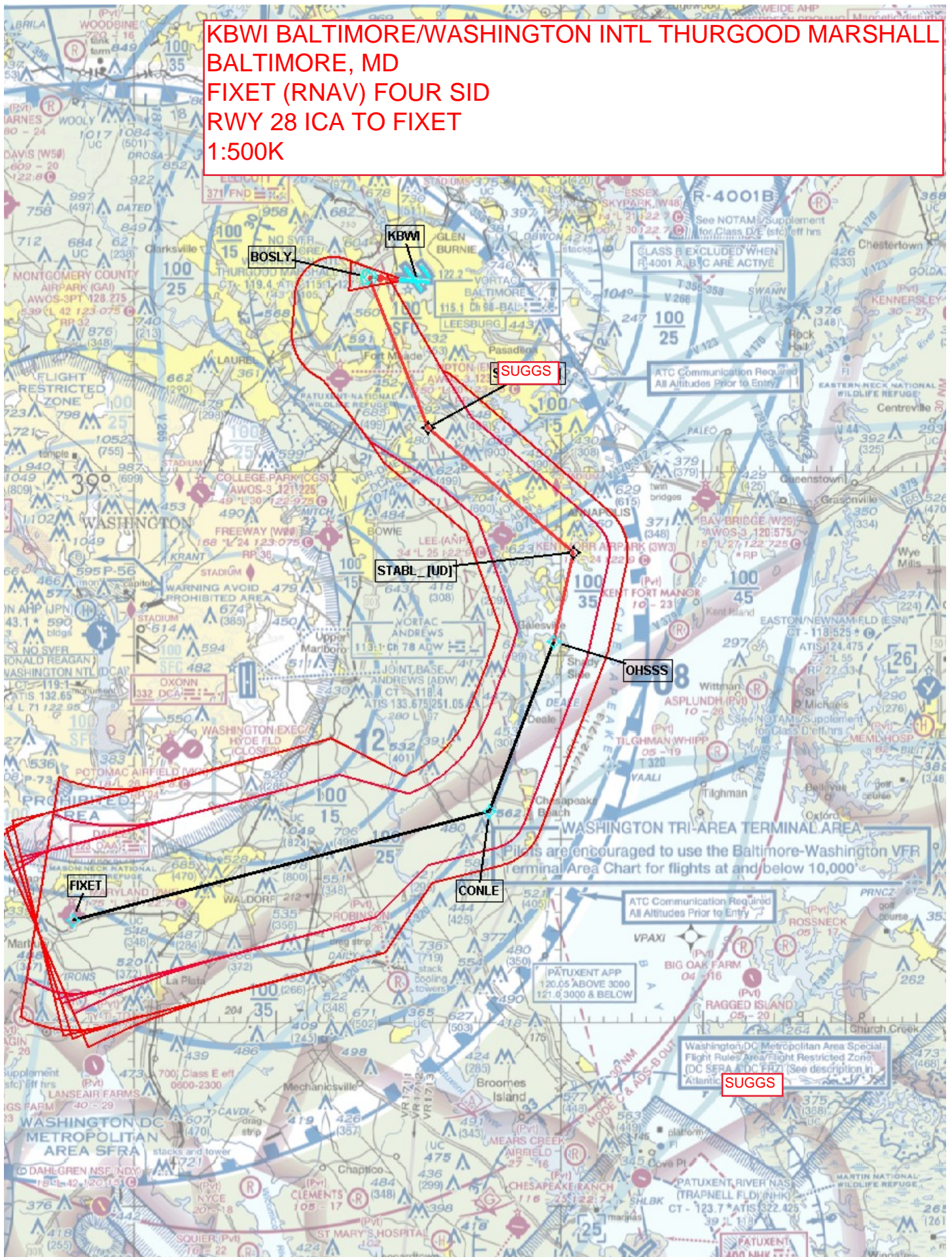
KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 15R ICA TO FIXET
1:500K

