

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBWI

Terminal Charts For KBWI

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Baltimore MD USA  
IATA Code: BWI  
Lat/Long: N39° 10.5' W076° 40.1'  
Elevation: 143 ft

Airport Use: Public  
Magnetic Variation: 11.1°W  
Sectional Chart: Washington

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1227 Z  
Sunset: 2159 Z,

Runway Information

Runway: 10  
Length x Width: 10502 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 143 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Displaced Threshold: 550 ft

Runway: 15L  
Length x Width: 5000 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 142 ft  
Lighting: Edge, REIL

Runway: 15R  
Length x Width: 9500 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 138 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 300 ft

Runway: 28  
Length x Width: 10502 ft x 150 ft  
Surface Type: asphalt

TDZ-Elev: 142 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 500 ft

Runway: 33L  
Length x Width: 9500 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 142 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Displaced Threshold: 500 ft

Runway: 33R  
Length x Width: 5000 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 124 ft  
Lighting: Edge, ALS, REIL

Communication Information

ATIS 127.8  
ATIS 115.1  
Baltimore Tower 119.4  
Baltimore Ground Control 121.9  
Baltimore Clearance Delivery 118.05  
Potomac Approach Control 124.55 (101°-130°)  
Potomac Approach Control 128.7 (181°-19°)  
Potomac Approach Control 119.7 (131°-180°) Initial Contact  
Potomac Approach Control 119.0 (20°-100°)  
Potomac App TCA 124.55 (101°-130°)  
Potomac App TCA 128.7 (181°-19°)  
Potomac App TCA 119.7 (131°-180°)  
Potomac App TCA 119.0 (20°-100°)  
Potomac Departure Control 124.55 (101°-130°)  
Potomac Departure Control 128.7 (181°-360°)  
Baltimore/Washington Intl Unicom 122.95  
Leesburg Flight Service Station 122.2 RCO  
Leesburg Flight Service Station 122.1 RCO  
Leesburg Flight Service Station 115.1 RCO

- 1 WASHINGTON TRI - AREA CLASS B AIRSPACE
- 2 WASHINGTON D.C. FLIGHT RESTRICTED ZONE (DC FRZ)
- 3 WASHINGTON D.C. SPECIAL FLIGHT RULES AREA

FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS SEE FAR 91.131, 91.117, AND 91.215

1 CLASS B FLIGHT PROCEDURES

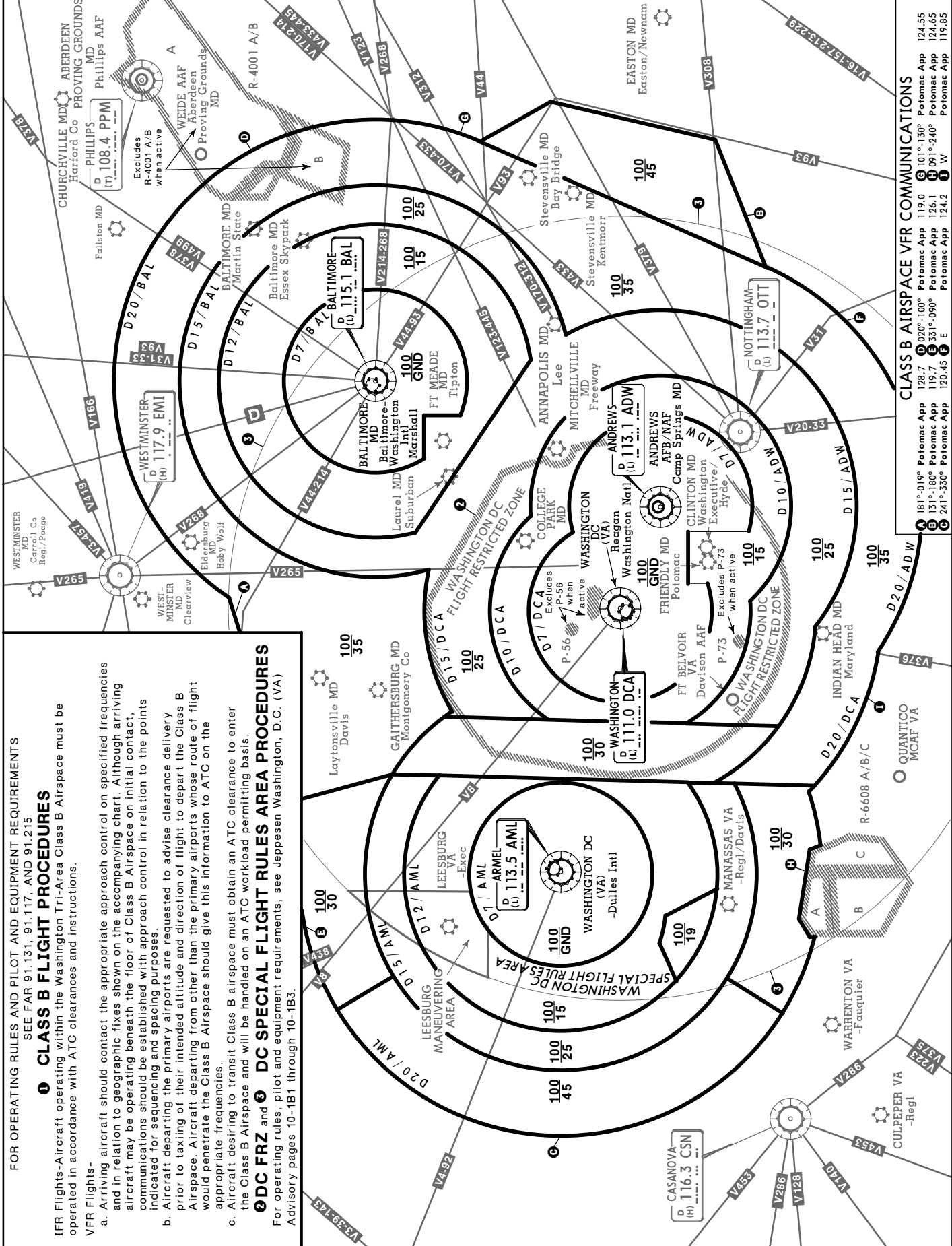
IFR Flights-Aircraft operating within the Washington Tri-Area Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

- a. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
- b. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
- c. Aircraft desiring to transit Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

2 DC FRZ and 3 DC SPECIAL FLIGHT RULES AREA PROCEDURES

For operating rules, pilot and equipment requirements, see Jeppesen Washington, D.C. (VA) Advisory pages 10-1B1 through 10-1B3.



CLASS B AIRSPACE VFR COMMUNICATIONS

|   |           |             |        |            |             |       |            |             |        |
|---|-----------|-------------|--------|------------|-------------|-------|------------|-------------|--------|
| A | 181°-019° | Potomac App | 128.7  | 0020°-100° | Potomac App | 119.0 | 0101°-130° | Potomac App | 124.55 |
| B | 131°-180° | Potomac App | 119.7  | 0331°-090° | Potomac App | 126.1 | 091°-240°  | Potomac App | 124.65 |
| C | 241°-330° | Potomac App | 120.45 | 0331°-090° | Potomac App | 124.2 | 091°-240°  | Potomac App | 119.85 |

CHANGES: Prohibited area (P)-56 modified.

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## ADVISORY

## Washington D.C. SFRA Special Flight Rules Area

## WARNING

This document only contains an overview of the rules for the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ). Pilots must review 14 CFR Parts 1 and 93 and published NOTAMS for exact procedures and other details.

Pursuant to 49 U.S.C 40103(b), the Federal Aviation Administration (FAA) classifies the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ) as "National Defense Airspace". Any person who knowingly or willfully violates the rules concerning operations in this airspace is subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by federal law enforcement/security personnel and/or DOD.

It is strongly recommended that all pilots flying under Visual Flight Rules (VFR) within 100 NM of the DCA VOR/DME complete special awareness training for the Washington DC Metropolitan Area. This **training is mandatory** for all pilots that fly under VFR within 60 NM of the DCA VOR/DME (14 CFR Parts 61 and 91). This training is available in the Aviation Learning Center at <http://www.faasafety.gov>.

Because identification and control of aircraft is required for reasons of national security, the areas described here constitute National Defense Airspace. The purpose of establishing this area is to facilitate the tracking of, and communication with, aircraft to deter persons who would use an aircraft as a weapon, or as a means of delivering weapons, to conduct an attack on persons, property, or buildings in the area. This applies to pilots conducting any type of flight operations in the airspace designated as the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA), which includes the airspace designated as the Washington, D.C. Metropolitan Area Flight Restricted Zone (DC FRZ).

## DEFINITIONS

*Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA)* is an area of airspace over the surface of the earth where the ready identification, location, and control of aircraft is required in the interest of national security. Specifically, the DC SFRA is that airspace, from the surface to, but not including, FL 180, within a 30-mile radius of Lat. 38°51'34" N., Long. 077°02'11" W., or the DCA VOR/DME. The DC SFRA includes the DC FRZ.

*DC SFRA flight plan* is a flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC SFRA. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

*Washington, D.C. Metropolitan Area Flight Restricted Zone (DC FRZ)* is a special use airspace, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. This area, excluding the airspace within a one nautical mile radius of the Freeway Airport, W00, Mitchellville, MD from the surface up to but not including flight level (FL) 180. The DC FRZ is within and part of the Washington, D.C. Metropolitan Area SFRA.

*DC FRZ flight plan* is a flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC FRZ. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

**ADVISORY****FAILURE TO COMPLY**

- (a) *Any violation:* The FAA may take civil enforcement action against a pilot for violations, whether inadvertent or intentional, including imposition of civil penalties and suspension or revocation of airmans's certificates.
- (b) *Knowing or willful violations:* The DC FRZ and DC SFRA were established for reasons of national security under the provisions of 49 U.S.C. 40103(b)(3). Areas established by the FAA under that authority constitute "National Defense Airspace" as that term is used in 49 U.S.C. 46307. In addition to being subject to the provisions of paragraph (a) of this section, persons who knowingly or willfully violate national defense airspace established pursuant to 49 U.S.C. 40103(b)(3) may be subject to criminal prosecution.

**REQUIREMENTS FOR OPERATING IN THE DC SFRA, INCLUDING THE DC FRZ**

- (a) Except as provided in paragraphs (b) and (c) of this section, or unless authorized by Air Traffic Control, no pilot may operate an aircraft, including an ultralight vehicle or any civil aircraft or public aircraft, in the DC SFRA, including the DC FRZ, unless-
  - (1) The aircraft is equipped with an operable two-way radio capable of communicating with Air Traffic Control on appropriate radio frequencies;
  - (2) Before operating an aircraft in the DC SFRA, including the DC FRZ, the pilot establishes two-way radio communications with the appropriate Air Traffic Control facility and maintains such communications while operating the aircraft in the DC SFRA, including the DC FRZ;
  - (3) The aircraft is equipped with an operating automatic altitude reporting transponder;
  - (4) Before operating an aircraft in the DC SFRA, including the DC FRZ, the pilot obtains and transmits a discrete transponder code from Air Traffic Control, and the aircraft's transponder continues to transmit the assigned code while operating within the DC SFRA;
  - (5) For VFR operations, the pilot must file and activate a DC FRZ or DC SFRA flight plan by obtaining a discrete transponder code. The flight plan is closed upon landing at an airport within the DC SFRA or when the aircraft exits the DC SFRA;
  - (6) Before operating the aircraft into, out of, or through the Washington, D.C. Tri-Area Class B Airspace Area, the pilot receives a specific Air Traffic Control clearance to operate in the Class B Airspace Area; and
  - (7) Before operating the aircraft into, out of, or through Class D airspace area that is within the DC SFRA, the pilot complies with FAR 91.129.
- (b) Paragraph (a)(5) of this section does not apply to operators of Department of Defense aircraft, law enforcement operations, or lifeguard or air ambulance operations under an FAA/TSA airspace authorization, if the flight crew is in contact with Air Traffic Control and is transmitting an Air Traffic Control - assigned discrete transponder code.
- (c) Pilots must transmit the assigned transponder code. No pilot may use transponder code 1200 while in the DC SFRA.

**ADVISORY****AIRCRAFT OPERATING IN THE DC FRZ**

- (a) Except as provided in paragraph (b) of this section, no pilot may conduct any flight operation under part 91, 101, 103, 105, 125, 133, 135, or 137 of this chapter in the DC FRZ, unless the specific flight is operating under an FAA/TSA authorization.
- (b) Department of Defense (DOD) operations, law enforcement operations, and lifeguard or air ambulance operations under an FAA/TSA airspace authorization are excepted from the prohibition in paragraph (a) of this section if the pilot is in contact with Air Traffic Control and operates the aircraft transponder on an Air Traffic Control-assigned beacon code.
- (c) The following aircraft operations are permitted in the DC FRZ:
  - (1) Aircraft operations under the DCA Access Standard Security Program (DASSP) (49 CFR part 1562) with a Transportation Security Administration (TSA) flight authorization.
  - (2) Law enforcement and other U.S. Federal aircraft operations with prior FAA approval.
  - (3) Foreign-operated military and state aircraft operations with a State Department-authorized diplomatic clearance, with State Department notification to the FAA and TSA.
  - (4) Federal, State, Federal DOD contract, local government agency aircraft operations and part 121, 129 or 135 air carrier flights with TSA-approved full aircraft operator standard security programs/procedures, if operating with DOD permission and notification to the FAA and the National Capital Regional Coordination Center (NCRCC). These flights may land and depart Andrews Air Force Base, MD, with prior permission, if required.
  - (5) Aircraft operations maintaining radio contact with Air Traffic Control and continuously transmitting an Air Traffic Control-assigned discrete transponder code. The pilot must monitor VHF frequency 121.5 or UHF frequency 243.0.
- (d) Before departing from an airport within the DC FRZ, or before entering the DC FRZ, all aircraft, except DOD, law enforcement, and lifeguard or air ambulance aircraft operating under an FAA/TSA airspace authorization must file and activate an IFR or a DC FRZ or a DC SFRA flight plan and transmit a discrete transponder code assigned by an Air Traffic Control Facility. Aircraft must transmit the discrete transponder code at all times while in the DC FRZ or DC SFRA.

**RESOURCES**

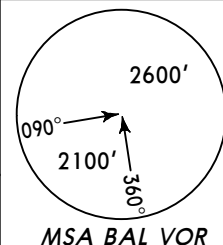
Direct any questions about the DC SFRA/FRZ or JYO Maneuvering Area to the FAA Representative at the National Capitol Region Coordination Center (NCRCC), telephone 866-598-9522. Information about waiver applications and TSA security authorization is at [http://www.tsa.gov/what\\_we\\_do/tsnm/general\\_aviation/airspace\\_waivers.shtm](http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers.shtm) or by calling the TSA at 571-227-2071.



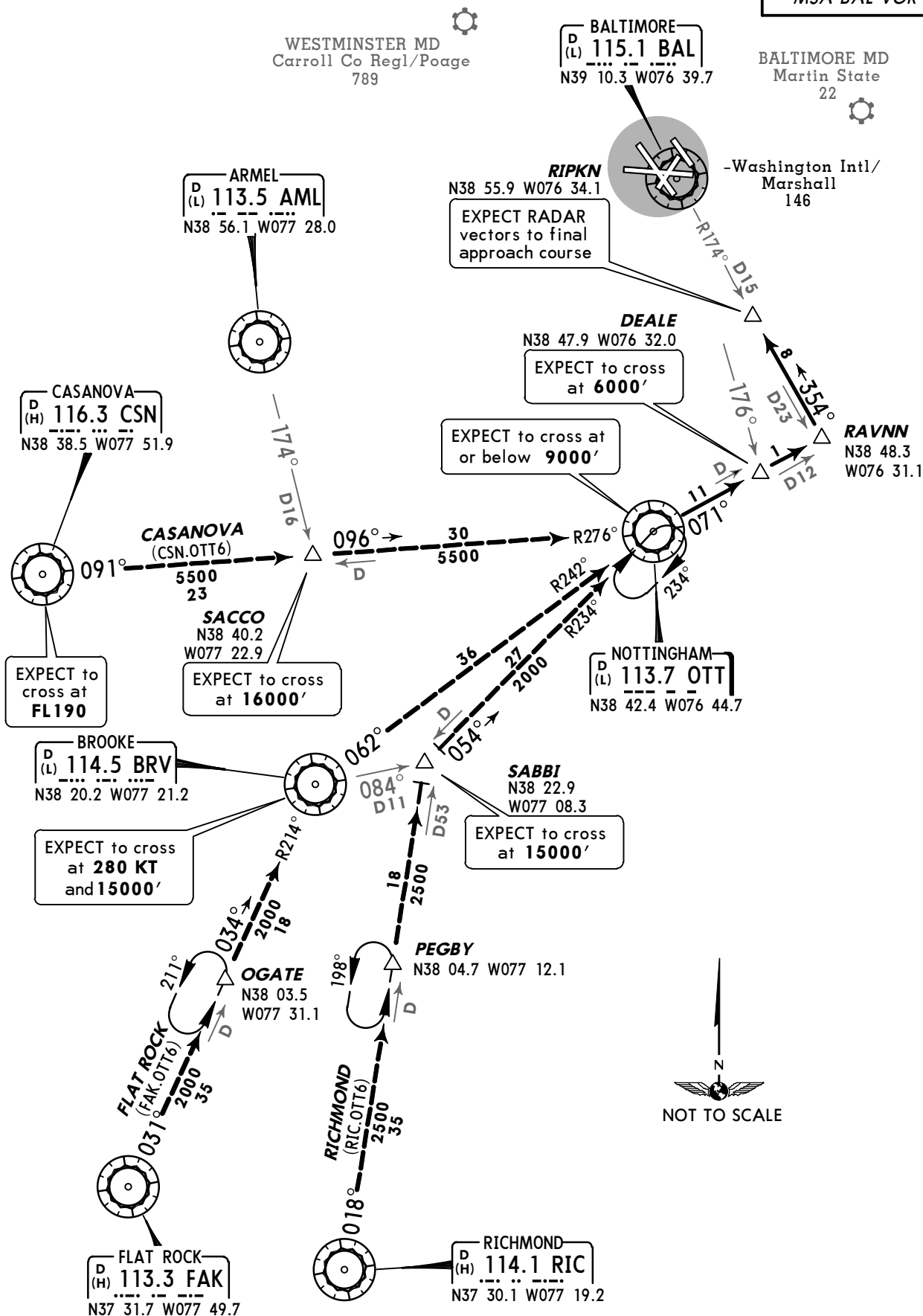
D-ATIS  
115.1  
127.8

Apt Elev  
See graphic

Alt set: INCHES  
Trans level: FL180 Trans alt: 18000'  
1. Authorized for turbojet aircraft only.  
2. All Part 91, 101, 103, 105, 125, 133, 135 and 137 flight operations are prohibited on the CASANOVA Transition.



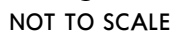
## NOTTINGHAM SIX ARRIVAL (OTT.OTT6)



### ROUTING

From over OTT via OTT R-071 to RAVNN, then via BAL R-174 to RIPKN. EXPECT RADAR vectors to final approach course after passing RIPKN.

BALTIMORE MD  
Martin State  
22



**MAINTAIN** last ATC assigned altitude until cleared to "DESCEND VIA THE RAVNN THREE ARRIVAL".

D-ATIS

115.1 127.8

Apt Elev

See graphic

Alt Set: INCHES

Trans level: FL180

Trans alt: 18000'

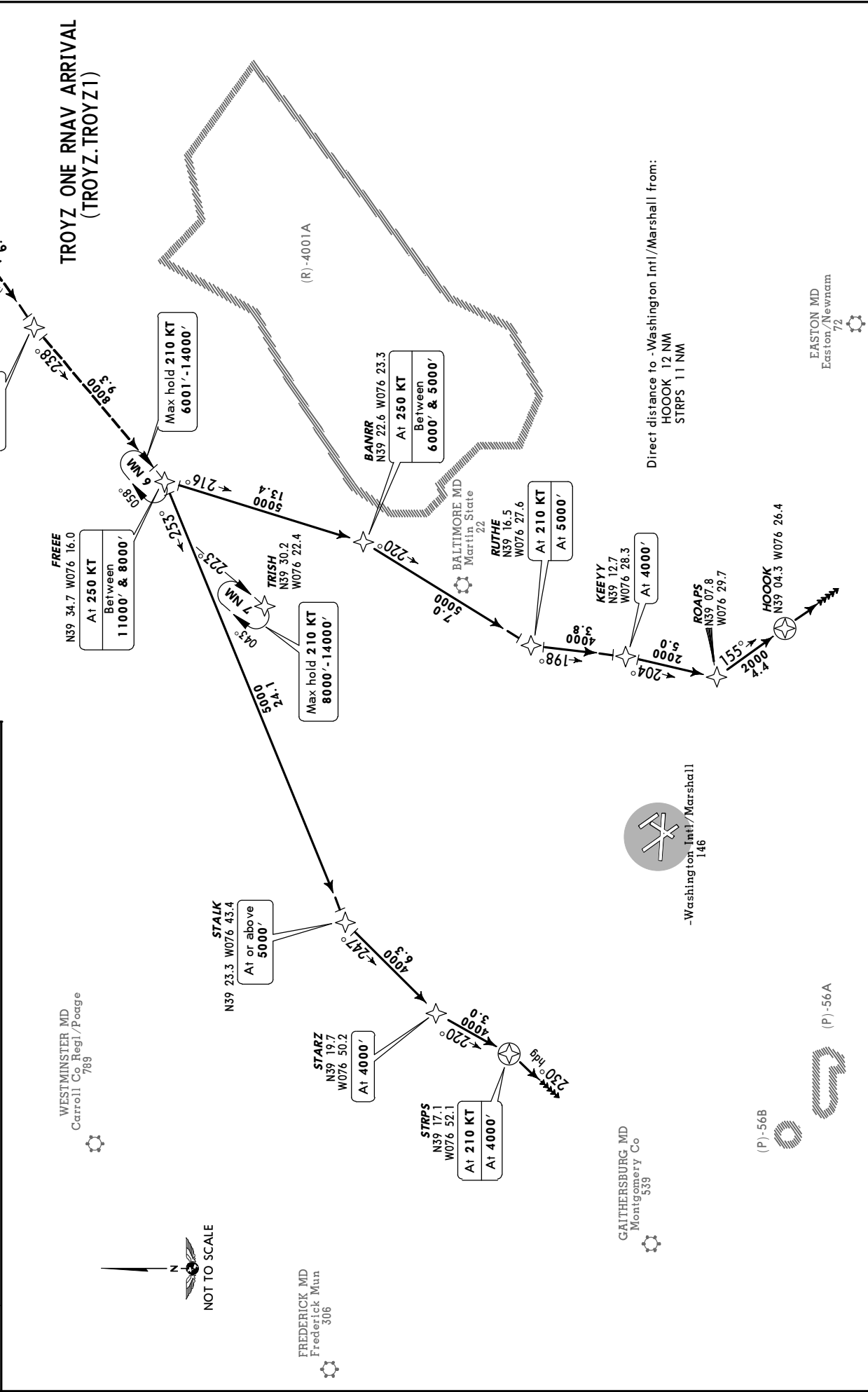
1. RADAR required.

2. RNAV 1.

3. DME/DME/IRU or GPS required.

4. Turbojet aircraft only.

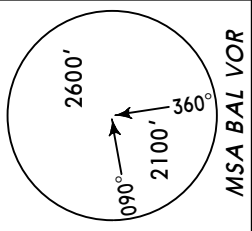
| LANDING       |                                                                                                                                                                                                                          |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RWY           |                                                                                                                                                                                                                          |
| 4, 10, 15L/R  | From FREE on track 253° to STALK, then on track 247° to STARZ, then on track 220° to STRPS, then on heading 230°. EXPECT RADAR vectors to final approach course.                                                         |
| 22, 28, 33L/R | From FREE on track 216° to BANRR, then on track 220° to RUTHE, then on track 198° to KEEYY, then on track 204° to ROAPS, then on track 155° to HOOOK, then on track 155°. EXPECT RADAR vectors to final approach course. |



D-ATIS  
115.1  
127.8

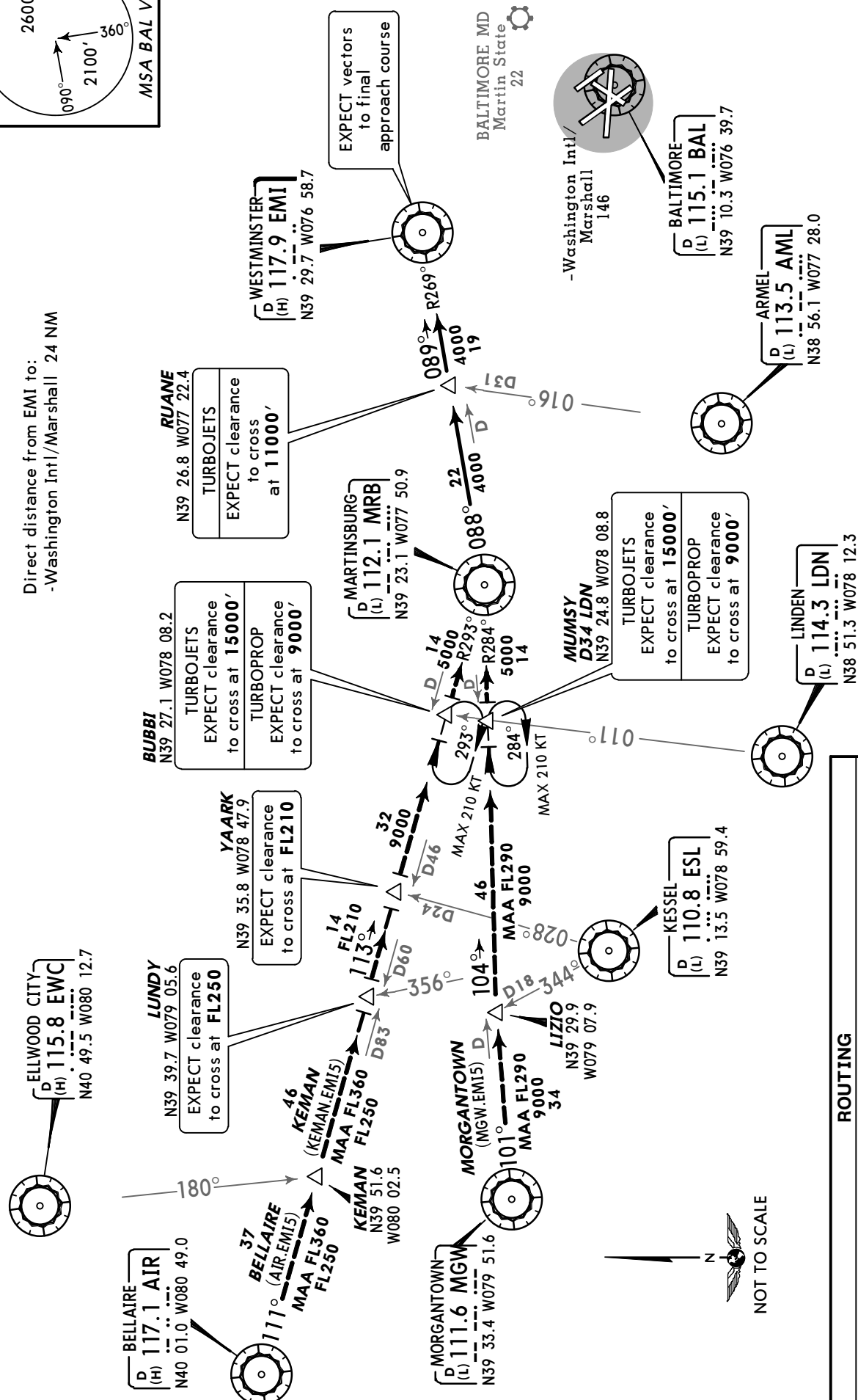
Apt Elev  
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'  
MORGANTOWN Transition only for use by Pittsburgh and  
Pittsburgh Satellite departures or when assigned by ATC.



## WESTMINSTER FIVE ARRIVAL (EMI.EMI5)

Direct distance from EMI to:  
-Washington Intl/Marshall 24 NM



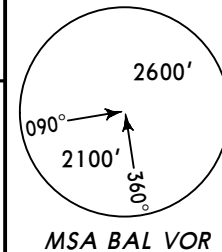
### ROUTING

From MRB via MRB R-088 to RUANE; then via EMI R-269 to EMI.  
EXPECT vectors to final approach course after EMI.

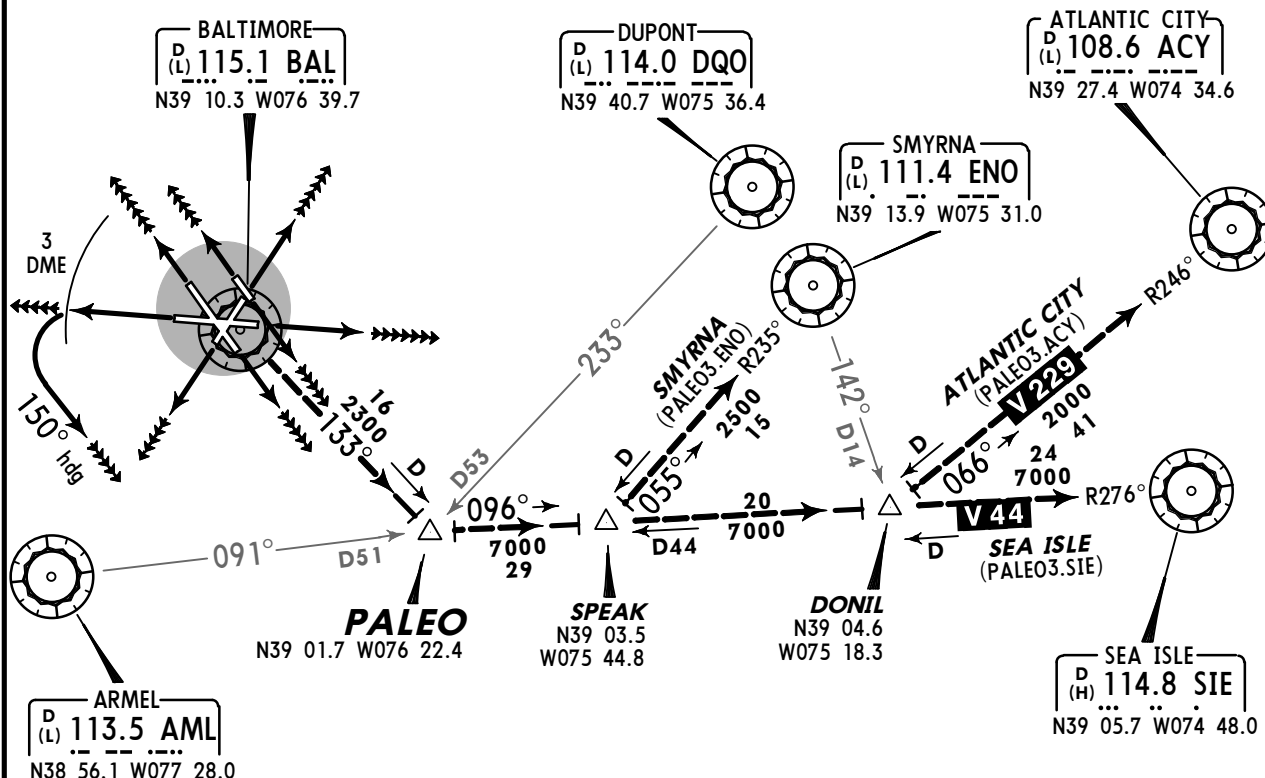
POTOMAC Departure (R)  
**124.55**

Apt Elev  
**146'**

Trans level: FL180 Trans alt: 18000'



## PALEO THREE DEPARTURE (PALEO3.PALEO)



This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwys 4, 10, 15L/R, 22, 28: Standard (or lower  
than standard, if authorized).  
Rwys 33L/R: 1400'-3 or Standard (or lower  
than standard, if authorized) with a minimum  
climb gradient of 250' per NM to **1900'**.

| Gnd speed-KT | 75  | 100 | 150 | 200 | 250  | 300  |
|--------------|-----|-----|-----|-----|------|------|
| 250' per NM  | 313 | 417 | 625 | 833 | 1042 | 1250 |

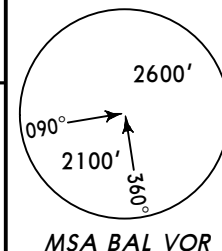
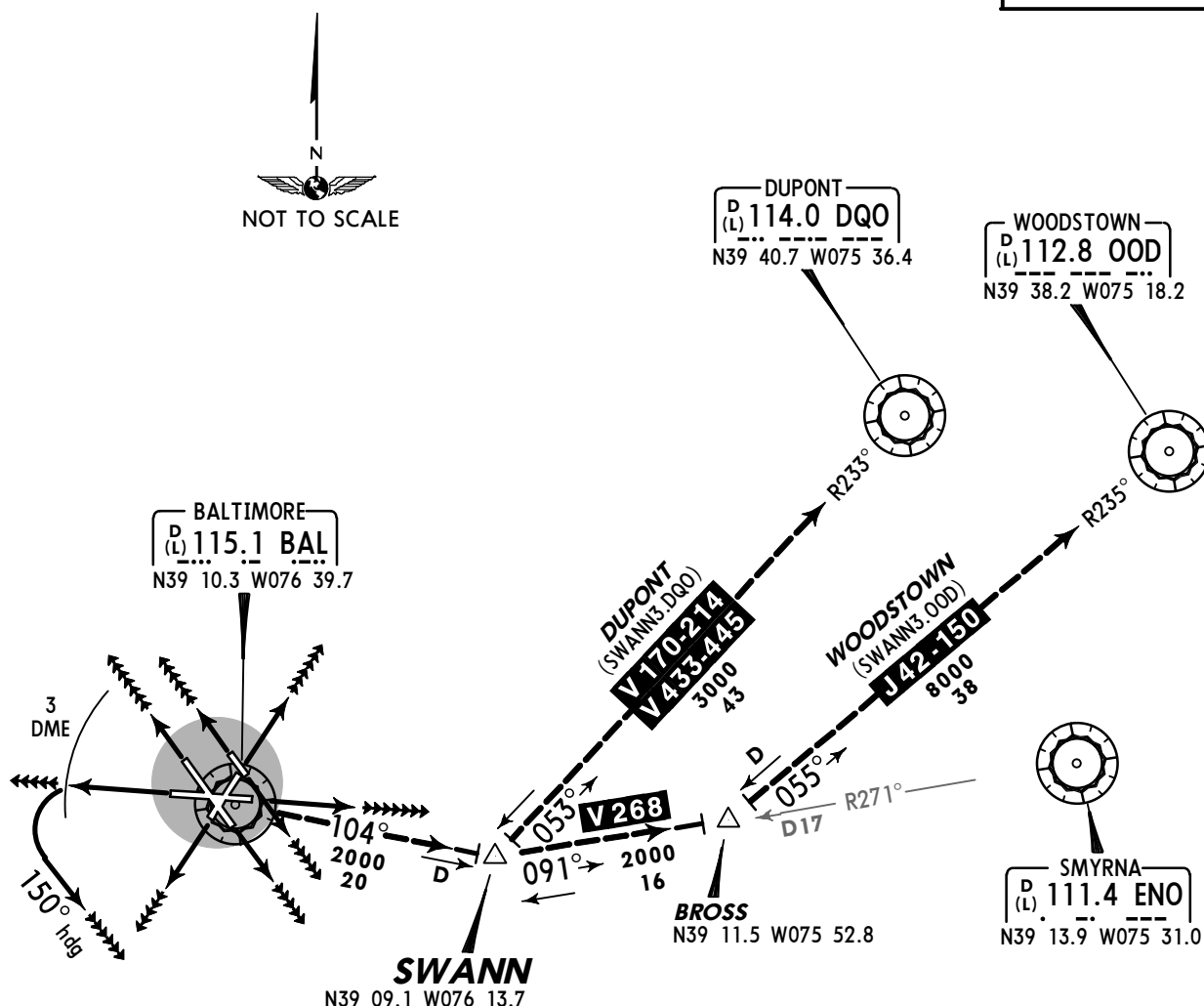
### OBSTACLES

Rwy 15L: Trees 620' LEFT of DER, 57'  
AGL/172' MSL.  
Rwy 33R: Trees 914' RIGHT of DER, 124'  
AGL/266' MSL. Trees 648' LEFT of DER,  
106' AGL/248' MSL.

| RWY                                                            | INITIAL CLIMB                                                                                                                                                                                                   |
|----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 28                                                             | <b>Jets:</b> Fly runway heading until BAL 3 DME, then turn LEFT to a 150° heading for vectors to transition or assigned route.<br><b>Props:</b> Fly runway heading for vectors to transition or assigned route. |
| ALL OTHERS                                                     | Fly runway heading for vectors to transition or assigned route.                                                                                                                                                 |
| ROUTING                                                        |                                                                                                                                                                                                                 |
| EXPECT clearance to filed altitude 10 minutes after departure. |                                                                                                                                                                                                                 |

POTOMAC Departure (R)  
**124.55**Apt Elev  
**146'**

Trans level: FL180 Trans alt: 18000'

**SWANN THREE DEPARTURE (SWANN3.SWANN)**

This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwys 4, 10, 15L/R, 22, 28: Standard (or lower  
than standard, if authorized).  
Rwys 33L/R: 1400'-3 or Standard (or lower  
than standard, if authorized) with a minimum  
climb gradient of 250' per NM to **1900'**.

| Gnd speed-KT | 75  | 100 | 150 | 200 | 250  | 300  |
|--------------|-----|-----|-----|-----|------|------|
| 250' per NM  | 313 | 417 | 625 | 833 | 1042 | 1250 |

**OBSTACLES**

Rwy 15L: Trees 620' LEFT of DER, 57'  
AGL/172' MSL.  
Rwy 33R: Trees 914' RIGHT of DER, 124'  
AGL/266' MSL. Trees 648' LEFT of DER,  
106' AGL/248' MSL.

| RWY                                                            | INITIAL CLIMB                                                                                                                                                                                                   |
|----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 28                                                             | <b>Jets:</b> Fly runway heading until BAL 3 DME, then turn LEFT to a 150° heading for vectors to transition or assigned route.<br><b>Props:</b> Fly runway heading for vectors to transition or assigned route. |
| ALL OTHERS                                                     | Fly runway heading for vectors to transition or assigned route.                                                                                                                                                 |
| ROUTING                                                        |                                                                                                                                                                                                                 |
| EXPECT clearance to filed altitude 10 minutes after departure. |                                                                                                                                                                                                                 |

POTOMAC  
Departure (R)  
128.7

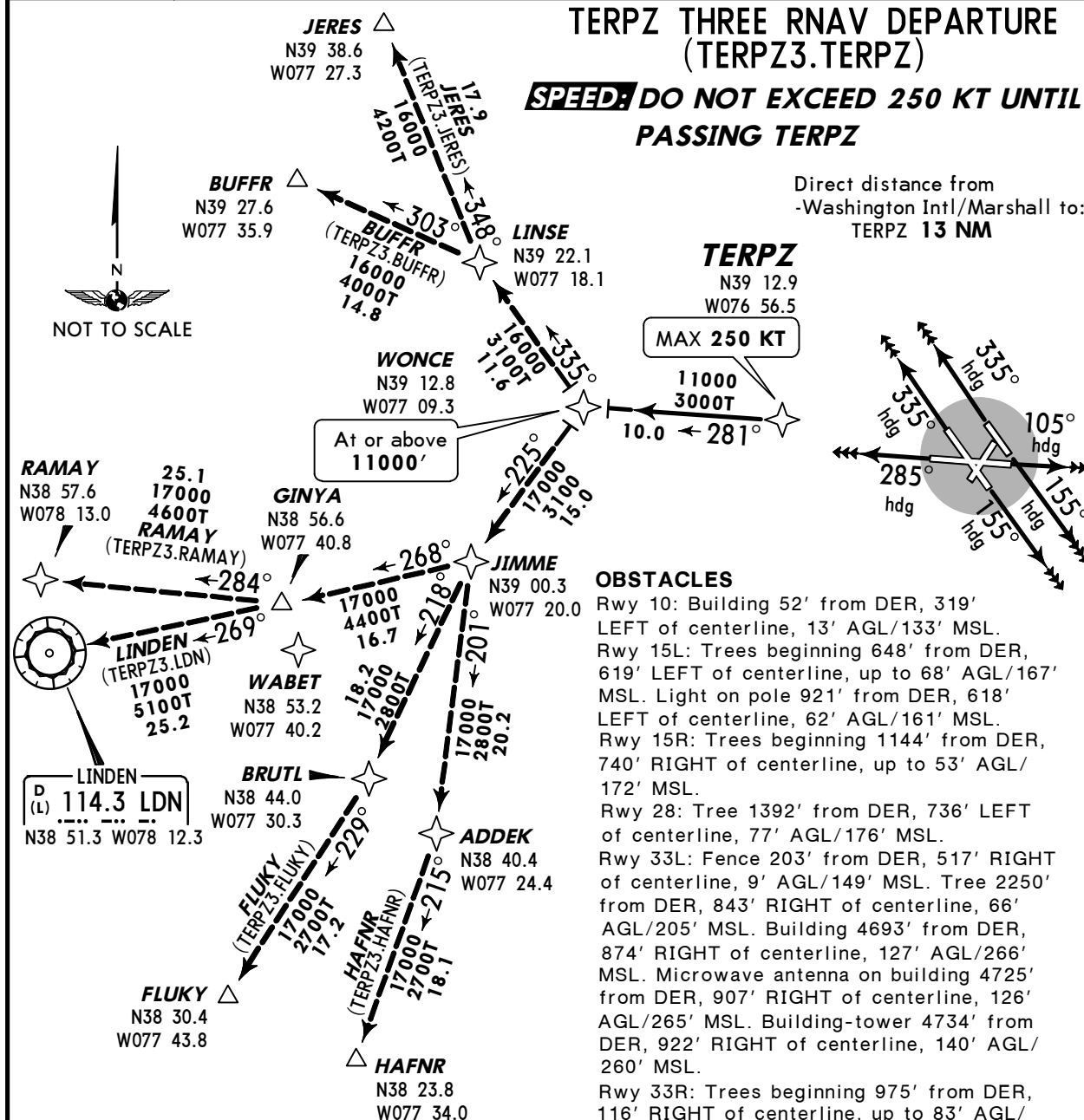
Apt Elev  
146'

Trans level: FL180 Trans alt: 18000'  
1. DME/DME/IRU or GPS required.  
2. RADAR required. 3. RNAV 1.

## TERPZ THREE RNAV DEPARTURE (TERPZ3.TERPZ)

**SPEED: DO NOT EXCEED 250 KT UNTIL  
PASSING TERPZ**

Direct distance from  
-Washington Intl/Marshall to:  
TERPZ 13 NM



This SID requires take-off minimums  
(for standard minimums, refer to airport chart):  
Rwys 4, 22: Not authorized - ATC.  
Rwys 10, 15L/R, 28, 33L/R:  
Standard (or lower than standard, if authorized),  
with minimum climb of 500' per NM to **4000'**.  
ATC climb of 500' per NM to **11000'**.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 500' per NM  | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

### RWY

### INITIAL CLIMB

10

Climb heading 105°, or as assigned, for RADAR vectors to TERPZ, then on track 281° to WONCE, cross WONCE at or above **11000'**.

15L/R

Climb heading 155°, or as assigned, for RADAR vectors to TERPZ, then on track 281° to WONCE, cross WONCE at or above **11000'**.

28

Climb heading 285°, or as assigned, for RADAR vectors to TERPZ, then on track 281° to WONCE, cross WONCE at or above **11000'**.

33L/R

Climb heading 335°, or as assigned, for RADAR vectors to TERPZ, then on track 281° to WONCE, cross WONCE at or above **11000'**.

### ROUTING

At WONCE, via transition. EXPECT clearance to filed altitude within 10 minutes after departure.

STANDARD TAXI ROUTES

Baltimore Tower has instituted Standard Taxi Routes to Runway 28 for departure aircraft located at Pier A, B, C and the southern portion of Pier D. Ground Control will issue the Standard Taxi Route. Pilots who are unable to comply with standardized routes should advise Ground Control on initial contact. **Read back all hold short instructions.** Aircraft operators are required to have a letter of agreement with Baltimore Tower to use the Standard Taxi Routes.

| To Runway 28                                                                                          |          |                   |
|-------------------------------------------------------------------------------------------------------|----------|-------------------|
| Start Point                                                                                           | Route ID | Route             |
| Pier A, Pier B<br>Pier C Gates 2, 4, 6, 8, 12 & 16                                                    | Perrys 1 | Taxiways A, P1, U |
| Pier C Gates 1, 3, 5, 7, 9, 11,<br>13 & 15<br>Pier D Gates 2, 4, 7, 8, 10, 11, 12,<br>13, 14, 15 & 16 | Perrys 2 | Taxiways A, C     |

| D-ATIS | ACARS:<br>D-ATIS<br>TWIP<br>PDC | BALTIMORE Clearance | Ground | Tower | POTOMAC Departure (R)                       |
|--------|---------------------------------|---------------------|--------|-------|---------------------------------------------|
| 115.1  | 127.8                           | 118.05              | 121.9  | 119.4 | North/West<br>128.7<br>South/East<br>124.55 |

Rwy 15R Deice Pad

Position #1, restricted to aircraft with wingspan of 156' 1" (48m) or less and length of 180' 3" (55m) or less. Position #2 is restricted to aircraft with a wingspan of 156' 1" (48m) or less, position #3 is restricted to aircraft with a wingspan of 136' 1" (48m) or less and length of 180' 3" (55m) or less; position #4 restricted to aircraft with wingspan of 213' (65m) or less and length of 229' 2" (70m) or less.

**Taxiway A is restricted to aircraft with a wingspan of 171' (52m) or less.**

Practice landings and approaches by turbo-powered aircraft prohibited 0300-1100Z. Practice landings and take-offs by B-747 aircraft prohibited Runway 15R/33L.

**Rwy 28 Deice Pad**

There are six deicing lanes, numbered 1, 2, 3, 4, 5 and 6 from west to east. Lane 1 is restricted to aircraft with wingspan of 171' (52m) or less, Lane 2 restricted to aircraft with wingspan of 135' (41m) or less, Lane 3 is used by large aircraft with a maximum wingspan of 215' (66m), and when in use, Lanes 2 and 4 are not available. Lanes 4, 5 and 6 are restricted to aircraft with wingspan of 135' (41m) or less.

**1** General Aviation Aircraft contact 122.95 UNICOM prior to arrival at General Aviation Ramp for security purposes.

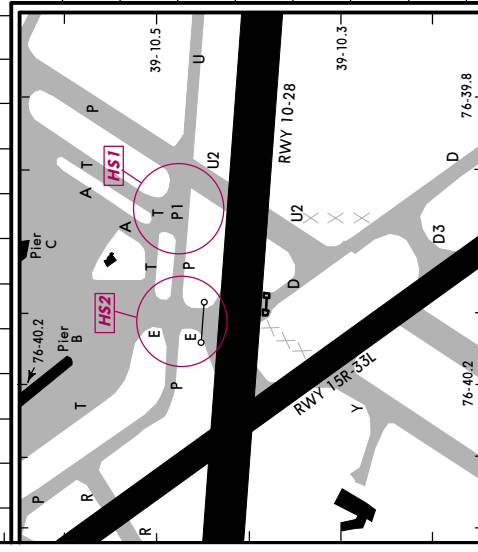
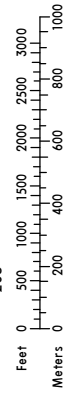
Take-off distance for Rwy 28 from Twy C is 10,002' (3049m).

**Taxiway S, south of Twy P, restricted to aircraft 60,000 lbs. and less.**

**Taxiway P between Twy P1 and Twy C restricted to aircraft with wingspans of 171' (52m) or less.**

Concourse A - Alternate deicing area is restricted to B737-800 size aircraft with winglets or smaller on spots 6, 7A, and 8A. B737-700 size aircraft with winglets or smaller are restricted to spots 7B and 8B.

Aircraft landing Rwy 33L expect  
turn-off at Twy F.



| GENERAL                                                                                                                                                                       |       |      |                                |                         |                           |             |  |       |      |     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------|--------------------------------|-------------------------|---------------------------|-------------|--|-------|------|-----|
| ASDE-X surveillance system in use. Operate transponders with Mode C on all taxiways and runways.<br>Deer and birds in vicinity of airport.<br>Terminal Doppler Weather Radar. |       |      |                                |                         |                           |             |  |       |      |     |
| ADDITIONAL RUNWAY INFORMATION                                                                                                                                                 |       |      |                                |                         |                           |             |  |       |      |     |
| RWY                                                                                                                                                                           |       |      |                                | USABLE LENGTHS          |                           |             |  |       |      |     |
|                                                                                                                                                                               |       |      |                                | LANDING BEYOND          |                           | TAKE-OFF    |  | WIDTH |      |     |
|                                                                                                                                                                               |       |      |                                | Threshold               | Glide Slope               |             |  |       |      |     |
| 10                                                                                                                                                                            | HIRL  | CL   | ALSF-II                        | TDZ                     | grooved RVR 9952' 3033m   | 8938' 2724m |  |       | 150' | 46m |
|                                                                                                                                                                               | HIRL  | CL   | MALSR                          | VASI-L                  | grooved RVR 10,002' 3049m | 9046' 2757m |  |       |      |     |
|                                                                                                                                                                               |       |      |                                |                         |                           |             |  |       |      |     |
| 15R                                                                                                                                                                           | HIRL  | CL   | MALSR                          |                         | grooved RVR 9200' 2804m   | 8353' 2546m |  |       | 150' | 46m |
|                                                                                                                                                                               | ① 33L | HIRL | CL                             | MALSR TDZ VASI-L        | grooved RVR 9000' 2743m   | 8554' 2607m |  |       |      |     |
| ① Distracting lights (golf driving range) right side of extended center line from approach end of rwy to 1/4 mile final.                                                      |       |      |                                |                         |                           |             |  |       |      |     |
| 15L                                                                                                                                                                           | HIRL  | REIL | PAPI-L (angle 3.0°)            |                         | grooved RVR 3900' 1189m   |             |  |       | 100' | 30m |
|                                                                                                                                                                               | ② 33R | HIRL | MALSR REIL PAPI-L (angle 3.0°) | grooved RVR 4100' 1250m |                           |             |  |       |      |     |
| ② Restricted to aircraft producing less than 90 decibels except for emergencies.                                                                                              |       |      |                                |                         |                           |             |  |       |      |     |

Runway Incursion Hot Spots

For information only, not to be construed as ATC instructions.

HS1

Caution - Runway 10/28 in close proximity to Taxiway P1 Intersection.

HS2

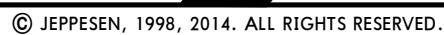
Taxiways E and P intersect in close proximity to Runway 10/28.

| TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE                               |                       |                     |  |                  |                |
|-----------------------------------------------------------------------|-----------------------|---------------------|--|------------------|----------------|
| Rwys 10, 15R, 28, 33L                                                 |                       |                     |  |                  |                |
| 2 operating RVRs are required.<br>All operating RVRs are controlling. |                       | Adequate<br>Vis Ref |  | STD              |                |
|                                                                       |                       |                     |  |                  |                |
| CL & HIRL                                                             | CL, or<br>RCLM & HIRL | RVR 16<br>or 1/4    |  | RVR 24<br>or 1/2 | RVR 50<br>or 1 |
| TDZ RVR 5                                                             | TDZ RVR 10            |                     |  |                  |                |
| Mid RVR 5                                                             | Mid RVR 10            |                     |  |                  |                |
| Rollout RVR 5                                                         | Rollout RVR 10        |                     |  |                  |                |
| Rwy 15L                                                               |                       |                     |  |                  |                |
| Both RVRs are required & controlling.                                 |                       | Adequate Vis Ref    |  | STD              |                |
|                                                                       |                       |                     |  |                  |                |
| TDZ RVR 10<br>Rollout RVR 10                                          |                       | RVR 16<br>or 1/4    |  | RVR 24<br>or 1/2 |                |
| Rwy 33R                                                               |                       |                     |  |                  |                |
| With Min climb of 251' /NM to 2000'                                   |                       |                     |  |                  |                |
| Both RVRs are required & controlling.                                 |                       | Adequate Vis Ref    |  | STD              |                |
|                                                                       |                       |                     |  |                  |                |
| TDZ RVR 10<br>Rollout RVR 10                                          |                       | RVR 16<br>or 1/4    |  | RVR 24<br>or 1/2 |                |
|                                                                       |                       |                     |  | RVR 50<br>or 1   |                |

OBSTACLE DP:

Rwy 28, climb heading 285° to 900' before turning right.  
Rwy 33L, climb heading 320° to 2000' before turning right.

| FOR FILING AS ALTERNATE |                                                                        |            |                                                            |            |
|-------------------------|------------------------------------------------------------------------|------------|------------------------------------------------------------|------------|
|                         | ILS Rwy 10<br>ILS Rwy 15L<br>ILS Rwy 15R<br>ILS Rwy 33L<br>ILS Rwy 33R |            | RNAV (GPS) Y Rwy 15R<br>LOC Rwy 28<br>RNAV (GPS) Y Rwy 33L | Other      |
| A                       | 600-2                                                                  | ILS Rwy 28 | 800-2                                                      | VOR Rwy 10 |
| B                       |                                                                        | 700-2      |                                                            | 1200-2     |
| C                       |                                                                        |            |                                                            | 1200-3     |
| D                       |                                                                        | 700-2 1/4  |                                                            |            |
|                         |                                                                        |            |                                                            | 800-2      |



**PARKING GATE COORDINATES**

| GATE NO.      | COORDINATES        | GATE NO.                    | COORDINATES        |
|---------------|--------------------|-----------------------------|--------------------|
| <b>PIER A</b> |                    | <b>PIER D</b>               |                    |
| A1 thru A3    | N39 10.7 W076 40.3 | D1 thru D5                  | N39 10.8 W076 40.0 |
| A4, A5        | N39 10.8 W076 40.3 | D7                          | N39 10.8 W076 39.9 |
| A6 thru A11   | N39 10.8 W076 40.4 | D8                          | N39 10.8 W076 40.0 |
|               |                    | D10 thru D12                | N39 10.8 W076 39.9 |
|               |                    | D13 thru D16                | N39 10.7 W076 39.9 |
| <b>PIER B</b> |                    |                             |                    |
| B1            | N39 10.7 W076 40.2 | D20                         | N39 10.8 W076 39.9 |
| B2            | N39 10.7 W076 40.3 | D21                         | N39 10.9 W076 40.0 |
| B3            | N39 10.7 W076 40.2 | D22 thru D27                | N39 10.9 W076 39.9 |
| B4            | N39 10.7 W076 40.3 | D29                         | N39 10.9 W076 39.9 |
| B5            | N39 10.7 W076 40.2 | D30 thru D41                | N39 10.9 W076 39.8 |
|               |                    |                             |                    |
| B6 thru B12   | N39 10.6 W076 40.2 | D42                         | N39 10.9 W076 39.7 |
| B13           | N39 10.6 W076 40.1 | D45                         | N39 10.8 W076 39.7 |
| B14           | N39 10.6 W076 40.2 | D46, D47                    | N39 10.9 W076 39.8 |
| B15           | N39 10.6 W076 40.1 |                             |                    |
| <b>PIER C</b> |                    | <b>INTERNATIONAL PIER E</b> |                    |
| C1            | N39 10.8 W076 40.1 | E1                          | N39 11.0 W076 40.1 |
| C2 thru C6    | N39 10.7 W076 40.1 | E2                          | N39 10.9 W076 40.1 |
| C7            | N39 10.7 W076 40.0 | E3                          | N39 11.0 W076 40.1 |
| C8            | N39 10.7 W076 40.1 | E4                          | N39 10.9 W076 40.1 |
| C9            | N39 10.7 W076 40.0 | E6                          | N39 11.0 W076 40.1 |
|               |                    |                             |                    |
| C10 thru C11  | N39 10.7 W076 40.0 | E8                          | N39 11.0 W076 40.0 |
| C12 thru C14A | N39 10.6 W076 40.0 |                             |                    |

KBWI/BWI

21 NOV 14

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SMGCS

-WASHINGTON INTL/MARSHALL

10-9D

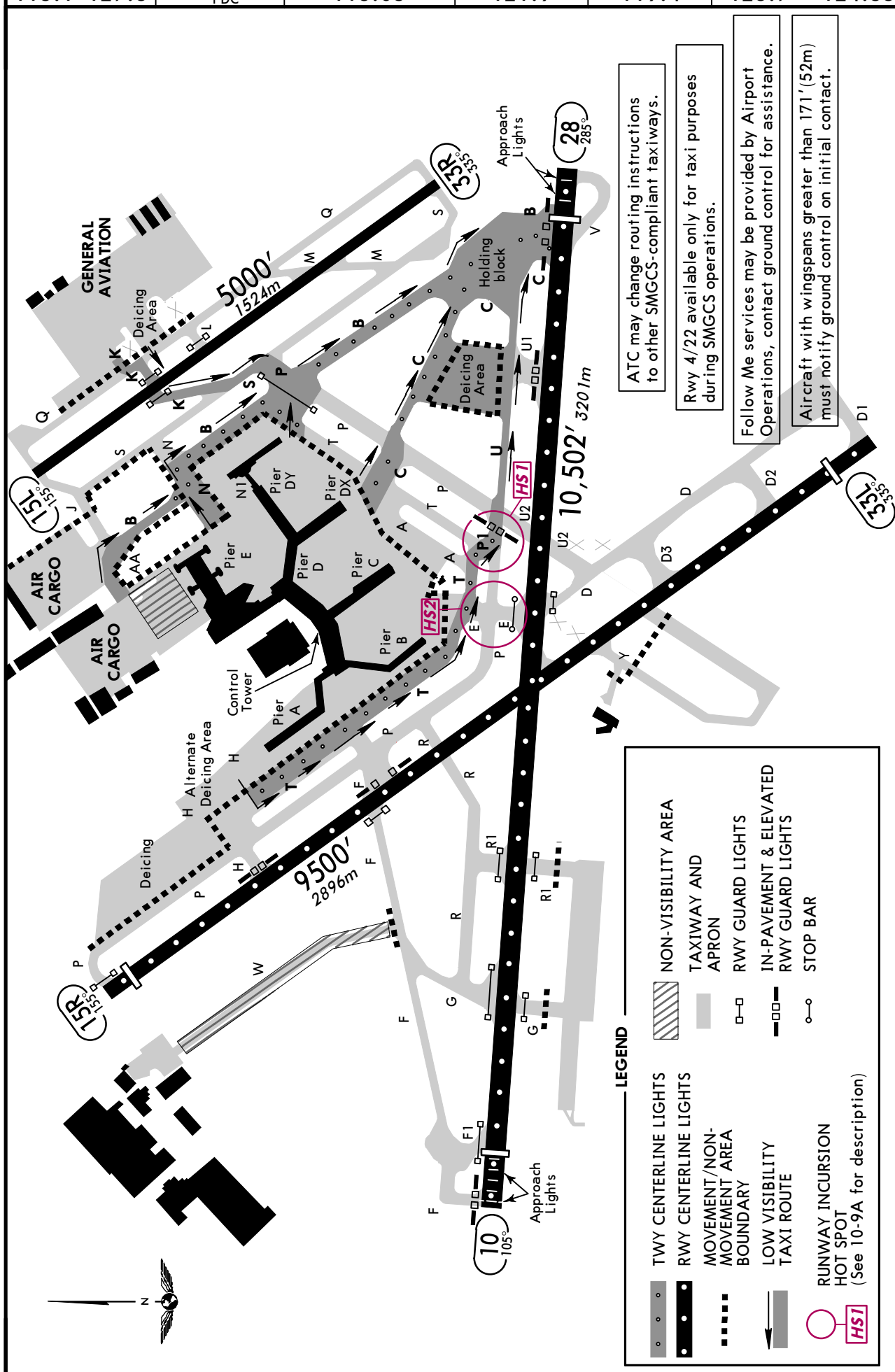
BALTIMORE, MD

LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200

RWY 28 DEPARTURE

| D-ATIS      | ACARS:<br>D-ATIS<br>TWIP<br>PDC | BALTIMORE Clearance | Ground | Tower | POTOMAC Departure (R)<br>North/West<br>South/East |
|-------------|---------------------------------|---------------------|--------|-------|---------------------------------------------------|
| 115.1 127.8 |                                 | 118.05              | 121.9  | 119.4 | 128.7 124.55                                      |



CHANGES: Hot spots, Rwy 4-22 converted to taxiway, taxiways modified.

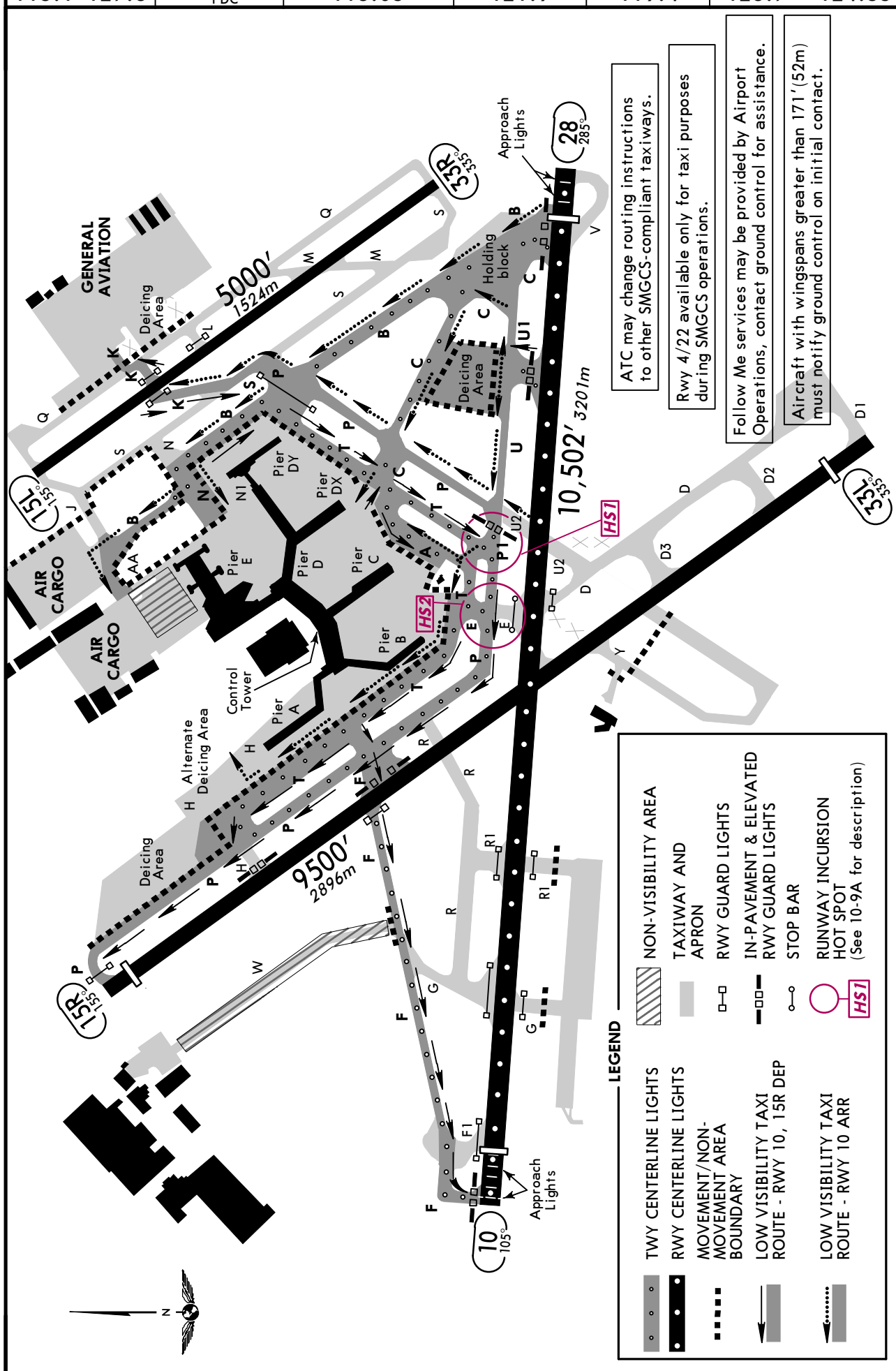
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## LOW VISIBILITY TAXI ROUTES

