

**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.

<b>AIRPORT ID</b> BWI	<b>PROCEDURE NAME</b> ILS OR LOC RWY 15R	<b>ORIGINAL/AMENDMENT</b> 17	<b>CITY</b> BALTIMORE	<b>STATE</b> MD
<b>AIRPORT ELEVATION</b> 143	<b>TDZE</b> 138	<b>SUPERSEDED</b> ILS OR LOC RWY 15R	<b>DATED</b> 09/08/2022	<b>MAG VAR</b> 11W
<b>FACILITY</b> I-FND	<b>COORDINATES OF FACILITIES</b> 390939.09N/0763933.46W	<b>ACTUAL EFFECTIVE DATE</b>	<b>REQUIRED EFFECTIVE DATE</b> 09/05/2024	<b>EPOCH YEAR</b> 2000
			<b>CANCEL/SUSPEND</b>	

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
HUEYP	IAF	XPRTO/BAL 12.23 DME/RADAR		TF	FB	1.00	245.18	5.53	3600
ZARTZ	IAF	XPRTO/BAL 12.23 DME/RADAR		TF	FB	1.00	065.06	5.53	3600
KYYLO/BAL 17.45 DME/RADAR	IAF	BMORE/BAL 14.47 DME/RADAR					155.20 (I-FND)	2.98	4000
BMORE/BAL 14.47 DME/RADAR	IAF	XPRTO/BAL 12.23 DME/RADAR					155.20 (I-FND)	2.24	3600
XPRTO/BAL 12.23 DME/RADAR		KAHNN/BAL 10.07 DME/RADAR					155.20 (I-FND)	2.16	3000
KAHNN/BAL 10.07 DME/RADAR	IF	KEVVN/BAL 6.89 DME/RADAR	PFAF				155.20 (I-FND)	3.18	2000

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 5.67 NM AFTER KEVVN/BAL 6.89 DME/RADAR OR AT BAL 1.24 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2500 ON BAL VORTAC R-156 TO JANNS/BAL 13.0 DME/RADAR AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT KAHNN/BAL 10.07 DME/RADAR
- FAC: 155.20 FAF: KEVVN/BAL 6.89 DME/RADAR DIST FAF TO MAP: 5.67 DIST FAF TO THLD: 5.67
- MIN ALT: KAHNN/BAL 10.07 DME/RADAR 3000, KEVVN/BAL 6.89 DME/RADAR 2000, TATTO/BAL 4.00 DME/RADAR 1080
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1112
- MIN GS INCPT: 2000 GS ALT AT PFAF: KEVVN/BAL 6.89 DME/RADAR 2000 OM: MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 55.7
- MSA FROM: BAL VORTAC 180-270 2200, 270-180 2600



**PBN REQUIREMENTS NOTE:**

RNP APCH-GPS. FROM HUEYP OR ZARTZ.

**EQUIPMENT REQUIREMENTS NOTES:**

DME OR RADAR REQUIRED.  
RADAR REQUIRED FOR PROCEDURE ENTRY AT KYILO OR BMORE.

**NOTES:**

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 15L.  
CHART NOTE: \* RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.  
CHART PROFILE NOTE: VGS1 AND ILS GLIDEPATH NOT COINCIDENT (VGS1 ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: DME FROM BAL VORTAC.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE LOC CAT C/D VISIBILITY TO 1 3/8 SM.  
CHART SPEED ICON IN PLANVIEW AT HUEYP: MAX 210 KIAS.  
CHART SPEED ICON IN PLANVIEW AT ZARTZ: MAX 210 KIAS.  
CHART SPEED ICON IN PLANVIEW AT XPRTO: MAX 200 KIAS.

**ADDITIONAL FLIGHT DATA:**

HOLD SE, LT, 336.46 INBOUND.  
CHART FAS OBST: 373 TREE (24-031401) 391306N/0764320W.  
CHART VDP AT 2.57 DME.  
DISTANCE VDP TO THLD 1.34 NM.  
CHART MANDATORY 5000 AT HUEYP.  
CHART MANDATORY 4000 AT ZARTZ.  
CHART AT OR ABOVE 4000 AT KYILO.  
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

<b><u>CATEGORY:</u></b>	<b><u>A</u></b>			<b><u>B</u></b>			<b><u>C</u></b>			<b><u>D</u></b>			<b><u>E</u></b>		
<b><u>FINAL TYPE</u></b>	<b><u>DA/MDA</u></b>	<b><u>VIS</u></b>	<b><u>HAT/HAA</u></b>	<b><u>DA/MDA</u></b>	<b><u>VIS</u></b>	<b><u>HAT/HAA</u></b>	<b><u>DA/MDA</u></b>	<b><u>VIS</u></b>	<b><u>HAT/HAA</u></b>	<b><u>DA/MDA</u></b>	<b><u>VIS</u></b>	<b><u>HAT/HAA</u></b>	<b><u>DA/MDA</u></b>	<b><u>VIS</u></b>	<b><u>HAT/HAA</u></b>
S-ILS 15R*	338	2400	200	338	2400	200	338	2400	200	338	2400	200			
S-LOC 15R	640	2400	502	640	2400	502	640	5500	502	640	5500	502			
CIRCLING	640	1	497	660	1	517	700	1 1/2	557	880	2 1/4	737			



**CHANGES - REASONS**

1. CHANGES FROM P-NOTAMS FOR AMENDMENT 16A INCORPORATED INTO FORM - IAW 8260.19I 8-3-4C(3).
2. TERMINAL ROUTES: REMOVED "EMI VORTAC TO BMORE" AND "BMORE TO KEVVN" – PROCEDURE REDESIGNED FOR NOISE ABATEMENT.
3. TERMINAL ROUTES: ADDED "KYYLO TO BMORE", "BMORE TO XPRTO", "HUEYP TO XPRTO", "ZARTZ TO XPRTO", "XPRTO TO KAHNN" AND "KAHNN TO KEVVN" - PROCEDURE REDESIGNED FOR NOISE ABATEMENT.
4. MISSED APPROACH: CHANGED MAP: LOC: FROM "5.99 MILES AFTER KEVVN/BAL 7.20 DME/RADAR OR AT BAL 1.24 DME FIX" TO "5.67 NM AFTER KEVVN/BAL 6.89 DME/RADAR OR AT BAL 1.24 DME" - UPDATED FAF LOCATION FOR NOISE ABATEMENT.
5. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 900 THEN CLIMBING RIGHT TURN TO 2600 ON BAL VORTAC R-294 TO DATED INT/BAL 14.92 DME AND HOLD, OR AS DIRECTED BY ATC" TO "CLIMB TO 2500 ON BAL VORTAC R-156 TO JANNS/BAL 13.0 DME/RADAR AND HOLD" - PROCEDURE REDESIGNED FOR NOISE ABATEMENT.
6. ALTERNATE MISSED APPROACH INSTRUCTIONS: REMOVED – IAW 8260.19I 8-6-6H(1).
7. PROFILE LINE 2: PROFILE STARTS AT CHANGED FROM "BMORE/BAL 13.80 DME/RADAR" TO "KAHNN/BAL 10.07 DME/RADAR" - IAW 8260.19I 8-6-7B(3)(A).
8. PROFILE LINE 3: CHANGED FAF FROM "KEVVN/BAL 7.20 DME/RADAR" TO "KEVVN/BAL 6.89 DME/RADAR", DIST FAF TO MAP FROM "5.99" TO "5.67" AND DIST FAF TO THLD FROM "5.99" TO "5.67" - FIX KEVVN RELOCATED.
9. PROFILE LINE 4: CHANGED FROM "BMORE 2500, KEVVN 2100, TATTO/BAL 3.97 DME 1080\*" TO "KAHNN/BAL 10.07 DME/RADAR 3000, KEVVN/BAL 6.89 DME/RADAR 2000, TATTO/BAL 4.00 DME/RADAR 1080" - IAW 8260.19I 8-6-7D.
10. PROFILE LINE 5: CHANGED GS ANT: FROM "1113" TO "1112" – NEW AIRNAV DATA.
11. PROFILE LINE 6: CHANGED MIN GP INCPT FROM "2100" TO "2000" AND GP ALT AT PFAF FROM "KEVVN 2100" TO "KEVVN/BAL 6.89 DME/RADAR 2000" – FIX KEVVN MOVED 0.31 NM SOUTHEAST AND ALTITUDE CHANGED TO KEEP 3.00 GLIDESLOPE.
12. PBN REQUIREMENTS NOTE: ADDED "RNP APCH-GPS. FROM HUEYP OR ZARTZ" - IAW 8260.19I 8-6-8.
13. EQUIPMENT REQUIREMENT NOTES: ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY AT KYYLO OR BMORE" - IAW 8260.19I 8-6-8.
14. EQUIPMENT REQUIREMENT NOTES: ADDED "DME OR RADAR REQUIRED" AND REMOVED FROM NOTES SECTION - IAW 8260.19I 8-6-8.
15. NOTES: CHANGED CHART NOTE: FROM "\*\*\*RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA" TO "RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA" – IAW 8260.19I, 8-6-11.K(1).
16. NOTES: REMOVED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON EMI VORTAC AIRWAY RADIALS 151 CW 187" – EMI VORTAC NO LONGER USED ON APPROACH.
17. NOTES: REMOVED "LOC ONLY" – NO LONGER REQUIRED.
18. NOTES: ADDED "CHART SPEED ICON IN PLANVIEW AT HUEYP: MAX 210 KIAS", "CHART SPEED ICON IN PLANVIEW AT ZARTZ: MAX 210 KIAS" AND "CHART SPEED ICON IN PLANVIEW AT XPRTO: MAX 200 KIAS" - TO MEET LEG LENGTH REQUIREMENTS, IAW 8260.19I 8-6-9.
19. NOTES: ADDED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE LOC CAT C/D VISIBILITY TO 1 3/8 SM" - IAW 8260.19I 8-6-11.
20. NOTES: ADDED "CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - IAW 8260.19I 8-6-10M(1).
21. ADDITIONAL FLIGHT DATA: CHANGED FROM "HOLD N, RT, 186.99 INBOUND" TO "HOLD SE, LT, 336.46 INBOUND" – NEW PRIMARY MISSED APPROACH HOLD.
22. ADDITIONAL FLIGHT DATA: REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S DATED INT/DCA 22.33 DME, RT, 016.67 INBOUND" - ALTERNATED MISSED REMOVED PER FPT.
23. ADDITIONAL FLIGHT DATA: CHART FAS OBST: CHANGED FROM "290 TREE 391215N/0764208W" TO "373 TREE (24-031401) 391306N/0764320W" – NEW CONTROLLING OBSTACLE.
24. ADDITIONAL FLIGHT DATA: REMOVED "CHART 373 TREE 391306N0764320W" AND "CHART 1437 TOWER 391642N/0764503W" - NEW CONTROLLING OBSTACLE.
25. ADDITIONAL FLIGHT DATA: ADDED "CHART VDP AT 2.57 DME" AND "DISTANCE VDP TO THLD 1.34 NM" - IAW 8260.3E 2-6-5.
26. ADDITIONAL FLIGHT DATA: ADDED "CHART MANDATORY 5000 AT HUEYP", "CHART MANDATORY 4000 AT ZARTZ" AND "CHART AT OR ABOVE 4000 AT KYYLO" - IAW 8260.3E 2-2-7F(1).
27. MINIMUMS: CHANGED FINAL TYPE FROM "S-ILS 15R\*" TO "S-ILS 15R" – NO LONGER NEED DOUBLE ASTERISK.
28. MINIMUMS: UPDATED S-LOC 15R MDA/HAT ALL CATS FROM "4540/402" TO "640/502" – NEW CONTROLLING OBSTACLE.
29. MINIMUMS: UPDATED S-LOC 15R VISIBILITY CATS C/D FROM "4000" TO "5500" – IAW 8260.3E TABLE 3-3-1.

**COORDINATED WITH:**

A4A  
  ALPA  
  AOPA  
  APA  
  HAI  
  NBAA  
 OTHER: ZDC, POTOMAC APP CON, BWI ATCT, AMGR.

**FLIGHT CHECKED BY**

PENDING

**OFFICE**

**DATE**

**DEVELOPED BY**

ERIC N SUSKI (EMMANUEL R. GONZALES)

**OFFICE**

AJV-A431

**DATE**

02/08/2024

**APPROVED BY**

ERIC N SUSKI

**OFFICE**

AJV-A431

**DATE**

**TITLE**  
MANAGER



**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 15R	<u>AMDT NO.</u> 17	<u>CITY</u> BALTIMORE	<u>STATE</u> MD	<u>AIRPORT ELEVATION</u> 143	<u>FACILITY</u> I-FND
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**PART A: OBSTRUCTION DATA SEGMENTS**

**INITIAL**

**FROM** HUEYP **TO** XPRTO/BAL 12.23 DME/RADAR

<u>RNP</u> 1.00	<u>DISTANCE</u> 5.53	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (24-000024)	392233.41N/0764620.72W	1037	250	50	4D	1000				AT1563	3600
TERRAIN	392233.00N/0764900.00W	626 (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>
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**SEGMENT REMARKS:**

**INITIAL**

**FROM** ZARTZ **TO** XPRTO/BAL 12.23 DME/RADAR

<u>RNP</u> 1.00	<u>DISTANCE</u> 5.53	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (24-000744)	391849.23N/0765537.18W	860	20	3	1A	1000				AT1740	3600
TERRAIN	391839.00N/0765545.00W	639 (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>
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**SEGMENT REMARKS:**



**AIRPORT ID**  
BWI

**PROCEDURE NAME**  
ILS OR LOC RWY 15R

**AMDT NO.**  
17

**CITY**  
BALTIMORE

**STATE**  
MD

**AIRPORT ELEVATION**  
143

**FACILITY**  
I-FND

**INITIAL**

**FROM**  
KYYLO/BAL 17.45 DME/RADAR

**TO**  
BMORE/BAL 14.47 DME/RADAR

**RNP**                      **DISTANCE**                      **PAT**                      **MAP**                      **HAT**                      **HMAS**  
2.98

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
TOWER (24-000339)	392223.38N/0765354.93W	1060	20	3	1A	1000				AT1940	4000
TERRAIN	392436.00N/0765024.00W	708 (700)								AS1500	2200

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**INITIAL**

**FROM**  
BMORE/BAL 14.47 DME/RADAR

**TO**  
XPRTO/BAL 12.23 DME/RADAR

**RNP**                      **DISTANCE**                      **PAT**                      **MAP**                      **HAT**                      **HMAS**  
2.24

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
TOWER (24-000024)	392233.41N/0764620.72W	1037	250	50	4D	1000				AT1563	3600
TERRAIN	392245.00N/0764915.00W	626 (600)								AS1500	2100

**COMPUTATIONS**

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

**SEGMENT REMARKS:**



INITIAL: STEPDOWN

FROM  
XPRTO/BAL 12.23 DME/RADAR

TO  
KAHNN/BAL 10.07 DME/RADAR

RNP                      DISTANCE                      PAT                      MAP                      HAT                      HMAS  
   2.16

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (24-000225)	392001.00N/0764611.00W	928	500	125	5E	1000				AT1072	3000
TERRAIN	392130.00N/0764736.00W	580 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM  
KAHNN/BAL 10.07 DME/RADAR

TO  
KEVVN/BAL 6.89 DME/RADAR

RNP                      DISTANCE                      PAT                      MAP                      HAT                      HMAS  
   3.18

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (24-000450)	391716.23N/0764537.03W	1464	20	3	1A	500					2000
TERRAIN	391718.00N/0764524.00W	551 (600)								AS1000	1600

COMPUTATIONS

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

SEGMENT REMARKS:



**AIRPORT ID**  
BWI

**PROCEDURE NAME**  
ILS OR LOC RWY 15R

**AMDT NO.**  
17

**CITY**  
BALTIMORE

**STATE**  
MD

**AIRPORT ELEVATION**  
143

**FACILITY**  
I-FND

**FINAL: ILS**

**FROM**  
KEVVN/BAL 6.89 DME/RADAR

**TO**  
RW15R

RNP

DISTANCE  
5.67

PAT

MAP  
DA

HAT  
200

HMAS

<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				338

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**FINAL: LOC**

**FROM**  
KEVVN/BAL 6.89 DME/RADAR

**TO**  
TATTO/BAL 4.00 DME/RADAR

RNP

DISTANCE  
2.89

PAT

MAP

HAT

HMAS

<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	391618.00N/0764433.00W	725	215	8	4B	250				DG105	1080

**COMPUTATIONS**

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

**SEGMENT REMARKS:**



**FINAL: LOC STEPDOWN**

**FROM**

TATTO/BAL 4.00 DME/RADAR

**TO**

5.67 NM AFTER KEVVN/BAL 6.89 DME/RADAR OR AT BAL 1.24 DME

<b>RNP</b>	<b>DISTANCE</b>	<b>PAT</b>	<b>MAP</b>	<b>HAT</b>	<b>HMAS</b>
	2.78		5.67 NM AFTER KEVVN/BAL 6.89 DME/RADAR OR AT BAL 1.24 DME	502	

<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 (24-031401)	391305.54N/0764320.11W	373	20	3	1A	250					640

**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**

JANNS/RADAR

<b>RNP</b>	<b>DISTANCE</b>	<b>PAT</b>	<b>MAP</b>	<b>HAT</b>	<b>HMAS</b>
					170

<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
TOWER (24-000913)	390036.77N/0763631.88W	1049	20	3	1A	1000				SA-220	1900
TERRAIN	390303.00N/0763657.00W	209 (200)								AS1500	1700

