

**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> BWI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 10 ILS RWY 10 (SA CAT I) ILS RWY 10 (CAT II) ILS RWY 10 (CAT III)	<u>ORIGINAL/AMENDMENT</u> 22	<u>CITY</u> BALTIMORE	<u>STATE</u> MD		
<u>AIRPORT ELEVATION</u> 143	<u>TDZE</u> 143	<u>SUPERSEDED</u> ILS OR LOC RWY 10 ILS RWY 10 (SA CAT I) ILS RWY 10 (CAT II) ILS RWY 10 (CAT III)	<u>ORIGINAL/AMENDMENT</u> 21D	<u>DATED</u> 09/08/2022	<u>MAG VAR</u> 11W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> I-BAL	<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>
REMMY/BAL 17.41 DME/RADAR	IAF	COLUM/BAL 11.53 DME/RADAR					105.20	5.88 (I-BAL)	3000
COLUM/BAL 11.53 DME/RADAR	IAF	EFFYS/BAL 8.34 DME/RADAR					105.20	3.19 (I-BAL)	2300
EFFYS/BAL 8.34 DME/RADAR	IF	JEANS/BAL 5.34 DME/RADAR					105.20	3.00 (I-BAL)	1500

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 4.09 NM AFTER JEANS/BAL 5.34 DME/RADAR OR AT BAL 1.25 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2500 ON BAL VORTAC R-105 TO HURTZ/BAL 12.27 DME/RADAR AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**

CLIMB TO 600 THEN CLIMBING LEFT TURN TO 2600 DIRECT EMI VORTAC AND HOLD.

**PROFILE:**

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)					
2.	PROFILE STARTS AT EFFYS/BAL 8.34 DME/RADAR										
3.	FAC:	105.20	FAF:	JEANS/BAL 5.34 DME/RADAR	DIST FAF TO MAP:	4.09	DIST FAF TO THLD:	4.09			
4.	MIN ALT:	EFFYS/BAL 8.34 DME/RADAR 2300, JEANS/BAL 5.34 DME/RADAR 1500, KHORT/BAL VORTAC 3.33 DME/RADAR 860									
5.	DIST TO THLD FROM OM:		MM:	IM:	100 HAT:	893.00	150 HAT:	1845	GS ANT:	1014	
6.	MIN GS INCPT:	1500	GS ALT AT PFAF:	JEANS/BAL 5.34 DME/RADAR 1500			OM:		MM:		IM:
7.	GS ANGLE:	3.00	34:1:		20:1:		TCH:	54.8			
8.	MSA FROM:	BAL VORTAC 180-270 2200, 270-180 2600									



EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.  
DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 10: CAT A, B, C, D, RA 188, RVR 1400, HAT 150, DA 293 MSL  
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 10: CAT A, B, C, D, RA 105, RVR 1200, HAT 100, DA 243 MSL  
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 10: CAT A, B, C, D, RVR 600  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.

ADDITIONAL FLIGHT DATA:

CHART R-4001B.

HOLD E, RT, 284.64 INBOUND.  
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE EMI VORTAC, LT, 307.00 INBOUND.  
CHART FAS OBST: 305 TREE (24-029419) 391022N/0764427W.  
CHART IN PLANVIEW: EMI VORTAC.  
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

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 10	343	1800	200	343	1800	200	343	1800	200	343	1800	200			
S-LOC 10	580	2400	437	580	2400	437	580	4000	437	580	4000	437			
CIRCLING	640	1	497	660	1	517	700	1 1/2	557	880	2 1/4	737			