## LESS THAN RVR 1200

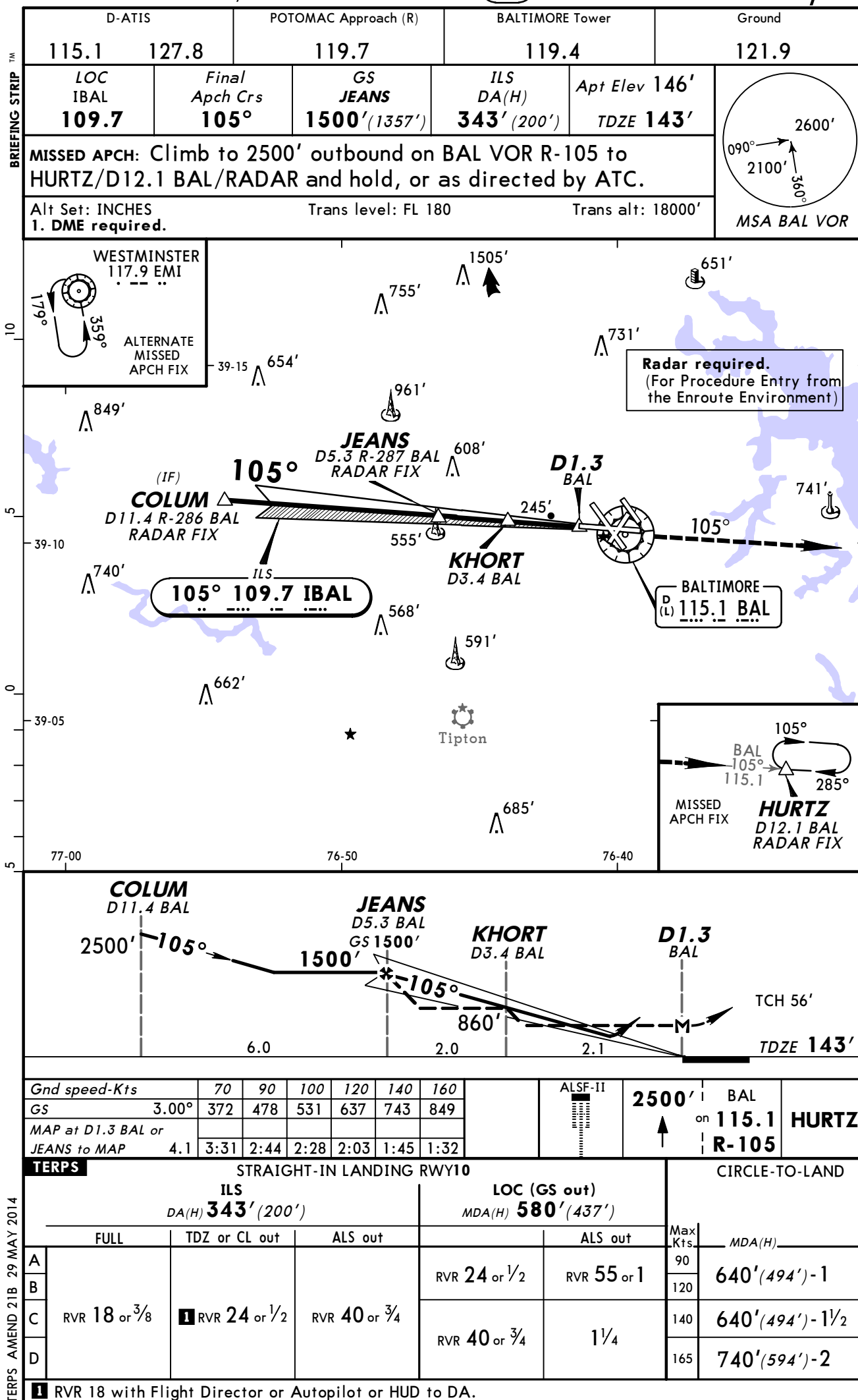
RWY 10 ARRIVAL &amp; RWYS 10 &amp; 15R DEPARTURE

|             |                                 |                     |        |       |                                                     |
|-------------|---------------------------------|---------------------|--------|-------|-----------------------------------------------------|
| D-ATIS      | ACARS:<br>D-ATIS<br>TWIP<br>PDC | BALTIMORE Clearance | Ground | Tower | POTOMAC Departure (R)<br>North/West      South/East |
| 115.1 127.8 |                                 | 118.05              | 121.9  | 119.4 | 128.7      124.55                                   |

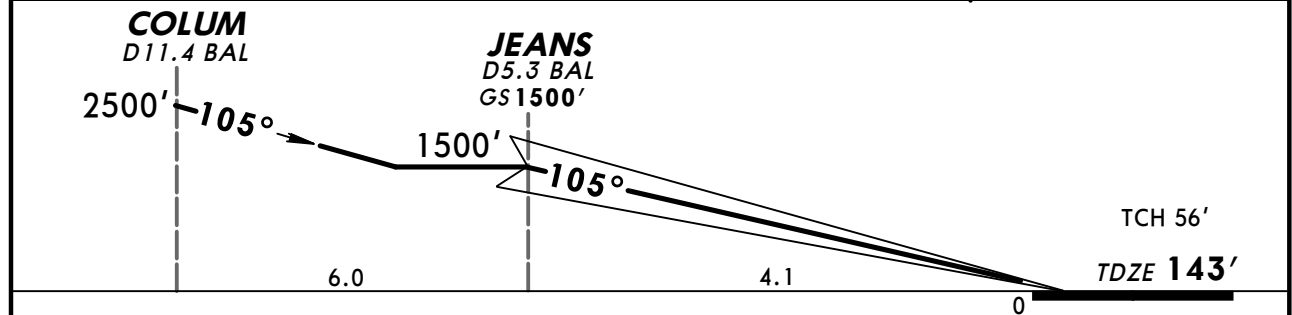
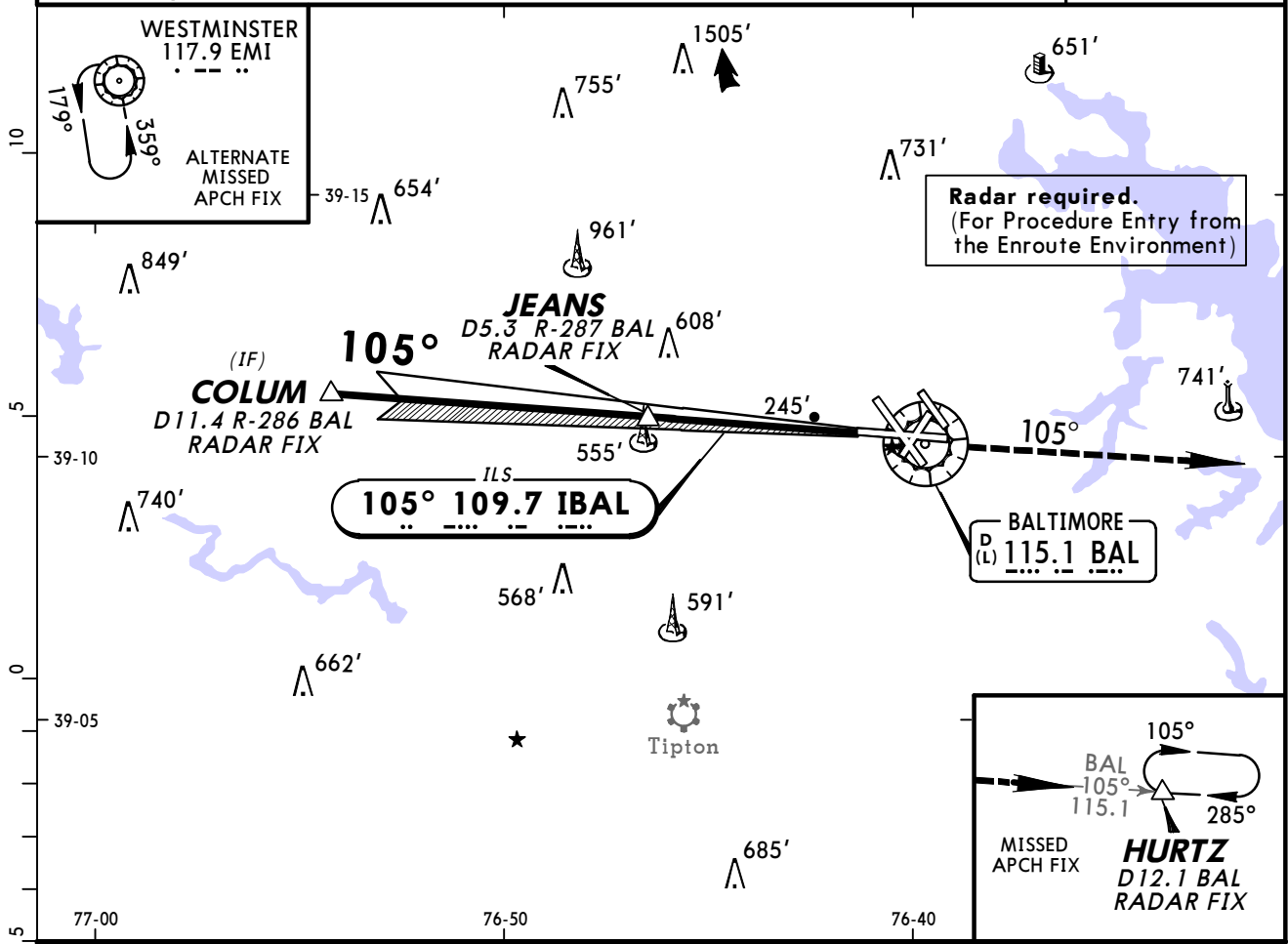


**CHANGES:** Hot spots, Rwy 4-22 converted to taxiway, taxiways modified.

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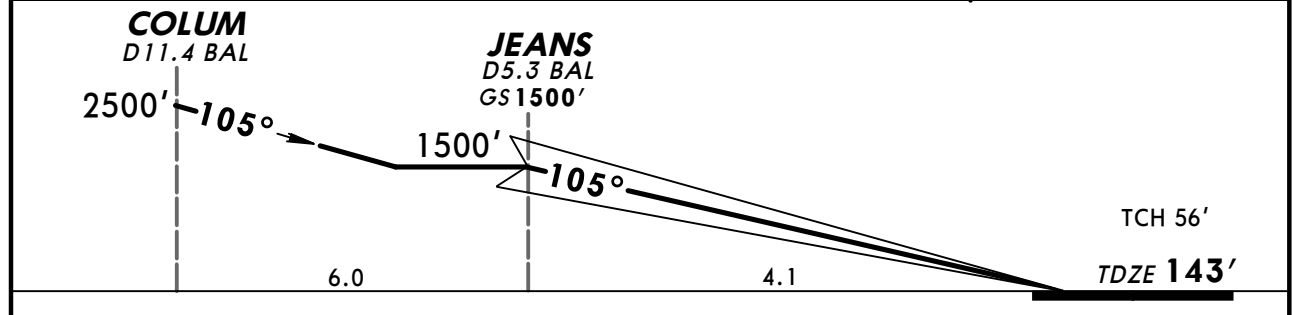
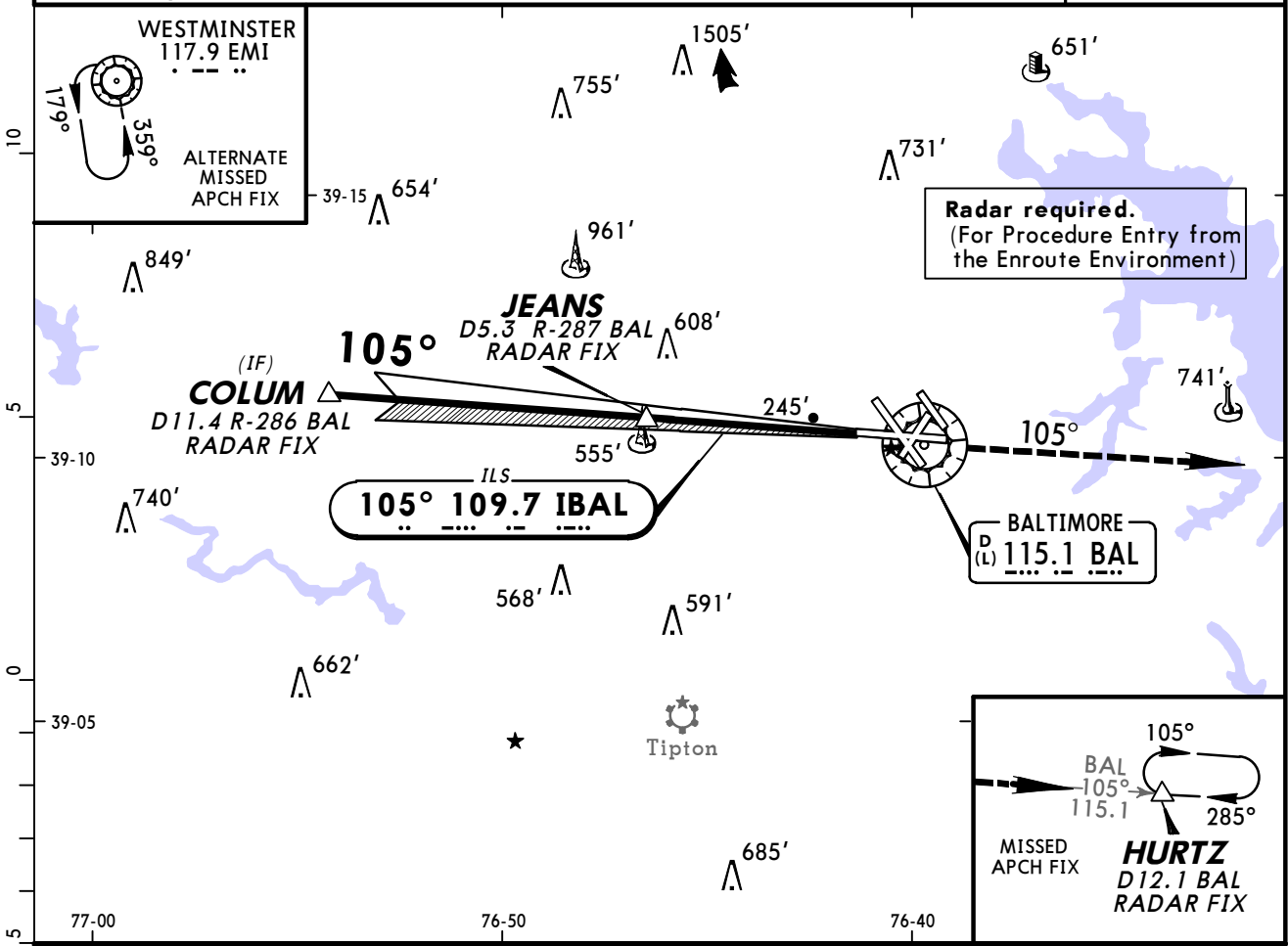
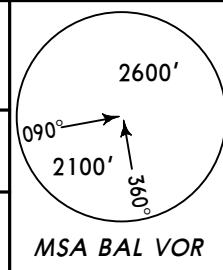
|                                                                                                                                                                                                    |          |                      |          |                   |          |             |          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------|----------|-------------------|----------|-------------|----------|
| D-ATIS                                                                                                                                                                                             |          | POTOMAC Approach (R) |          | BALTIMORE Tower   |          | Ground      |          |
| 115.1 127.8                                                                                                                                                                                        |          | 119.7                |          | 119.4             |          | 121.9       |          |
| LOC                                                                                                                                                                                                | Final    | GS                   | CAT IIIC | CAT IIIB          | CAT IIIA | CAT II ILS  | Apt Elev |
| IBAL                                                                                                                                                                                               | Apch Crs | JEANS                | NA       | Refer to Minimums |          | RA 102'     | 146'     |
| 109.7                                                                                                                                                                                              | 105°     | 1500'                |          |                   |          | DA(H)       | TDZE     |
|                                                                                                                                                                                                    |          | (1357')              |          |                   |          | 243' (100') | 143'     |
| MISSED APCH: Climb to 2500' outbound on BAL VOR R-105 to HURTZ/D12.1 BAL/RADAR and hold, or as directed by ATC.                                                                                    |          |                      |          |                   |          |             |          |
| Alt Set: INCHES                                                                                                                                                                                    |          | Trans level: FL 180  |          | Trans alt: 18000' |          |             |          |
| 1. Special Aircrew & Acft Certification Required.                                                                                                                                                  |          |                      |          |                   |          |             |          |
| 2. DME required.                                                                                                                                                                                   |          |                      |          |                   |          |             |          |
| <div><div><div><div></div><div>090°</div></div><div><div></div><div>2100'</div></div><div><div></div><div>360°</div></div><div><div></div><div>2600'</div></div></div><div>MSA BAL VOR</div></div> |          |                      |          |                   |          |             |          |



|               |       |     |     |     |     |     |         |       |                |       |
|---------------|-------|-----|-----|-----|-----|-----|---------|-------|----------------|-------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSF-II | 2500' | BAL            | HURTZ |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |         | ↑     | on 115.1 R-105 |       |

| TERPS        |              |              | STRAIGHT-IN LANDING RWY10                  |  |  |
|--------------|--------------|--------------|--------------------------------------------|--|--|
| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS<br>RA 102'<br>DA(H) 243' (100') |  |  |
| NA           | RVR 6        | RVR 7        | RVR 12                                     |  |  |
|              |              |              |                                            |  |  |

|                                                                                                                        |                               |                              |                                              |
|------------------------------------------------------------------------------------------------------------------------|-------------------------------|------------------------------|----------------------------------------------|
| D-ATIS<br>115.1                                                                                                        | POTOMAC Approach (R)<br>127.8 | BALTIMORE Tower<br>119.7     | Ground<br>121.9                              |
| LOC<br>IBAL<br>109.7                                                                                                   | Final<br>Apch Crs<br>105°     | GS<br>JEANS<br>1500' (1357') | SA CAT I ILS<br>RA 191'<br>DA(H) 293' (150') |
| Apt Elev 146'                                                                                                          |                               |                              | TDZE 143'                                    |
| <b>MISSED APCH:</b> Climb to 2500' outbound on BAL VOR R-105 to HURTZ/D12.1 BAL/RADAR and hold, or as directed by ATC. |                               |                              |                                              |
| Alt Set: INCHES                                                                                                        |                               | Trans level: FL 180          | Trans alt: 18000'                            |
| 1. Special Aircrew & Acft Certification Required.<br>2. DME required.                                                  |                               |                              |                                              |



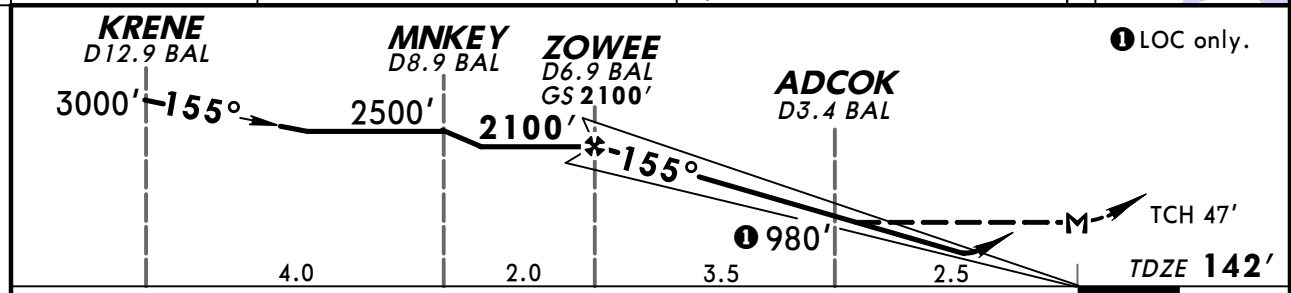
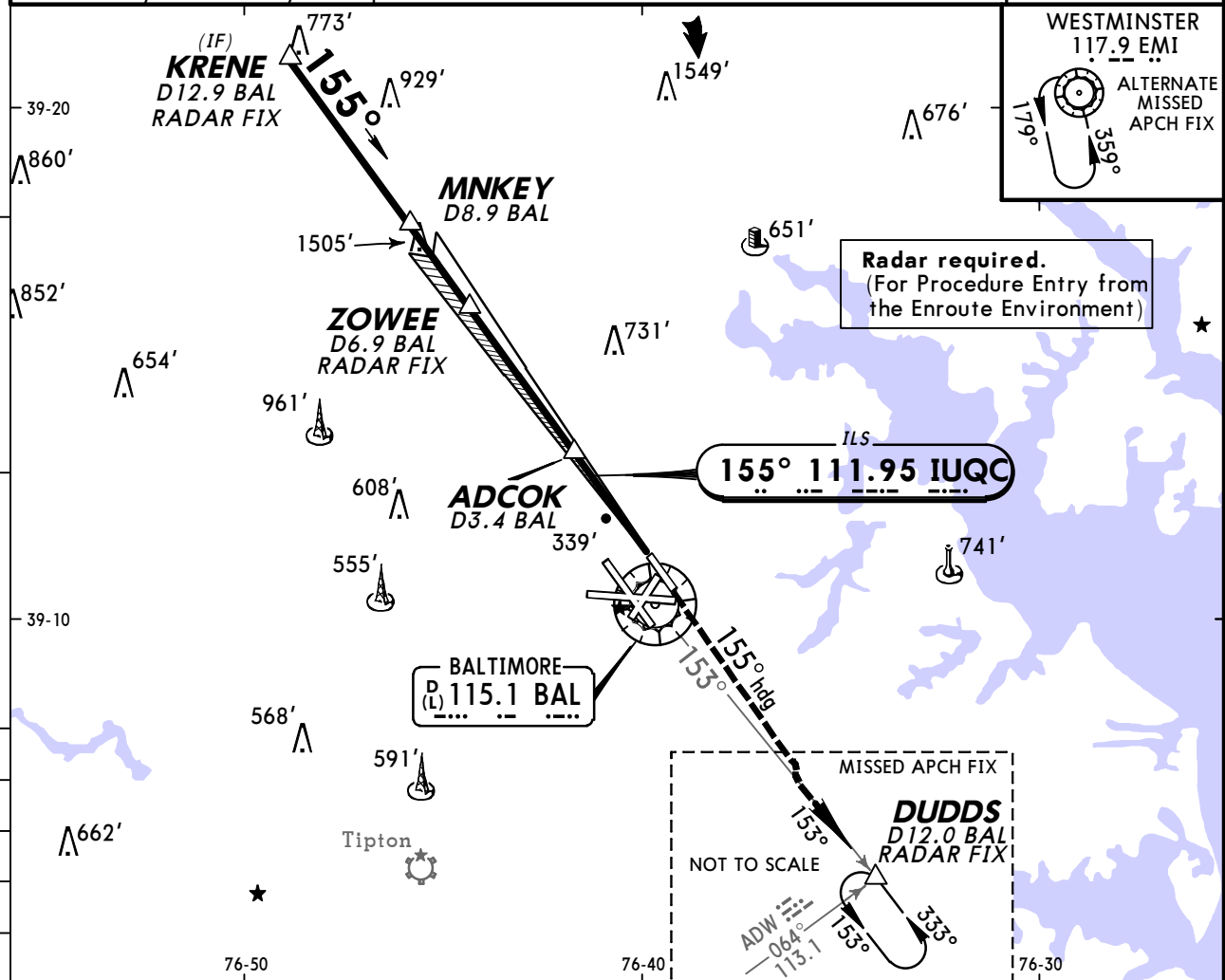
|               |       |     |     |     |     |     |          |       |                          |       |
|---------------|-------|-----|-----|-----|-----|-----|----------|-------|--------------------------|-------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSIF-II | 2500' | BAL<br>on 115.1<br>R-105 | HURTZ |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |          |       |                          |       |
|               |       |     |     |     |     |     |          |       |                          |       |

**TERPS** STRAIGHT-IN LANDING RWY10  
**1** SA CAT I ILS  
 RA 191'  
 DA(H) 293' (150')

|   |        |
|---|--------|
| A | RVR 14 |
| B |        |
| C |        |
| D |        |

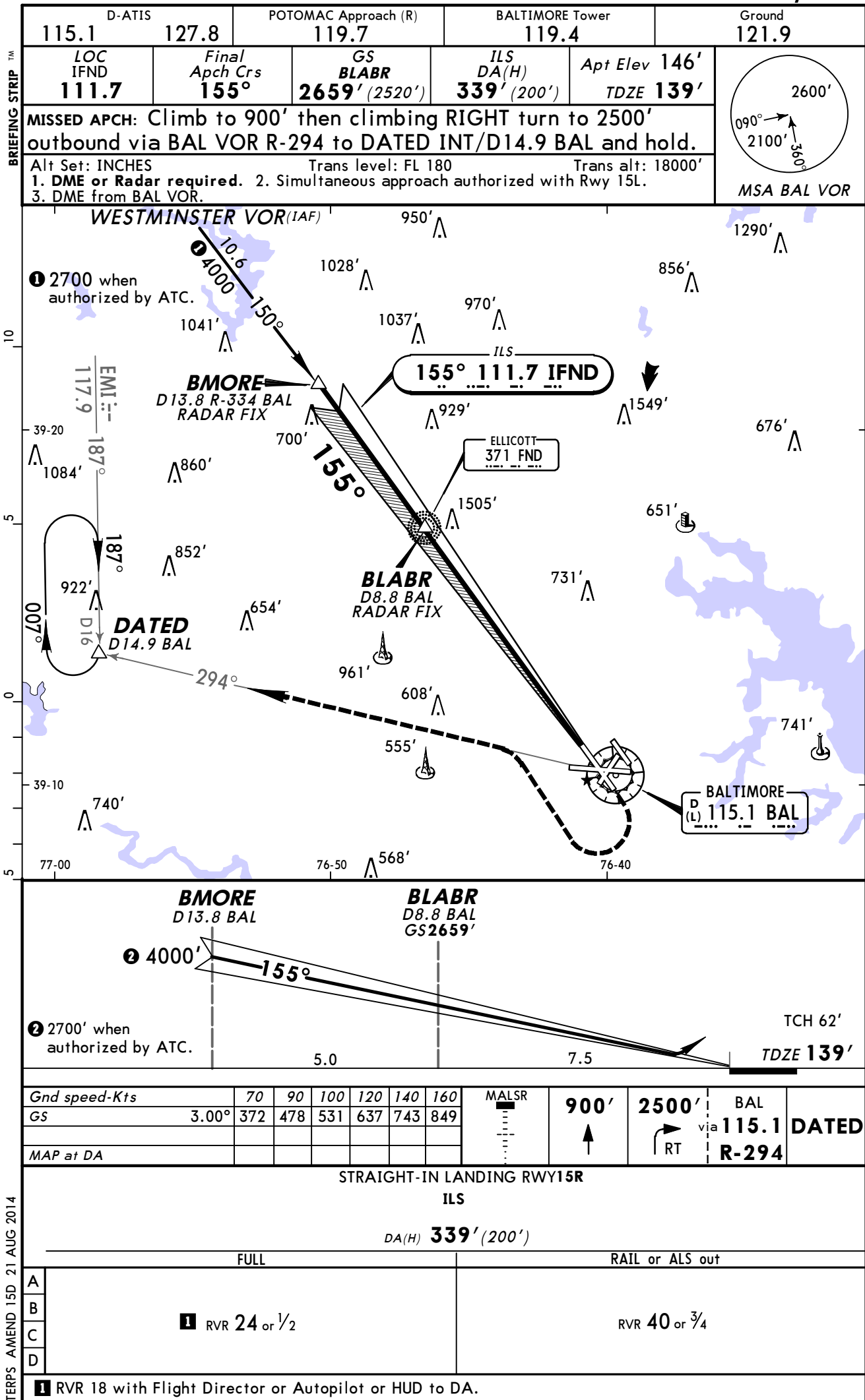
TERPS AMEND 21B 29 MAY 2014

|                                                                                                                                     |                           |                               |                             |                            |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------|-----------------------------|----------------------------|
| D-ATIS<br>115.1                                                                                                                     | 127.8                     | POTOMAC Approach (R)<br>119.7 | BALTIMORE Tower<br>119.4    | Ground<br>121.9            |
| LOC<br>IUQC<br>111.95                                                                                                               | Final<br>Apch Crs<br>155° | GS<br>ZOWEE<br>2100' (1958')  | ILS<br>DA(H)<br>472' (330') | Apt Elev 146'<br>TDZE 142' |
| <b>MISSED APCH:</b> Climb to 2500' on heading 155° and BAL VOR R-153 to DUDDS/D12.0 BAL and hold, or as directed by ATC.            |                           |                               |                             |                            |
| Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'                                                                     |                           |                               |                             |                            |
| 1. DME required.    2. Simultaneous approach authorized with ILS Rwy 15R.<br>3. Visibility reduction by helicopters not authorized. |                           |                               |                             |                            |



|               |       |      |      |      |      |      |      |  |  |  |
|---------------|-------|------|------|------|------|------|------|--|--|--|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  |      |  |  |  |
| GS            | 3.00° | 372  | 478  | 531  | 637  | 743  | 849  |  |  |  |
| ZOWEE to MAP  | 6.0   | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 | 2:15 |  |  |  |

| TERPS |                 | STRAIGHT-IN LANDING RWY 15L |                                   | CIRCLE-TO-LAND    |        |
|-------|-----------------|-----------------------------|-----------------------------------|-------------------|--------|
|       |                 | ILS<br>DA(H) 472'(330')     | LOC (GS out)<br>MDA(H) 560'(418') | Max<br>Kts        | MDA(H) |
| A     | RVR 60 or 1 1/8 | RVR 55 or 1                 | 90                                | 640'(494')- 1     |        |
| B     |                 |                             | 120                               |                   |        |
| C     |                 | RVR 60 or 1 1/8             | 140                               | 640'(494')- 1 1/2 |        |
| D     |                 |                             | 165                               | 740'(594')- 2     |        |
|       |                 |                             |                                   |                   |        |



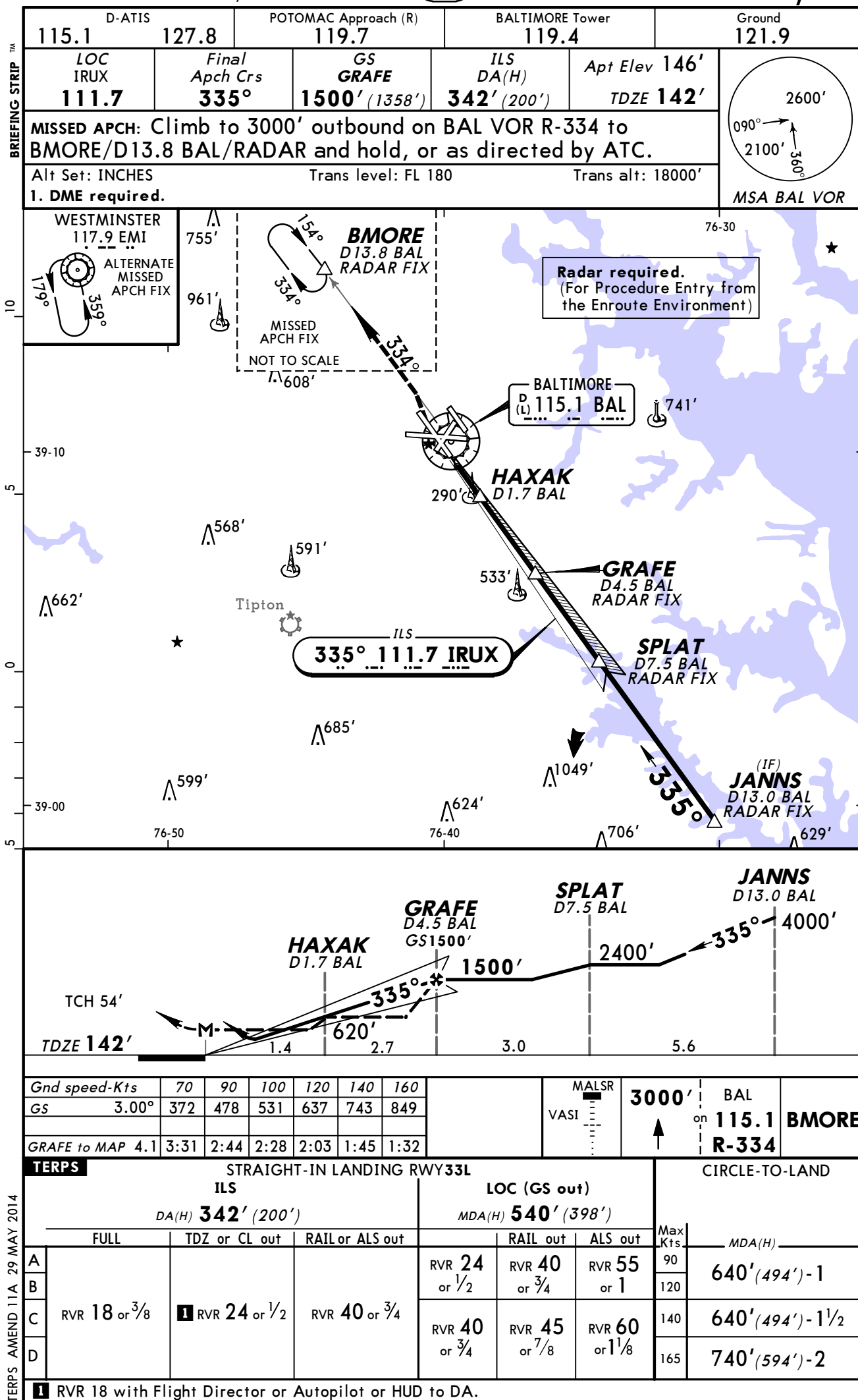
*MSA BAL VOR*

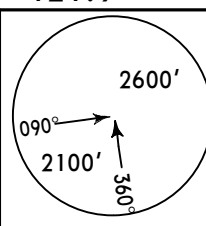


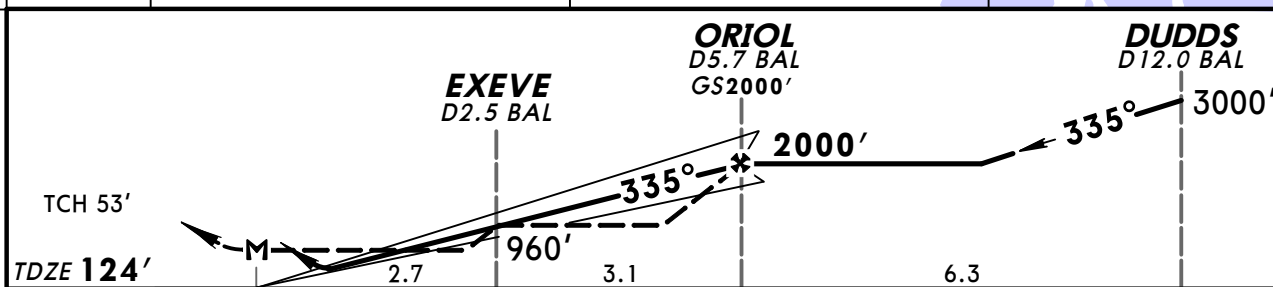
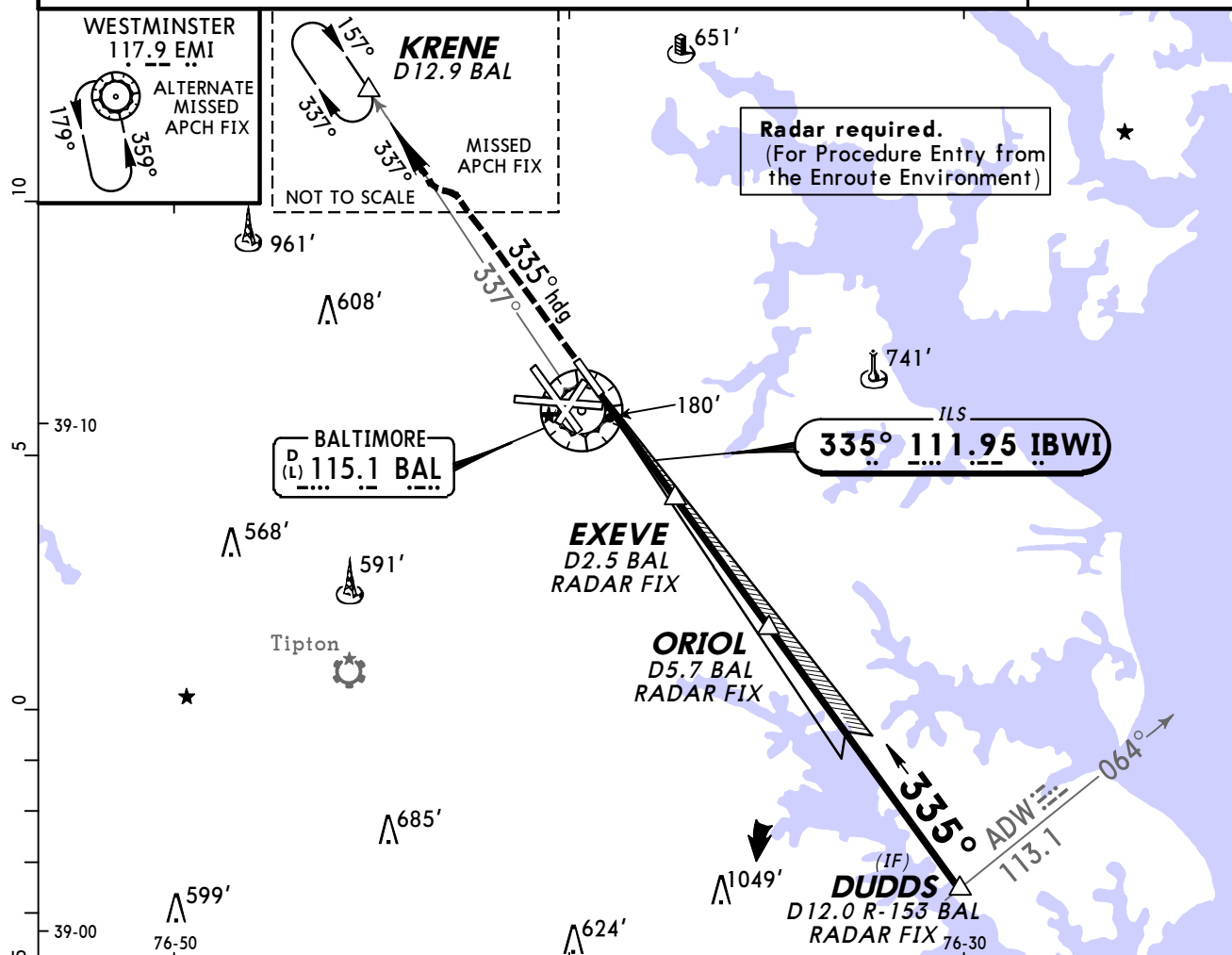
↑

$$820' (674') - 2\frac{1}{4}$$

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|                                                            |                                                                                                                   |                     |                      |                   |                 |             |                                                                                     |  |
|------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|---------------------|----------------------|-------------------|-----------------|-------------|-------------------------------------------------------------------------------------|--|
| BRIEFING STRIP <sup>TM</sup>                               | D-ATIS                                                                                                            |                     | POTOMAC Approach (R) |                   | BALTIMORE Tower |             | Ground                                                                              |  |
|                                                            | 115.1 127.8                                                                                                       |                     | 119.7                |                   | 119.4           |             | 121.9                                                                               |  |
|                                                            | LOC<br>IBWI                                                                                                       | Final<br>Apch Crs   | GS<br>ORIO           | ILS<br>DA(H)      | Apt Elev 146'   |             |  |  |
|                                                            | 111.95                                                                                                            | 335°                | 2000' (1876')        | 331' (207')       | TDZE 124'       |             |                                                                                     |  |
|                                                            | MISSED APCH: Climb to 3000' on heading 335° and BAL VOR R-337 to KRENE/D12.9 BAL and hold, or as directed by ATC. |                     |                      |                   |                 |             |                                                                                     |  |
| Alt Set: INCHES                                            |                                                                                                                   | Trans level: FL 180 |                      | Trans alt: 18000' |                 | MSA BAL VOR |                                                                                     |  |
| 1. DME required. 2. VGSI and ILS glidepath not coincident. |                                                                                                                   |                     |                      |                   |                 |             |                                                                                     |  |



|               |       |      |      |      |      |      |                                                           |                                            |                                              |                                                  |       |      |
|---------------|-------|------|------|------|------|------|-----------------------------------------------------------|--------------------------------------------|----------------------------------------------|--------------------------------------------------|-------|------|
| Gnd speed-Kts | 70    | 90   | 100  | 120  | 140  | 160  | <div><div>MALSR</div><div>REIL</div><div>PAPI</div></div> | <div>3000'<div>↑</div></div> <div>on</div> | <div>335°<div>hdg</div></div> <div>and</div> | <div>BAL</div> <div>115.1</div> <div>R-337</div> | KRENE |      |
| GS            | 3.00° | 372  | 478  | 531  | 637  | 743  |                                                           |                                            |                                              |                                                  |       | 849  |
|               |       |      |      |      |      |      |                                                           |                                            |                                              |                                                  |       |      |
| ORIOl to MAP  | 5.8   | 4:58 | 3:52 | 3:29 | 2:54 | 2:29 |                                                           |                                            |                                              |                                                  |       | 2:10 |

| TERPS                    |                    |                  | STRAIGHT-IN LANDING RWY 33R        |               |               |             | CIRCLE-TO-LAND |               |                    |     |                   |
|--------------------------|--------------------|------------------|------------------------------------|---------------|---------------|-------------|----------------|---------------|--------------------|-----|-------------------|
| ILS<br>DA(H) 331' (207') |                    |                  | LOC (GS out)<br>MDA(H) 540' (416') |               |               | Max<br>Kts  | MDA(H)         |               |                    |     |                   |
| FULL                     | RAIL out           | ALS out          |                                    | RAIL out      | ALS out       |             |                |               |                    |     |                   |
| A                        | 1 RVR 24<br>or 1/2 | RVR 40<br>or 3/4 | 1 1/2                              | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 | 90             | 640' (494')-1 |                    |     |                   |
| B                        |                    |                  |                                    |               |               |             | 120            |               |                    |     |                   |
| C                        |                    |                  |                                    |               |               |             | RVR 40 or 3/4  | RVR 50 or 1   | RVR 60<br>or 1 1/8 | 140 | 640' (494')-1 1/2 |
| D                        |                    |                  |                                    |               |               |             |                |               |                    | 165 | 740' (594')-2     |

