

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 28	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> BALTIMORE	<u>STATE</u> MD
<u>AIRPORT ELEVATION</u> 143	<u>TDZE</u> 143	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 28	<u>ORIGINAL/AMENDMENT</u> 2D	<u>DATED</u> 09/08/2022
<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

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
HURTZ	IAF	MCKAY		TF	FB	1.00	285.38	2.90	3000
FINNZ	IAF	MCKAY		TF	FB	1.00	195.60	7.05	3000
MCKAY	IF	SOULZ		TF	FB	1.00	285.34	2.30	2300
SOULZ		JURTI		TF	FB	1.00	285.31	3.28	1300
JURTI	FAF	ZIXUS/2.00 NM TO RW28		TF	FB	0.30	285.26	1.50	
ZIXUS/2.00 NM TO RW28		RW28	MAP	TF	FO	0.30	285.26	2.00	
RW28	MAP	343 MSL		CA			285.26		
343 MSL		COLUM		DF	FO	1.00			2500

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW28

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 DIRECT COLUM AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)
2. PROFILE STARTS AT MCKAY
3. FAC: 285.26
- FAC: JURTI
- DIST FAF TO MAP: 3.50
- DIST FAF TO THLD: 3.50
4. MIN ALT: MCKAY 3000, SOULZ 2300, JURTI 1300, ZIXUS/2.00 NM TO RW28 820
5. DIST TO THLD FROM OM: MM: IM:
- 150 HAT: 200 HAT: 0.50
- GS ANT:
6. MIN GP INCPT: 1300
- GP ALT AT PFAF: JURTI 1300
- OM:
- MM:
- IM:
7. GP ANGLE: 3.00
- 34:1: IS CLEAR
- 20:1: IS CLEAR
- TCH: 55.0
8. MSA FROM: RW28 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: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 4000 AND LNAV CATS C AND D VISIBILITY TO RVR 5500.
CHART NOTE: *RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.
CHART SPEED ICON IN PLANVIEW AT HURTZ: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT FINNZ: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT MCKAY: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD W, LT, 105.05 INBOUND.
CHART FAS OBST: 232 TOWER (24-046028) 391052N/0763906W.
CHART VDP AT 0.92 NM TO RW28.
WAAS CHANNEL # 48808
REFERENCE PATH ID: W28A
CHART CIRCLING ICON.
LTP HAE: 6.8 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*	343	2400	200	343	2400	200	343	2400	200	343	2400	200			
LNAV/VNAV DA	395	2400	252	395	2400	252	395	2400	252	395	2400	252			
LNAV MDA	500	2400	357	500	2400	357	500	3000	357	500	3000	357			
CIRCLING	660	1	517	660	1	517	700	1 1/2	557	880	2 1/4	737			