**COMPUTATIONS**

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

**SEGMENT REMARKS:**





**AIRPORT ID**  
BWI

**PROCEDURE NAME**  
ILS OR LOC RWY 15R

**AMDT NO.**  
17

**CITY**  
BALTIMORE

**STATE**  
MD

**AIRPORT ELEVATION**  
143

**FACILITY**  
I-FND

**MISSED APPROACH: LOC**

**FROM**  
5.67 NM AFTER KEVVN/BAL 6.89 DME/RADAR OR AT BAL 1.24 DME

**TO**  
JANNS/RADAR

**RNP**                      **DISTANCE**                      **PAT**                      **MAP**                      **HAT**                      **HMAS**  
390

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2500
TOWER (24-000913)	390036.77N/0763631.88W	1049	20	3	1A	1000				SA-220	1900
TERRAIN	390303.00N/0763657.00W	209 (200)								AS1500	1700

**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:**

**AIRPORT ID**  
BWI

**PROCEDURE NAME**  
ILS OR LOC RWY 15R

**AMDT NO.**  
17

**CITY**  
BALTIMORE

**STATE**  
MD

**AIRPORT ELEVATION**  
143

**FACILITY**  
I-FND

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**

**PART B: SUPPLEMENTAL DATA**

**COMMUNICATIONS WITH**

BWI APP CON, ZDC ARTCC, BWI TOWER, PCT TRACON

<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
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<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>
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**WX REMARKS:**

KBWI ASOS ON SERVICE A. BACK-UP ALTIMETER NOT REQUIRED, 24 HOUR CONTROL TOWER HAS REDUNDANT ALTIMETER SOURCES.

<b>PRIMARY NAVAID</b> I-FND	<b>MONITOR POINT</b> BWI ATCT	<b>HRS OPERATION</b> 24	<b>CAT</b> 1
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<b>APPROACH AND RUNWAY LIGHTING SYSTEM</b>	<b>RUNWAY MARKINGS</b>	<b>RUNWAY VISUAL RANGE</b>
RW10 - ALSF-2, TDZ, C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW15L - REIL, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW15R - MALSR, C/LINE, HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW28 - MALSR, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW33L - MALSR, TDZ, C/LINE, HIRL, 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> 138.3	<b>TCH</b> 55.7	<b>ELEV GS ANTENNA</b> 130.2	<b>DISTANCE FROM RWY</b> 1112	<b>VGSI ANGLE</b> 3.00	<b>TCH</b> 73.4
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**FINAL APPROACH COURSE AIMING**

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	301
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>
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**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:**

100 FT TREES USED PER FPT.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

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**

<b>DISTANCE FROM</b>	<b>THLD</b>	<b>TO 1000FT POINT</b>	4.10
<b>WIDTH OF</b>	<b>FINAL</b>	<b>SEGMENT AT 1000FT POINT</b>	1.11
<b>TRUE COURSE OF</b>	<b>FINAL</b>	<b>SEGMENT CONTAINING 1000FT POINT</b>	144.20
<b>HIGH TERRAIN IN</b>	<b>FINAL</b>	<b>SEGMENT CONTAINING 1000FT POINT</b>	500
<b>DISTANCE FROM</b>	<b>THLD</b>	<b>TO 1500FT POINT</b>	7.05
<b>WIDTH OF</b>	<b>INTERMEDIATE</b>	<b>SEGMENT AT 1500FT POINT</b>	3.95
<b>TRUE COURSE OF</b>	<b>INTERMEDIATE</b>	<b>SEGMENT CONTAINING 1500FT POINT</b>	144.20
<b>HIGH TERRAIN IN</b>	<b>INTERMEDIATE</b>	<b>SEGMENT CONTAINING 1500FT POINT</b>	600

**THRESHOLD COORDINATES (IF STR-IN)**

391104.89N/0764052.94W

**ARP COORDINATES**

391032.62N/0764008.37W

**RUNWAY APCH END AND DIST FURTHEST FROM ARP**

RUNWAY 10 DISTANCE 0.96 NM

**FAF COORDINATES**

391541.06N/0764509.19W

**FIX NAME COORDINATES**

IF KAHNN 391815.84N/0764733.12W

**REMARKS**

THLD DISPLACED 301FT, ACTUAL COORDINATES: 391107.30N/0764055.17W

**PART E: PREPARED BY**

**NAME**

ERIC N SUSKI (EMMANUEL R. GONZALES)

**OFFICE**

AJV-A431

**DATE**

02/08/2024

**TITLE**

AERONAUTICAL INFORMATION SPECIALIST

