

LOC I-BAL <u>109.7</u>	APP CRS 105°	Rwy Idg 9953 TDZE 143 Apt Elev 143
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BALTIMORE/ ILS RWY 10 (SA CAT I)
WASHINGTON INTL THURGOOD MARSHALL (BWI)

RADAR required for procedure entry.
DME or RADAR required.

T Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.3 DME/RADAR and hold.

D-ATIS		POTOMAC APP CON				BALTIMORE TOWER	GND CON	CLNC DEL
115.1	127.8	119.0	282.275	119.7	290.475	119.4	121.9	118.05
		(020°-100°)		(131°-180°)				
		124.55	317.425	128.7	307.9			
		(101°-130°)		(181°-019°)				

ALTERNATE MISSED
APCH FIX

WESTMINSTER

FMI :- -

1179

Δ¹⁵⁴⁹

Λ 1464

Δ730

340 I-BAL 

A.

740

 105°

GLOBAL 12.3
RADAR

A1049

ELEV	143	D	TDZE	143
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MSA BAL 25 NM

2600

090°

2200

360°

Diagram illustrating a non-coincident VGSI and ILS glidepath. The diagram shows a horizontal line at 1500 feet. A solid line representing the VGSI glidepath descends from 2300 feet at the left to 1500 feet at the right, with an angle of 105 degrees. A dashed line representing the ILS glidepath descends from 2500 feet at the left to 1500 feet at the right. A shaded area between the two lines indicates the non-coincidence. Labels include 'EFFYS BAL 8.3 RADAR', 'JEANS BAL 5.3 RADAR', 'HURTZ BAL 12.3', 'BAL R-105', '2300', '1500', '2500', '105°', '1500', 'VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71)', 'GS 3.00° TCH 55'.

	3 NM		4.1 NM		1014'
CATEGORY	A	B	C	D	
S-ILS 10	RA 188/14 150 DA 293				

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

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