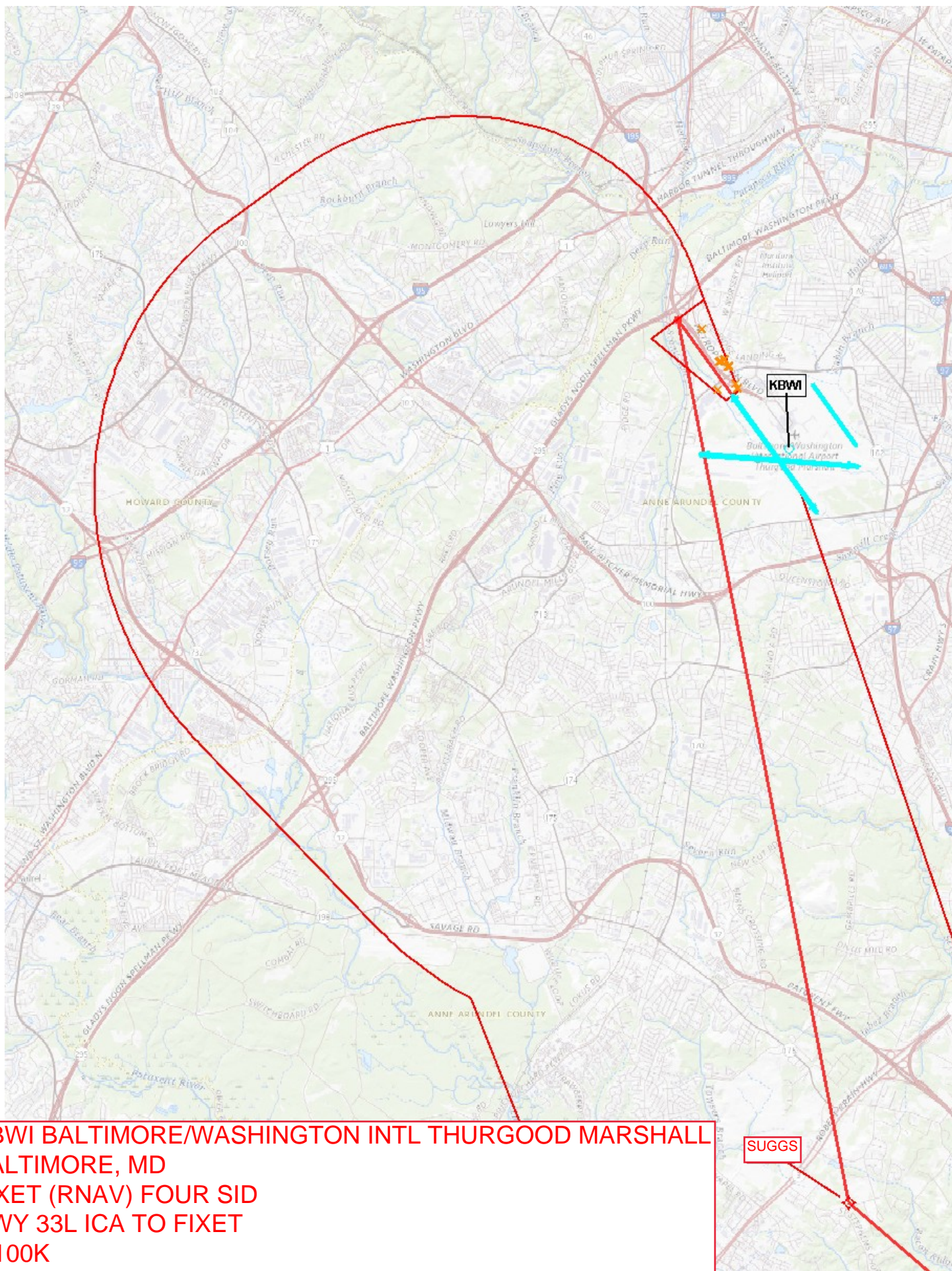


**KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 28 ICA TO FIXET
1:100K**



KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 28 ICA TO FIXET
1:500K

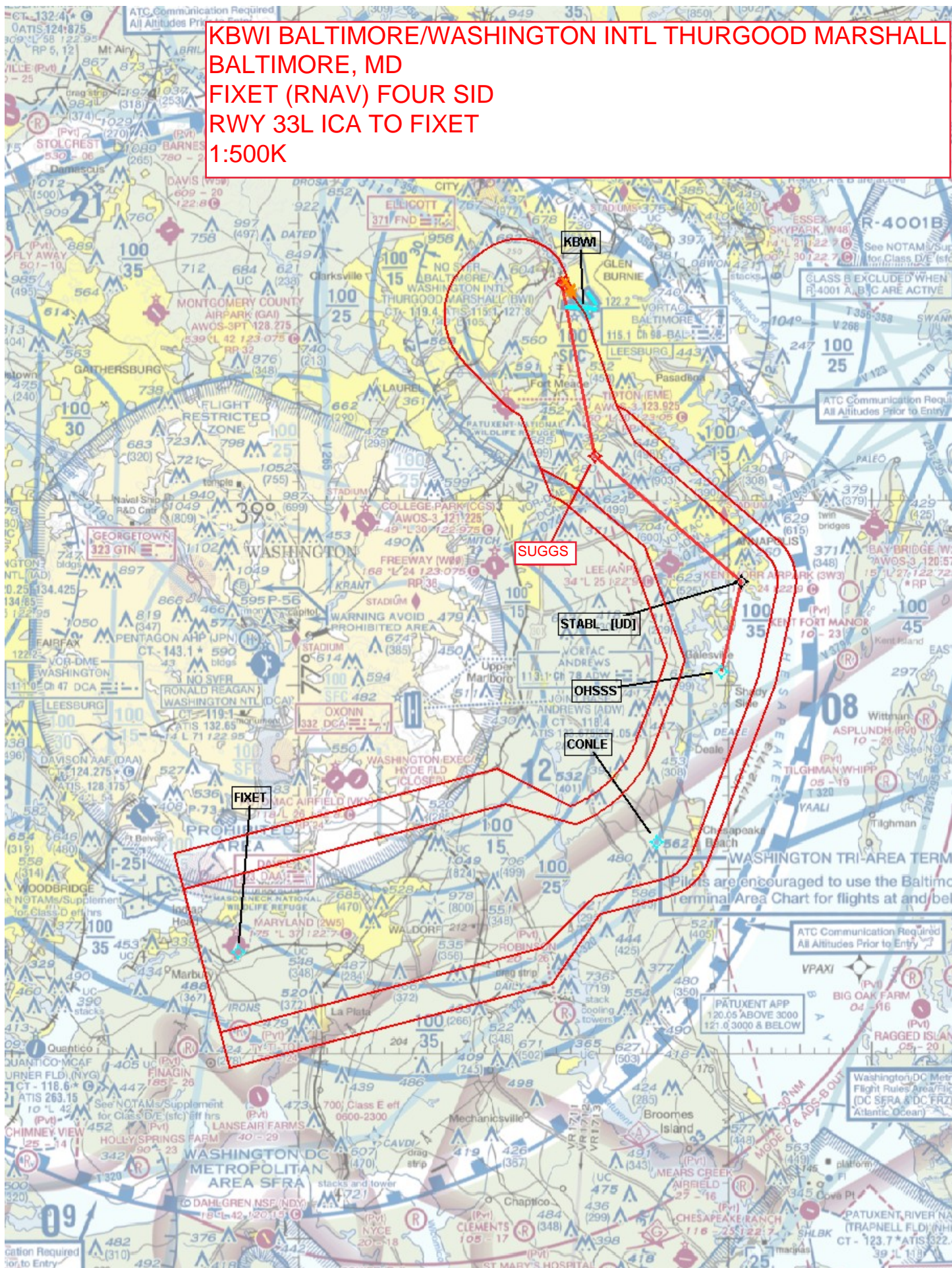




