

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.

|                                 |                                            |                                                  |                                              |                            |
|---------------------------------|--------------------------------------------|--------------------------------------------------|----------------------------------------------|----------------------------|
| <u>AIRPORT ID</u><br>BWI        | <u>PROCEDURE NAME</u><br>ILS OR LOC RWY 28 | <u>ORIGINAL/AMENDMENT</u><br>18                  | <u>CITY</u><br>BALTIMORE                     | <u>STATE</u><br>MD         |
| <u>AIRPORT ELEVATION</u><br>143 | <u>TDZE</u><br>143                         | <u>SUPERSEDED</u><br>ILS OR LOC RWY 28           | <u>ORIGINAL/AMENDMENT</u><br>17A             | <u>DATED</u><br>09/08/2022 |
| <u>FACILITY</u><br>I-OEH        | <u>COORDINATES OF FACILITIES</u>           | <u>ACTUAL EFFECTIVE DATE</u><br>5 SEPTEMBER 2024 | <u>REQUIRED EFFECTIVE DATE</u><br>09/05/2024 | <u>MAG VAR</u><br>11W      |
|                                 |                                            |                                                  |                                              | <u>EPOCH YEAR</u><br>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> |
|---------------------------|-----------------|--------------------------|-----------------|-----------------|--------------|------------|---------------|-----------------|-----------------|
| HURTZ/BAL 12.27 DME/RADAR | IAF             | MCKAY/BAL 9.36 DME/RADAR |                 |                 |              |            | 285.22        | 2.90            | 3000            |
| FINNZ                     | IAF             | MCKAY/BAL 9.36 DME/RADAR |                 | TF              | FB           | 1.00       | 195.60        | 7.05            | 3000            |
| MCKAY/BAL 9.36 DME/RADAR  | IF              | SOULZ/BAL 7.07 DME/RADAR |                 |                 |              |            | 285.22        | 2.30            | 2300            |
| SOULZ/BAL 7.07 DME/RADAR  |                 | JURTI/BAL 3.78 DME/RADAR |                 |                 |              |            | 285.22        | 3.28            | 1300            |

MISSED APPROACH

MAP:

ILS: DA  
LOC: 3.50 NM AFTER JURTI/BAL 3.78 DME/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2600 ON HEADING 319 AND BAL VORTAC R-311 TO YANNI INT/BAL 16.80 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT MCKAY
- FAC: 285.22 FAF: JURTI/BAL 3.78 DME/RADAR DIST FAF TO MAP: 3.50 DIST FAF TO THLD: 3.50
- MIN ALT: MCKAY/BAL 9.36 DME/RADAR 3000, SOULZ/BAL 7.07 DME/RADAR 2300, JURTI/BAL 3.78 DME/RADAR 1300, ZIXUS/BAL 2.28 DME 620
- DIST TO THLD FROM FAF: 3.50 MM: IM: 150 HAT: GS ANT: 960
- MIN GS INCPT: 1300 GS ALT AT PFAF: JURTI/BAL 3.78 DME/RADAR 1300 OM: MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 55.0
- MSA FROM: BAL VORTAC 180-270 2200, 270-180 2600



EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 28 CAT C/D VISIBILITY TO 1 3/8 SM AND INCREASE ZIXUS FIX S-LOC 28 CAT C/D VISIBILITY TO RVR 4500.  
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.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 131.00 INBOUND.  
CHART FAS OBST: 186 BUILDING (24-000661) 391017N/0763714W.  
CHART VDP AT 1.08 DME.  
DISTANCE VDP TO THLD 0.80 NM.  
CHART MANDATORY 2300 AT SOULZ.  
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

| 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 |
| S-ILS 28*                         | 343    | 2400 | 200     | 343    | 2400 | 200     | 343    | 2400  | 200     | 343    | 2400  | 200     |        |     |         |
| S-LOC 28                          | 620    | 2400 | 477     | 620    | 2400 | 477     | 620    | 5000  | 477     | 620    | 5000  | 477     |        |     |         |
| CIRCLING                          | 660    | 1    | 517     | 660    | 1    | 517     | 700    | 1 1/2 | 557     | 880    | 2 1/4 | 737     |        |     |         |
| ZIXUS FIX MINIMUMS (DME REQUIRED) |        |      |         |        |      |         |        |       |         |        |       |         |        |     |         |
| S-LOC 28                          | 460    | 2400 | 317     | 460    | 2400 | 317     | 460    | 2400  | 317     | 460    | 2400  | 317     |        |     |         |
| CIRCLING                          | 660    | 1    | 517     | 660    | 1    | 517     | 700    | 1 1/2 | 557     | 880    | 2 1/4 | 737     |        |     |         |



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED INTERMEDIATE SEGMENT HURTZ/BAL 12.11 DME/RADAR TO JURTI/BAL 5.98 DME/RADAR. – REDESIGN FOR NOISE ABATEMENT.
2. TERMINAL ROUTES: ADDED INITIAL SEGMENT HURTZ/BAL 12.27 DME/RADAR TO MCKAY/BAL 9.36 DME/RADAR. – REDESIGN FOR NOISE ABATEMENT.
3. TERMINAL ROUTES: ADDED INITIAL SEGMENT FINNZ TO MCKAY/BAL 9.36 DME/RADAR. – REDESIGN FOR NOISE ABATEMENT.
4. TERMINAL ROUTES: ADDED INTERMEDIATE SEGMENT MCKAY/BAL 9.36 DME/RADAR TO SOULZ/BAL 7.07 DME/RADAR. – REDESIGN FOR NOISE ABATEMENT.
5. TERMINAL ROUTES: ADDED INTERMEDIATE STEPDOWN SEGMENT SOULZ/BAL 7.07 DME/RADAR TO JURTI/BAL 3.78 DME/RADAR. – REDESIGN FOR NOISE ABATEMENT.
6. MAP: LOC CHANGED FROM “5.70 NM AFTER JURTI/BAL 5.98 DME/RADAR” TO “3.50 NM AFTER JURTI/BAL 3.78 DME/RADAR” – JURTI MOVED 2.2 NM NW.
7. MISSED APPROACH INSTRUCTIONS: CHANGED FROM “CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2600 ON HEADING 305 AND EMI VORTAC R-179 TO EMI VORTAC AND HOLD.” TO “CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2600 ON HEADING 319 AND BAL VORTAC R-311 TO YANNI INT/BAL 16.80 DME AND HOLD.” – REDESIGN FOR NOISE ABATEMENT.
8. PROFILE LINE 2: CHANGED FROM “PROFILE STARTS AT HURTZ” TO “PROFILE STARTS AT MCKAY”. – REDESIGN FOR NOISE ABATEMENT.
9. PROFILE LINE 3: FAF CHANGED FROM “JURTI/BAL 5.98 DME/RADAR” TO “JURTI/BAL 3.78 DME/RADAR” AND DIST FAF TO MAP / DIST FAF TO THLD CHANGED FROM “5.70” TO “3.50”. – FAF MOVED FOR NOISE ABATEMENT REDESIGN.
10. PROFILE LINE 4: CHANGED FROM “HURTZ/BAL 12.11 DME/RADAR 2000, JURTI/BAL 5.98 DME/RADAR 2000, ZIXUS/BAL 2.28 DME 620” TO “MCKAY/BAL 9.36 DME/RADAR 3000, SOULZ/BAL 7.07 DME/RADAR 2300, JURTI/BAL 3.78 DME/RADAR 1300, ZIXUS/BAL 2.28 DME 620.” – REDESIGN FOR NOISE ABATEMENT.
11. PROFILE LINE 5: CHANGED DIST TO THLD FROM FAF FROM “3.78” TO “3.50” – FAF MOVED FOR NOISE ABATEMENT REDESIGN.
12. PROFILE LINE 6: MIN GS INCPT CHANGED FROM “2000” TO “1300” AND GS ALT AT PFAF FROM “JURTI/BAL 5.98 DME/RADAR 2000” TO “JURTI/BAL 3.78 DME/RADAR 1300.” – REDESIGN FOR NOISE ABATEMENT.
13. NOTES: ADDED “CHART SPEED ICON IN PLANVIEW AT HURTZ: MAX 210 KIAS” AND “CHART SPEED ICON IN PLANVIEW AT FINNZ: MAX 210 KIAS.” – SATISFY LEG LENGTH CRITERIA.
14. ADDITIONAL FLIGHT DATA: CHANGED “HOLD S, LT 359.00 INBOUND” TO “HOLD NW, RT, 131.00 INBOUND.” – NEW MISSED APPROACH HOLDING.
15. ADDITIONAL FLIGHT DATA: CHANGED “CHART FAS OBST: 200 BLDG 391017N/0763713W.” TO “CHART FAS OBST: 186 BUILDING (24-000661) 391017N/0763714W”. – NEW FAS OBSTACLE.
16. ADDITIONAL FLIGHT DATA: CHANGED “CHART VDP AT 1.15 DME AND DISTANCE VDP TO THLD 0.86 NM” TO “CHART VDP AT 1.08 DME. AND DISTANCE VDP TO THLD 0.80 NM.” – REDESIGN FOR NOISE ABATEMENT.
17. ADDITIONAL FLIGHT DATA: ADDED “CHART MANDATORY 2300 AT SOULZ.” – REDESIGN FOR NOISE ABATEMENT.
18. MINIMUMS: CIRCLING CAT A MDA/HAA CHANGED FROM “640/497” TO “660/517” AND CAT D FROM “860/717” TO “880/737” - NEW CONTROLLING OBSTACLES.
19. REMOVED CHART 735 STACK 391048N/0763220W, 242 TOWER 390954N/0763618W - NEW EVALUATION, NO 7:1 OBSTACLES APPLIED.

COORDINATED WITH:

A4A☒ALPA☒AOPA☒APA☒HAI☐NBAA☒

OTHER: ZDC, PCT TRACON, BWI TOWER, AIRPORT MANAGER

FLIGHT CHECKED BY

PENDING

Digitally signed by  
**ERIC N SUSKI**  
Jul 25, 2024

OFFICE

DATE

DEVELOPED BY

ERIC N SUSKI (ZACHARY KRUEGER)

Digitally signed by  
**ERIC N SUSKI**  
Jun 13, 2024

OFFICE

AJV-A431

DATE

03/05/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by  
**ERIC N SUSKI**  
Jun 13, 2024

OFFICE

AJV-A431

DATE

TITLE  
MANAGER