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

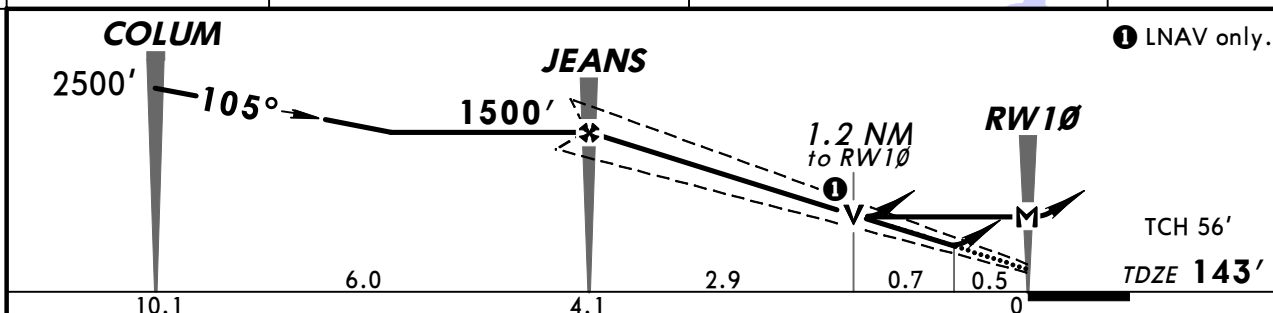
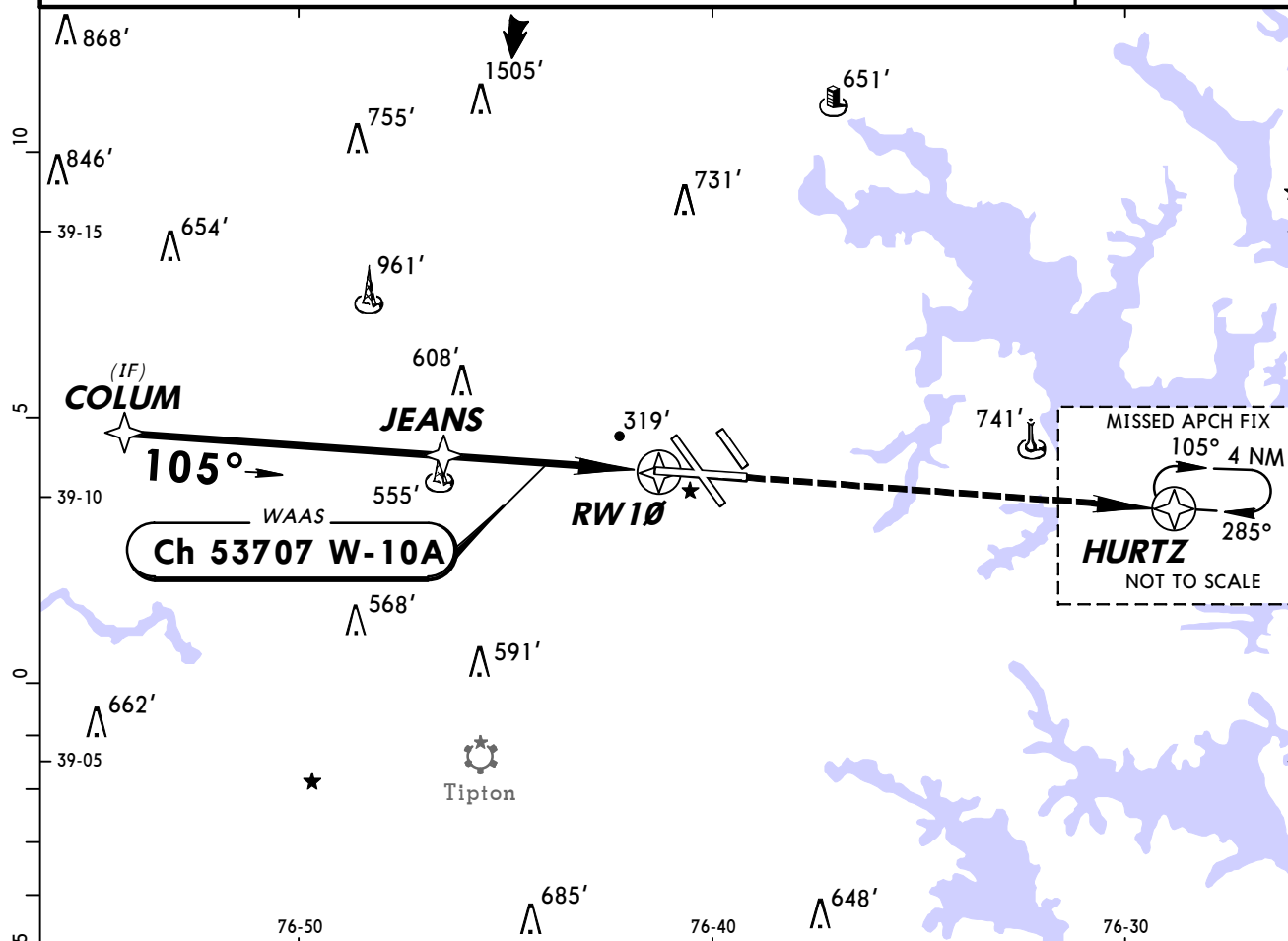
CHANGES: Note added.

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TERPS AMEND 2C 29 MAY 2014

BRIEFING STRIP™

|                                                    |  |                                  |  |                                                     |  |                                    |  |                                              |  |
|----------------------------------------------------|--|----------------------------------|--|-----------------------------------------------------|--|------------------------------------|--|----------------------------------------------|--|
| D-ATIS                                             |  | POTOMAC Approach (R)             |  | BALTIMORE Tower                                     |  | Ground                             |  |                                              |  |
| 115.1                                              |  | 127.8                            |  | 119.7                                               |  | 119.4                              |  | 121.9                                        |  |
| WAAS<br><b>Ch 53707</b><br>W-10A                   |  | Final<br>Apch Crs<br><b>105°</b> |  | Minimum Alt<br><b>JEANS</b><br><b>1500'</b> (1357') |  | LPV<br>DA(H)<br><b>343'</b> (200') |  | Apt Elev <b>143'</b><br><br>TDZE <b>143'</b> |  |
| MISSED APCH: Climb to 2500' direct HURTZ and hold. |  |                                  |  |                                                     |  |                                    |  | <div>2600'</div> <div>MSA RW10</div>         |  |
| Alt Set: INCHES                                    |  |                                  |  |                                                     |  |                                    |  |                                              |  |



|                        |     |     |     |     |     |     |         |       |       |
|------------------------|-----|-----|-----|-----|-----|-----|---------|-------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II | 2500' | HURTZ |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |         |       |       |
| MAP at RWY10           |     |     |     |     |     |     |         |       |       |

| TERPS STRAIGHT-IN LANDING RWY 10 |               |                                       |             | CIRCLE-TO-LAND                    |                           |
|----------------------------------|---------------|---------------------------------------|-------------|-----------------------------------|---------------------------|
| LPV<br>DA(H) <b>343'</b> (200')  |               | LNAV/VNAV<br>DA(H) <b>580'</b> (437') |             | LNAV<br>MDA(H) <b>580'</b> (437') |                           |
| ALS out                          |               | ALS out                               |             | ALS out                           |                           |
| A                                |               |                                       |             |                                   |                           |
| B                                |               |                                       |             |                                   |                           |
| C                                | RVR 24 or 1/2 | RVR 40 or 3/4                         | RVR 50 or 1 | 1 3/8                             | RVR 24 or 1/2 RVR 55 or 1 |
| D                                |               |                                       |             |                                   |                           |
|                                  |               |                                       |             | Max Kts                           | MDA(H)                    |
|                                  |               |                                       |             | 90                                | 640' (497') - 1           |
|                                  |               |                                       |             | 120                               |                           |
|                                  |               |                                       |             | 140                               | 640' (497') - 1 1/2       |
|                                  |               |                                       |             | 165                               | 740' (597') - 2           |

39-20

39-10

39-00

39-10

39-20

700'

868'

846'

654'

961'

608'

568'

591'

662'

755'

1505'

670'

731'

339'

568'

591'

662'

76-50

76-40

76-30

(IF)

KRENE

155°

MNKEY

ZOWEE

ADCOK

2.5 NM to RW15L

RW15L

MISSED APCH FIX NOT TO SCALE

DUDDS

155° 4 NM

335°

KRENE

3000'

155°

MNKEY

2500'

ZOWEE

2100'

ADCOK

2.5 NM to RW15L

1.3 NM to RW15L

RW15L

980'

TCH 47'

TDZE 142'

12.0

4.0

8.0

2.0

6.0

3.5

1.0

0.2

0.4

0.9

0

Gnd speed-Kts

70 90 100 120 140 160

Glide Path Angle

3.00° 372 478 531 637 743 849

MAP at RW15L

REIL

PAPI-L

2500'

DUDDS

TERPS

STRAIGHT-IN LANDING RWY 15L

CIRCLE-TO-LAND

LPV

DA(H) 471' (329')

LNAV/VNAV

DA(H) 679' (537')

LNAV

MDA(H) 600' (458')

Max Kts

90 120 140 165

MDA(H)

640' (497')-1

RVR 60 or 1 1/8

1 7/8

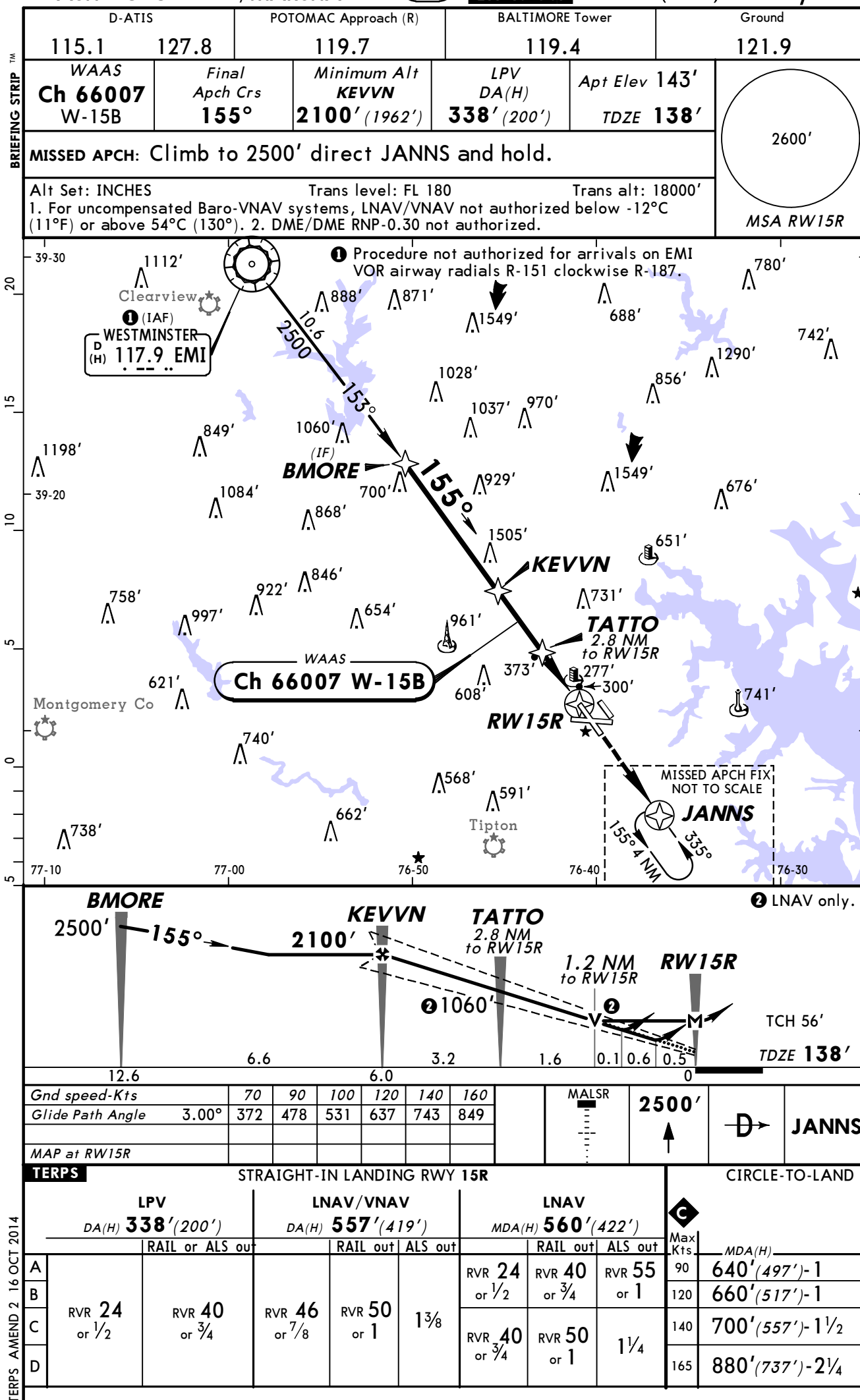
1 3/8

740' (597')-2

TERPS AMEND 3B 21 AUG 2014

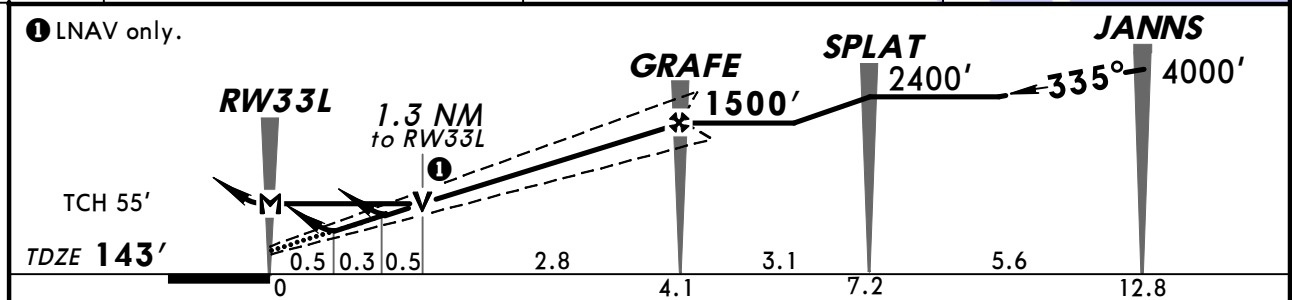
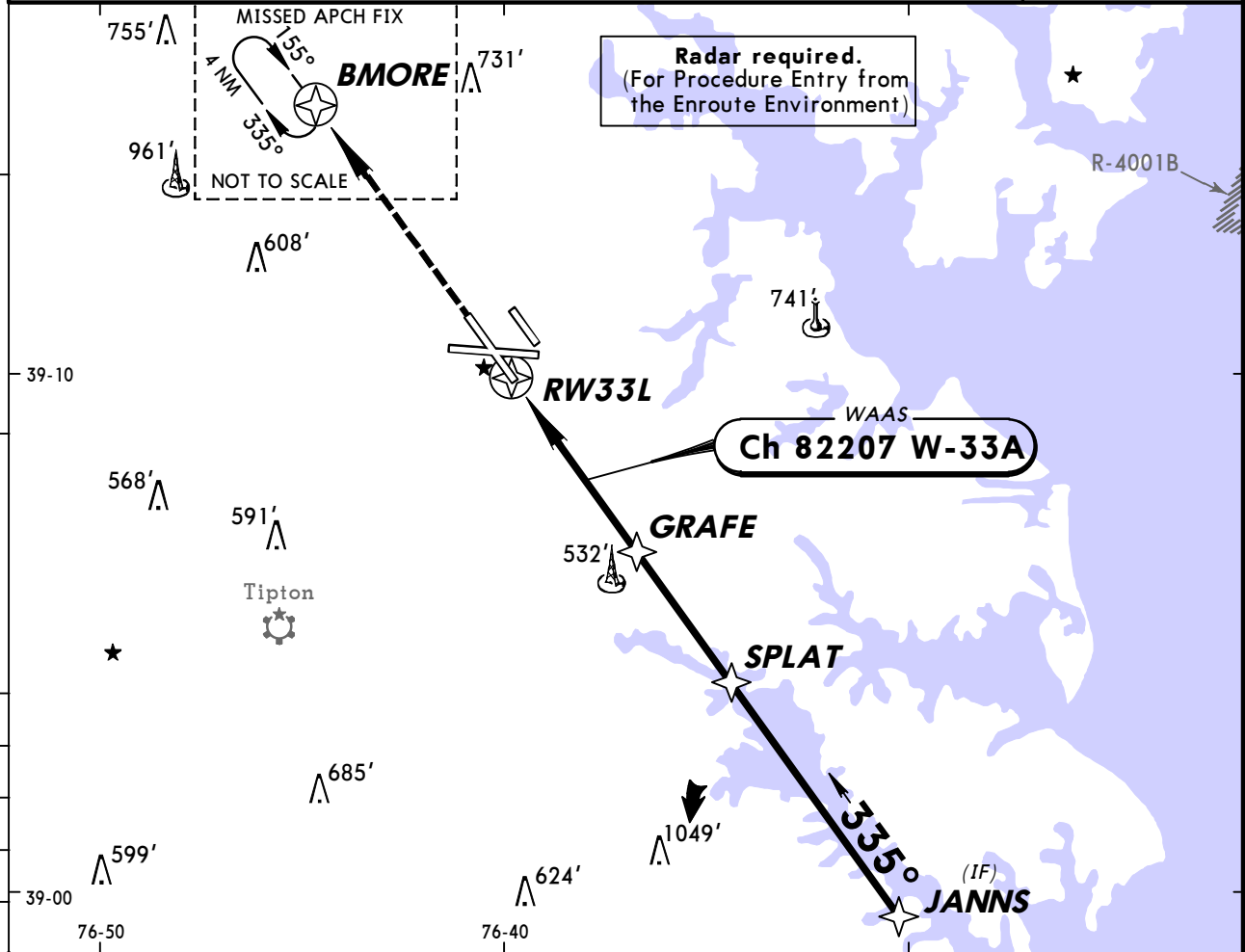
CHANGES: Chart reindexed, airport elevation.

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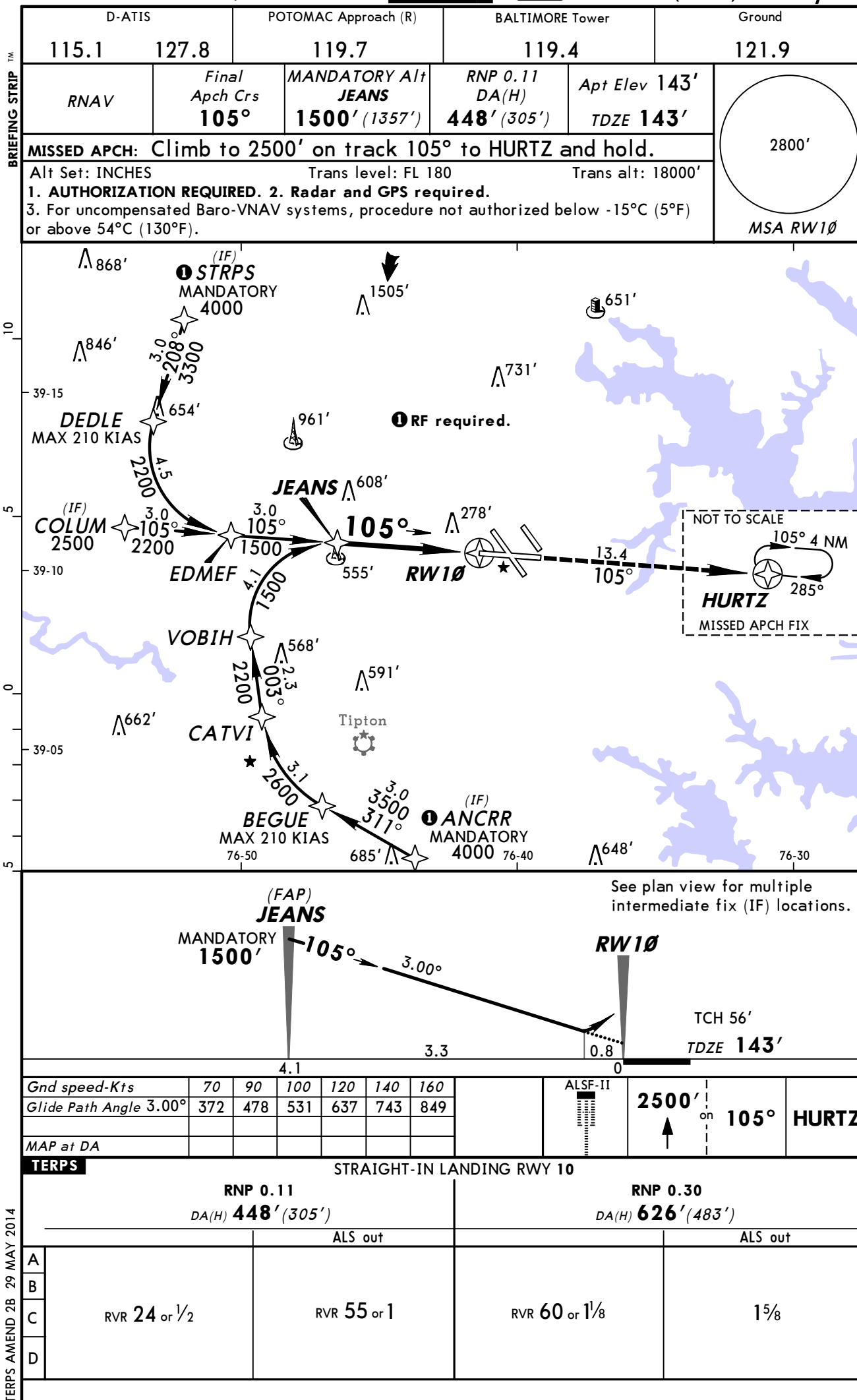
|                                                                                                                                                |  |                           |                     |                                       |  |                             |  |                            |  |                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------|---------------------|---------------------------------------|--|-----------------------------|--|----------------------------|--|---------------------------------------|
| D-ATIS                                                                                                                                         |  | POTOMAC Approach (R)      |                     | BALTIMORE Tower                       |  | Ground                      |  |                            |  |                                       |
| 115.1                                                                                                                                          |  | 127.8                     |                     | 119.7                                 |  | 119.4                       |  | 121.9                      |  |                                       |
| WAAS<br>Ch 82207<br>W-33A                                                                                                                      |  | Final<br>Apch Crs<br>335° |                     | Minimum Alt<br>GRAFE<br>1500' (1357') |  | LPV<br>DA(H)<br>343' (200') |  | Apt Elev 143'<br>TDZE 143' |  | <div>2600'</div> <div>MSA RW33L</div> |
| MISSED APCH: Climb to 3000' direct BMORE and hold.                                                                                             |  |                           |                     |                                       |  |                             |  |                            |  |                                       |
| Alt Set: INCHES                                                                                                                                |  |                           | Trans level: FL 180 |                                       |  | Trans alt: 18000'           |  |                            |  |                                       |
| 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. |  |                           |                     |                                       |  |                             |  |                            |  |                                       |



|                           |  |       |     |     |     |     |     |                                                                    |  |
|---------------------------|--|-------|-----|-----|-----|-----|-----|--------------------------------------------------------------------|--|
| Gnd speed-Kts             |  | 70    | 90  | 100 | 120 | 140 | 160 | <div>MALSR</div> <div>VASI</div> <div>3000'</div> <div>BMORE</div> |  |
| Glide Path Angle          |  | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                                    |  |
| LPV, LNAV/VNAV: MAP at DA |  |       |     |     |     |     |     |                                                                    |  |
| LNAV: MAP at RW33L        |  |       |     |     |     |     |     |                                                                    |  |

| TERPS |               | STRAIGHT-IN LANDING RWY 33L |  |                          |               |               | CIRCLE-TO-LAND            |             |        |
|-------|---------------|-----------------------------|--|--------------------------|---------------|---------------|---------------------------|-------------|--------|
|       |               | LPV                         |  | LNAV/VNAV                |               |               | LNAV                      |             |        |
|       |               | DA(H) <b>343'</b> (200')    |  | DA(H) <b>432'</b> (289') |               |               | MDA(H) <b>600'</b> (457') |             |        |
|       |               | RAIL or ALS out             |  | RAIL out ALS out         |               |               | RAIL out ALS out          |             |        |
| A     |               |                             |  |                          |               |               | RVR 24                    | RVR 40      | RVR 55 |
| B     |               |                             |  |                          |               |               | or 1/2                    | or 3/4      | or 1   |
| C     | RVR 24 or 1/2 | RVR 40 or 3/4               |  | RVR 24 or 1/2            | RVR 40 or 3/4 | RVR 45 or 7/8 | RVR 50 or 1               | RVR 55 or 1 | 1 3/8  |
| D     |               |                             |  |                          |               |               |                           |             |        |





D-ATIS

115.1

127.8

POTOMAC Approach (R)

119.7

BALTIMORE Tower

119.4

Ground

121.9

RNAV

Final  
Apch Crs  
155°

MANDATORY Alt  
KEVVN  
2100' (1962')

RNP 0.11  
DA(H)  
513' (375')

Apt Elev 143'  
TDZE 138'

2800'

MSA RW15R

MISSED APCH: Climb to 2500' on track 155° to JANNS and hold.

Alt Set: INCHES  
1. AUTHORIZATION REQUIRED. 2. GPS required.  
3. For uncompensated Baro-VNAV systems, procedure not authorized below  
-12°C (11°F) or above 54°C (130°F).

Trans level: FL 180  
Trans alt: 18000'

D-ATIS

115.1

127.8

POTOMAC Approach (R)

119.7

BALTIMORE Tower

119.4

Ground

121.9

RNAV

Final  
Apch Crs  
155°

MANDATORY Alt  
KEVVN  
2100' (1962')

RNP 0.11  
DA(H)  
513' (375')

Apt Elev 143'  
TDZE 138'

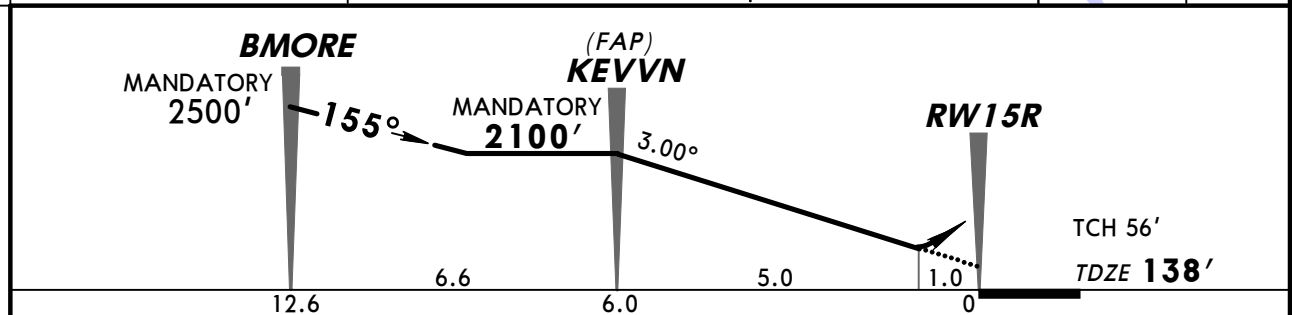
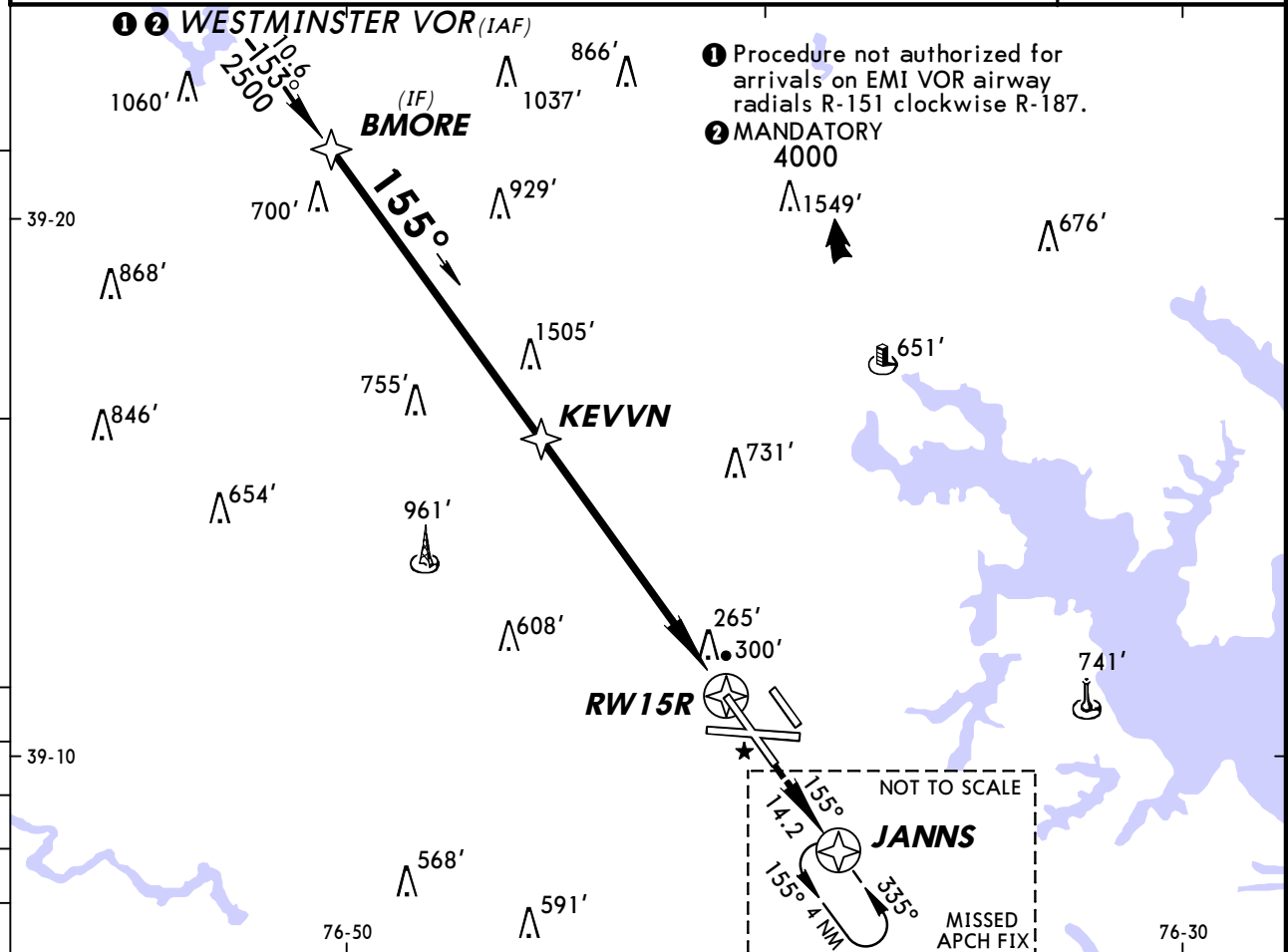
2800'

MSA RW15R

MISSED APCH: Climb to 2500' on track 155° to JANNS and hold.

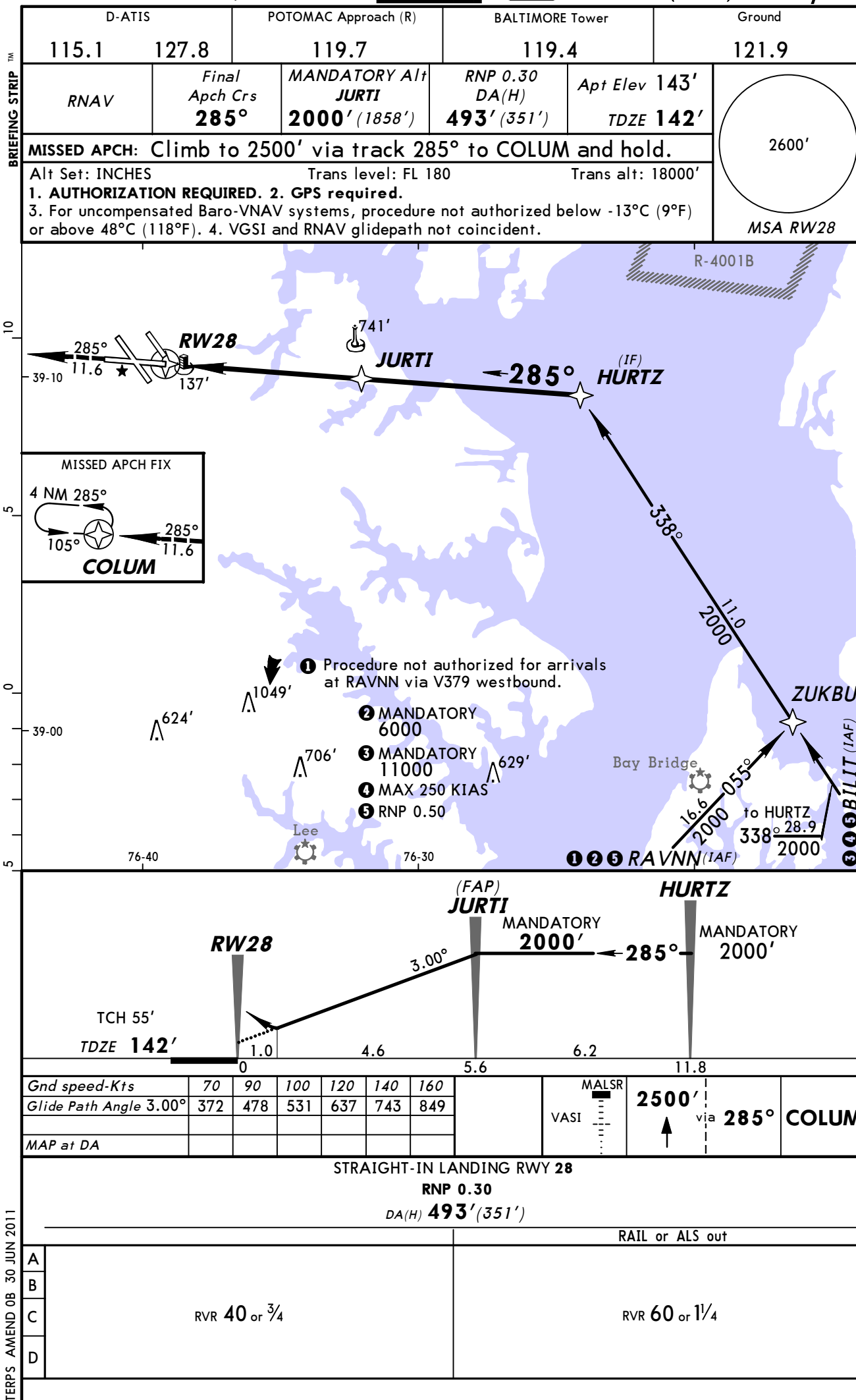
Alt Set: INCHES  
1. AUTHORIZATION REQUIRED. 2. GPS required.  
3. For uncompensated Baro-VNAV systems, procedure not authorized below  
-12°C (11°F) or above 54°C (130°F).

Trans level: FL 180  
Trans alt: 18000'

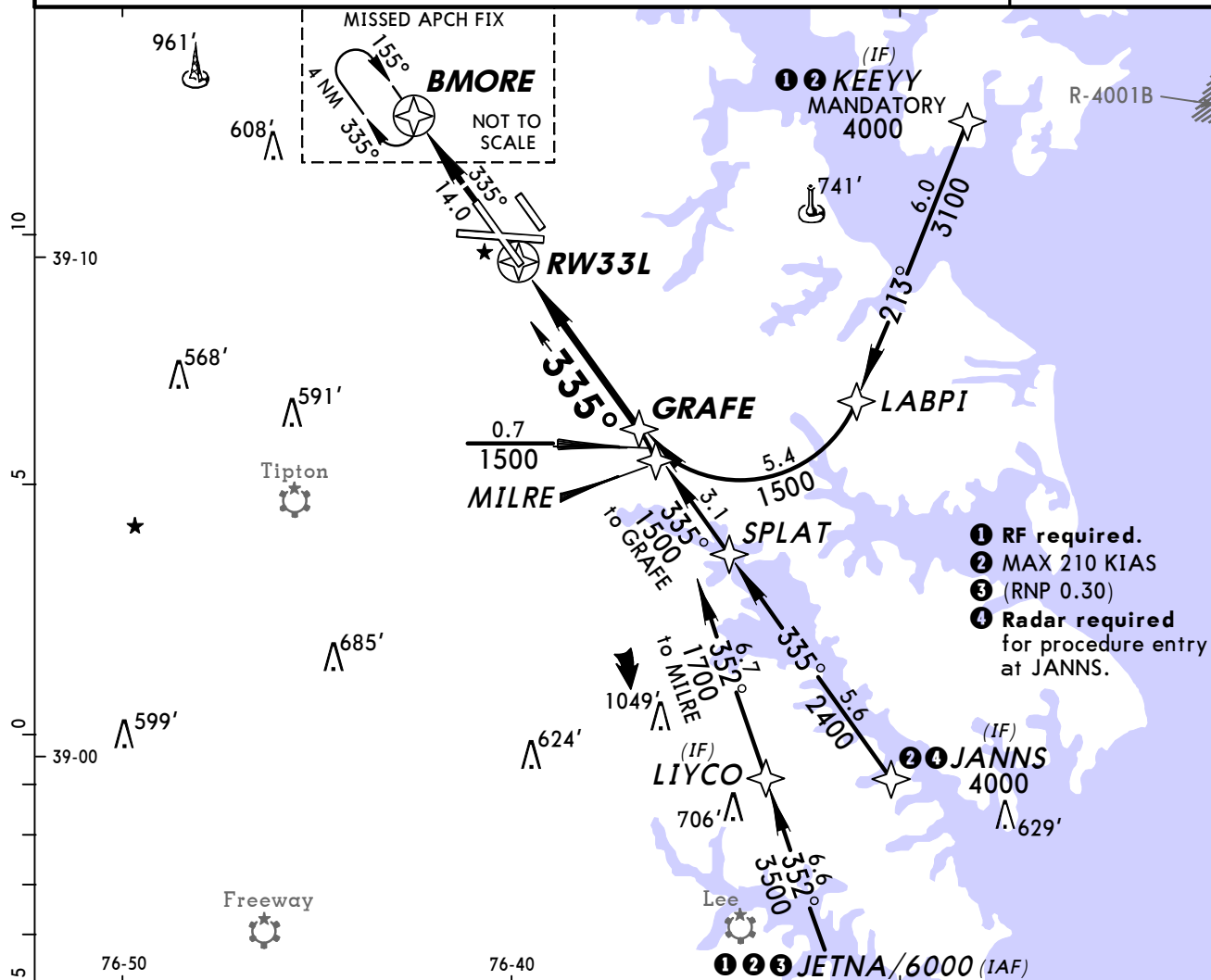


|                        |     |     |     |     |     |     |       |       |         |       |
|------------------------|-----|-----|-----|-----|-----|-----|-------|-------|---------|-------|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 | MALSR | 2500' | on 155° | JANNS |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |       |       |         |       |
| MAP at DA              |     |     |     |     |     |     |       |       |         |       |

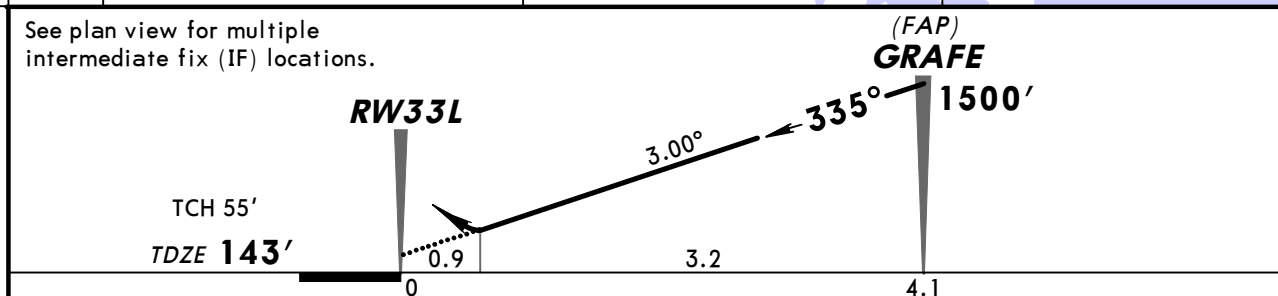
| TERPS             |               |          |               |         |       | STRAIGHT-IN LANDING RWY 15R |  |             |  |       |  |
|-------------------|---------------|----------|---------------|---------|-------|-----------------------------|--|-------------|--|-------|--|
| RNP 0.11          |               |          |               |         |       | RNP 0.30                    |  |             |  |       |  |
| DA(H) 513' (375') |               |          |               |         |       | DA(H) 588' (450')           |  |             |  |       |  |
|                   |               | RAIL out |               | ALS out |       | RAIL out                    |  | ALS out     |  |       |  |
| A                 |               |          |               |         |       |                             |  |             |  |       |  |
| B                 |               |          |               |         |       |                             |  |             |  |       |  |
| C                 | RVR 38 or 3/4 |          | RVR 40 or 3/4 |         | 1 1/4 | RVR 52 or 1                 |  | RVR 55 or 1 |  | 1 1/2 |  |
| D                 |               |          |               |         |       |                             |  |             |  |       |  |



|                                                                                                                                                                                                                           |                                  |                                                     |                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-----------------------------------------|
| D-ATIS                                                                                                                                                                                                                    | POTOMAC Approach (R)             | BALTIMORE Tower                                     | Ground                                  |
| 115.1                                                                                                                                                                                                                     | 127.8                            | 119.7                                               | 121.9                                   |
| RNAV                                                                                                                                                                                                                      | Final<br>Apch Crs<br><b>335°</b> | Minimum Alt<br><b>GRAFE</b><br><b>1500'</b> (1357') | RNP 0.30<br>DA(H)<br><b>496'</b> (353') |
|                                                                                                                                                                                                                           |                                  | Apt Elev <b>143'</b><br>TDZE <b>143'</b>            |                                         |
| <b>MISSED APCH:</b> Climb to 3000' on track 335° to BMORE and hold.                                                                                                                                                       |                                  |                                                     |                                         |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'<br><b>1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV</b><br>systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). |                                  |                                                     |                                         |
|                                                                                                                                                                                                                           |                                  |                                                     | 2800'<br><b>MSA RW33L</b>               |



See plan view for multiple intermediate fix (IF) locations.



|                        |     |     |     |     |     |     |
|------------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts          | 70  | 90  | 100 | 120 | 140 | 160 |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
|                        |     |     |     |     |     |     |
| MAP at DA              |     |     |     |     |     |     |

MALSR

VASI

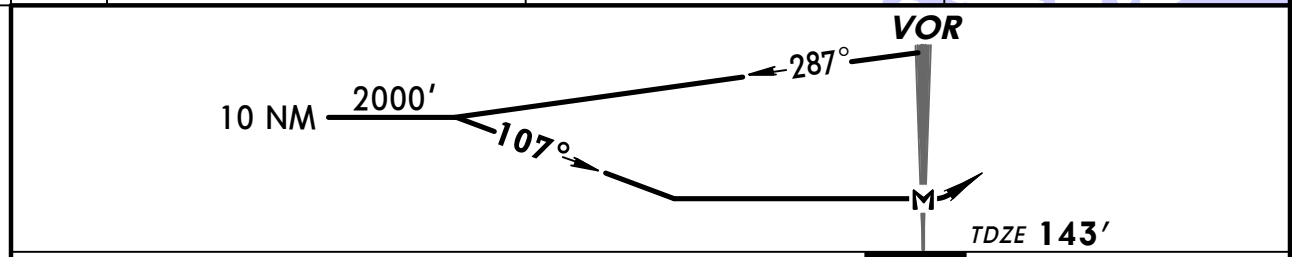
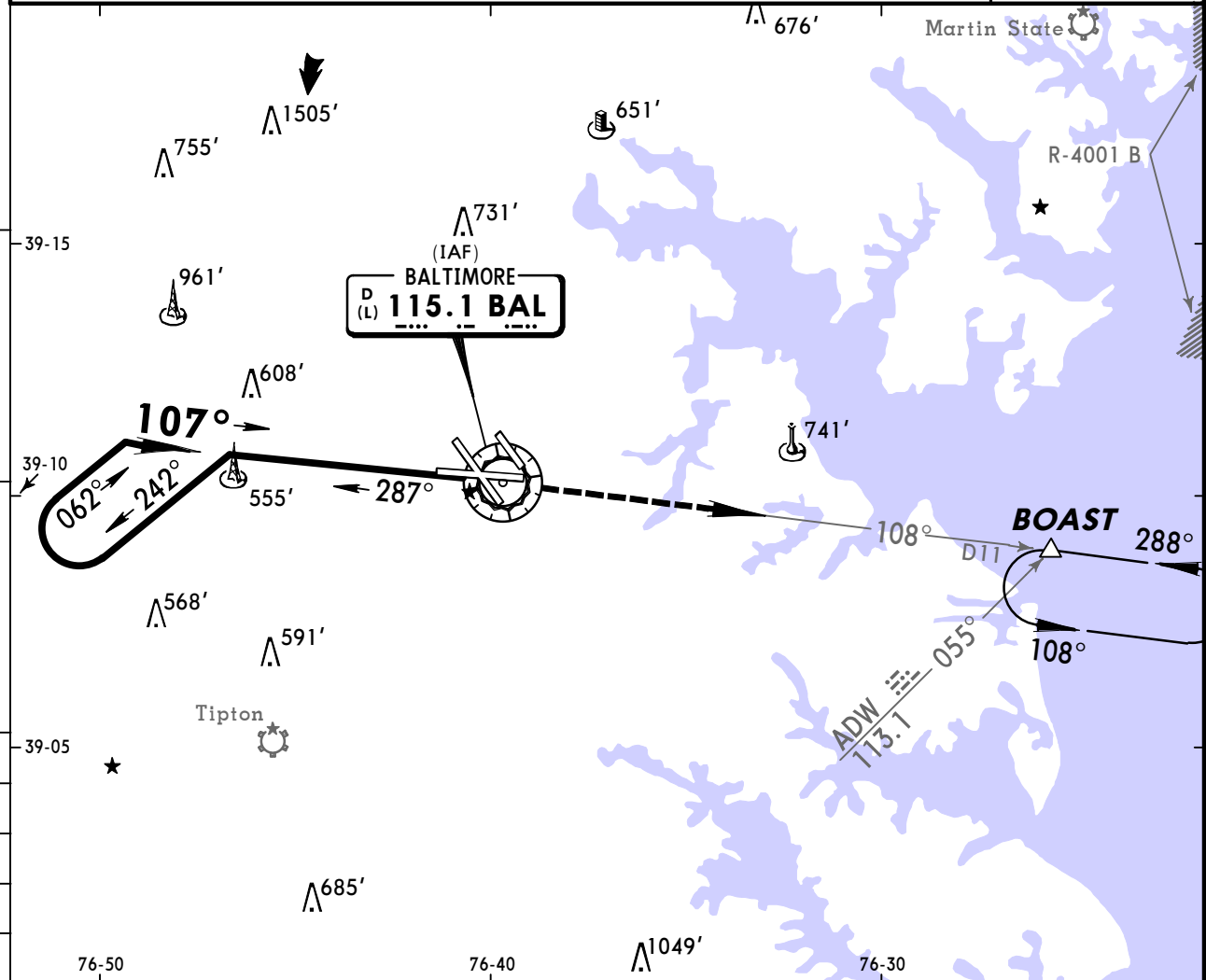
3000'

on 335°

BMORE

| TERPS |  |  | STRAIGHT-IN LANDING RWY 33L |  |  |
|-------|--|--|-----------------------------|--|--|
|       |  |  | RNP 0.30                    |  |  |
|       |  |  | DA(H) <b>496'</b> (353')    |  |  |
|       |  |  | RAIL out                    |  |  |
|       |  |  | ALS out                     |  |  |
| A     |  |  |                             |  |  |
| B     |  |  |                             |  |  |
| C     |  |  |                             |  |  |
| D     |  |  |                             |  |  |

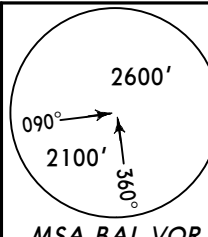
|                                                                               |                           |                               |                          |                            |
|-------------------------------------------------------------------------------|---------------------------|-------------------------------|--------------------------|----------------------------|
| D-ATIS<br>115.1 127.8                                                         |                           | POTOMAC Approach (R)<br>119.7 | BALTIMORE Tower<br>119.4 | Ground<br>121.9            |
| VOR<br>BAL<br>115.1                                                           | Final<br>Apch Crs<br>107° | No FAF                        | MDA(H)<br>1320' (1177')  | Apt Elev 143'<br>TDZE 143' |
| MISSED APCH: Climb to 2500' outbound via BAL VOR R-108 to BOAST INT and hold. |                           |                               |                          |                            |
| Alt Set: INCHES                                                               |                           | Trans level: FL 180           | Trans alt: 18000'        | MSA BAL VOR                |

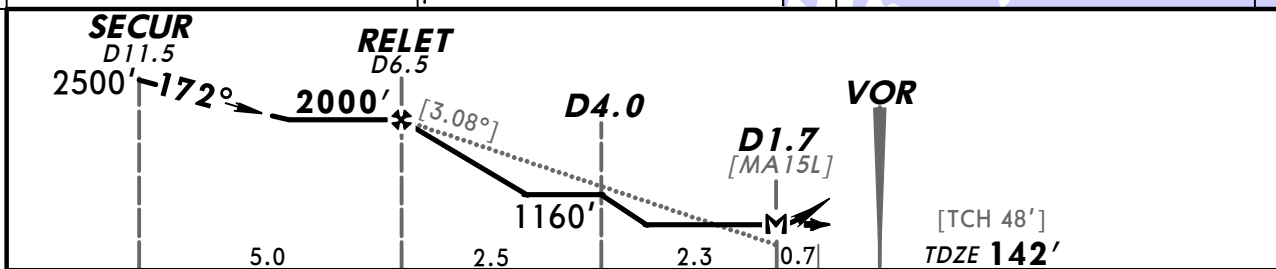
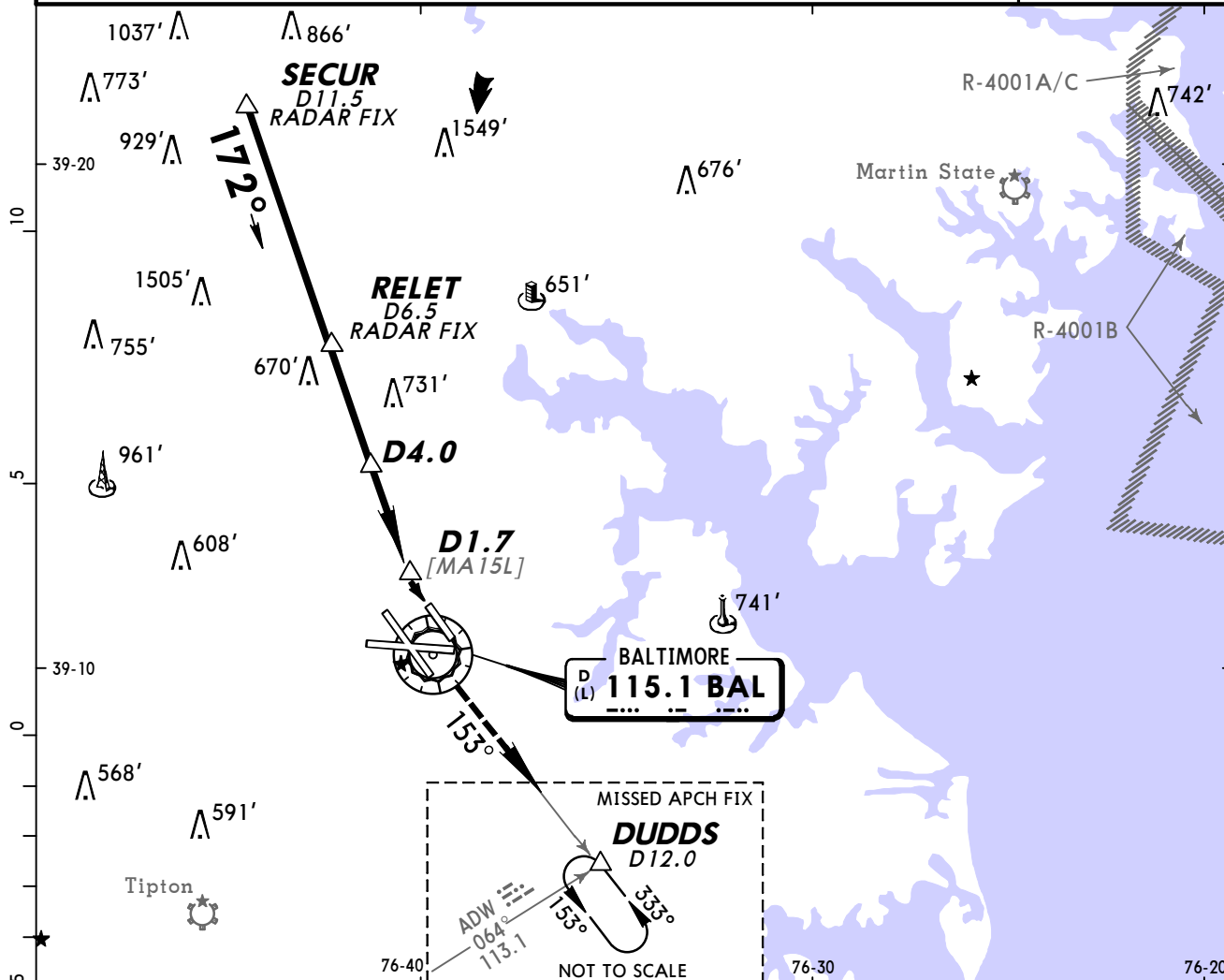


|            |  |  |  |  |  |         |       |                 |       |
|------------|--|--|--|--|--|---------|-------|-----------------|-------|
|            |  |  |  |  |  | ALSF-II | 2500' | BAL             | BOAST |
|            |  |  |  |  |  |         | ↑     | via 115.1 R-108 |       |
| MAP at VOR |  |  |  |  |  |         |       |                 |       |

| STRAIGHT-IN LANDING RWY 10 |               |                 |  | CIRCLE-TO-LAND |                       |
|----------------------------|---------------|-----------------|--|----------------|-----------------------|
| MDA(H) 1320' (1177')       |               |                 |  |                |                       |
|                            |               | ALS out         |  | Max Kts        | MDA(H)                |
| A                          | RVR 40 or 3/4 | RVR 60 or 1 1/4 |  | 90             | 1320' (1177') - 1 1/4 |
| B                          | RVR 50 or 1   | 1 1/2           |  | 120            | 1320' (1177') - 1 1/2 |
| C                          | 2 1/2         | 3               |  | 140            | 1320' (1177') - 3     |
| D                          |               |                 |  | 165            |                       |

BRIEFING STRIP

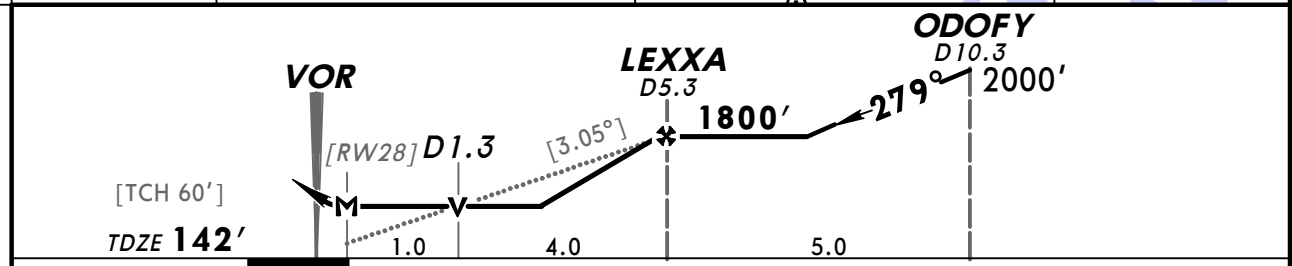
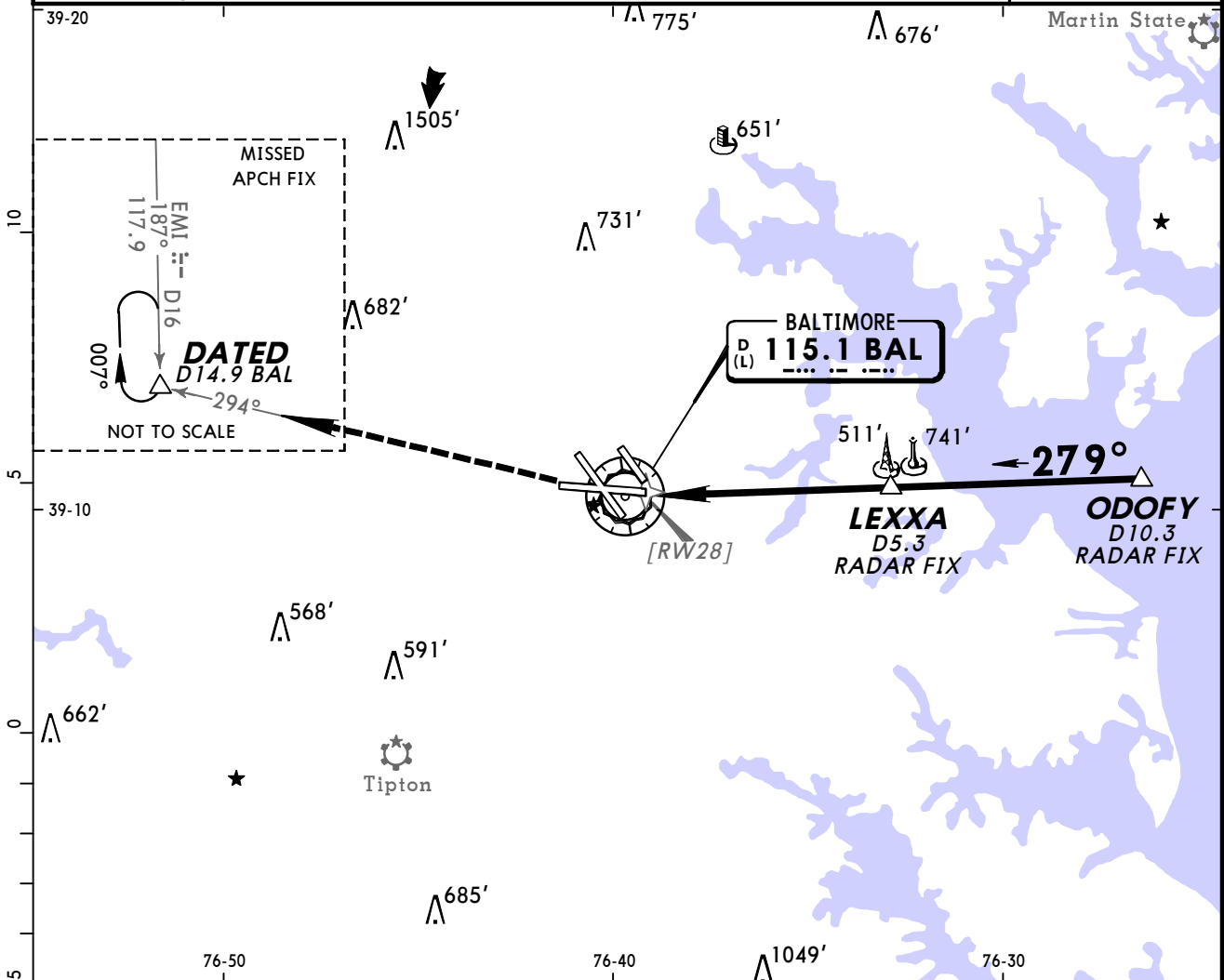
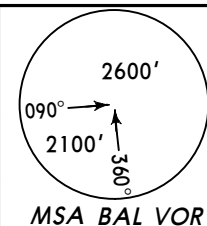
|                                                                                     |  |                               |  |                                       |  |                       |  |                            |  |                                                                                     |
|-------------------------------------------------------------------------------------|--|-------------------------------|--|---------------------------------------|--|-----------------------|--|----------------------------|--|-------------------------------------------------------------------------------------|
| D-ATIS<br>115.1 127.8                                                               |  | POTOMAC Approach (R)<br>119.7 |  | BALTIMORE Tower<br>119.4              |  | Ground<br>121.9       |  |                            |  |                                                                                     |
| VOR<br>BAL<br>115.1                                                                 |  | Final<br>Apch Crs<br>172°     |  | Minimum Alt<br>RELET<br>2000' (1858') |  | MDA(H)<br>600' (458') |  | Apt Elev 143'<br>TDZE 142' |  |  |
| MISSED APCH: Climb to 2500' outbound via BAL VOR R-153 to DUDDS INT/D12.0 and hold. |  |                               |  |                                       |  |                       |  |                            |  |                                                                                     |
| Alt Set: INCHES<br>1. Radar required.                                               |  | Trans level: FL 180           |  |                                       |  | Trans alt: 18000'     |  |                            |  |                                                                                     |
| MSA BAL VOR                                                                         |  |                               |  |                                       |  |                       |  |                            |  |                                                                                     |



|                       |     |     |     |     |     |     |                |                                       |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------|---------------------------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 2500' BAL<br>via 115.1<br>R-153 DUDDS |
| Descent angle [3.08°] | 381 | 490 | 545 | 654 | 763 | 872 |                |                                       |
| MAP at D1.7           |     |     |     |     |     |     |                |                                       |

| STRAIGHT-IN LANDING RWY 15L |                 |  | CIRCLE-TO-LAND |                     |  |
|-----------------------------|-----------------|--|----------------|---------------------|--|
| MDA(H) 600' (458')          |                 |  | MDA(H)         |                     |  |
| A                           | RVR 50 or 1     |  | Max Kts 90     | 640' (497') - 1     |  |
| B                           |                 |  | 120            |                     |  |
| C                           | RVR 60 or 1 1/4 |  | 140            | 640' (497') - 1 1/2 |  |
| D                           | 1 1/2           |  | 165            | 740' (597') - 2     |  |

|                                                                                     |                           |                                       |                       |
|-------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------|
| D-ATIS                                                                              | POTOMAC Approach (R)      | BALTIMORE Tower                       | Ground                |
| 115.1                                                                               | 127.8                     | 119.7                                 | 119.4                 |
| 121.9                                                                               |                           |                                       |                       |
| VOR<br>BAL<br>115.1                                                                 | Final<br>Apch Crs<br>279° | Minimum Alt<br>LEXXA<br>1800' (1658') | MDA(H)<br>500' (358') |
|                                                                                     |                           | Apt Elev 143'                         | TDZE 142'             |
| MISSED APCH: Climb to 2500' outbound via BAL VOR R-294 to DATED INT/D14.9 and hold. |                           |                                       |                       |
| Alt Set: INCHES                                                                     |                           | Trans level: FL 180                   | Trans alt: 18000'     |
| 1. Radar required.                                                                  |                           |                                       |                       |



|                       |     |      |      |      |      |      |
|-----------------------|-----|------|------|------|------|------|
| Gnd speed-Kts         | 70  | 90   | 100  | 120  | 140  | 160  |
| Descent angle [3.05°] | 378 | 486  | 540  | 648  | 755  | 863  |
| LEXXA to MAP          | 5.0 | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 |
|                       |     |      |      |      |      | 1:53 |

|                            |               |                 |             |                |                   |  |  |
|----------------------------|---------------|-----------------|-------------|----------------|-------------------|--|--|
| STRAIGHT-IN LANDING RWY 28 |               |                 |             | CIRCLE-TO-LAND |                   |  |  |
| MDA(H) 500' (358')         |               |                 |             |                |                   |  |  |
| RAIL out                   |               | ALS out         |             | Max Kts        | MDA(H)            |  |  |
| A                          |               |                 |             | 90             | 640' (497')-1     |  |  |
| B                          | RVR 24 or 1/2 | RVR 40 or 3/4   | RVR 50 or 1 | 120            | 640' (497')-1 1/2 |  |  |
| C                          |               |                 |             | 140            | 740' (597')-2     |  |  |
| D                          | RVR 50 or 1   | RVR 60 or 1 1/4 |             | 165            |                   |  |  |





**Chart changes since cycle 26-2014**

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT                                                          | PROCEDURE IDENT              | INDEX | REV DATE    | EFF DATE    |
|--------------------------------------------------------------|------------------------------|-------|-------------|-------------|
| <b>BALTIMORE, MD (BALTIMORE/WASHINGTON INTL THUR - KBWI)</b> |                              |       |             |             |
| REV                                                          | AIRPORT, AIRPORT INFO        | 10-9  | 05 Dec 2014 | 11 Dec 2014 |
| REV                                                          | AIRPORT INFO (CONTD), TAK... | 10-9A | 05 Dec 2014 | 11 Dec 2014 |
| REV                                                          | RNAV (RNP) Z RWY 28          | 12-22 | 05 Dec 2014 | 11 Dec 2014 |
| REV                                                          | RNAV (RNP) Z RWY 33L         | 12-23 | 05 Dec 2014 | 11 Dec 2014 |
| REV                                                          | RNAV (GPS) Y RWY 33L         | 12-5  | 05 Dec 2014 | 11 Dec 2014 |
| REV                                                          | RNAV (GPS) RWY 33R           | 12-6  | 05 Dec 2014 | 11 Dec 2014 |

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport KBWI

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Rwy 4/22 closing and portions converting to Twy. Consult NOTAMs for effectivity and additional information.