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED IF SEGMENT HURTZ TO JURTI. – REDESIGN FOR NOISE ABATEMENT.
2. TERMINAL ROUTES: ADDED IAF SEGMENTS HURTZ TO MCKAY AND FINNZ TO MCKAY. – REDESIGN FOR NOISE ABATEMENT.
3. TERMINAL ROUTES: ADDED IF SEGMENT MCKAY TO SOULZ. – REDESIGN FOR NOISE ABATEMENT.
4. TERMINAL ROUTES: ADDED IF SEGMENT SOULZ TO JURTI. – REDESIGN FOR NOISE ABATEMENT.
5. PROFILE LINE 2: CHANGED FROM “PROFILE STARTS AT HURTZ” TO “PROFILE STARTS AT MCKAY”. – REDESIGN FOR NOISE ABATEMENT.
6. PROFILE LINE 3: CHANGED FAC: FROM “285.30” TO “285.26” AND DIST FAF TO MAP / DIST FAF TO THLD FROM “5.70” “TO 3.50” – JURTI MOVED 2.20 NM NW.
7. PROFILE LINE 4: CHANGED FROM “HURTZ 2000, JURTI 2000, ZIXUS/2.00 NM TO RW28 820*” TO “MCKAY 3000, SOULZ 2300, JURTI 1300, ZIXUS/2.00NM TO RW28 820. - REDESIGN FOR NOISE ABATEMENT.
8. PROFILE LINE 5: ADDED 200 HAT 0.50 – IAW 8260.19J
9. PROFILE LINE 6: CHANGED MIN GP INCPT AND GP ALT AT PFAF FROM “2000” TO “1300.” – REDESIGN FOR NOISE ABATEMENT.
10. NOTES: ADDED “CHART SPEED ICON IN PLANVIEW HURTZ: MAX 210 KIAS. – IAW 8260.19J
11. NOTES: ADDED “CHART SPEED ICON IN PLANVIEW MCKAY: MAX 210 KIAS. – IAW 8260.19J
12. NOTES: ADDED “CHART SPEED ICON IN PLANVIEW FINNZ: MAX 210 KIAS. – IAW 8260.19J
13. NOTES: CHANGED “CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 4000.” TO “CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 4000 AND LNAV CATS C AND D VISIBILITY TO RVR 5500.” – NEW INOP TABLE RESULTS.
14. ADDITIONAL FLIGHT DATA: CHANGED “CHART FAS OBST: 214 TREE 391056N/0763916W.” TO “CHART FAS OBST: 232 TOWER (24-046028) 391052N/0763906W.”
15. ADDITIONAL FLIGHT DATA: CHANGED LTP HAE FROM “6.9” TO “6.8”- REDESIGN FOR NOISE ABATEMENT. .
16. MINIMUMS: LNAV MDA/HAT CHANGED FROM “480/337” TO “500/357” AND CAT C AND D FROM “RVR 2600” TO “RVR 3000.”- NEW CONTROLLING OBSTACLE AND 8260.3E 3-3-1
17. MINIMUMS: CIRCLING CAT A CHANGED MDA/HAA FROM “640/497” TO 660/517”, CAT D FROM “860/717” TO “880/737”. – NEW EVALUATION
18. CRC REMAINDER CHANGED FROM “4A8B71CE” TO “8EA92184” – LTP/FTP LATITUDE AND LONGITUDE CHANGED FROM “391021.9880N/0763918.4805W” TO “391021.9835N/0763918.4890W”, “FPAP CHANGED FROM 0764122.6260W TO 0764122.6315W” AND LTP/FTP ELLIPSOIDAL HEIGHT CHANGED FROM “+00069” TO “+00068”. - NEW EVALUATION.
19. TERMINAL ROUTES: SEGMENT FROM JURTI TO ZIXUS/2.00 NM TO RW 28 COURSE CHANGED FROM 285.30 TO 285.26 AND DISTANCE CHANGED FROM 3.70 TO 1.50 - JURTI MOVED 2.20 NM NW.
20. TERMINAL ROUTES: SEGMENT FROM ZIXUS/2.00 NM TO RW28 AND RW28 TO 343 MSL COURSE CHANGED FROM 285.30 TO 285.26 - JURTI MOVED 2.20 NM NW.
21. ADDITIONAL FLIGHT DATA: REMOVED CHART 740 STACK 391053N/0763217W - NEW EVALUATION.
22. NOTES: CHANGED "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -12C OR ABOVE 54C" TO FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -11C OR ABOVE 54C - NEW 5 YEAR TEMPERATURE STUDY.

COORDINATED WITH:

A4A

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ALPA

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AOPA

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APA

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HAI

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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 (ZACHARY KRUEGER)

Digitally signed by

ERIC N SUSKI

Jun 13, 2024

OFFICE

AJV-A431

DATE

03/04/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by

ERIC N SUSKI

Jun 13, 2024

OFFICE

AJV-A431

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KBWI
RUNWAY	RW28
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W28A
LTP/FTP LATITUDE	391021.9835N
LTP/FTP LONGITUDE	0763918.4890W
LTP/FTP ELLIPSOIDAL HEIGHT	+00068
FPAP LATITUDE	391029.0895N
FPAP LONGITUDE	0764122.6315W
THRESHOLD CROSSING HEIGHT (TCH)	00055.0
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	8EA92184

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00396
FPAP ORTHOMETRIC HEIGHT	+00396

