

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

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> RNAV (GPS) Y RWY 15R	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> BALTIMORE	<u>STATE</u> MD
<u>AIRPORT ELEVATION</u> 143	<u>TDZE</u> 138	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 15R	<u>ORIGINAL/AMENDMENT</u> 2A	<u>DATED</u> 08/17/2017
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 5 SEPTEMBER 2024	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 11W
				<u>EPOCH YEAR</u> 2000
				<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>
KYYLO	IAF	BMORE		TF	FB	1.00	155.07	2.98	4000
BMORE	IAF	XPRT0		TF	FB	1.00	155.10	2.24	3600
HUEYP	IAF	XPRT0		TF	FB	1.00	245.18	5.53	3600
ZARTZ	IAF	XPRT0		TF	FB	1.00	065.06	5.53	3600
XPRT0		KAHNN		TF	FB	1.00	155.11	2.16	3000
KAHNN	IF	KEVVN	PFAF	TF	FB	1.00	155.13	3.18	2000
KEVVN	FAF	TATTO/2.78 NM TO RW15R		TF	FB	0.30	155.16	2.89	
TATTO/2.78 NM TO RW15R		RW15R	MAP	TF	FO	0.30	155.16	2.78	
RW15R	MAP	338 MSL		CA			155.16		
338 MSL		JANNS		DF	FO	1.00			2500

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW15R

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 DIRECT JANNS AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)								
2.	PROFILE STARTS AT KAHNN													
3.	FAC:	155.16	FAF:	KEVVN	DIST FAF TO MAP:	5.67	DIST FAF TO THLD:	5.67						
4.	MIN ALT:	KAHNN 3000, KEVVN 2000, TATTO/2.78 NM TO RW15R 1080												
5.	DIST TO THLD FROM OM:		MM:	IM:	150 HAT:		200 HAT:	0.45	GS ANT:					
6.	MIN GP INCPT:	2000	GP ALT AT PFAF:	KEVVN 2000			OM:		MM:				IM:	
7.	GP ANGLE:	3.00	34:1:	IS CLEAR	20:1:	IS CLEAR	TCH:	55.7						
8.	MSA FROM:	RW15R 2600												

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -11°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 15L.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 6000.
CHART SPEED ICON IN PLANVIEW AT KYYLO: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT BMORE: MAX 210 KIAS.
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:

CHART CIRCLING ICON

HOLD SE, LT, 335.31 INBOUND.
CHART FAS OBST: 300 TREE (24-029686) 391152N/0764055W.
CHART 375 TOWER (24-001077) 391307N/0764351W.
CHART VDP AT 1.09 NM TO RW15R.
WAAS CHANNEL # 66007
REFERENCE PATH ID: W15B
CHART AT OR ABOVE 4000 AT KYYLO.
CHART MANDATORY 5000 AT HUEYP.
CHART MANDATORY 4000 AT ZARTZ.
LTP HAE: 9.5 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ 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
LPV DA*	338	2400	200	338	2400	200	338	2400	200	338	2400	200			
LNAV/VNAV DA	557	4000	419	557	4000	419	557	4000	419	557	4000	419			
LNAV MDA	560	2400	422	560	2400	422	560	4000	422	560	4000	422			
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 2A INCORPORATED INTO FORM - IAW 8260.19I 8-3-4C(3).
2. TERMINAL ROUTES: REMOVED "EMI VORTAC TO BMORE" AND "BMORE TO KEVVN" – PROCEDURE REDESIGNED TO ALIGN WITH 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 TO ALIGN WITH NOISE ABATEMENT.
4. TERMINAL ROUTES: CHANGED FROM "KEVVN TO TATTOO/2.75 NM TO RW15R" TO "KEVVN TO TATTOO/2.78 NM TO RW15R" AND CHANGED COURSE AND DISTANCE FROM "155.15/3.24" TO "155.16/2.89" – FIX KEVVN RELOCATED AND FIX TATTOO RELOCATED.
5. TERMINAL ROUTES: CHANGED FROM "TATTOO TO RW15R" TO "TATTOO/2.78 NM TO RW15R" AND CHANGED COURSE AND DISTANCE FROM "155.15/2.75" TO "155.16/2.78" – FIX TATTOO RELOCATED.
6. PROFILE LINE 2: PROFILE STARTS AT CHANGED FROM "BMORE" TO KAHNN" – IAW 8260.19I 8-6-7B(3)(A).
7. PROFILE LINE 3: CHANGED FAC FROM "155.15" TO "155.16", DIST FAF TO MAP FROM "5.99" TO "5.67" AND DIST FAF TO THLD FROM "5.99" TO "5.67" – FIX KEVVN RELOCATED.
8. PROFILE LINE 4: CHANGED FROM "BMORE 2500, KEVVN 2100, TATTO/2.75 NM TO RW15R 1060*" TO "KAHNN 3000, KEVVN 2000, TATTO/2.78 NM TO RW15R 1080" – IAW 8260.19I 8-6-7D.
9. PROFILE LINE 5: ADDED "200 HAT: 0.45" MOVED FROM ADDITIONAL FLIGHT DATA – IAW 8260.19I 8-6-7E(3).
10. PROFILE LINE 6: CHANGED MIN GP INCPT FROM "2100" TO "2000" AND GP ALT AT PFAF FROM "KEVVN 2100" TO "KEVVN 2000" – FIX KEVVN RELOCATED AND ALTITUDE CHANGED TO KEEP 3.00 GLIDESLOPE.
11. PROFILE LINE 7: ADDED "20:1 IS CLEAR" – IAW 8260.19I 8-6-7G(3)(A).
12. PROFILE LINE 7: CHANGED TCH FROM "55.6" TO "55.7" – NEW DESIGN TCH.
13. DELETED CHART NOTE "DME/DME RNP-0.3 NA" AND ADDED PBN REQUIREMENTS NOTE "RNP APCH - GPS" -- UPDATED IAW 8260.19I, 8-6-8.B(2).
14. NOTES: CHANGED FROM CHART NOTE" "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -12C (11F) OR ABOVE 54C (130F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -11°C OR ABOVE 54°C" – IAW 8260.19I 8-6-9R AND NEW 5 YEAR HISTORY.
15. NOTES: ADDED "CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET})" – IAW 8260.19I 8-6-9M(1).
16. NOTES: CHANGED CHART NOTE: FROM "FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 3/8 MILE" TO "FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 6000" – IAW 8260.19I 8-6-11O(3)(D).
17. 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)..
18. NOTES: REMOVED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON EMI VORTAC AIRWAY RADIALS 151 CW 187" – EMI VORTAC NO LONGER USED ON APPROACH.
19. NOTES: ADDED "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", "CHART SPEED ICON IN PLANVIEW AT KYYLO: MAX 210 KIAS" AND "CHART SPEED ICON IN PLANVIEW AT BMORE: MAX 210 KIAS" - TO MEET LEG LENGTH REQUIREMENTS AND IAW 8260.19I 8-6-9.
20. NOTES: ADDED "CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 15L" - IAW 8260.19I 8-6-12O(8)(B).
21. ADDITIONAL FLIGHT DATA: REMOVED "CHART FAS OBST: 277 BLDG 391208N/0764115W" – NEW OBSTACLE STUDY AND LONGER CONTROLLING OBSTACLE.
22. ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST: FROM "300 TREE 391152N/0764055W" TO "300 TREE (24-029686) 391152N/0764055W" – IAW 8260.19I 8-6-10C.
23. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART: 373 TREE 391306N/0764320W" TO "CHART 375 TOWER 391307N/0764351W" - NEW 7:1 OBSTACLE FOUND DURING NEW OBSTACLE STUDY.
24. ADDITIONAL FLIGHT DATA: UPDATED CHART VDP AT: FROM "1.15 MILES TO RW15R*" TO "1.09 NM TO RW15R," AND REMOVED "*LNAV ONLY" – IAW 8260.19I, 1-1-5.F(12) AND UPDATED DISTANCE DUE TO NEW FAF LOCATION.
25. 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).
26. MINIMUMS: CHANGED FINAL TYPE FROM "LPV DA*" TO "LPV DA*" – NO LONGER NEED DOUBLE ASTERISK.
27. MINIMUMS: UPDATED LNAV/VNAV VISIBILITY ALL CATS FROM "4600" TO "4000" – IAW 8260.3E TABLE 3-3-1.
28. CRC REMAINDER CHANGED FROM "41D29C2C" TO "A071481A" - LTP/FTP LAT/LONG CHANGED FROM "391104.8955N/0764052.9440W" TO "391104.8925N/0764052.9365W", FPAP LONGITUDE CHANGED FROM "0763944.6125W" TO "0763944.6155W" AND THRESHOLD CROSSING HEIGHT CHANGED FROM "55.6" TO "55.7".

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZDC, POTOMAC APP CON, BWI ATCT, AMGR.

FLIGHT CHECKED BY

MICHAEL G CAMPBELL

Digitally signed by

ERIC N SUSKI

Jul 25, 2024

OFFICE

FPO

DATE

07/23/2024

DEVELOPED BY

ERIC N SUSKI (EMMANUEL R. GONZALES)

Digitally signed by

ERIC N SUSKI

Jul 25, 2024

OFFICE

AJV-A431

DATE

01/29/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by

ERIC N SUSKI

Jul 25, 2024

OFFICE

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01/29/2024

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KBWI
RUNWAY	RW15R
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W15B
LTP/FTP LATITUDE	391104.8925N
LTP/FTP LONGITUDE	0764052.9365W
LTP/FTP ELLIPSOIDAL HEIGHT	+00095
FPAP LATITUDE	390951.1335N
FPAP LONGITUDE	0763944.6155W
THRESHOLD CROSSING HEIGHT (TCH)	00055.7
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	A071481A

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00422
FPAP ORTHOMETRIC HEIGHT	+00422