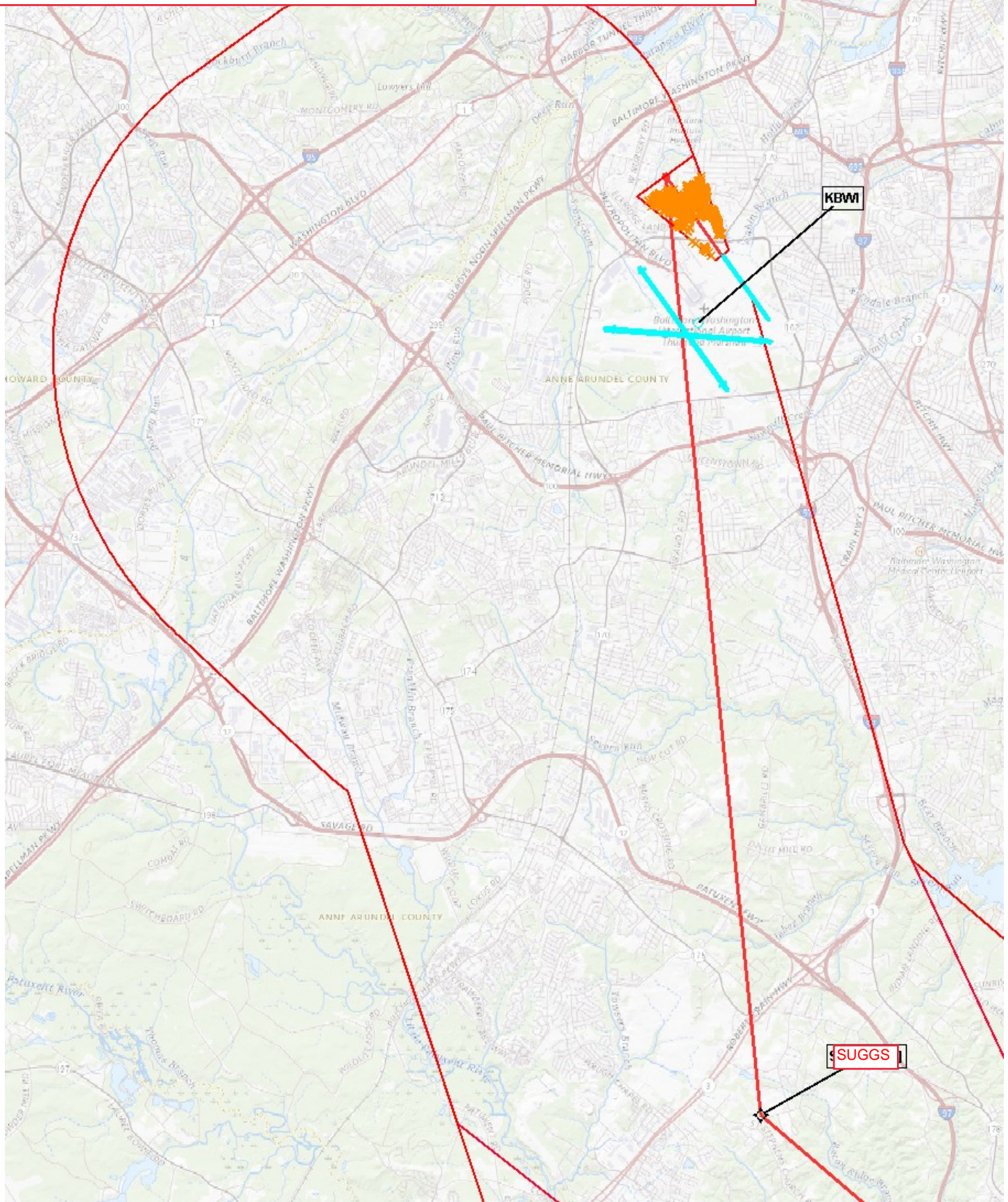
KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 33L ICA TO FIXET
1:100K

SUGGS

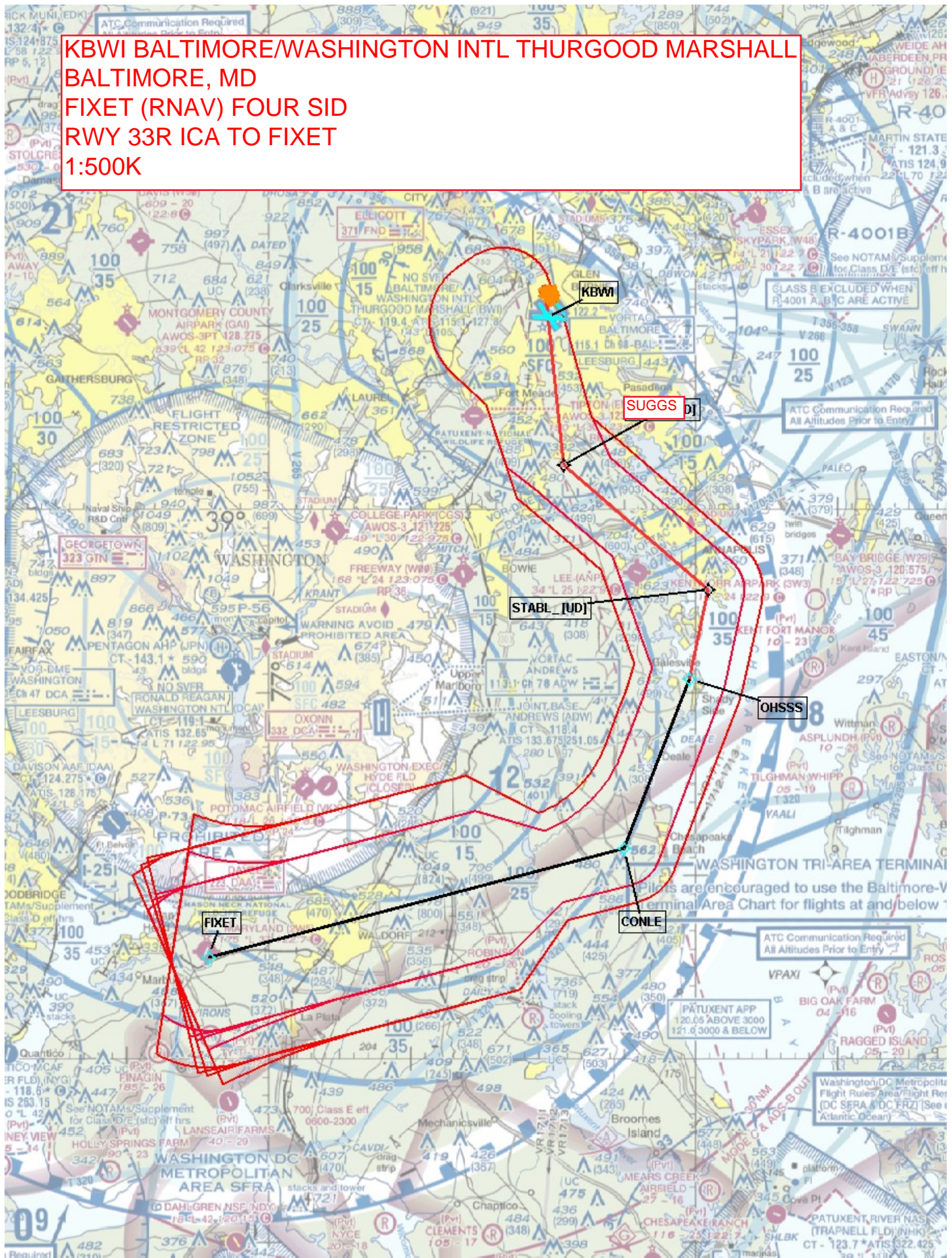
KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 33L ICA TO FIXET
1:500K



KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 33R ICA TO FIXET
1:100K



KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RWY 33R ICA TO FIXET
1:500K



KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
FLASK TRANSITION 1 OF 3
1:500K

KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
FLASK TRANSITION 2 OF 3
1:500K

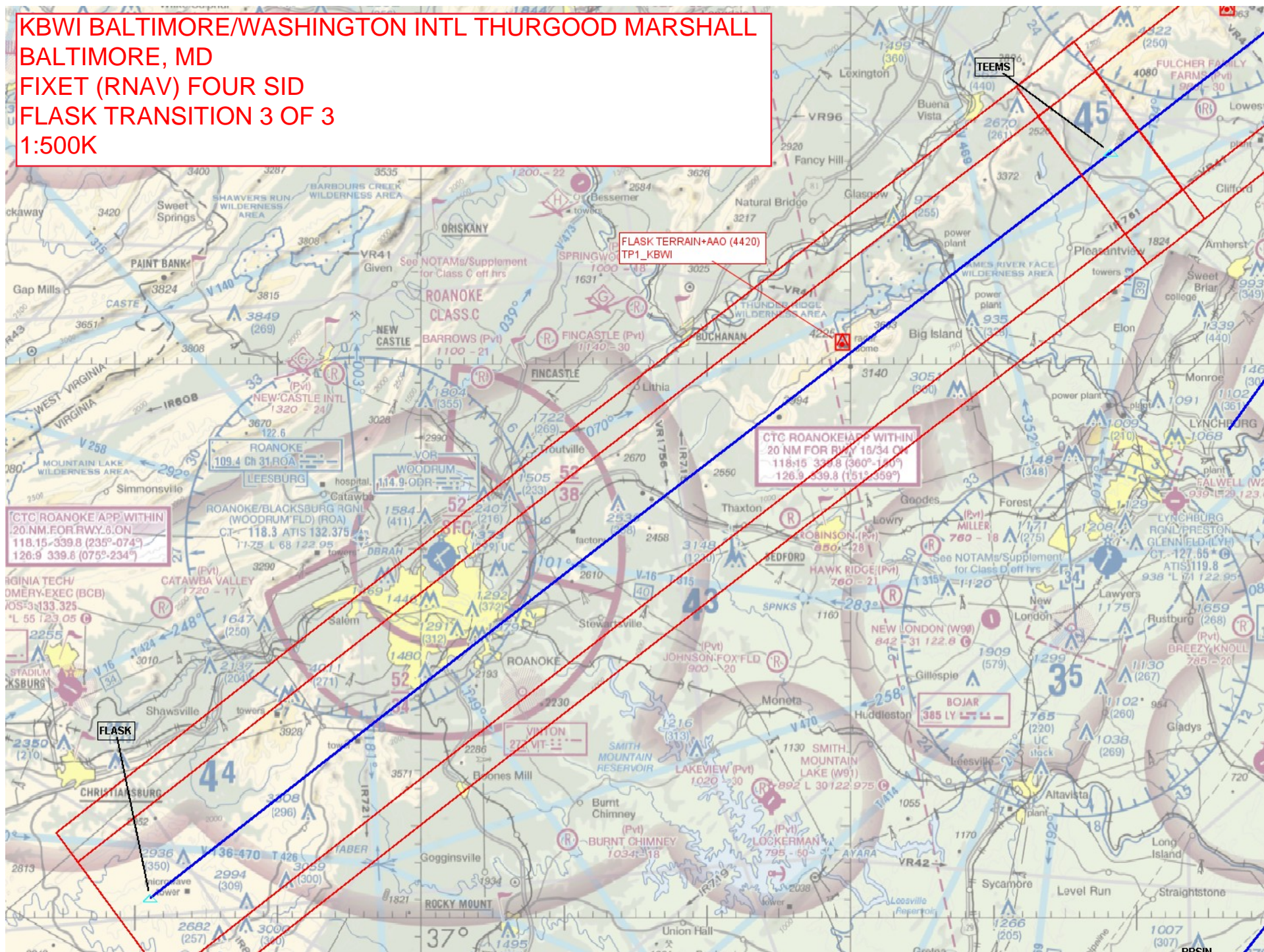
TEEMS TERRAIN+AAO (4265)
TP1_KBWI

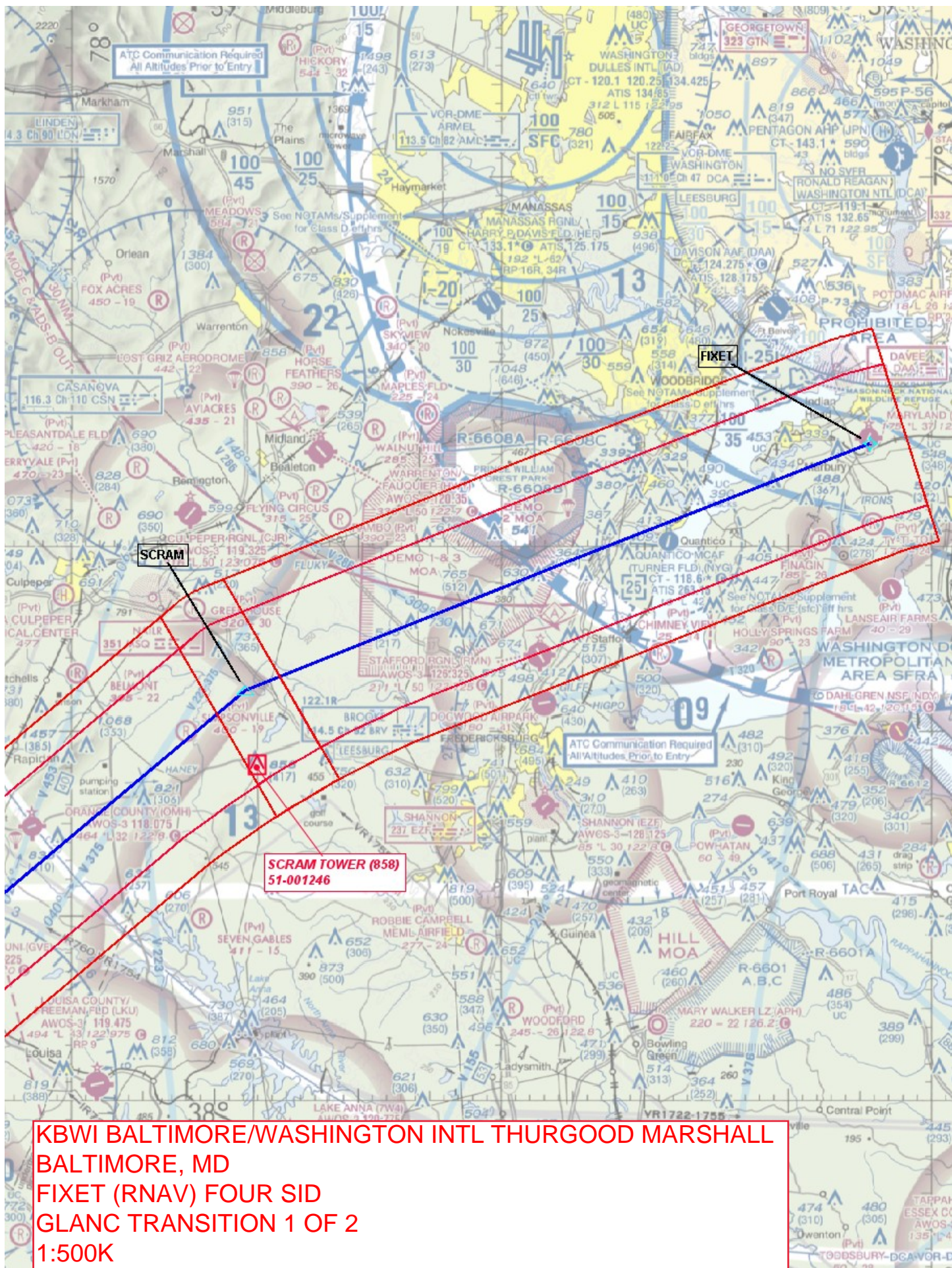
TEEMS

KERRK

NOTICE
FOR REASONS OF NATIONAL WEIL ARE
PILOTS ARE REQUESTED TO AVOID
FLIGHTS BELOW 2400 MSL IN THIS AREA

KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
FLASK TRANSITION 3 OF 3
1:500K





KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
GLANC TRANSITION 2 OF 2
1:500K

DANOO TERRAIN+AAO (2005)
TP1_KBWI

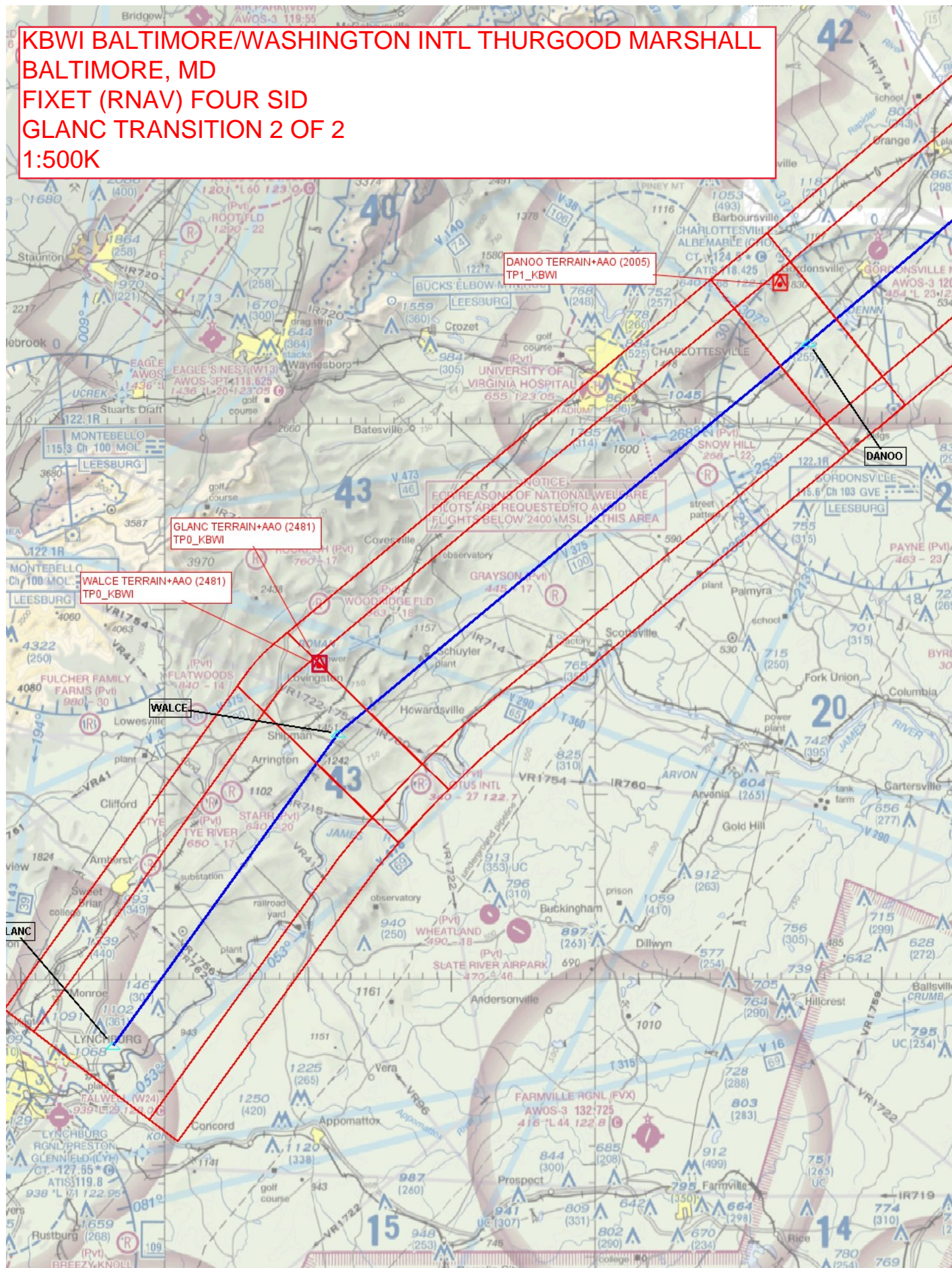
GLANC TERRAIN+AAO (2481)
TP0_KBWI

WALCE TERRAIN+AAO (2481)
TP0_KBWI

