

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KIAD

Terminal Charts For KIAD

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: WASHINGTON DC USA
ICAO/IATA: KIAD / IAD
Lat/Long: N38° 56.85', W077° 27.60'
Elevation: 313 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 10.0° W
Sectional Chart: Washington

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP 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: Yes
Beacon: Yes

Sunrise: 1032 Z
Sunset: 2347 Z

Runway Information

Runway: 01C
Length x Width: 11500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 286 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 01L
Length x Width: 9400 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 296 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 01R
Length x Width: 11500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 312 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 12
Length x Width: 10501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 310 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19C
Length x Width: 11500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 271 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19L
Length x Width: 11500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 302 ft
Lighting: Edge, ALS, Centerline

Runway: 19R
Length x Width: 9400 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 278 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 30
Length x Width: 10501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 288 ft
Lighting: Edge, Centerline, REIL

Communication Information

ATIS: 134.850
Dulles Tower: 120.100
Dulles Tower: 134.425
Dulles Tower: 120.250
Dulles Ground: 121.625
Dulles Ground: 121.900
Dulles Ramp/Taxi: 130.550
Dulles Ramp/Taxi: 119.125
Dulles Ramp/Taxi: 129.550
Dulles Clearance Delivery: 135.700
Potomac Approach: 128.525 (91°-240°)
Potomac Approach: 126.100 (331°-90°)
Potomac Approach: 120.450 (241°-330°)
Potomac Terminal Control Area: 126.100 (331°-90°)
Potomac Terminal Control Area: 120.450 (241°-330°)

Potomac Terminal Control Area: 128.525 (91°-240°)

Potomac Departure: 125.050 (300°-10°)

Potomac Departure: 126.650 (190°-300°)

Dulles UNICOM: 122.950

WASHINGTON, D.C. (VA)



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

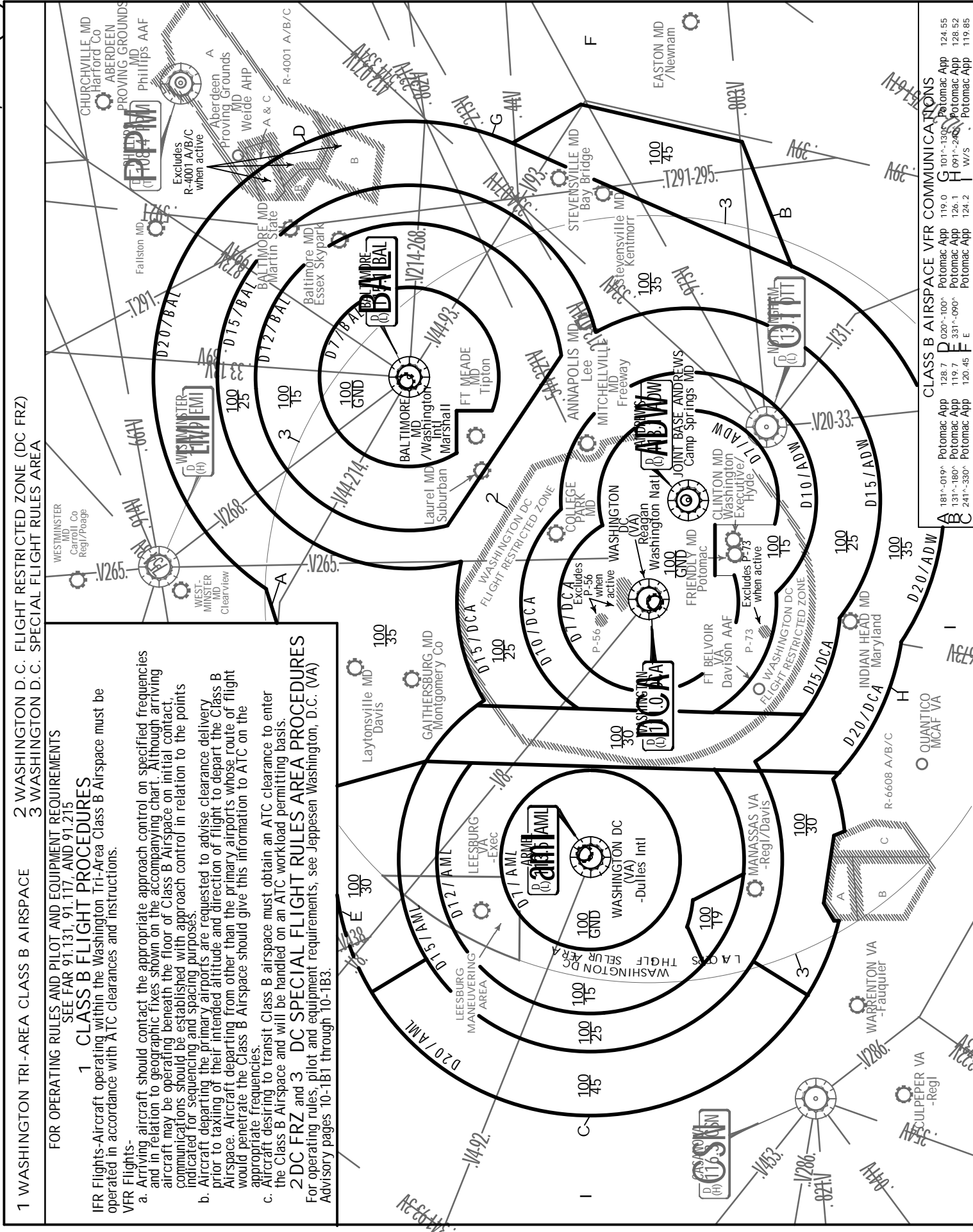
FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117, AND 91.215

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-
- 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.
 - 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.
 - 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
B	101°-130° Potomac App 124.55
C	131°-180° Potomac App 126.1
D	020°-100° Potomac App 119.0
E	091°-240° Potomac App 128.52
F	119°-7° Potomac App 126.1
G	091°-240° Potomac App 128.52
H	091°-240° Potomac App 128.52
I	091°-240° