

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT ID</u> KBWI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 28	<u>ORIGINAL/AMENDMENT</u> 17A	<u>CITY</u> BALTIMORE	<u>STATE</u> MD		
<u>AIRPORT ELEVATION</u> 143	<u>TDZE</u> 143	<u>SUPERSEDED</u> ILS OR LOC RWY 28	<u>ORIGINAL/AMENDMENT</u> 17	<u>DATED</u> 02/04/2016	<u>MAG VAR</u> 11W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> I-OEH	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
HURTZ/BAL 12.11 DME/RADAR	IF	JURTI/BAL 5.98 DME/RADAR					285.22	6.13 (I-OEH)	2000

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 5.70 NM AFTER JURTI/BAL 5.98 DME/RADAR

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2600 ON HEADING 305 AND EMI VORTAC R-179 TO EMI VORTAC AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF      (IAF)
2. PROFILE STARTS AT HURTZ
3. FAC: 285.22      FAF: JURTI/BAL 5.98 DME/RADAR      DIST FAF TO MAP: 5.70      DIST FAF TO THLD: 5.70
4. MIN ALT: HURTZ/BAL 12.11 DME/RADAR 2000, JURTI/BAL 5.98 DME/RADAR 2000, ZIXUS/BAL 2.28 DME 620
5. DIST TO THLD FROM FAF: 5.70      MM:      IM:      150 HAT:      GS ANT: 960
6. MIN GS INCPT: 2000      GS ALT AT PFAF: JURTI/BAL 5.98 DME/RADAR 2000      OM:      MM:      IM:
7. GS ANGLE: 3.00      34:1:      20:1:      TCH: 55.0
8. MSA FROM: BAL VORTAC 180-270 2200, 270-180 2600

**EQUIPMENT REQUIREMENTS NOTES:**

DME OR RADAR REQUIRED.



**NOTES:**

CHART NOTE: \*\* RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 28 CAT C/D VISIBILITY TO 1 3/8 SM, AND INCREASE ZIXUS FIX S-LOC 28 CAT C/D VISIBILITY TO RVR 4500.

**ADDITIONAL FLIGHT DATA:**

HOLD S, LT, 359.00 INBOUND.

CHART FAS OBST: 200 BLDG 391017N/0763713W.

CHART 735 STACK 391048N/0763220W, 242 TOWER 390954N/0763618W.

CHART VDP AT 1.15 DME

DISTANCE VDP TO THLD 0.86 NM.

CHART CIRCLING ICON.

**MINIMUMS:**

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

**ALTERNATE:** NA ☐ ILS: STANDARD; LOC: STANDARD - CAT D 800-2 1/4

<b>CATEGORY:</b>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>		
<b>FINAL TYPE</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>
S-ILS 28**	343	2400	200	343	2400	200	343	2400	200	343	2400	200			
S-LOC 28	620	2400	477	620	2400	477	620	5000	477	620	5000	477			
CIRCLING	640	1	497	660	1	517	700	1 1/2	557	860	2 1/4	717			
ZIXUS FIX MINIMUMS (DME REQUIRED)															
S-LOC 28	460	2400	317	460	2400	317	460	2400	317	460	2400	317			
CIRCLING	640	1	497	660	1	517	700	1 1/2	557	860	2 1/4	717			

**CHANGES - REASONS**

1. REMOVED MISSED APPROACH, MOVED ALTERNATE MISSED APPROACH TO MISSED APPROACH, AND LEFT ALTERNATE MISSED APPROACH BLANK - FPT REQUEST/BAL VORTAC R-286 NOT USEABLE PER AIRNAV/AIRPORT ELECTED TO NOT CREATE A NEW ALTERNATE MISSED APPROACH.
2. REMOVED ASTERISK FROM "620" IN PROFILE LINE 4 - ADMINISTRATIVE CHANGE PER FAAO 8260.19I.
3. CHANGED "OM" TO "FAF" AND ADDED 5.70 TO PROFILE LINE 5 - REQUIRED DOCUMENTATION PER FAAO 8260.19I, PARA 8-6-7E CRITERIA.
4. CHANGED "GP" TO "GS" ON PROFILE LINE 7 - REQUIRED DOCUMENTATION PER FAAO 8260.19I, PARA 8-6-7G CRITERIA.
5. ADDED DME OR RADAR REQUIRED TO EQUIPMENT REQUIREMENTS NOTES - REQUIRED DOCUMENTATION PER FAAO 8260.19I, PARA 8-6-8 CRITERIA.
6. REMOVED DME OR RADAR REQUIRED CHART NOTE - NO LONGER REQUIRED/COVERED BY EQUIPMENT REQUIREMENTS NOTES ENTRY.
7. REMOVED RADAR REQUIRED PLANVIEW NOTE - NO LONGER REQUIRED/COVERED BY EQUIPMENT REQUIREMENTS NOTES ENTRY.
8. CHANGED "MALSR" TO "ALS" AND "MILE" TO "SM" IN INOPERATIVE LIGHTING CHART NOTE - ADMINISTRATIVE CHANGES PER FAAO 8260.19I.
9. ADDED VGSI AND ILS GLIDEPATH NOT COINCIDENT CHART PROFILE NOTE - REQUIRED DOCUMENTATION PER FAAO 8260.19I, PARA8-6-9M(1) CRITERIA.
10. ADDITIONAL FLIGHT DATA: DELETED ASTERISK FROM "CHART VDP AT 1.15 DME", DELETED "LOC ONLY", AND CHANGED FROM "0.86 MILES" TO "0.86 NM" - ADMINISTRATIVE CHANGES PER FAAO 8260.19I.
11. REMOVED CHART EMI VORTAC FROM ADDITIONAL FLIGHT DATA - ALTERNATE MISSED APPROACH REMOVED.

QUALITY  
12  
CHECKED

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZDC, PCT TRACON, BWI TOWER, AIRPORT MANAGER

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE  
FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

DATE

*Digitally signed by*  
**ALLAN WILL**  
May 26, 2022

DEVELOPED BY

*Digitally signed by*

MICHAEL R. GARRITY JR. **MICHAEL GARRITY**  
May 13, 2022

OFFICE

AJV-A423

DATE

05/10/2022

APPROVED BY

MARLON ROBINSON

OFFICE

AJV-A420

DATE

*Digitally signed by*  
**ALLAN WILL**  
May 26, 2022

TITLE  
MANAGER

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KBWI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 28	<u>AMDT NO.</u> 17A	<u>CITY</u> BALTIMORE	<u>STATE</u> MD	<u>AIRPORT ELEVATION</u> 143	<u>FACILITY</u> I-OEH
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM  
HURTZ/BAL 12.11 DME/RADAR

TO  
JURTI/BAL 5.98 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 6.13	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
												1.STACK (24-000072)	391040.00N/0763139.00W	359	500	50	5D	500				AT1141	2000
												2.TERRAIN	390827.00N/0762924.00W	105 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM  
JURTI/BAL 5.98 DME/RADAR

TO  
RW28

<u>RNP</u>	<u>DISTANCE</u> 5.70	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<u>HMAS</u>							<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
																			ASC				343

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM  
JURTI/BAL 5.98 DME/RADAR

TO  
ZIXUS/BAL 2.28 DME

RNP	DISTANCE 3.70	PAT	MAP	HAT 477	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.TOWER (24-000543)	391050.06N/0763259.14W		524	50	20	2C	250				SA-171	620

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:  
OBSTACLE #3 IS LOCATED 1,197 FEET INTO THE SECONDARY AREA.  
FINAL: LOC STEPDOWN

FROM  
ZIXUS/BAL 2.28 DME

TO  
5.70 NM AFTER JURTI/BAL 5.98 DME/RADAR

RNP	DISTANCE 2.00	PAT	MAP 5.70 NM AFTER JURTI/BAL 5.98 DME/RADAR	HAT 317	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
4.BLDG (24-000661)	391017.00N/0763713.00W		200	50	20	2C	250					460

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : ILS

FROM  
DA

TO  
EMI VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS 162					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2600
5.TOWER (24-000450)	391716.23N/0764537.03W		1464	20	3	1A	1000				XP136	2600
6.TERRAIN	392730.00N/0770254.00W		893 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP - RETAIN HOLDING ALTITUDE FROM PREVIOUS AMENDMENT.

