

LOC I-DLX 111.3	APP CRS 191°	Rwy Idg 11089 TDZE 271 Apt Elev 313
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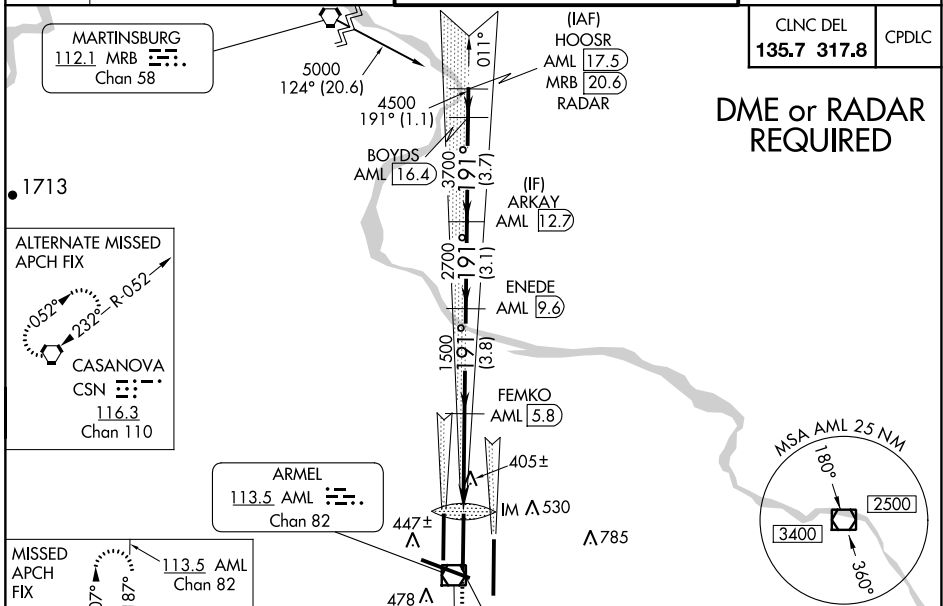
ILS RWY 19C (CAT II & III)

WASHINGTON DULLES INTL (IAD)

▼ DME from AML VOR/DME. Simultaneous reception of I-DLX and AML DME required. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L (Cat II), ILS or LOC/DME Rwy 19R, ILS Rwy 19R (Cat III), ILS Rwy 19R (Cat III).

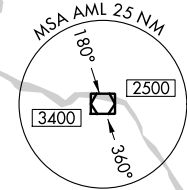
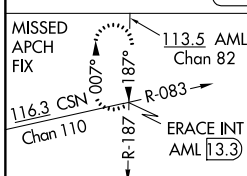
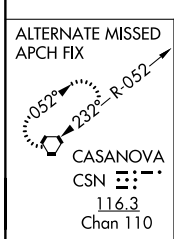
ALSF-2 MISSED APPROACH: Climb to 3000 via heading 191° and AML VOR/DME R-187 to ERACE INT/AML 13.3 DME and hold.

D-ATIS 134.85	POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)
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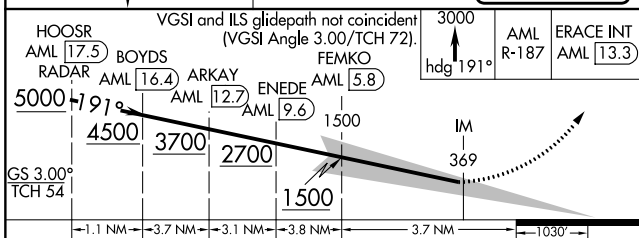


CLNC DEL 135.7 317.8	CPDLC
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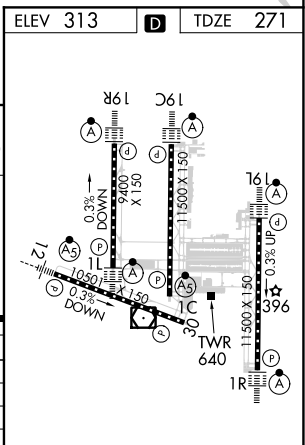
DME or RADAR REQUIRED



ELEV 313	D	TDZE 271
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HOOSR AML 17.5	BOYDS AML 16.4	ARKAY AML 12.7	ENEDE AML 9.6	FEMKO AML 5.8	ERACE INT AML 13.3
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CATEGORY	A	B	C	D
S-ILS 19C		CAT II	RA 108/12	100 DA 372
S-ILS 19C		CAT IIIa	RVR 07	
S-ILS 19C		CAT IIIb	RVR 06	
S-ILS 19C		CAT IIIc	NA	

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

LOC/DME I-SGC 110.1 Chan 38	APP CRS 191°	Rwy ldg 11500 TDZE 302 Apt Elev 313
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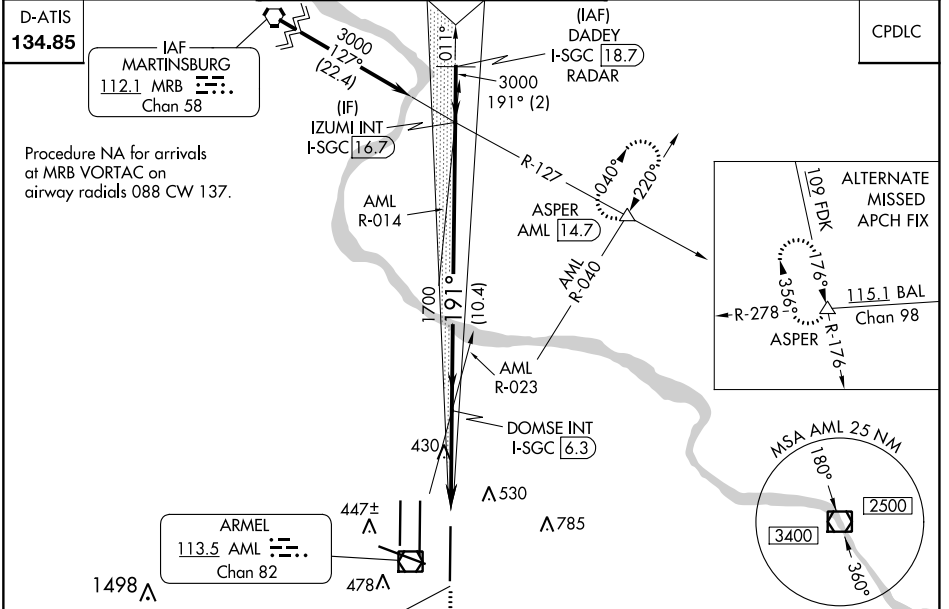
ILS RWY 19L (SA CAT II)

WASHINGTON DULLES INTL (IAD)

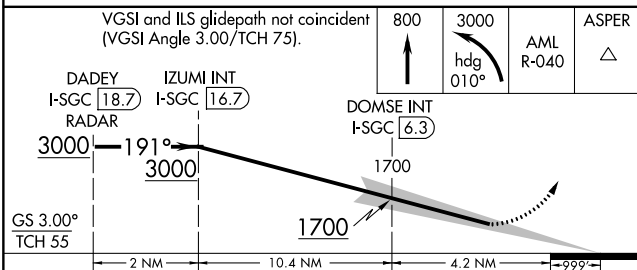
Simultaneous approach authorized with Rwy 19C or 19R.
Reduced lighting: Requires specific OPSPEC, MSPEC,
or LOA approval and use of Autoland or HUD to touchdown.

ALSF-2
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 010° and AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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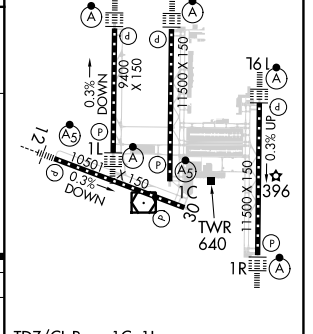


D-ATIS 134.85	ARMEL 113.5 AML Chan 82	LOCALIZER 110.1 I-SGC Chan 38
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).	800	3000	AML R-040	ASPER
DADEY I-SGC 18.7	IZUMI INT I-SGC 16.7	DOMSE INT I-SGC 6.3		
3000	1700	1700		
GS 3.00°				
TCH 55				
	2 NM	10.4 NM	4.2 NM	0.999'

ELEV 313	D	TDZE 302
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CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

LOC/DME I-SU 110.75 Chan 44 (Y)	APP CRS 191°	Rwy ldg 9400 TDZE 278 Apt Elev 313
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ILS RWY 19R (CAT II & III)

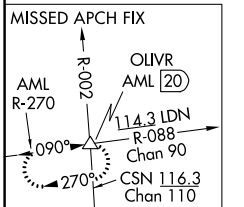
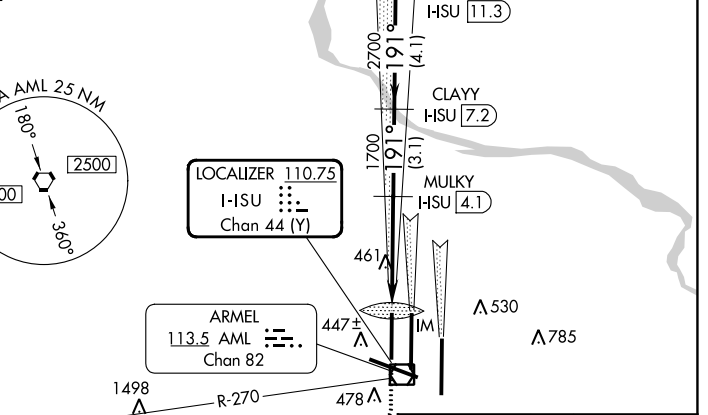
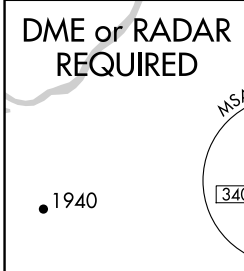
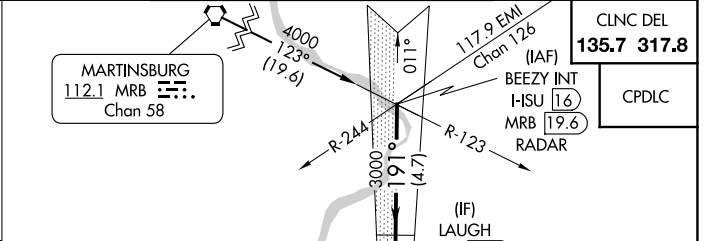
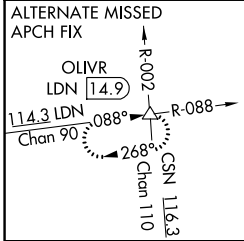
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with ILS or LOC/DME Rwy 19C, ILS Rwy 19C (Cat II), ILS Rwy 19C (Cat III), Rwy 19L.

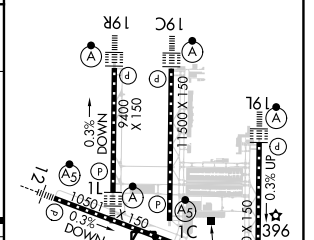
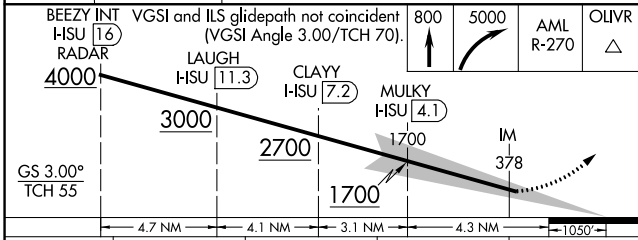
ALSIF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

D-ATIS 134.85	POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)
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ELEV 313	TDZE 278
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CATEGORY	A	B	C	D
S-ILS 19R	CAT II RA 103/12 100 DA 378			
S-ILS 19R	CAT IIIa RVR 07			
S-ILS 19R	CAT IIIb RVR 06			
S-ILS 19R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REL Rwy 30
HIRL all Rwys

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

LOC I-OSZ 111.3	APP CRS 011°	Rwy ldg TDZE 286 Apt Elev 313
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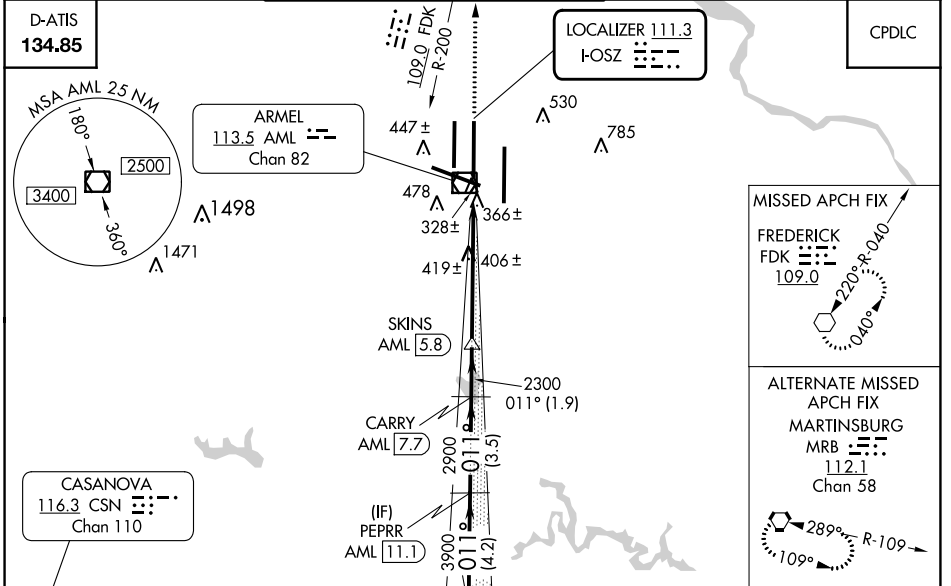
ILS RWY 1C (SA CAT II)

WASHINGTON DULLES INTL (IAD)

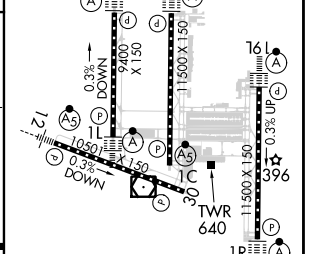
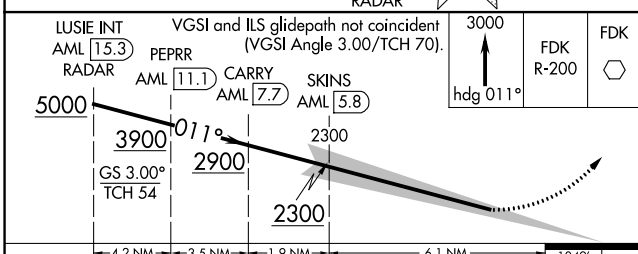
▼ DME from AML VOR/DME. Simultaneous reception of I-OSZ and AML DME required. Simultaneous approach authorized with ILS or LOC/DME Rwy 1L, ILS Rwy 1L (Cat II), ILS Rwy 1L (Cat III), ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III). Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME required.

MALSR
MISSED APPROACH: Climb to 3000 on heading 011° and FDK VOR R-200 to FDK VOR and hold.

POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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ELEV 313	D	TDZE 286
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CATEGORY	A	B	C	D
S-ILS 1C	RA 104/12 100 DA 386			

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-OIU 110.75 Chan 44 (Y)	APP CRS 011°	Rwy Idg 9400 TDZE 296 Apt Elev 313
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ILS RWY 1L (CAT II & III)

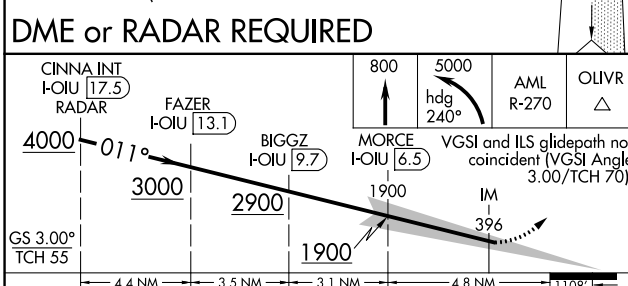
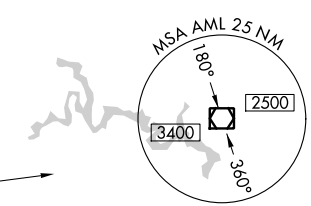
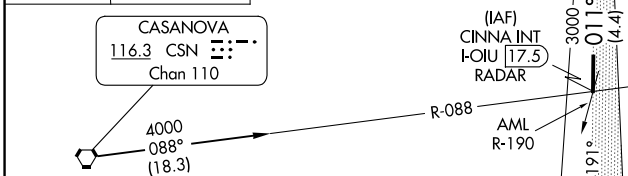
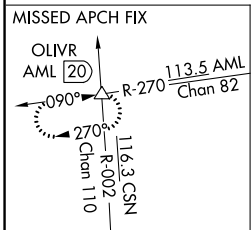
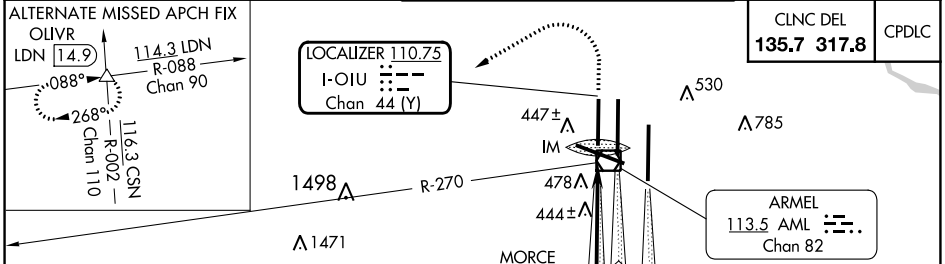
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with ILS or LOC/DME Rwy 1C, ILS Rwy 1C (Cat III), RNAV (GPS) Y Rwy 1C, ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III), RNAV (GPS) Y Rwy 1R.

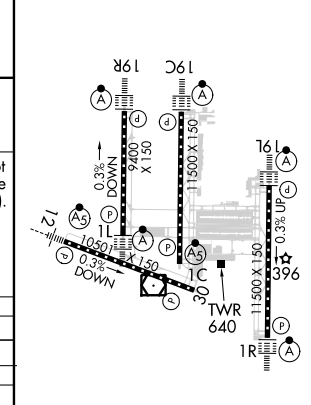
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

D-ATIS 134.85	POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)
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ELEV 313	D	TDZE 296
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CATEGORY	A	B	C	D
S-ILS 1L	CAT II RA 97/12 100 DA 396			
S-ILS 1L	CAT IIIa RVR 07			
S-ILS 1L	CAT IIIb RVR 06			
S-ILS 1L	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

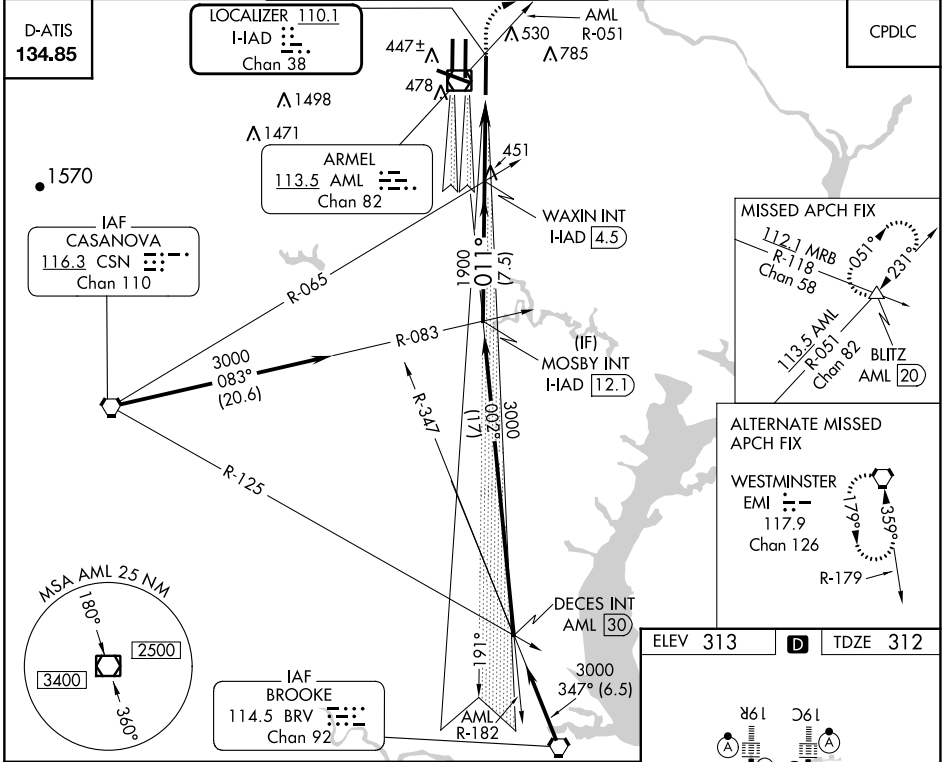
LOC/DME IAD 110.1 Chan 38	APP CRS 011°	Rwy ldg 11500 TDZE 312 Apt Elev 313
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ILS RWY 1R (CAT II & III)

WASHINGTON DULLES INTL (IAD)

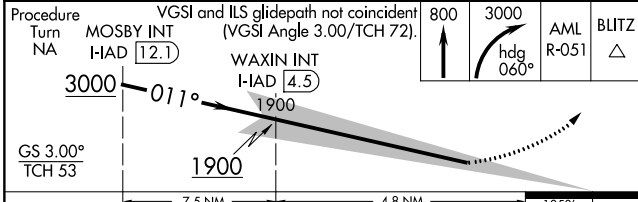
Simultaneous approach authorized with Rwy 1C or 1L. ALSF-2 MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VOR/DME R-051 to BLITZ INT/AML 20 DME and hold.

POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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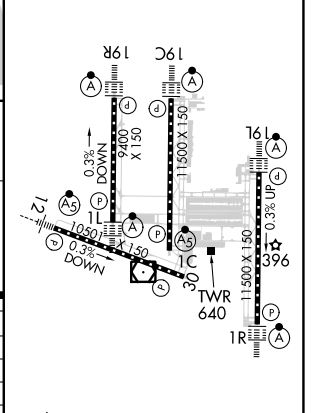
NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024



CATEGORY	A	B	C	D
S-ILS 1R	CAT II RA 94/12 100 DA 412			
S-ILS 1R	CAT IIIa RVR 07			
S-ILS 1R	CAT IIIb RVR 06			
S-ILS 1R	CAT IIIc NA			

ELEV 313	D	TDZE 312
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CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

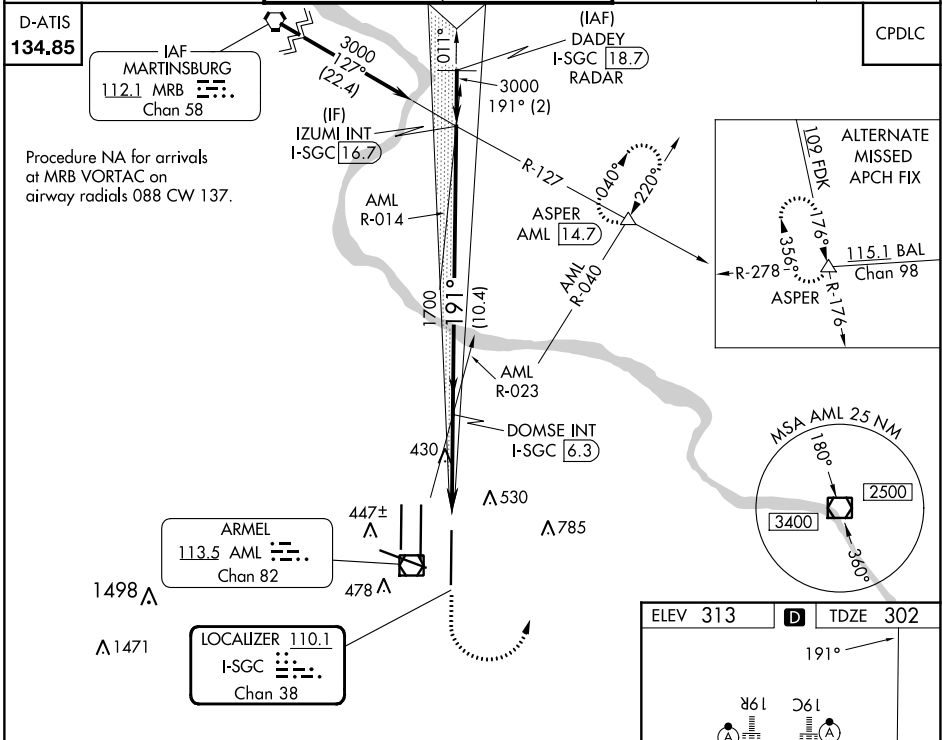
LOC/DME I-SGC 110.1 Chan 38	APP CRS 191°	Rwy ldg 11500 TDZE 302 Apt Elev 313
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ILS or LOC RWY 19L

WASHINGTON DULLES INTL (IAD)

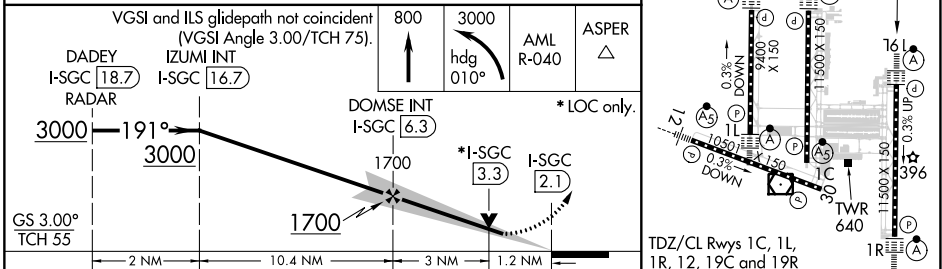
<p>⚠ Simultaneous approach authorized with Rwy 19C or 19R. **1800 RVR authorized with the use of FD or AP or HUD to DA.</p>	<p>ALSF-2 </p>	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 010° and AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024



CATEGORY	A	B	C	D
S-ILS 19L	**502/24 200 (200-½)			
S-LOC 19L	740/24 438 (500-½)	740/40 438 (500-¾)	740/50 438 (500-1)	

ELEV 313	D	TDZE 302			
191°					
TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R					
REIL Rwy 30					
HIRL all Rwys					
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

LOC/DME I-HAD 110.1 Chan 38	APP CRS 011°	Rwy ldg 11500 TDZE 312 Apt Elev 313
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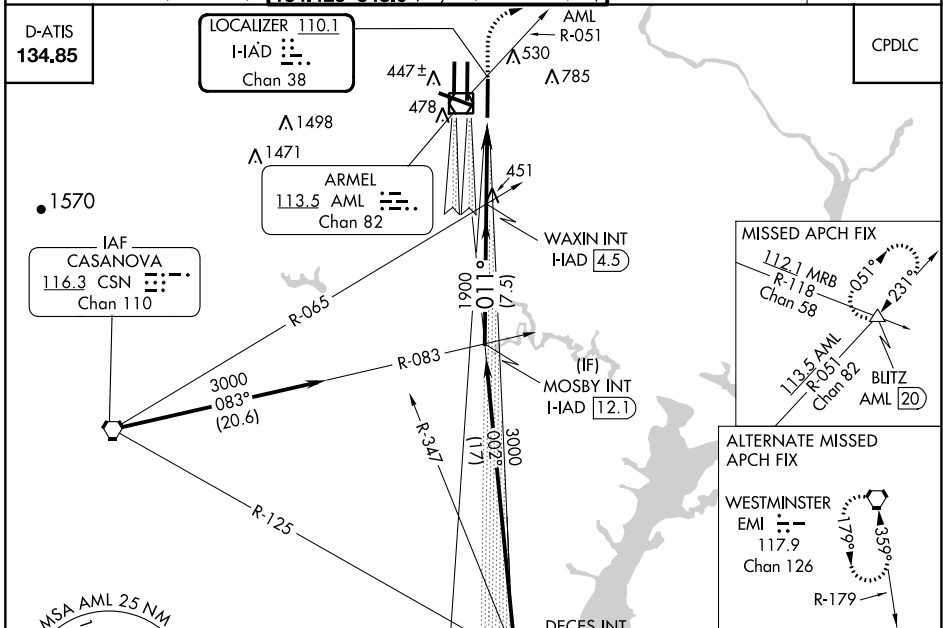
ILS or LOC RWY 1R

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1C or 1L.

ALSf-2 MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VOR/DME R-051 to BLITZ INT/AML 20 DME and hold.

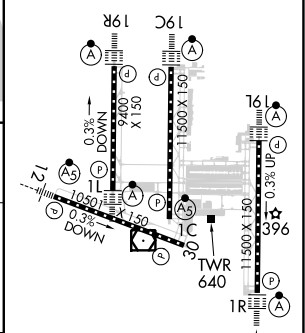
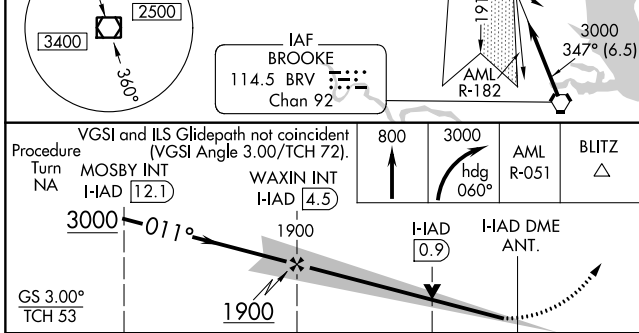
POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

ELEV 313	D	TDZE 312
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CATEGORY	A	B	C	D
S-ILS 1R	512/18 200 (200-½)			
S-LOC 1R	760/24 448 (500-½)	760/40 448 (500-¾)	760/50 448 (500-1)	
CIRCLING	940-1 627 (700-1)	940-1¾ 627 (700-1¾)	1060-2½ 747 (800-2½)	
FAF to MAP 4.8 NM				
Knots 60 90 120 150 180				
Min:Sec 4:48 3:12 2:24 1:55 1:36				

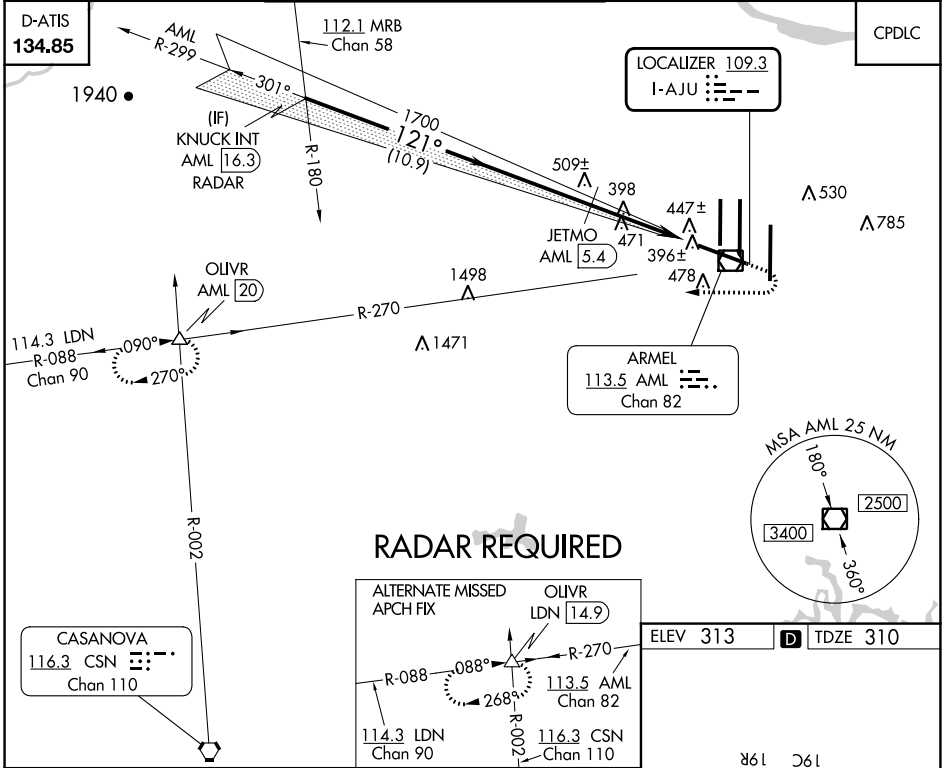
LOC I-AJU 109.3	APP CRS 121°	Rwy Idg 10501
		TDZE 310
		Apt Elev 313

ILS or LOC/DME RWY 12

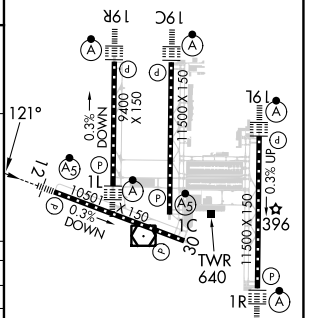
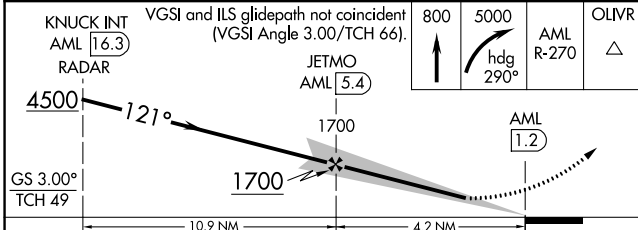
WASHINGTON DULLES INTL (IAD)

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via heading 290° and AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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ELEV 313 TDZE 310



CATEGORY	A	B	C	D
S-ILS 12	510/18		200 (200-½)	
S-LOC 12	740/24	430 (500-½)	740/40	430 (500-¾)
CIRCLING	940-1	627 (700-1)	940-1¼ 627 (700-1¾)	1060-2½ 747 (800-2½)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

LOC I-DLX 111.3	APP CRS 191°	Rwy Idg 11089 TDZE 271 Apt Elev 313
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ILS or LOC/DME RWY 19C

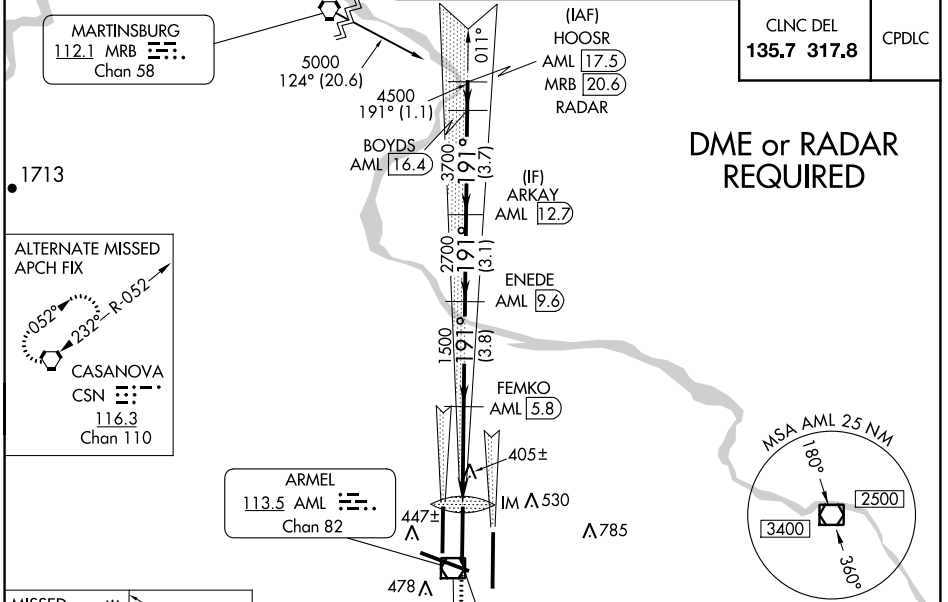
WASHINGTON DULLES INTL (IAD)

⚠ DME from AML VOR/DME. Simultaneous reception of I-DLX and AML DME required. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L (Cat II), ILS or LOC/DME Rwy 19R, ILS Rwy 19R (Cat II), ILS Rwy 19R (Cat III).

ALSF-2 **(A)**

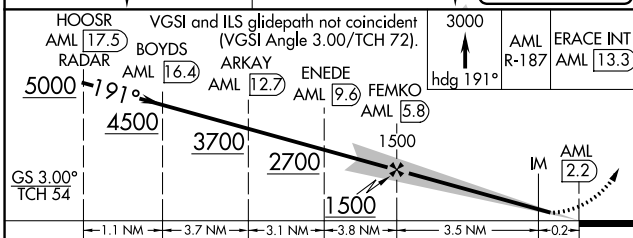
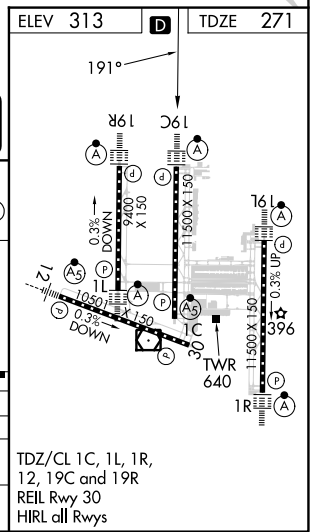
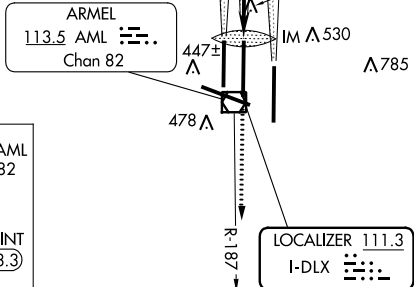
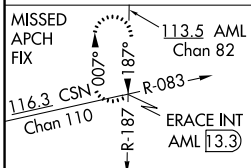
MISSED APPROACH: Climb to 3000 via heading 191° and AML VOR/DME R-187 to ERACE INT/AML 13.3 DME and hold.

D-ATIS 134.85	POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)
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DME or RADAR REQUIRED

CLNC DEL 135.7 317.8	CPDLC
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CATEGORY	A	B	C	D
S-ILS 19C	471/18		200 (200-½)	
S-LOC 19C	660/24		389 (400-½)	660/40 389 (400-¾)
CIRCLING	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	1060-2½ 747 (800-2½)

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

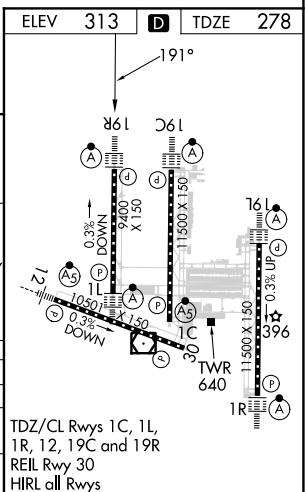
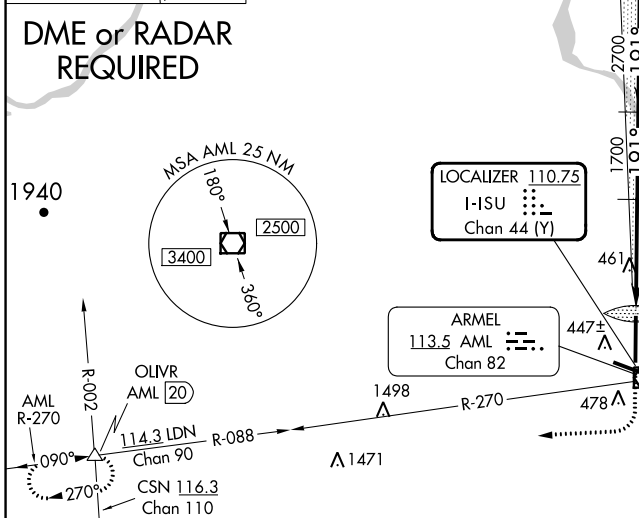
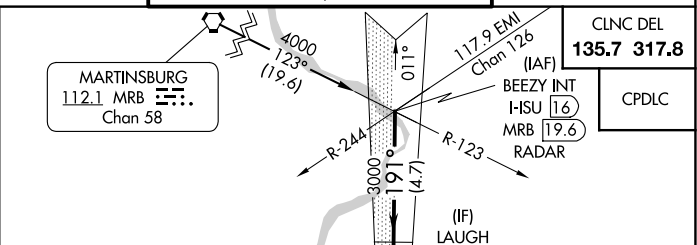
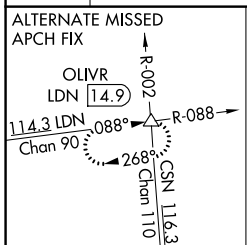
LOC/DME I-HSU 110.75 Chan 44 (Y)	APP CRS 191°	Rwy ldg 9400 TDZE 278 Apt Elev 313
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ILS or LOC/DME RWY 19R

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with ILS or LOC/DME ALSF-2
 Rwy 19C, ILS Rwy 19C (Cat II), ILS Rwy 19C (Cat III), Rwy 19L.

D-ATIS 134.85	POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)
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BEEZY INT I-HSU (Chan 16) RADAR	LAUGH I-HSU (Chan 11.3)	CLAY VORTAC (Chan 72)	MULKY I-HSU (Chan 41)	I-HSU DME ANTENNA (Chan 110.75)	OLIVR VORTAC (Chan 110)
4000	3000	2700	1700	1471	
4.7 NM	4.1 NM	3.1 NM	1.1 NM	0.1 NM	

CATEGORY	A	B	C	D
S-ILS 19R	478/18 200 (200-1/2)			
S-LOC 19R	720/24 442 (500-1/2)	720/40 442 (500-3/4)	720/50 442 (500-1)	
CIRCLING	940-1 627 (700-1)	940-1 3/4 627 (700-1 3/4)	1060-2 1/2 747 (800-2 1/2)	


NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

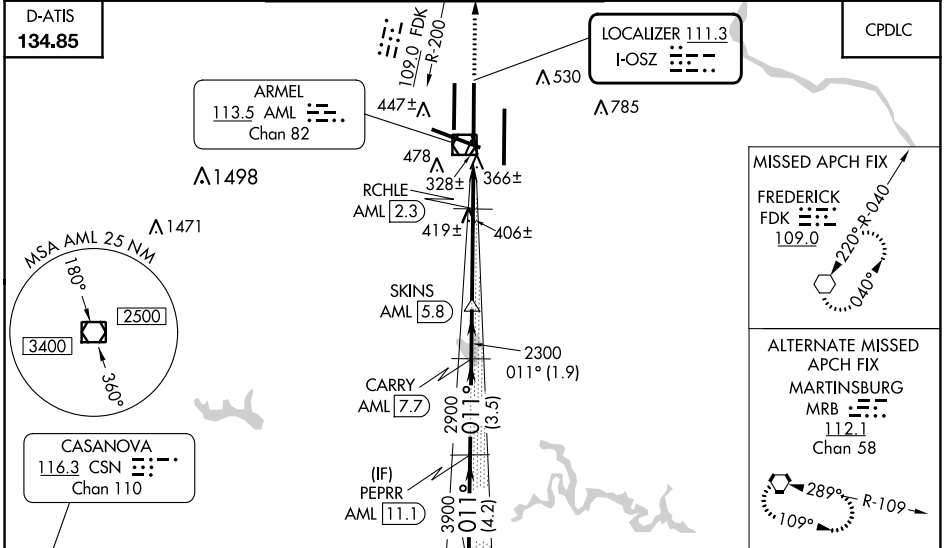
LOC I-OSZ 111.3	APP CRS 011°	Rwy ldg TDZE Apt Elev	11500 286 313
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ILS or LOC/DME RWY 1C

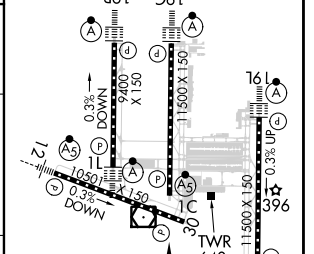
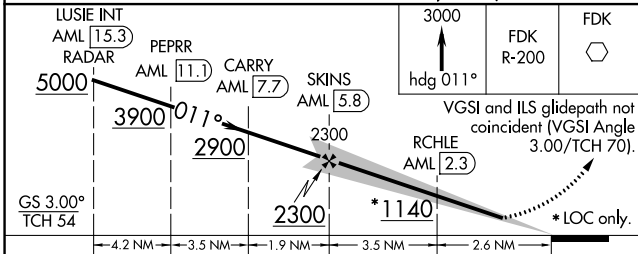
WASHINGTON DULLES INTL (IAD)

<p>⚠ DME from AML VOR/DME. Simultaneous reception of I-OSZ and AML DME required. Simultaneous approach authorized with ILS or LOC/DME Rwy 1L, ILS Rwy 1L (Cat II), ILS Rwy 1L (Cat III), ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III). DME required. For Inoperative MALS R, increase S-LOC Cats C/D visibility to RVR 5000. **1800 RVR authorized with the use of FD or AP or HUD to DA.</p>	<p>MALS R</p> 	<p>MISSED APPROACH: Climb to 3000 on heading 011° and FDK VOR R-200 to FDK VOR and hold.</p>

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		



ELEV 313	TDZE 286
<p>TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R REIL Rwy 30 HIRL all Rwys</p>	



CATEGORY	A	B	C	D
S-ILS 1C		** 486/24	200 (200-½)	
S-LOC 1C		620/24	334 (400-½)	620/40 334 (400-¾)
CIRCLING	940-1	627 (700-1)	940-1¼ 627 (700-1¼)	1060-2½ 747 (800-2½)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

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NE-3, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-OIU 110.75 Chan 44 (Y)	APP CRS 011°	Rwy ldg 9400 TDZE 296 Apt Elev 313
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ILS or LOC/DME RWY 1L

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with ILS or LOC/DME Rwy 1C, ILS Rwy 1C (Cat II), RNAV (GPS) Y Rwy 1C, ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III), RNAV (GPS) Y Rwy 1R.

ALSIF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.525 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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ALTERNATE MISSED APCH FIX
 OLIVR
 LDN 14.9 → 114.3 LDN →
 R-088
 Chan 90
 088°
 268°
 116.3 CSN
 R-002
 Chan 110

D-ATIS
134.85

LOCALIZER **110.75**
 I-OIU
 Chan 44 (Y)

CPDLC

MISSED APCH FIX
 OLIVR
 AML 20 → 113.5 AML →
 R-270
 Chan 82
 090°
 270°
 116.3 CSN
 R-002
 Chan 110

MSA AML 25 NM
 180°
 2500
 3400
 360°

CASANOVA
 116.3 CSN
 Chan 110
 4000
 088°
 (18.3)

ELEV 313 TDZE 296

DME or RADAR REQUIRED

CINNA INT I-OIU 17.5 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle FAZER 3.00/TCH 70). FAZER I-OIU 13.1	800	5000	AML R-270	OLIVR
4000	3000	2900	1900	170	
GS 3.00° TCH 55					
CATEGORY	A	B	C	D	
S-ILS 1L	496/18 200 (200-½)				
S-LOC 1L	660/24 364 (400-½)		660/40 364 (400-¾)		
CIRCLING	940-1 627 (700-1)		940-1¾ 627 (700-1¾)		1060-2½ 747 (800-2½)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 22 FEB 2024 to 21 MAR 2024

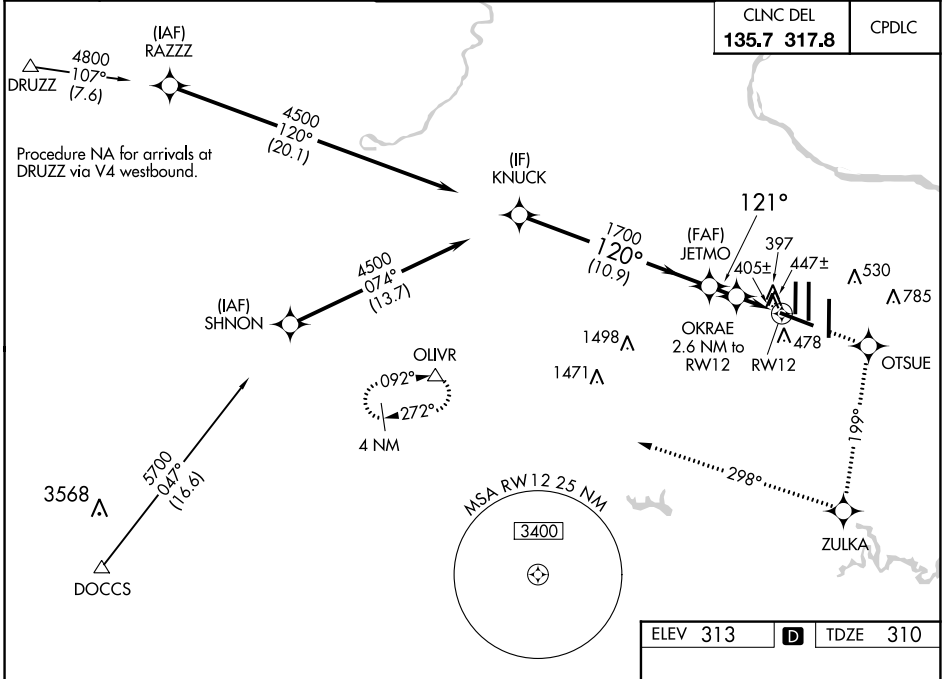
NE-3, 22 FEB 2024 to 21 MAR 2024

WAAS CH 86310 W12A	APP CRS 121°	Rwy ldg 10501 TDZE 310 Apt Elev 313
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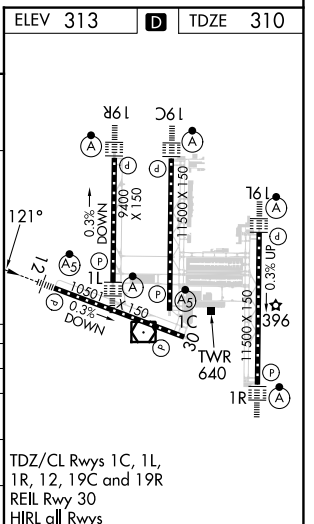
RNAV (GPS) RWY 12

WASHINGTON DULLES INTL (IAD)

RNP APCH.		MALSRS	MISSED APPROACH: Climb to 4000 direct OTSUE and via 199° track to ZULKA and right turn via 298° track to OLIVR and hold.
<p>▼ For inop MALSRS, increase LNAV Cat D visibility to RVR 6000.</p> <p>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.</p>			
D-ATIS 134.85	POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).		4000	OTSUE	ZULKA	OLIVR
		↑	✧	✧ tr 199°	△ tr 298°
KNUCK		* INAV only.			
4500		JETMO			
Procedure Turn NA		OKRAE 2.6 NM to RW12			
GP 3.00°		* 1 NM to RW12			
TCH 49		* 1180			
10.9 NM		1.6 NM		1.6 NM	
				1 NM	
CATEGORY	A	B	C	D	
LPV DA		510/18	200 (200-½)		
LNAV/VNAV DA		737/50	427 (500-1)		
LNAV MDA		680/24	370 (400-½)	680/50	370 (400-1)
CIRCLING	940-1	627 (700-1)	940-1¾	1060-2½	747 (800-2½)



NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

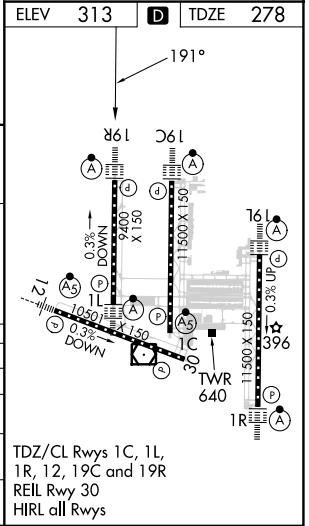
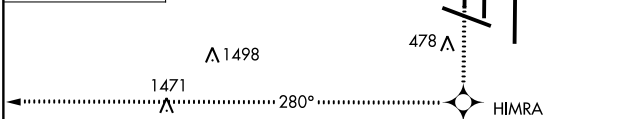
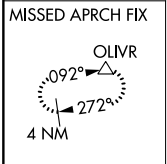
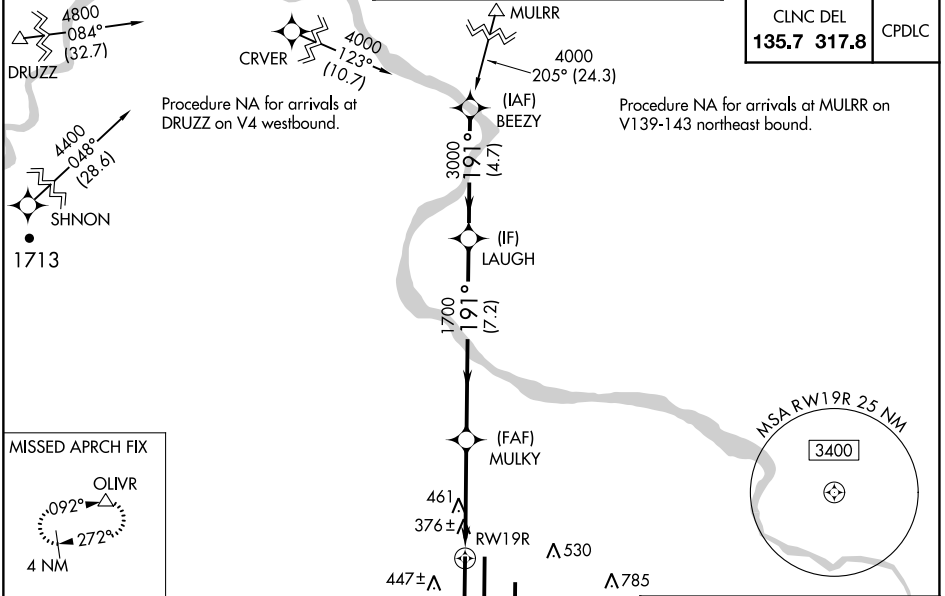
WAAS CH 86709 W19D	APP CRS 191°	Rwy Idg TDZE Apt Elev	9400 278 313
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RNAV (GPS) RWY 19R

WASHINGTON DULLES INTL (IAD)

RNP APCH.	ALSF-2	MISSED APPROACH: Climb to 5000 direct HIMRA and on 280° track to OLIVR and hold, continue climb-in-hold to 5000.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L (Cat II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>		

D-ATIS 134.85	POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)
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Procedure	Turn NA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).	5000	HIMRA	tr 280°	OLIVR
GP 3.00° TCH 55	3000	1700	MULKY	1700	*1.2 NM to RWY 19R	*LNAV only.
	7.2 NM	3.1 NM			1.2	

CATEGORY	A	B	C	D
LPV DA		478/18	200 (200-½)	
LNAV/VNAV DA		714/50	436 (500-1)	
LNAV MDA	720/24	442 (500-½)	720/40 442 (500-¾)	720/50 442 (500-1)
CIRCLING	940-1	627 (700-1)	940-1¾ 627 (700-1¾)	1060-2½ 747 (800-2½)

WAAS CH 99309 W01D	APP CRS 011°	Rwy Idg TDZE 296 Apt Elev 313
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RNAV (GPS) RWY 1L

WASHINGTON DULLES INTL (IAD)

RNP APCH.

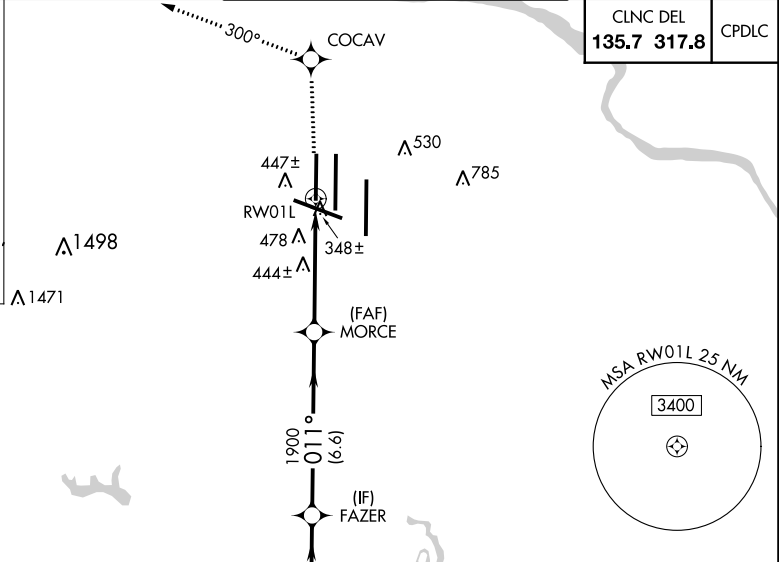
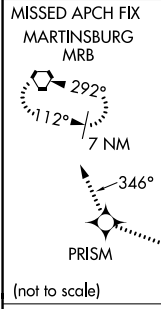
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Simultaneous approach authorized with ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSIF-2

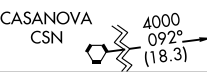


MISSED APPROACH: Climb to 4000 direct COCAV and on 300° track to PRISM and on 346° track to MRB VORTAC and hold.

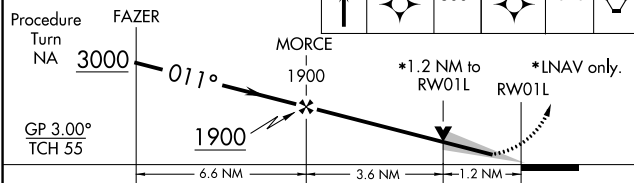
D-ATIS 134.85	POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)
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Procedure NA for arrivals at CSN VORTAC on V286 northwest bound.

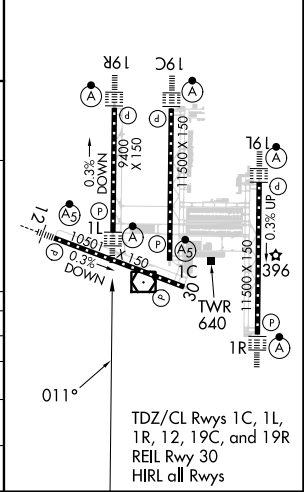


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 72).



ELEV 313	D	TDZE 296
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CATEGORY	A	B	C	D
LPV DA	496/18		200 (200-½)	
LNAV/VNAV DA	828/60		532 (600-1½)	
LNAV MDA	740/24	444 (500-½)	740/40 444 (500-1)	740/50 444 (500-1)
CIRCLING	940-1	627 (700-1)	940-1¾ 627 (700-1¾)	1060-2½ 747 (800-2½)



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APP CRS	Rwy Idg	11089
191°	TDZE	272
	Apt Elev	312

RNAV (RNP) Z RWY 19C

WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.30 visibility to 1 3/4. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L (Cat II). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



MISSED APPROACH: Climb to 4000 via track 191° to BOPAC and via track 265° to BLUES and hold.

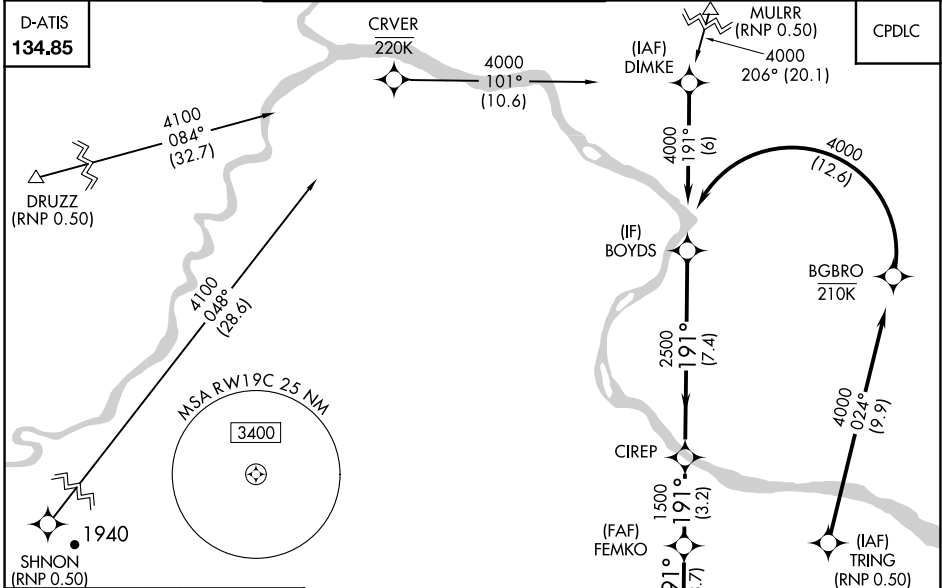
POTOMAC APP CON	
120.45	306.925 (241°-330°)
128.525	306.925 (091°-240°)
126.1	338.25 (331°-090°)

DULLES TOWER	
120.1	317.8 (Rwys 1R/19L)
120.25	348.6 (Rwys 1C/19C)
134.425	348.6 (Rwys 1L/19R and 12/30)

GND CON	
121.9	317.8 (EAST)
121.625	348.6 (WEST)

CLNC DEL	
135.7	317.8

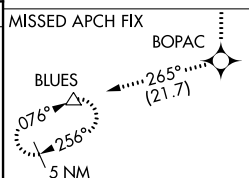
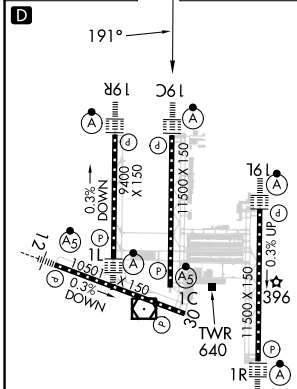
D-ATIS
134.85



NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

ELEV 312	TDZE 272
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4000	tr 191°	BOPAC	tr 265°	BLUES	BOYDS	Procedure Turn NA
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72).				FEMKO	CIREP	
RWY 19C		1500	2500	4000	GP 3.00° TCH 54	
3.7 NM		3.2 NM		7.4 NM		
CATEGORY	A	B	C	D		
RNP 0.30 DA	740/60		468 (500-1 1/4)			

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

AUTHORIZATION REQUIRED

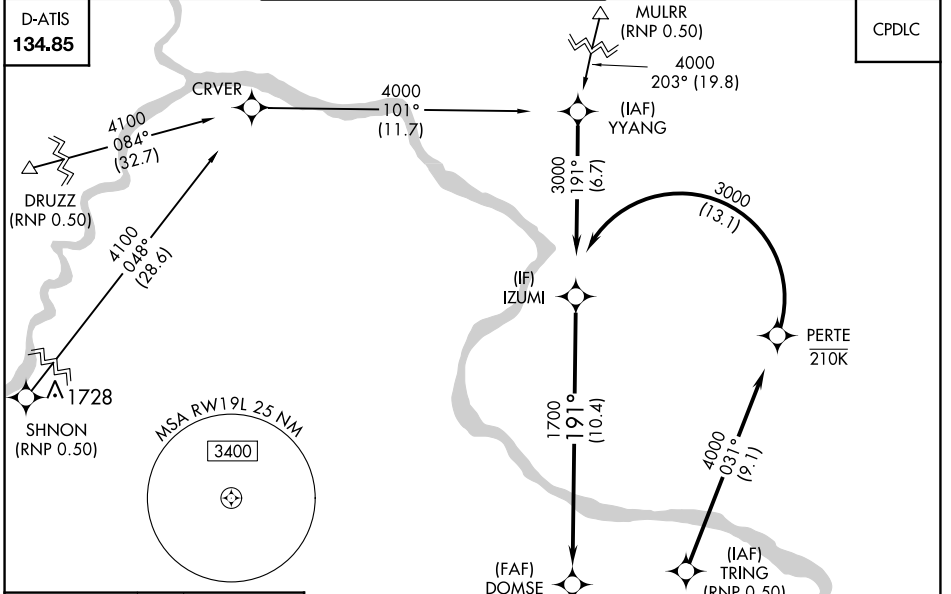
RNAV (RNP) Z RWY 19L WASHINGTON DULLES INTL (IAD)

APP CRS	Rwy Idg	11500
191°	TDZE	302
	Apt Elev	312

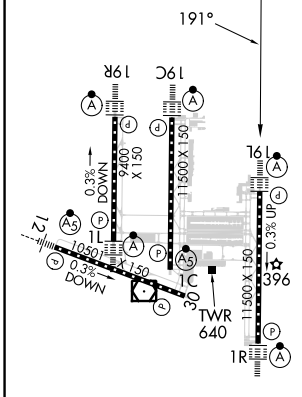
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (118°F). For inoperative MALS, increase RNP 0.30 visibility to 1½. Simultaneous approach authorized with ILS or LOC/DME Rwy 19R, ILS Rwy 19R (Cat II), ILS Rwy 19R (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2
MISSED APPROACH: Climb to 2000 via track 191° to WAXIN and hold.

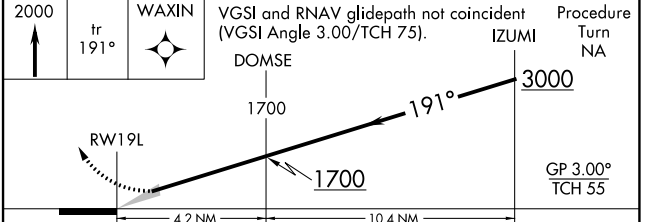
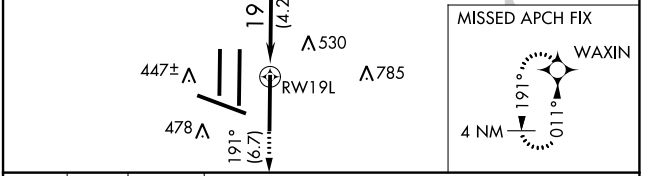
POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwys 1R/19L) 120.25 348.6 (Rwys 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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ELEV 312	D	TDZE 302
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TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
RNP 0.30 DA	743/50 441 (500-1)			

AUTHORIZATION REQUIRED

NE-3, 22 FEB 2024 to 21 MAR 2024


NE-3, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy ldg	11500
011°	TDZE	286
	Apt Elev	312

RNAV (RNP) Z RWY 1C

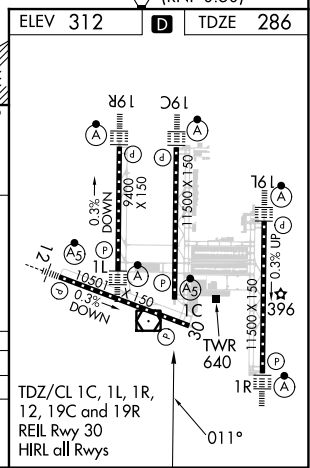
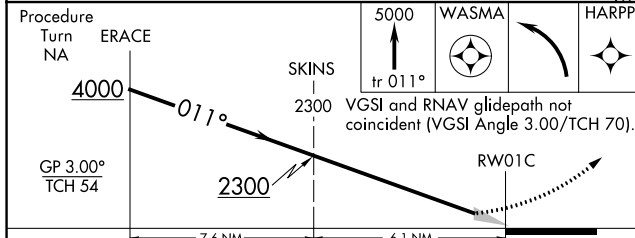
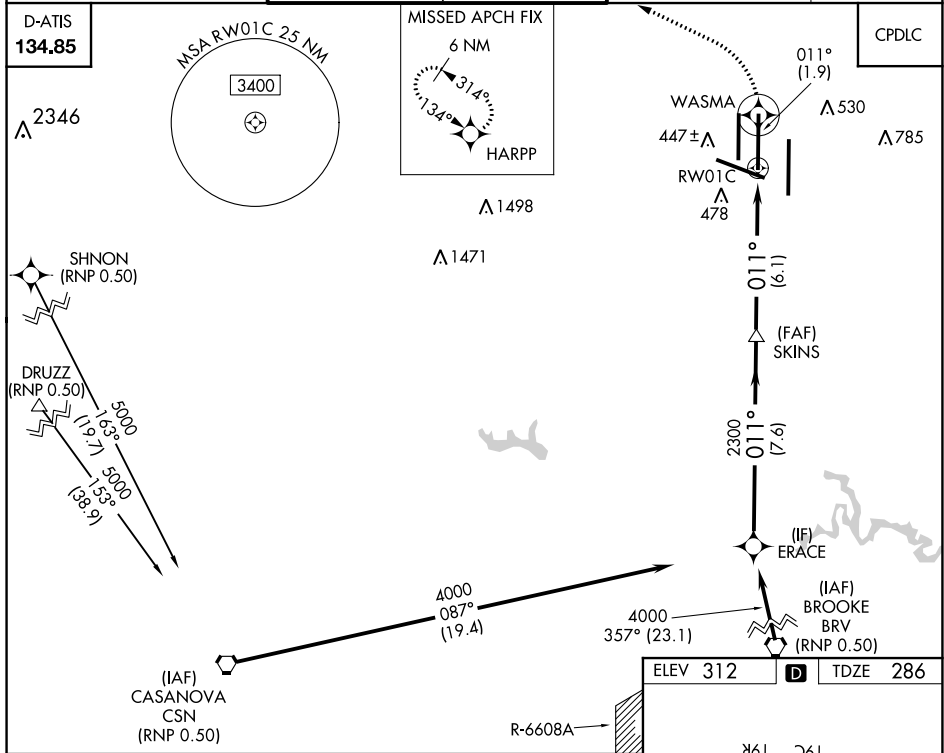
WASHINGTON DULLES INTL (IAD)

▼ For uncompensated Baro-VNAV systems, procedure NA below -1.4°C (6°F) or above 48°C (119°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1¾. GPS required. Simultaneous approach authorized with ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR 

MISSED APPROACH: Climb to 5000 on track 011° to WASMA and left turn direct HARPP and hold.

POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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CATEGORY	A	B	C	D
RNP 0.30 DA	817-1½ 531 (600-1½)			

AUTHORIZATION REQUIRED

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 22 FEB 2024 to 21 MAR 2024


NE-3, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy Idg	11500
011°	TDZE	312
	Apt Elev	312

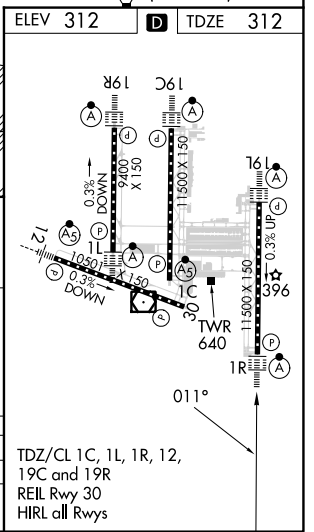
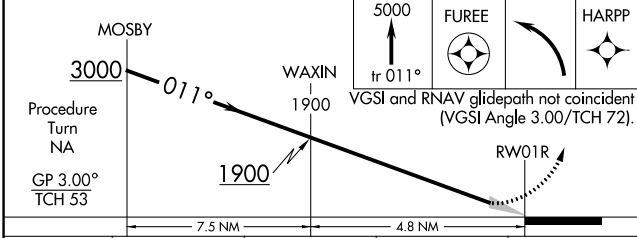
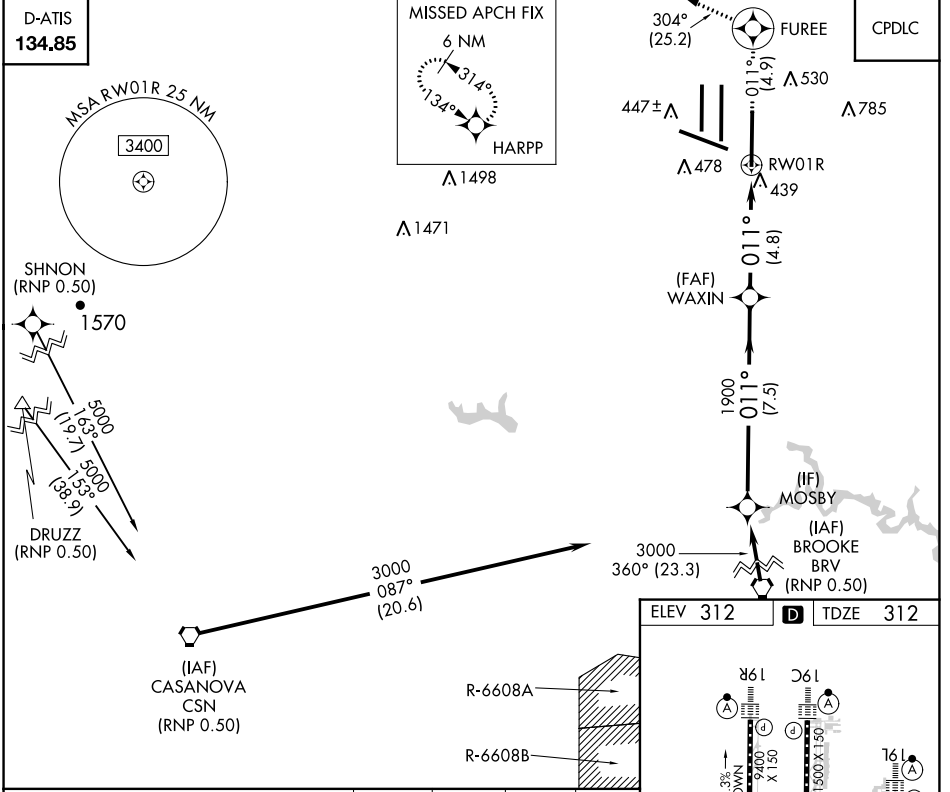
RNAV (RNP) Z RWY 1R

WASHINGTON DULLES INTL (IAD)

▼ GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (119°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1 3/4. Simultaneous approach authorized with ILS or LOC/DME Rwy 1L, ILS Rwy 1L (Cat III), ILS Rwy 1L (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5000 via track 011° to FUREE and left turn direct HARPP and hold.

POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwys 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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CATEGORY	A	B	C	D
RNP 0.30 DA	819/60 507 (600-1 1/4)			

AUTHORIZATION REQUIRED

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

WAAS CH 40305 W19B	APP CRS 191°	Rwy Idg 11089 TDZE 271 Apt Elev 313
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RNAV (GPS) Y RWY 19C

WASHINGTON DULLES INTL (IAD)

RNP APCH

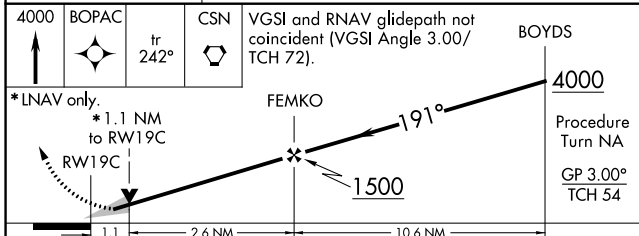
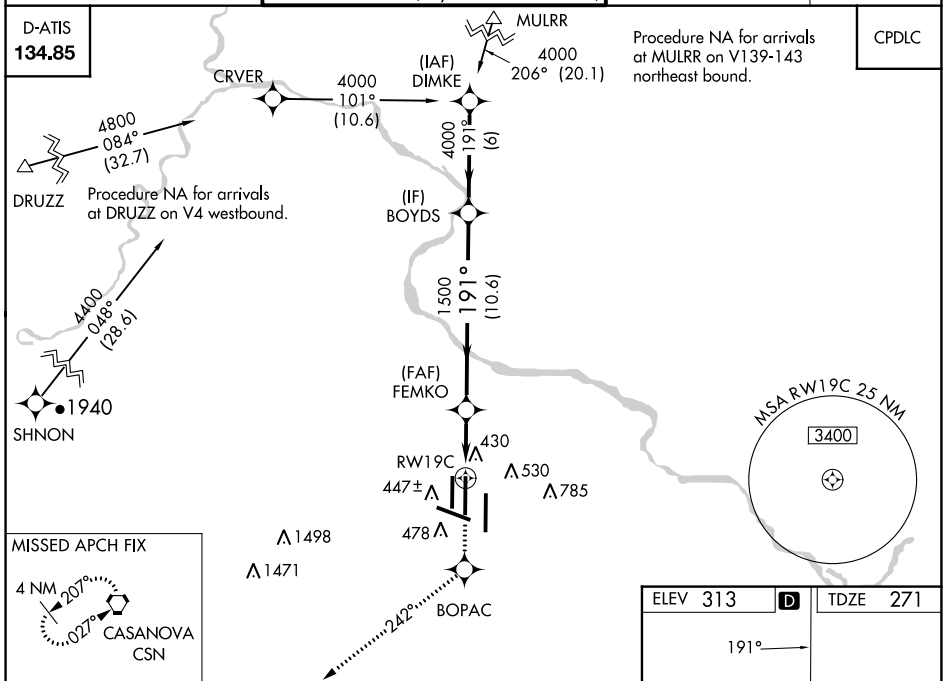
▼ For inop ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L (Cat II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

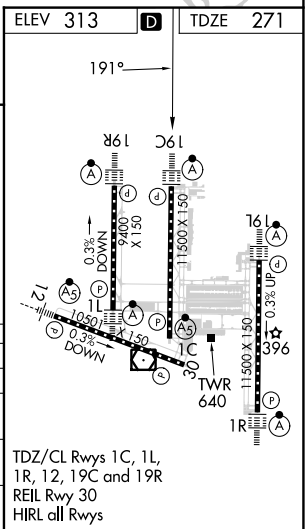


MISSED APPROACH:
Climb to 4000 direct BOPAC and on 242° track to CSN VORTAC and hold.

POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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CATEGORY	A	B	C	D
LPV DA		471/18	200 (200-1/2)	
LNAV/VNAV DA		717/50	446 (500-1)	
LNAV MDA	700/24	429 (400-1/2)	700/40 429 (400-3/4)	700/50 429 (400-1)
CIRCLING	940-1	627 (700-1)	940-1 3/4 627 (700-1 3/4)	1060-2 1/2 747 (800-2 1/2)



NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

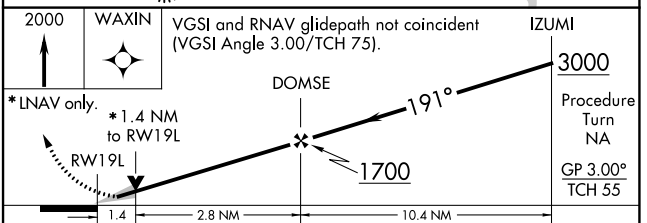
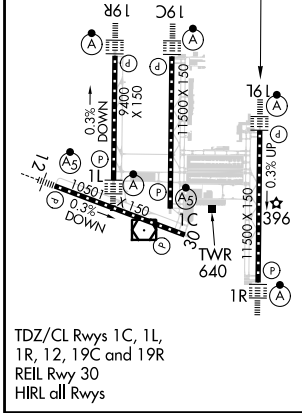
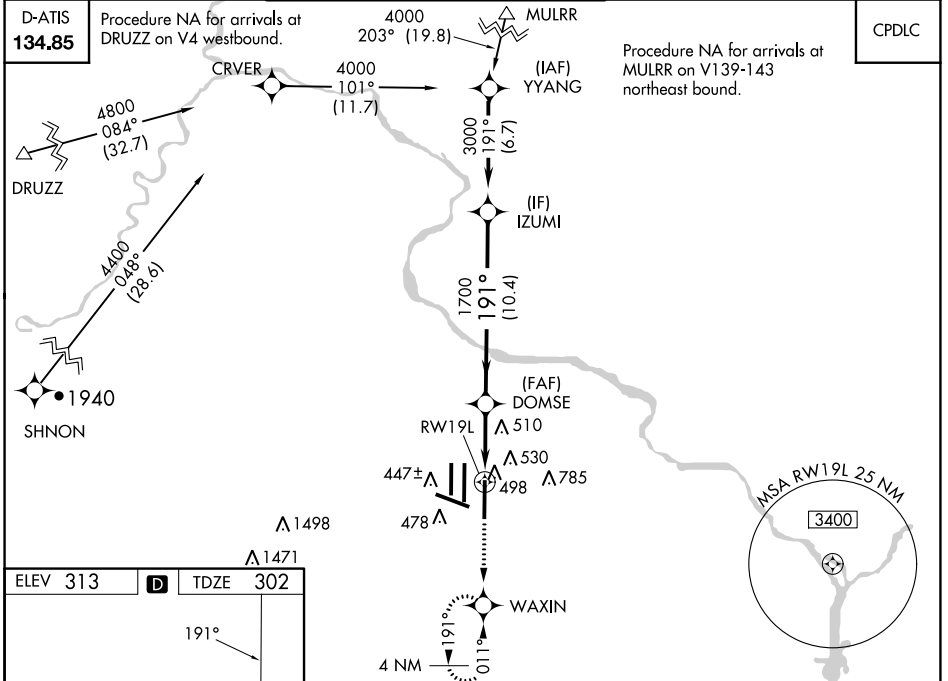
WAAS CH 58105 W19A	APP CRS 191°	Rwy Idg 11500 TDZE 302 Apt Elev 313
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RNAV (GPS) Y RWY 19L

WASHINGTON DULLES INTL (IAD)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C ▲ Simultaneous approach authorized with ILS or LOC/DME Rwy 19R, ILS Rwy 19R (Cat II), ILS Rwy 19R (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. **RVR 1800 authorized with use of FD or AP or HUD to DA.	ALSF-2 	MISSED APPROACH: Climb to 2000 direct WAXIN and hold.
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POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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CATEGORY	A	B	C	D
LPV DA**	502/24 200 (200-½)			
LNAV/VNAV DA	829/60 527 (600-1¼)			
LNAV MDA	820/24 518 (600-½)	820/50 518 (600-1)		820/60 518 (600-1¼)
CIRCLING	940-1 627 (700-1)	940-1¾ 627 (700-1¾)		1060-2½ 747 (800-2½)


NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

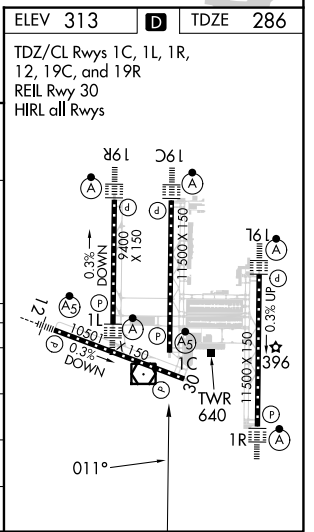
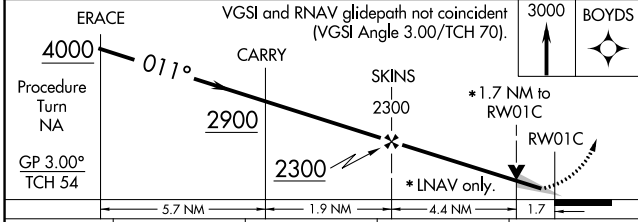
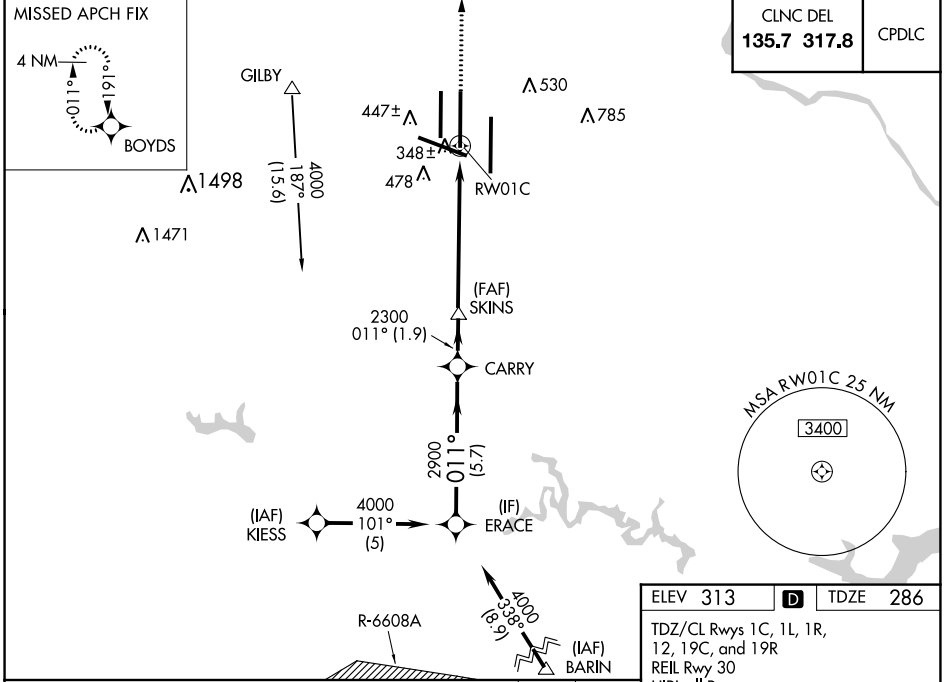
WAAS CH 97509 W01B	APP CRS 011°	Rwy ldg 11500 TDZE 286 Apt Elev 313
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RNAV (GPS) Y RWY 1C

WASHINGTON DULLES INTL (IAD)

RNP APCH. <p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. ▲ Simultaneous approach authorized with ILS or LOC/DME Rwy 1L, ILS Rwy 1L (Cat II), ILS Rwy 1L (Cat III), ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. **RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	MALSR 	MISSED APPROACH Climb to 3000 direct BOYDS and hold.
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D-ATIS 134.85	POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)
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CATEGORY	A	B	C	D
LPV DA **	486/24 200 (200-½)			
LNAV/VNAV DA	801/60 515 (600-1½)			
LNAV MDA	900/24 614 (600-½)	900/60 614 (600-1¼)		900-1½ 614 (600-1½)
CIRCLING	940-1 627 (700-1)	940-1¾ 627 (700-1¾)		1060-2½ 747 (800-2½)

NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024

WAAS CH 56409 W01A	APP CRS 011°	Rwy ldg 11500 TDZE 312 Apt Elev 313
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RNAV (GPS) Y RWY 1R

WASHINGTON DULLES INTL (IAD)

RNP APCH.

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.
A Simultaneous approach authorized with ILS or LOC/DME Rwy 1L, ILS Rwy 1L (Cat II), ILS Rwy 1L (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

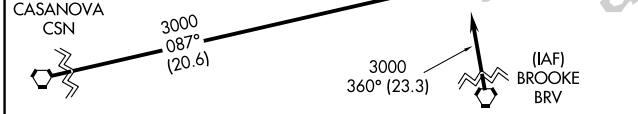
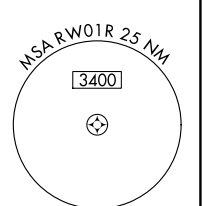
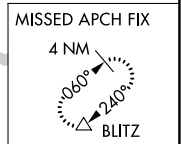
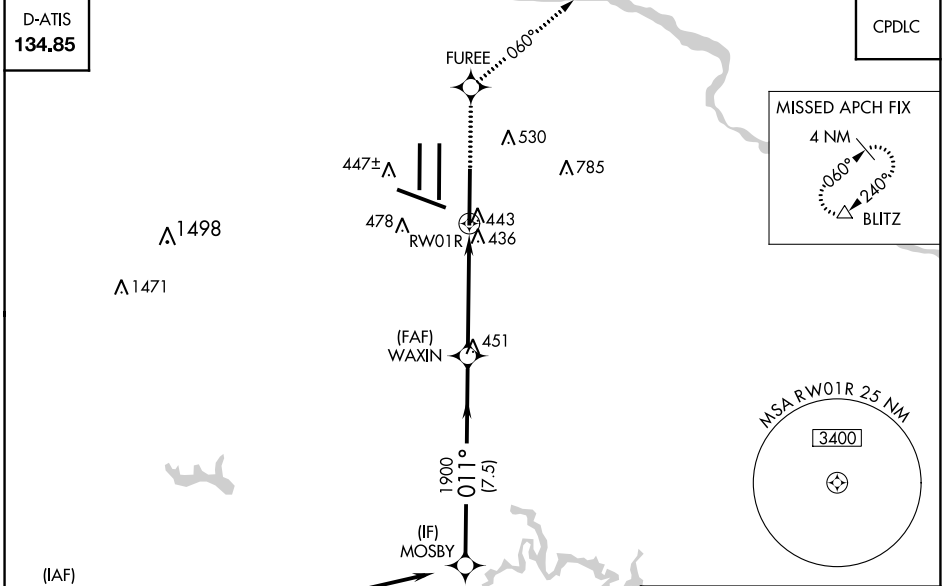
ALSIF-2

MISSED APPROACH:
Climb to 3000 direct FUREE and on 060° track to BLITZ and hold.

POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)	CLNC DEL 135.7 317.8
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D-ATIS
134.85

CPDLC



ELEV 313 | **D** | TDZE 312

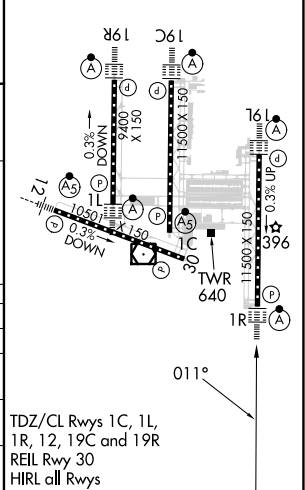
MOSBY (IAF) CASANOVA CSN (IAF) BROOKE BRV (IAF)

3000 087° (20.6)

3000 360° (23.3)

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

Procedure Turn NA	011°	1900	1900	3000
GP 3.00° TCH 53	7.5 NM	3.5 NM	1.3	* 1.3 NM to RW01R
CATEGORY	A	B	C	D
LPV DA	512/18		200 (200-1/2)	
LNAV/VNAV DA	764/50		452 (500-1)	
LNAV MDA	800/24	488 (500-1/2)	800/40	800/50
CIRCLING	940-1	627 (700-1)	940-1 3/4	1060-2 1/2
			627 (700-1 3/4)	747 (800-2 1/2)



NE-3, 22 FEB 2024 to 21 MAR 2024

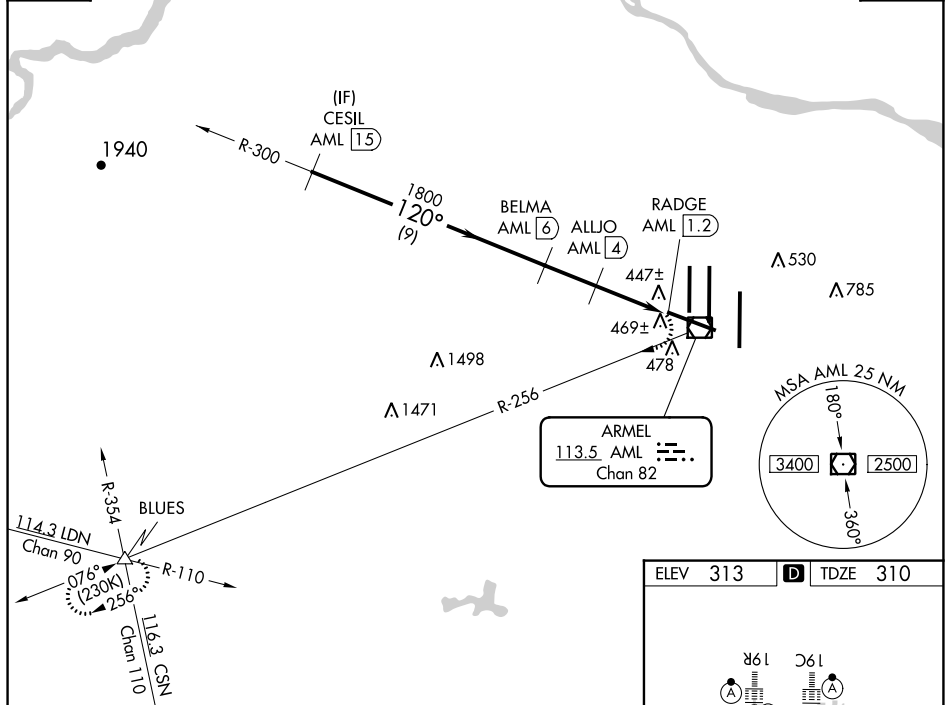
VOR/DME AML 113.5 Chan 82	APP CRS 120°	Rwy Idg TDZE Apt Elev	10501 310 313
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VOR/DME RWY 12

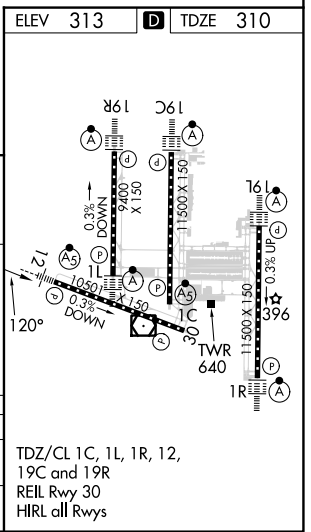
WASHINGTON DULLES INTL (IAD)

▼ ▲	MALSR 	MISSED APPROACH: Climbing right turn to 4000 on AML VOR/DME R-256 to BLUES INT and hold.	
		POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)

D-ATIS 134.85	RADAR REQUIRED	CPDLC
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	CESIL AML 15	BELMA AML 6	ALLJO AML 4	AML 2.4	RADGE AML 1.2	4000	AML R-256	BLUES
	4000	1800	1200	1200	1200	120°		
	9 NM		2 NM		1.7 NM		1.2	
CATEGORY	A	B	C	D				
S-12	740/24	430 (500-½)	740/40	430 (500-¾)				
CIRCLING	940-1	627 (700-1)	940-1¾ 627 (700-1¾)	1060-2½ 747 (800-2½)				



NE-3, 22 FEB 2024 to 21 MAR 2024

NE-3, 22 FEB 2024 to 21 MAR 2024