

BALTIMORE, MARYLAND

AL-804 (FAA)

25163

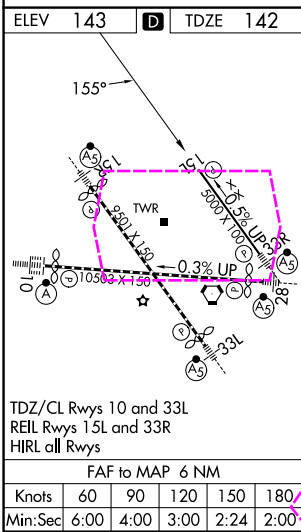
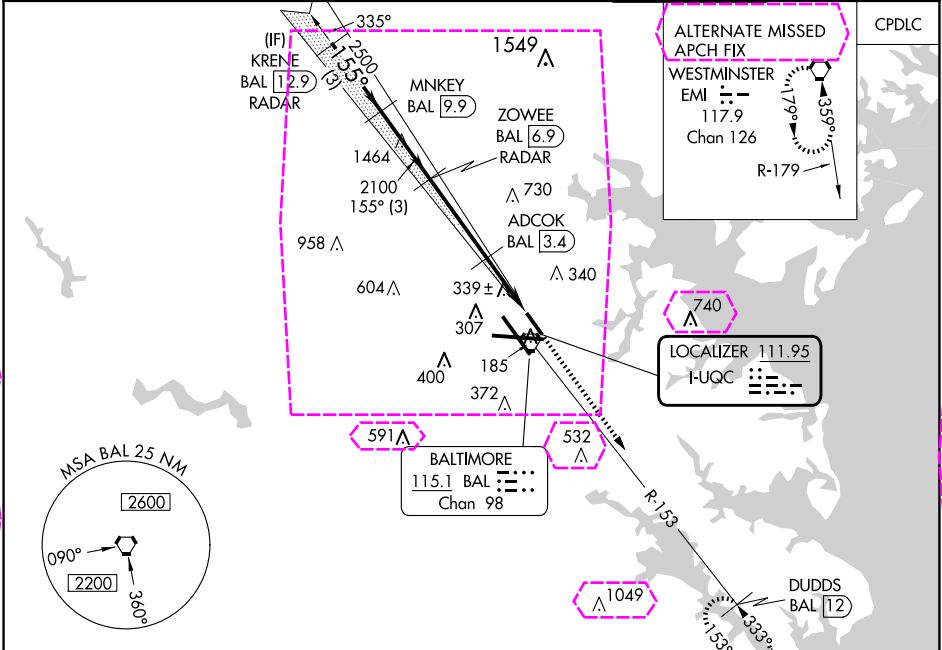
| | | | |
|-----------|---------|----------|------|
| LOC I-QUC | APP CRS | Rwy Ldg | 5000 |
| 111.95 | 155° | TDZE | 142 |
| | | Apt Elev | 143 |

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 15L

▼ DME from BAL VORTAC. Simultaneous reception of I-QUC and BAL DME required. DME required. Simultaneous approach authorized with Rwy 15R. Helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 2500 on heading 155° and BAL VORTAC R-153 to DUDDS/BAL 12 DME 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 |



RADAR REQUIRED

| | | | | | | |
|-----------|----------------------------|----------------------------|---------------------------|-----------------------|--------------|-----------------|
| | KRENE BAL 12.9 RADAR | MNKEY BAL 9.9 RADAR | ZOWEE BAL 6.9 RADAR | 2500 ↑ hdg 155° | BAL R-153 | DUDDS BAL 12 |
| | 3000 | 2100 | 2100 | 2100 | *980 | *LOC only. |
| | GS 3.00° TCH 47 | 3 NM | 3 NM | 3.5 NM | 1.3 NM | 1.2 NM |
| CATEGORY | A | B | C | D | | |
| S-ILS 15L | 544-1 $\frac{3}{8}$ | 402 (500-1 $\frac{1}{2}$) | | NA | | |
| S-LOC 15L | 560/55 | 418 (500-1) | | NA | | |
| CIRCLING | 640-1 497 (500-1) | 660-1 517 (600-1) | | NA | | |

BALTIMORE, MARYLAND
Amdt 4A 23APR20

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N-76°40'W

ILS or LOC RWY 15L

BALTIMORE, MARYLAND

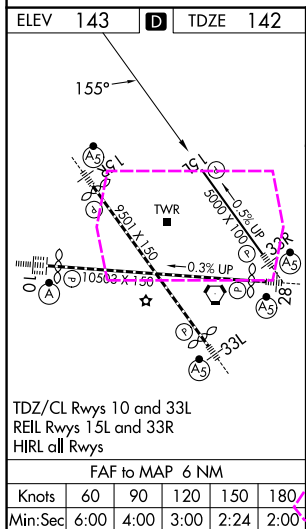
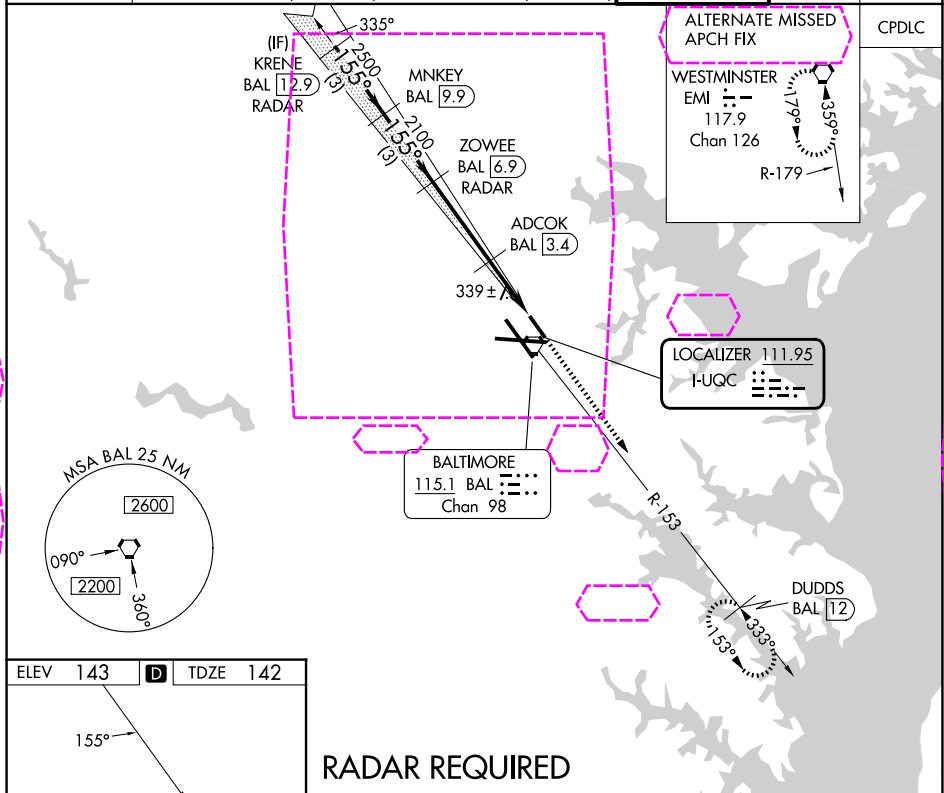
AL-804 (FAA)

25219

| | | | |
|-----------|---------|----------|------|
| LOC I-QUC | APP CRS | Rwy Ldg | 5000 |
| 111.95 | 155° | TDZE | 142 |
| | | Apt Elev | 143 |

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 15L

| | | | | | |
|--|----------------|---|---|---------|----------|
| DME from BAL VORTAC. Simultaneous reception of I-QUC and BAL DME required. DME required. Simultaneous approach authorized with Rwy 15R. Helicopter visibility reduction below RVR 4000 NA. | | | MISSED APPROACH: Climb to 2500 on heading 155° and BAL VORTAC R-153 to DUDDS/BAL 12 DME and hold. | | |
| D-ATIS | 119.0 282.275 | POTOMAC APP CON (020°-100°) 119.7 290.475 (131°-180°) (101°-130°) 128.7 307.9 (181°-019°) | BALTIMORE TOWER | GND CON | CLNC DEL |
| 115.1 127.8 | 124.55 317.425 | | 119.4 257.8 | 121.9 | 118.05 |



RADAR REQUIRED

| | | | | | | |
|----------------------|----------------------|----------------------------|---------------------|---------------|-----------|--------------|
| KRENE BAL 12.9 RADAR | | MNKEY BAL 9.9 | ZOWEE BAL 6.9 RADAR | 2500 | BAL R-153 | DUDDS BAL 12 |
| 3000 | | 2100 | 2100 | hdg 155° | | |
| GS 3.00° TCH 47 | | 2100 | *980 | ADCOK BAL 3.4 | *BAL 2.1 | *LOC only. |
| 3 NM | | 3 NM | 3.5 NM | 1.3 NM | 1.2 NM | |
| CATEGORY | A | B | C | D | | |
| S-ILS 15L | 544-1 $\frac{3}{8}$ | 402 (500-1 $\frac{3}{8}$) | | NA | | |
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| CIRCLING | 640-1 497 (500-1) | 660-1 517 (600-1) | | NA | | |

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Amdt 4A 23APR20

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N-76°40'W
ILS or LOC RWY 15L

NE-3, 07 AUG 2025 to 04 SEP 2025

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