

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 09/05/2024	APWS Task ID: AAF1FADCB1854C1E9C37759BF4981866	APWS Project ID: D0D5513F61BB49AFBE999DC1D3B8C3E1
Procedure: RNAV (RNP) Z RWY 10 AMDT 3		Enroute: NO	Specialist: Tucker, Andre		Agreement Number:
Airport ID: KBWI			Airport City: BALTIMORE		State: MD
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: PROCEDURE REDESIGN FOR NOISE ABATEMENT. APPROVAL LETTER SUBMITTED FOR MANDATORY 4000 AT ANCRR. APPROVAL LETTER SUBMITTED FOR MANDATORY 4000 AT BEGUE. APPROVAL LETTER SUBMITTED FOR MANDATORY 4000 AT STRPS. CONTACT ERIC SUSKI: (405) 954-7331. <div>Digitally signed by ERIC N SUSKI Apr 29, 2024</div></div>					

QUALITY
33
CHECKED

QUALITY
34
CHECKED



Federal Aviation Administration

Memorandum

Date:

To: Christopher J Hope, Manager, Flight Technologies and Procedures Division
THRU: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group.

From: Manager, IFP Team, AJV-4

Subject: Letter of Approval Request KBWI RNAV (RNP) Z RWY 10

KBWI RNAV (RNP) Z RWY 10: ANCR R Mandatory Altitude.

PCT TRACON requests AFS approval to chart a mandatory altitude restriction at the following fix: ANCR R at 4000ft MSL for RNAV (RNP) Z RWY 10 instrument approach procedure for Baltimore/Washington INTL Thurgood Marshall (KBWI).

Currently, FAAO 8260.19I paragraph 8-6-10n (1) requires Flight Standards approval from the Flight Technologies and Procedures Division to chart a mandatory altitude on the intermediate segment of an instrument approach procedure.

Therefore, PCT TRACON requests to chart the mandatory restriction at ANCR R RNAV (RNP) Z RWY 10. This is an ATC operational request to connect to KBWI MINDY and RAVNN STARS.



Federal Aviation Administration

Memorandum

Date:

To: Christopher J Hope, Manager, Flight Technologies and Procedures Division
THRU: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group.

From: Manager, IFP Team, AJV-4

Subject: Letter of Approval Request KBWI RNAV (RNP) Z RWY 10

KBWI RNAV (RNP) Z RWY 10: STRPS Mandatory Altitude.

PCT TRACON requests AFS approval to chart a mandatory altitude restriction at the following fix: STRPS at 4000ft MSL for RNAV (RNP) Z RWY 10 instrument approach procedure for Baltimore/Washington INTL Thurgood Marshall (KBWI).

Currently, FAAO 8260.19I paragraph 8-6-10n (1) requires Flight Standards approval from the Flight Technologies and Procedures Division to chart a mandatory altitude on the intermediate segment of an instrument approach procedure.

Therefore, PCT TRACON requests to chart the mandatory restriction at STRPS RNAV (RNP) Z RWY 10. This is an ATC operational request to connect to KBWI TRISH and ANTHM STARS.



Federal Aviation Administration

Memorandum

Date:

To: Christopher J Hope, Manager, Flight Technologies and Procedures Division
THRU: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group.

From: Manager, IFP Team, AJV-4

Subject: Letter of Approval Request KBWI RNAV (RNP) Z RWY 10

KBWI RNAV (RNP) Z RWY 10: BEGUE Mandatory Altitude.

PCT TRACON requests AFS approval to chart a mandatory altitude restriction at the following fix: BEGUE at 4000ft MSL for RNAV (RNP) Z RWY 10 instrument approach procedure for Baltimore/Washington INTL Thurgood Marshall (KBWI).

Currently, FAAO 8260.19I paragraph 8-6-10n (1) requires Flight Standards approval from the Flight Technologies and Procedures Division to chart a mandatory altitude on the intermediate segment of an instrument approach procedure.

Therefore, PCT TRACON requests to chart the mandatory restriction at BEGUE RNAV (RNP) Z RWY 10. This is an ATC operational request to prevent aircraft power changes and ensure noise abatement.

Digitally signed by

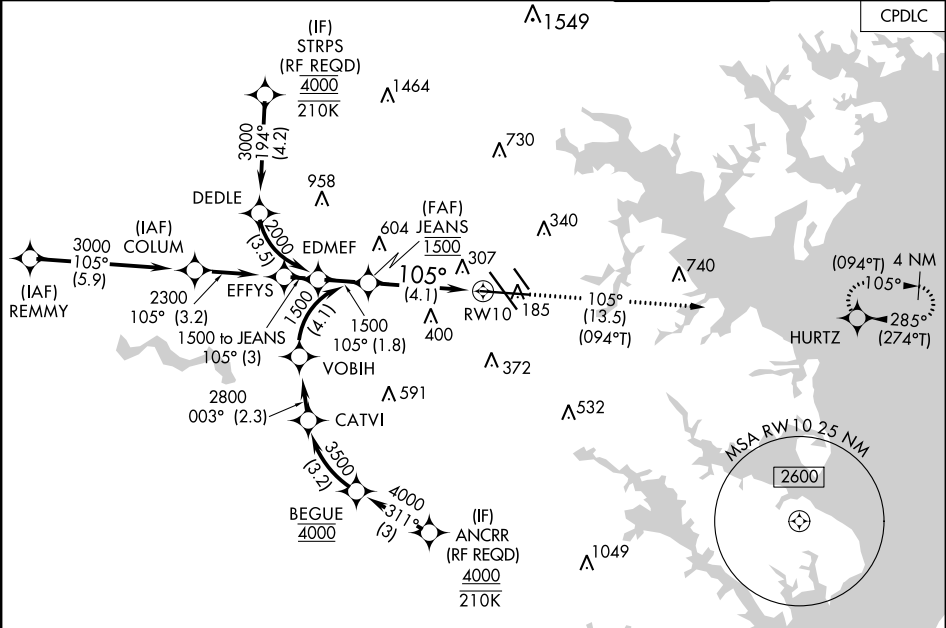
ERIC N SUSKI

Apr 29, 2024

APP CRS	Rwy Idg	9953
105°	TDZE	143
	Apt Elev	143

RNAV (RNP) Z RWY 10
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH - GPS.		ALSF-2	MISSED APPROACH: Climb to 2500 on track 105° to HURTZ and hold.	
▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to 1½ SM.		ALSF-2		
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



ELEV 143					D	TDZE 143				
PROTOTYPE-NOT FOR NAVIGATION										
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71). See planview for multiple IF locations.					2500 ↑ tr 105°		HURTZ			
JEANS 1500		1500								
GP 3.00° TCH 55		105°								
		RW10								
		4.1 NM								
CATEGORY	A	B	C	D						
RNP 0.11 DA			444/24 301 (400-½)							
RNP 0.30 DA			628/50 485 (500-1)							
AUTHORIZATION REQUIRED										
TDZ/CL Rwy 10 and 33L REIL Rwy 15L and 33R HIRL all Rwy										

APP CRS	Rwy Idg	9953
105°	TDZE	143
	Apt Elev	143

OLD

RNAV (RNP) Z RWY 10

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to 1 3/8 SM.

ALSF-2

MISSED APPROACH:
Climb to 2500 on track 105° to HURTZ 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

NE-3, 28 DEC 2023 to 25 JAN 2024

ELEV 143	D	TDZE 143
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).
See planview for multiple IF locations.

GP 3.00° TCH 56

4.1 NM

CATEGORY A B C D

RNP 0.11 DA 448/24 305 (400-1/2)

RNP 0.30 DA 626/60 483 (500-1/4)

AUTHORIZATION REQUIRED

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

NE-3, 28 DEC 2023 to 25 JAN 2024

RNAV (RNP) Z RWY 10