CHANGES - REASONS

1. TERMINAL ROUTES: ADDED IAF REMMY-COLUM/IAF COLUM-EFFYS/IF EFFYS-JEANS. - PROCEDURE REDESIGN FOR NOISE ABATEMENT.
2. ALT MA INSTRUCTIONS: CHANGED FROM "CLIMB TO 600 THEN CLIMBING LEFT TURN TO 2600 HEADING 360 AND EMI VORTAC R-127 TO EMI VORTAC AND HOLD" TO "CLIMB TO 600 THEN CLIMBING LEFT TURN TO 2600 DIRECT EMI VORTAC AND HOLD". - PROCEDURE REDESIGN FOR NOISE ABATEMENT.
3. PROFILE LINE 2: CHANGED FROM COLUM/BAL 11.35 DME/RADAR TO EFFYS/BAL 8.34 DME/RADAR. - PROCEDURE REDESIGN FOR NOISE ABATEMENT.
4. PROFILE LINE 4: REMOVED COLUM, ADDED EFFEYS, AND CHANGED KHORT DME FROM 3.35 TO 3.33. - PROCEDURE REDESIGN FOR NOISE ABATEMENT.
5. PROFILE LINE 5: CHANGED100 HAT: FROM 855 TO 893 AND ADDED 150 HAT: 1845. - NEW EVAL COMPLETED AND IAW 8260.19I 8-6-7.
6. PROFILE LINE 7: CHANGED TCH FROM 55.0 TO 54.8. - REFLECT ILS OR LOC RWY 10 DESIGN TCH.
7. PROFILE LINE 8: CHANGED 180-270 FROM 2100 TO 2200. - NEW EVAL COMPLETED WITH NEW OBST.
8. NOTES: CHANGED SA CAT I NOTE FROM "RA 191, RVR 1400, HAT 150, DA 293 MSL" TO "RA 188, RVR 1400, HAT 150, DA 293 MSL" AND CHANGED CAT II NOTE FROM "RA 102, RVR 1200, HAT 100, DA 243 MSL" TO "RA 105, RVR 1200, HAT 100, DA 243 MSL". - NEW EVAL COMPLETED IN TARGETS.
9. ADDITIONAL FLIGHT DATA: CHANGED ALT MA FROM "HOLDING, HOLD S EMI VORTAC, LT, 359.00 INBOUND" TO "HOLD SE EMI VORTAC, LT, 307.00 INBOUND". - OLD INBOUND COURSE WAS DETERMINED UNRELIABLE BY FI.
10. ADDITIONAL FLIGHT DATA: ADDED (24-029419) FAS OBST. - UPDATED OBST INFO.
11. ADDITIONAL FLIGHT DATA: ADDED CHART R-4001B. - PRIMARY MA HOLDING OVERLAPS AREA.
12. MINIMUMS: CHANGED CIRCLING CAT D FROM 860/717 TO 880/737. - NEW EVAL COMPLETED WITH NEW OBST.





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

<u>AIRPORT ID</u> BWI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 10 ILS RWY 10 (SA CAT I) ILS RWY 10 (CAT II) ILS RWY 10 (CAT III)	<u>AMDT NO.</u> 22	<u>CITY</u> BALTIMORE	<u>STATE</u> MD	<u>AIRPORT ELEVATION</u> 143	<u>FACILITY</u> I-BAL
--------------------------	--------------------------------------------------------------------------------------------------------------------	-----------------------	--------------------------	--------------------	---------------------------------	--------------------------

**PART A: OBSTRUCTION DATA SEGMENTS**

**INITIAL**

<u>FROM</u> REMMY/BAL 17.41 DME/RADAR	<u>TO</u> COLUM/BAL 11.53 DME/RADAR
------------------------------------------	----------------------------------------

<u>RNP</u>	<u>DISTANCE</u> 5.88	<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>
TOWER (24-000343)	391407.07N/0770208.00W	997	250	50	4D	1000				AT1003	3000
TERRAIN	391515.00N/0765842.00W	643 (600)								AS1500	2100

**COMPUTATIONS**

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
------------	-------------	-------------	------------	-------------	-----------	-----------	------------	----------------------	-------------	----------------	-------------------------------

**SEGMENT REMARKS:**

**INITIAL**

<u>FROM</u> COLUM/BAL 11.53 DME/RADAR	<u>TO</u> EFFYS/BAL 8.34 DME/RADAR
------------------------------------------	---------------------------------------

<u>RNP</u>	<u>DISTANCE</u> 3.19	<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>
AAO	391009.00N/0765509.00W	712	215	8	4B	1000				AT588	2300
TERRAIN	391454.00N/0765348.00W	495 (500)								AS1500	2000

**COMPUTATIONS**

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
------------	-------------	-------------	------------	-------------	-----------	-----------	------------	----------------------	-------------	----------------	-------------------------------

**SEGMENT REMARKS:**

QUALITY  
34  
CHECKED

INTERMEDIATE

FROM

EFFYS/BAL 8.34 DME/RADAR

TO

JEANS/BAL 5.34 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.00										
<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>
TOWER (24-000116)	391335.64N/0764837.76W	958	20	10	1B	500					1500
TERRAIN	391336.00N/0764845.00W	534 (500)								AS1000	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS CAT II

FROM

JEANS/BAL 5.34 DME/RADAR

TO

RW10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.09		DA				100				
<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				243

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:





FINAL: LOC

FROM

JEANS/BAL 5.34 DME/RADAR

TO

KHORT/BAL VORTAC 3.33 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	2.01										
<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>
TOWER (24-000759)	391020.40N/0764635.40W	555	20	3	1A	250				DG55	860

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

KHORT/BAL VORTAC 3.33 DME/RADAR

TO

4.09 NM AFTER JEANS/BAL 5.34 DME/RADAR OR AT BAL 1.25 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.08		4.09 NM AFTER JEANS/BAL 5.34 DME/RADAR OR AT BAL 1.25 DME				437				
<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>
TREE (24-029419)	391021.97N/0764426.72W	305	20	3	1A	250				XP25	580

COMPUTATIONS

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

SEGMENT REMARKS:

RETAIN CURRENT MINIMUMS.

MISSED APPROACH: ILS CAT II

FROM

DA

TO

HURTZ/BAL 12.27 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<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>
							ASC				2500
STACK (24-000291)	391053.00N/0763217.00W	740	500	50	5D	1000					1800
TERRAIN	390957.00N/0764100.00W	206 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS SA CAT I

FROM

DA

TO

HURTZ/BAL 12.27 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<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>
							ASC				2500
STACK (24-000291)	391053.00N/0763217.00W	740	500	50	5D	1000					1800
TERRAIN	390957.00N/0764100.00W	206 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:





MISSED APPROACH: ILS

FROM

DA

TO

HURTZ/BAL 12.27 DME/RADAR

RNP	DISTANCE	PAT	MAP		HAT	HMAS					
						174					
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2500
STACK (24-000291)	391053.00N/0763217.00W	740	500	50	5D	1000					1800
TERRAIN	390957.00N/0764100.00W	206 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

4.09 NM AFTER JEANS/BAL 5.34 DME/RADAR OR AT BAL 1.25 DME

TO

HURTZ/BAL 12.27 DME/RADAR

RNP	DISTANCE	PAT	MAP		HAT	HMAS					
						330					
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2500
STACK (24-000291)	391053.00N/0763217.00W	740	500	50	5D	1000					1800
TERRAIN	390957.00N/0764100.00W	206 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE: ILS CAT II

FROM

DA

TO

EMI VORTAC

RNP	DISTANCE	PAT	MAP		HAT		HMAS				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2600
TOWER (24-000547)	392010.38N/0763857.88W	1549	500	125	5E	1000					2600
TERRAIN	393021.00N/0765745.00W	869 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: ILS SA CAT I

FROM

DA

TO

EMI VORTAC

RNP	DISTANCE	PAT	MAP		HAT		HMAS				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2600
TOWER (24-000547)	392010.38N/0763857.88W	1549	500	125	5E	1000					2600
TERRAIN	393021.00N/0765745.00W	869 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE: ILS

FROM

DA

TO

EMI VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 174				
<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				2600
TOWER (24-000547)	392010.38N/0763857.88W	1549	500	125	5E	1000					2600
TERRAIN	393021.00N/0765745.00W	869 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: LOC

FROM

4.09 NM AFTER JEANS/BAL 5.34 DME/RADAR OR AT BAL 1.25 DME

TO

EMI VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 330				
<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				2600
TOWER (24-000547)	392010.38N/0763857.88W	1549	500	125	5E	1000					2600
TERRAIN	393021.00N/0765745.00W	869 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



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											
TREE (24-029434)	391111.57N/0764213.94W	1.30	497	322	20	3	1A	300			640
CATEGORY B											
ANTENNA (24-030710)	391231.24N/0763827.54W	1.81	517	342	20	10	1B	300			660
CATEGORY C											
BUILDING (24-040487)	390923.70N/0764339.30W	2.84	557	400	50	20	2C	300			700
CATEGORY D											
AAO	391418.00N/0764300.00W	3.71	737	565	215	8	4B	300			880

CIRCLING REMARKS:

MSA

CENTER	RADIUS
BAL VORTAC	25

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

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDC ARTCC, PCT TRACON, BWI TOWER

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

WX REMARKS:

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

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

<b>GLIDESLOPE ANGLE</b> 3.00	<b>ELEV RWY THRESHOLD</b> 141.4	<b>TCH</b> 54.8	<b>ELEV GS ANTENNA</b> 137.6	<b>DISTANCE FROM RWY</b> 1014	<b>VGSI ANGLE</b> 3.00	<b>TCH</b> 71.4
---------------------------------	------------------------------------	--------------------	---------------------------------	----------------------------------	---------------------------	--------------------

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	550
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<b>CRITICAL LOW</b>	<b>CRITICAL HIGH</b>	<b>ACT</b>	<b>APT ISA</b>
---------------------	----------------------	------------	----------------

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.

100 FEET TREE HEIGHT APPLIED PER FPT.

SA CAT I/CAT II/CAT IIII MA PENETRATION OBSTACLES (145 SIGN 24-026576, 170 POLE 24-020425, 163 WIND SOCK 24-027394, AND 145 SIGN 24-029039) ARE ACCEPTABLE IAW 8260.3E TABLE 10-6-1.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	3.47
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.97
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	094.20
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	6.49
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.73
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	094.20
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD COORDINATES (IF STR-IN)	391028.69N/0764115.66W
ARP COORDINATES	391032.62N/0764008.37W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 10 DISTANCE 0.96 NM
FAF COORDINATES	391046.56N/0764630.73W
FIX NAME COORDINATES	IF EFFYS 391059.51N/0765021.61W

REMARKS

THLD DISPLACED 550FT, ACTUAL COORDINATES: 391029.09N/0764122.62W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ERIC N SUSKI (ANDRE TUCKER)	AJV-A431	01/26/2024	AERONAUTICAL INFORMATION SPECIALIST