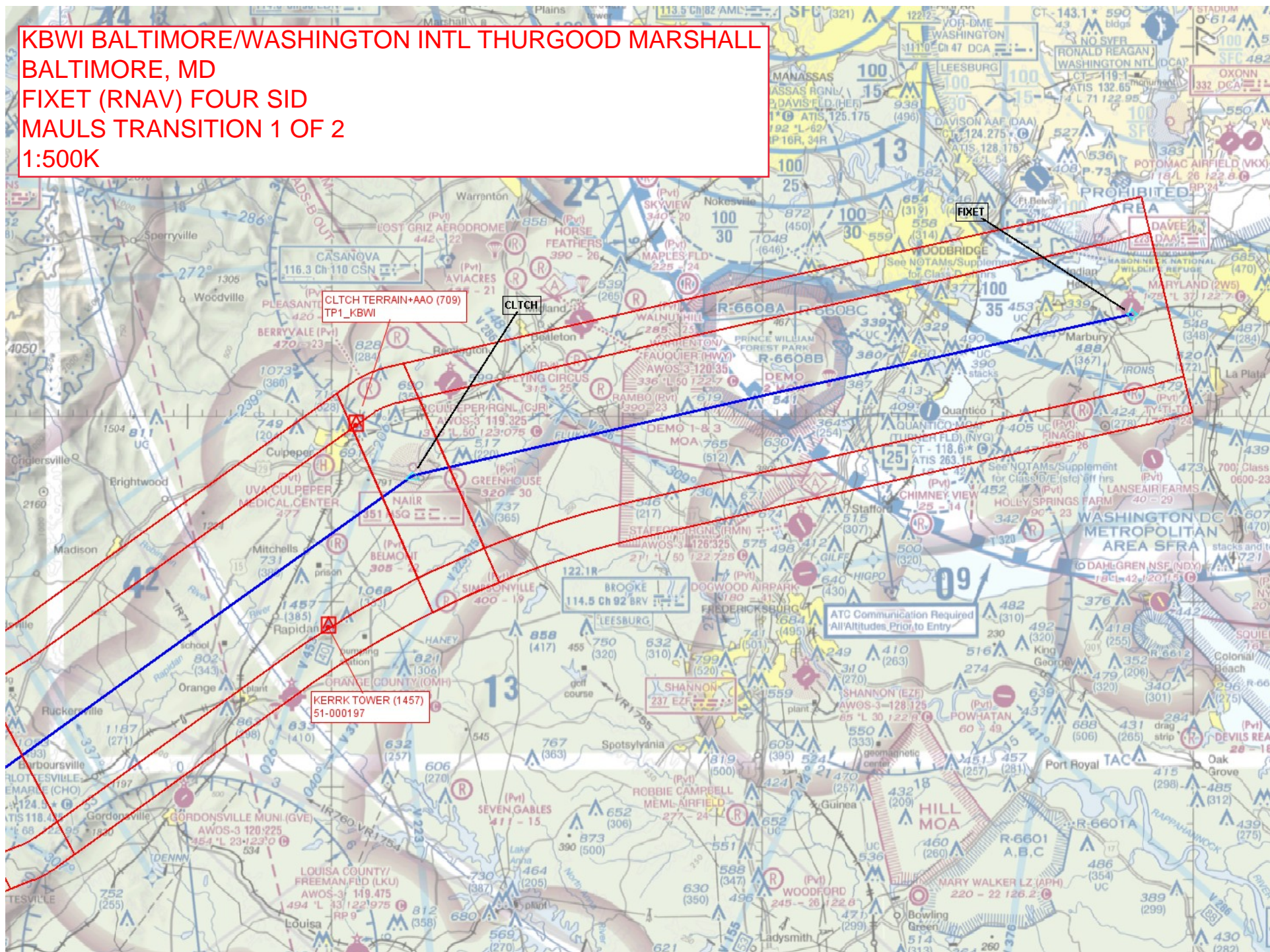
WALCE

NOTICE
FOR REASONS OF NATIONAL DEFENSE
PILOTS ARE REQUESTED TO AVOID
FLIGHTS BELOW 2400' MSL IN THIS AREA

