

WAAS CH <b>69208</b> <b>W33B</b>	APP CRS <b>335°</b>	Rwy Ldg TDZE <b>124</b> Apt Elev <b>143</b>
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BALTIMORE/

RNAV (GPS) RWY 33R

WASHINGTON INTL THURGOOD MARSHALL (BWI)

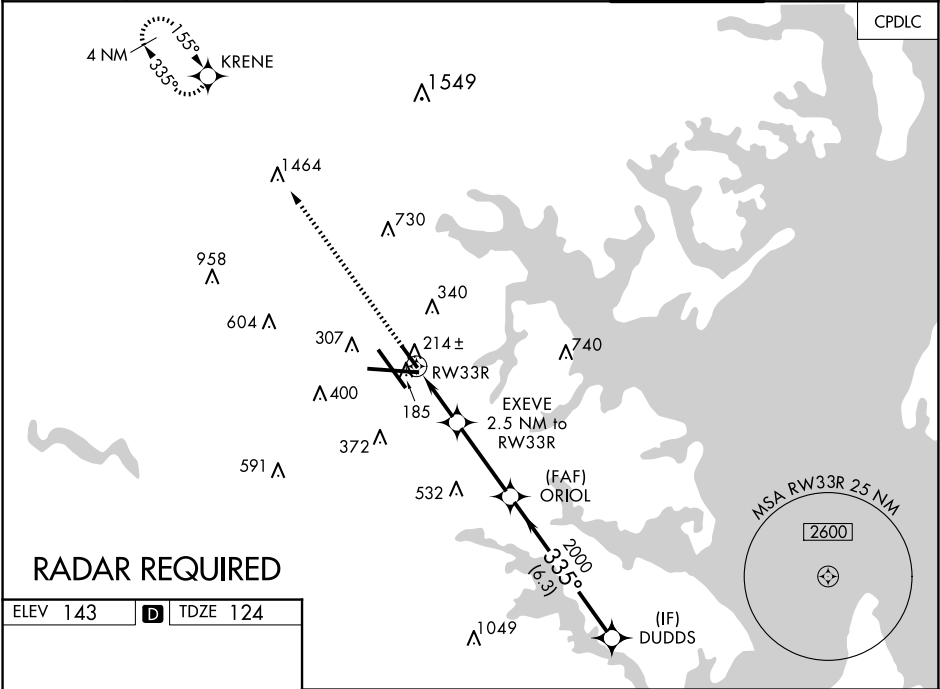
RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV, all Cats.

MALSR  




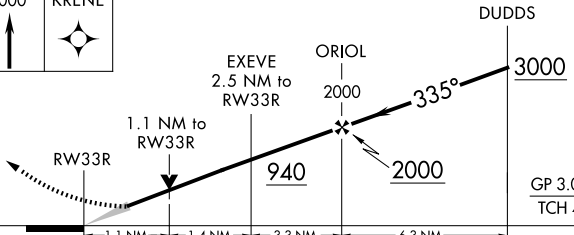

MISSED APPROACH:  
Climb to 3000 direct KRENE and hold.

D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON (020°-100°) <b>119.0 282.275</b> (101°-130°) <b>124.55 317.425</b>	(131°-180°) <b>119.7 290.475</b> (181°-019°) <b>128.7 307.9</b>	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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ELEV 143 **D** TDZE 124

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

3000	KRENE	DUDDS			
					
		1.1 NM to RW33R	1.4 NM	3.3 NM	6.3 NM
		GP 3.00° TCH 47			
CATEGORY	A	B	C	D	
LPV DA	333/40	209 (200-¾)	NA		
LNAV/VNAV DA	406/40	282 (300-¾)	NA		
LNAV MDA	520/40	396 (400-¾)	NA		
 CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA		