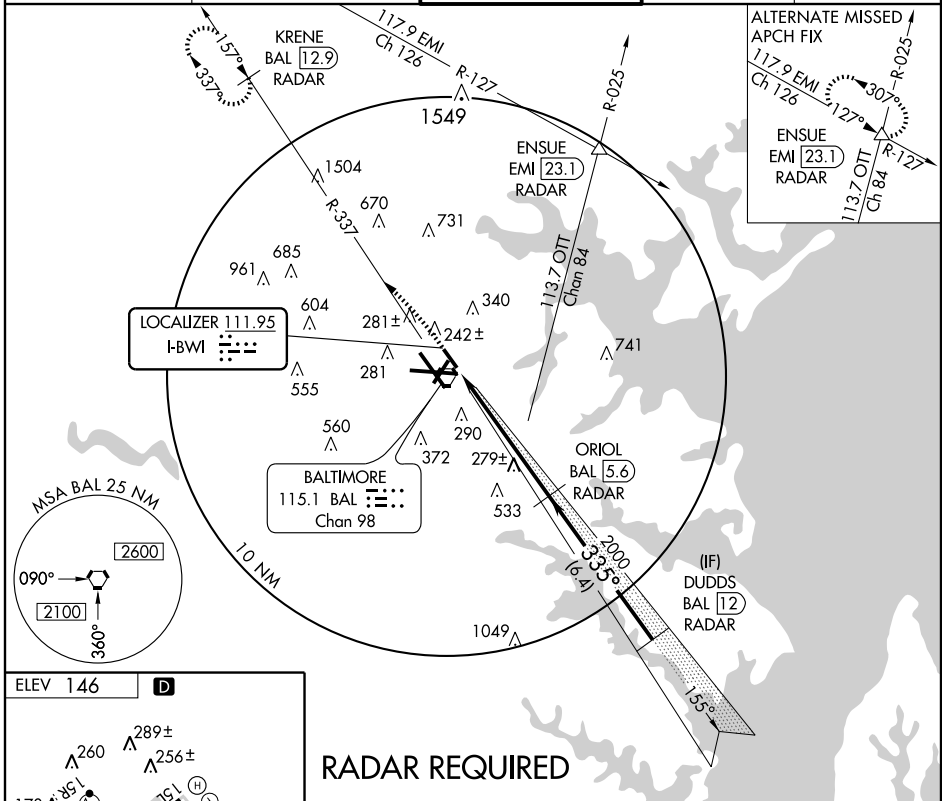


| | | | |
|----------------------------|------------------------|-----------------------------|---|
| LOC I-BW1 111.95 | APP CRS 335° | Rwy Idg TDZE Apt Elev | 5000 124 146 |
|----------------------------|------------------------|-----------------------------|---|

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI) **ILS or LOC RWY 33R**

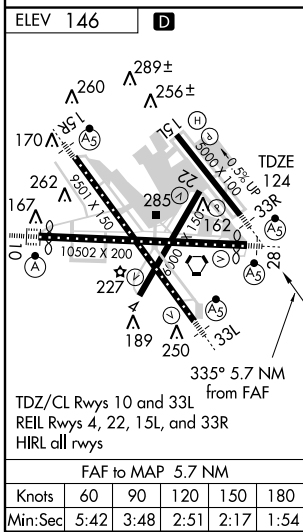
| | | | |
|--|--|---------------------|--|
| <p>Autopilot coupled approach NA below 700. DME required.</p> | | <p>MALSR AS</p> | <p>MISSED APPROACH: Climb to 3000 via heading 335° and via BAL R-337 to KRENE/BAL 12.9 DME/RADAR and hold.</p> |
|--|--|---------------------|--|

| | | | | |
|----------------------------|---|---------------------------------------|-------------------------|---------------------------|
| ATIS 115.1 127.8 | POTOMAC APP CON 119.7 290.475 | BALTIMORE TOWER 119.4 257.8 | GND CON 121.9 | CLNC DEL 118.05 |
|----------------------------|---|---------------------------------------|-------------------------|---------------------------|

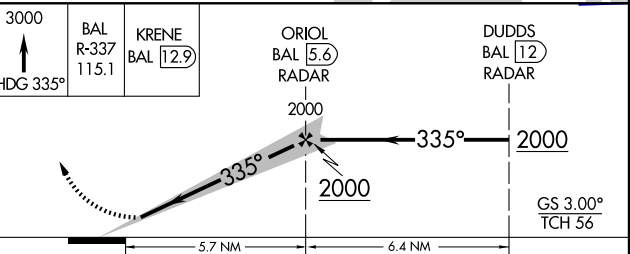


NE-3, 19 NOV 2009 to 17 DEC 2009

NE-3, 19 NOV 2009 to 17 DEC 2009



RADAR REQUIRED



| | | | | |
|-----------|--------|-------------|------------------------|----------------------|
| CATEGORY | A | B | C | D |
| S-ILS 33R | | 331/24 | 207 (200-½) | |
| S-LOC 33R | 540/24 | 416 (400-½) | 540/40 | 416 (400-¾) |
| CIRCLING | 640-1 | 494 (500-1) | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |