

BALTIMORE, MARYLAND

AL-804 (FAA)

25163

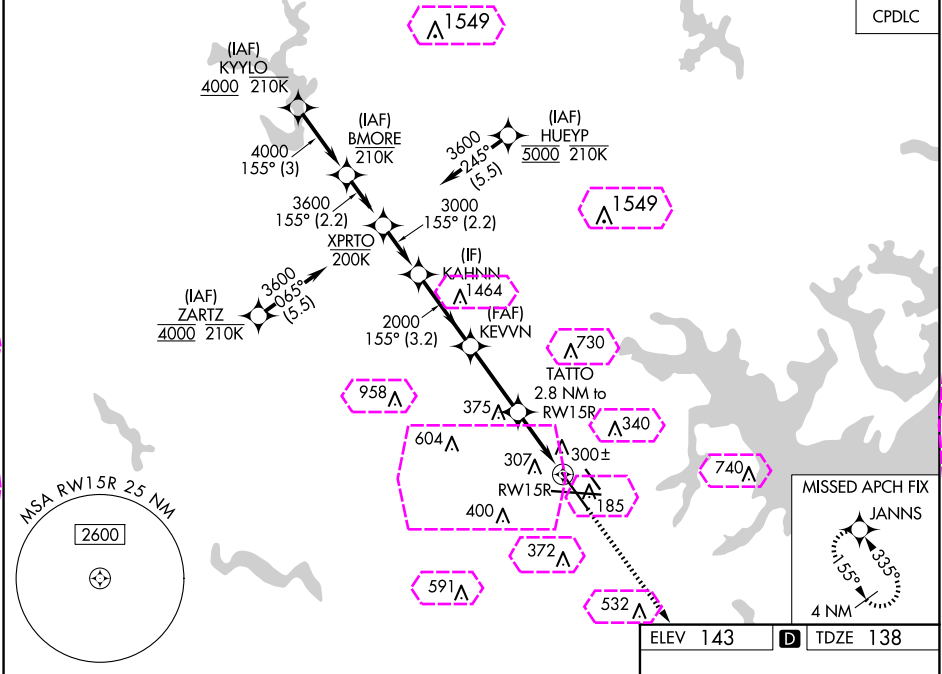
WAAS CH <b>66007</b> <b>W15B</b>	APP CRS <b>155°</b>	Rwy Ldg TDZE <b>138</b> Apt Elev <b>143</b>	<b>8301</b>
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# RNAV (GPS) Y RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 2500 direct JANNIS and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. ▲ Simultaneous approach authorized with Rwy 15L. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.		

D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (131°-180°) <b>124.55 317.425</b> (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>
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<p>KAHNN VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 73).</p> <p>GP 3.00° TCH 56</p> <p>3000 155° 2000 1080</p> <p>3.2 NM 2.9 NM 1.7 NM 1.1 NM</p>					<p>2500 JANNIS</p>				
CATEGORY	A		B		C		D		
LPV DA	*338/24 200 (200-½)								
LNAV/VNAV DA	557/40 419 (500-¾)								
LNAV MDA	560/24 422 (500-½)				560/40 422 (500-¾)				
CIRCLING	640-1 497 (500-1)		660-1 517 (600-1)		700-1½ 557 (600-1½)		880-2¼ 737 (800-2¼)		

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

BALTIMORE, MARYLAND  
Amdt 3 05SEP24

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

# RNAV (GPS) Y RWY 15R

BALTIMORE, MARYLAND

AL-804 (FAA)

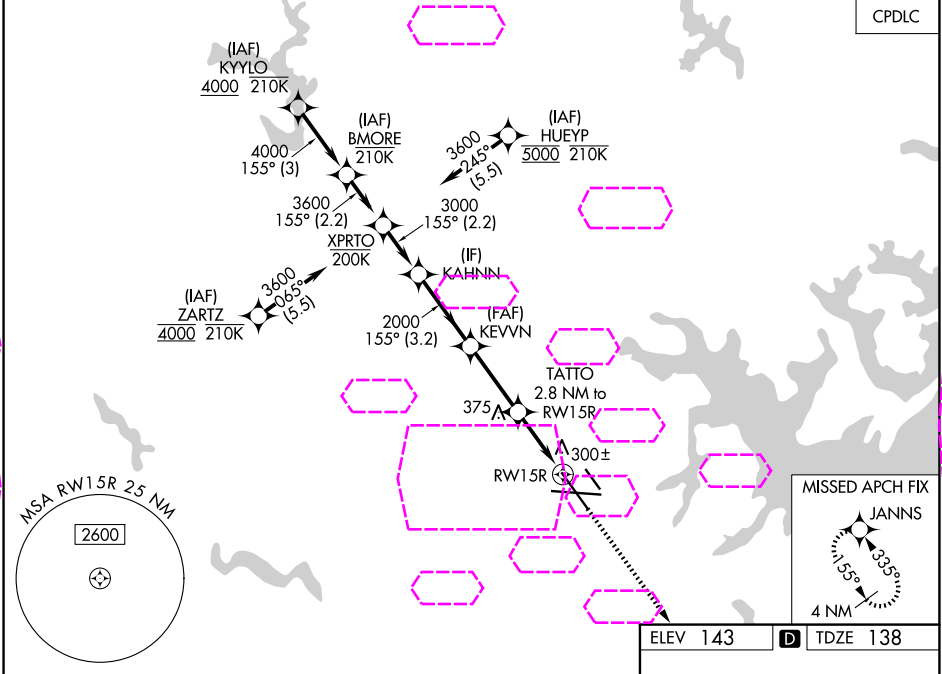
25219

WAAS CH <b>66007</b> <b>W15B</b>	APP CRS <b>155°</b>	Rwy Ldg TDZE <b>138</b> Apt Elev <b>143</b>	<b>8301</b>
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RNAV (GPS) Y RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS.		MALSR		MISSED APPROACH: Climb to 2500 direct JANNS and hold.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. ▲ Simultaneous approach authorized with Rwy 15L. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.					
D-ATIS <b>115.1 127.8</b>	POTOMAC APP CON <b>119.0 282.275</b> (020°-100°) <b>119.7 290.475</b> (131°-180°) <b>124.55 317.425</b> (101°-130°) <b>128.7 307.9</b> (181°-019°)	BALTIMORE TOWER <b>119.4 257.8</b>		GND CON <b>121.9</b>	CLNC DEL <b>118.05</b>



KAHNN		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 73).		2500	JANNS
3000		155°		2000	KEVVN
GP 3.00°		TCH 56		1080	TATTO 2.8 NM to RWY 15R
3.2 NM		2.9 NM		1.7 NM	1.1 NM to RWY 15R
CATEGORY	A	B	C	D	
LPV DA	*338/24		200 (200-½)		
LNAV/VNAV DA	557/40		419 (500-¾)		
LNAV MDA	560/24	422 (500-½)	560/40	422 (500-¾)	
CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)	