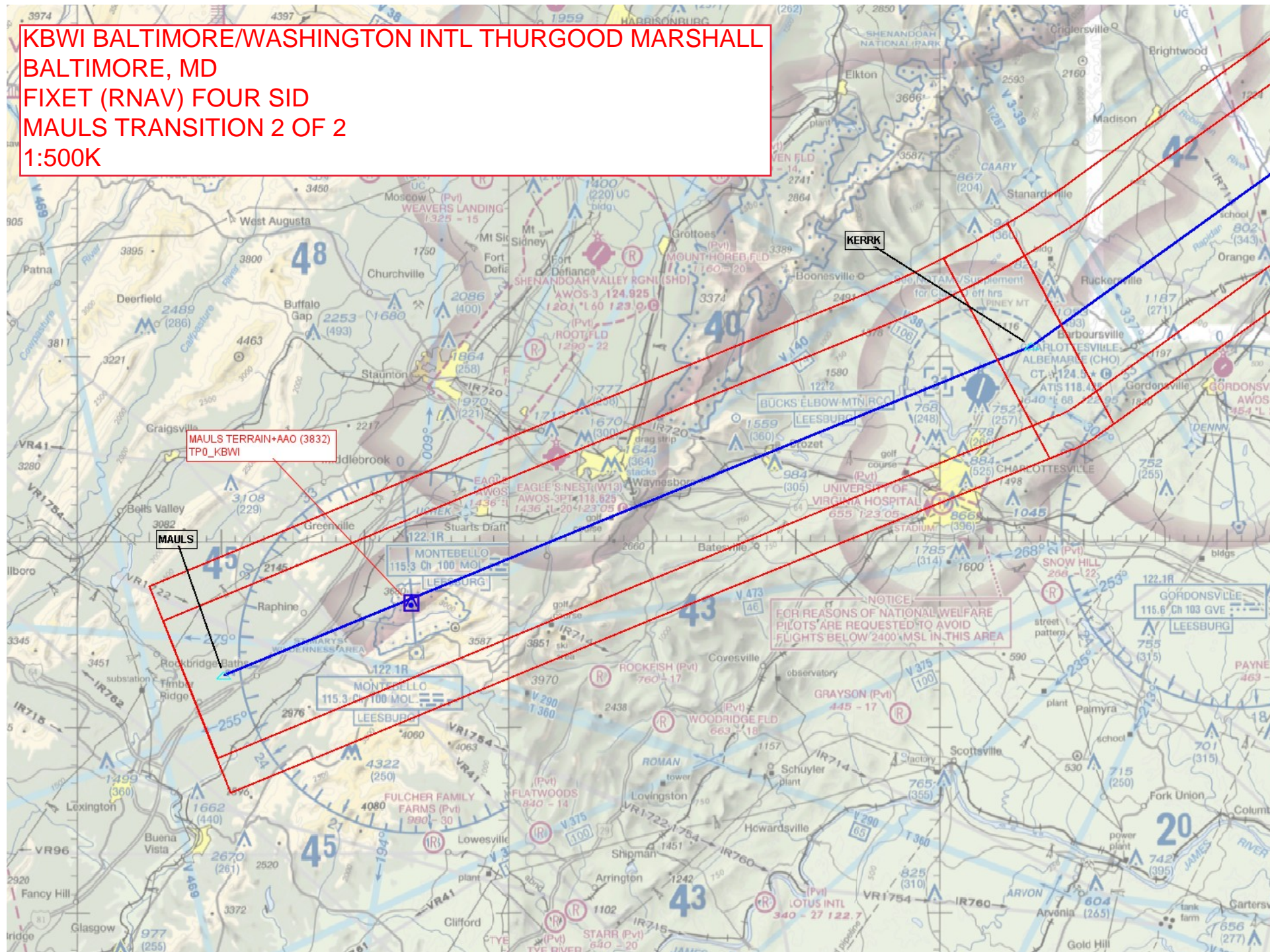
DANOO



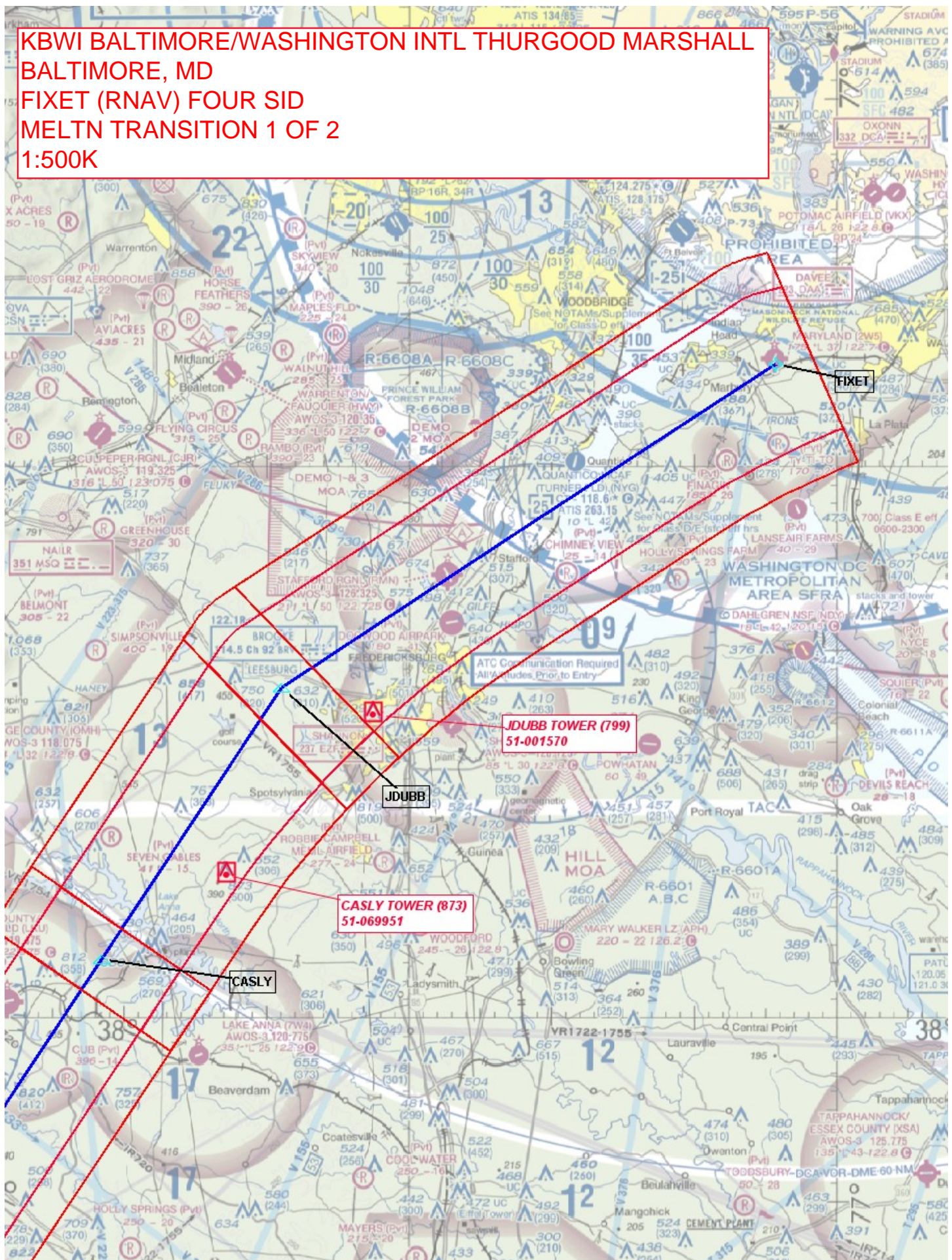
KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
MAULS TRANSITION 1 OF 2
1:500K