MISSED APPROACH : LOC

FROM  
5.70 NM AFTER JURTI/BAL 5.98 DME/RADAR

TO  
EMI VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS 210					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2600
5.TOWER (24-000450)	391716.23N/0764537.03W		1464	20	3	1A	1000				XP136	2600
6.TERRAIN	392730.00N/0770254.00W		893 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP - RETAIN HOLDING ALTITUDE FROM PREVIOUS AMENDMENT.



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
7.TREE	391156.56N/0764054.48W	1.30	497/497	339	50	20	2C	300			640/640
CATEGORY B											
8.COMM TWR (KBWIT004120)	391231.24N/0763827.54W	1.81	517/517	342	20	10	1B	300			660/660
CATEGORY C											
9.TREE (KBWIT004125)	391215.77N/0764326.86W	2.84	557/557	381	20	10	1B	300			700/700
CATEGORY D											
10.AAO	391415.80N/0764259.78W	3.71	717/717	560	50	20	2C	300			860/860

**CIRCLING REMARKS:**  
OBSTACLES 7 AND 10 VERIFIED ON QUAD CHART (2C ACCURACY CODE APPLIED)

MSA

CENTER  
BAL VORTAC

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
180-270	TWR (11-020097)	385701.39N/0770445.92W	247	23.6	1102	250	50	4D	1000			2200
270-180	TWR (24-000503)	393659.00N/0765136.00W	352	28.3	1598	500	125	5E	1000			2600

MSA REMARKS:

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**  
MAXIMUM VEGETATION HEIGHT 100 FEET PER FPT.  
PROCEDURE DESIGNED PER ATC REQUEST, WITHOUT IAF DUE TO AIRSPACE CONSTRAINTS/TRAFFIC FLOW.  
PROCEDURAL TCH 55.00 UTILIZED.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDC ARTCC, PCT TRACON, BWI TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KBWI	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KBWI	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

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

<u>PRIMARY NAVAID</u> I-OEH	<u>MONITOR POINT</u> BWI ATCT	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW10 - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW15L - HIRL, REIL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW15R - MALSR, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW28 - MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW33L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW33R - MALSR, HIRL, REIL, PAPI-4L	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 129.8	<u>TCH</u> 55.0	<u>ELEV GS ANTENNA</u> 129.2	<u>DISTANCE FROM RWY</u> 960	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 75.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	700
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:





**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or  
**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

PENETRATIONS REMARKS:

**PART C: GENERAL REMARKS:**  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
  
ALTERNATE MISSED APPROACH NOT DEVELOPED PER ATC REQUEST.  
  
ORDER 8260.3 CHAPTER 2 APPLIED TO 242 TOWER (24-001035) 390954.06N/0763618.19W.  
ORDER 8260.3 CHAPTER 2 APPLIED TO 735 STACK (24-031589) 391048.12N/0763220.05W.  
  
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<b>AIRPORT ID</b> KBWI	<b>PROCEDURE NAME</b> ILS OR LOC RWY 28	<b>AMDT NO.</b> 17A	<b>CITY</b> BALTIMORE	<b>STATE</b> MD	<b>AIRPORT ELEVATION</b> 143	<b>FACILITY</b> I-OEH
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.83
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.83
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	274.22
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	4.90
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.28
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	274.22
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD  
COORDINATES  
(IF STR-IN)

391021.98N/0763918.49W

ARP COORDINATES

391032.62N/0764008.37W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 10 DISTANCE 0.99 NM

FAF  
COORDINATES

390956.57N/0763159.94W

FIX NAME  
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED  
THLD DISPLACED 700FT, ACTUAL COORDINATES: 391021.48N/0763909.62W.

QUALITY  
12  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> MICHAEL R. GARRITY JR.	<u>OFFICE</u> AJV-A423	<u>DATE</u> 05/10/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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