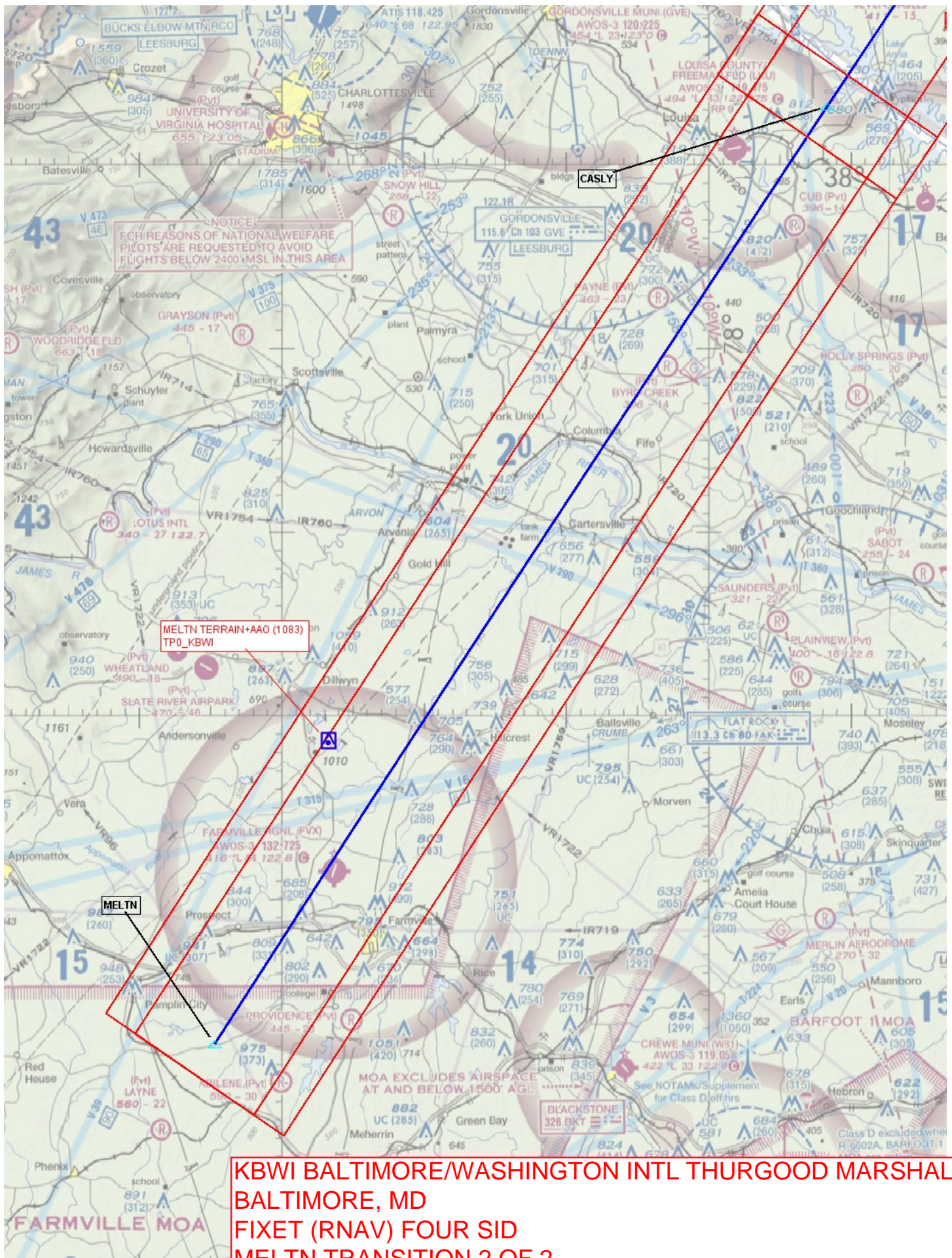


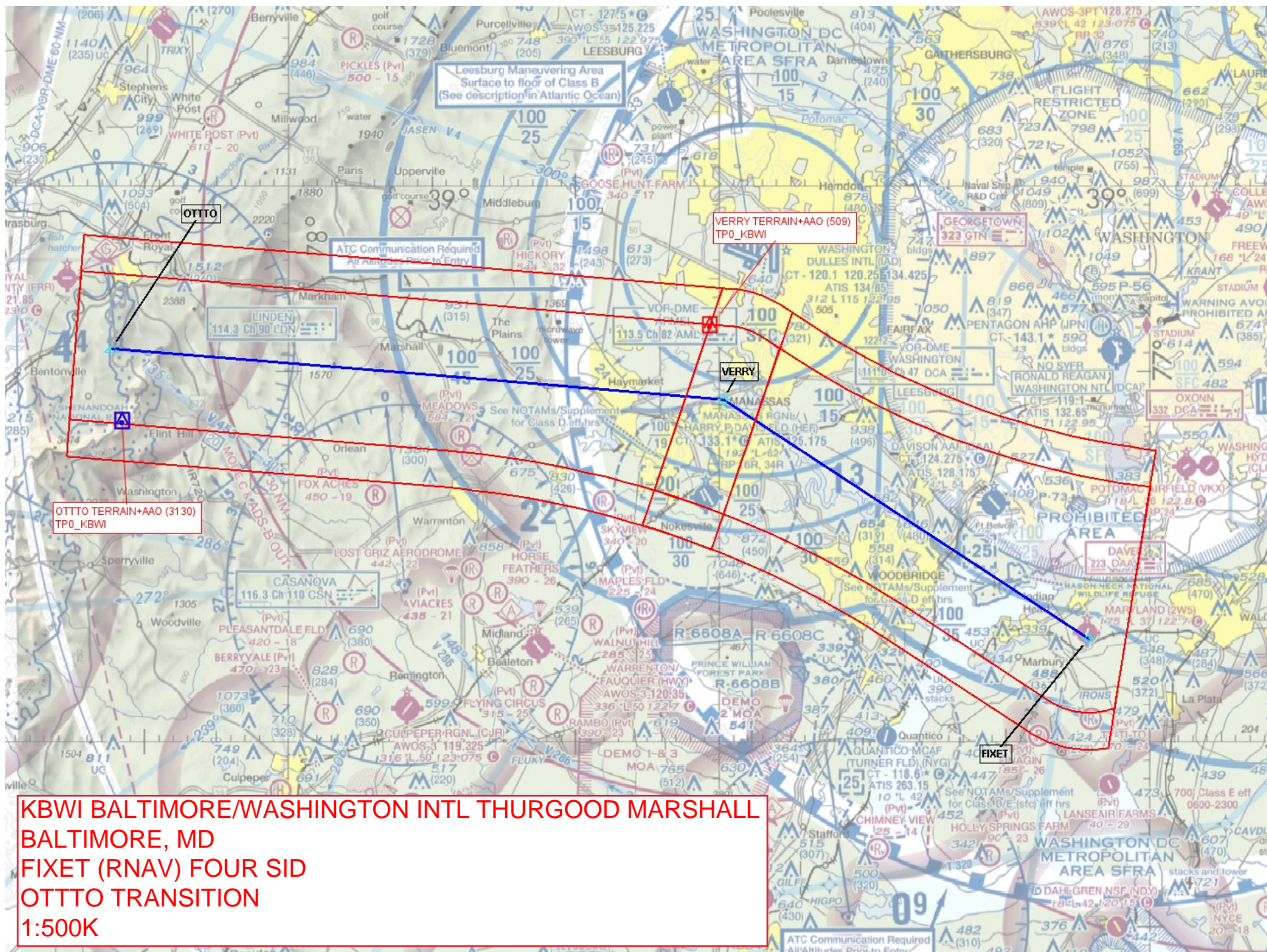
KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
MAULS TRANSITION 2 OF 2
1:500K



KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
MELTN TRANSITION 1 OF 2
1:500K







KBWI BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
BALTIMORE, MD
FIXET (RNAV) FOUR SID
RRSIN TRANSITION 1 OF 3
1:500K

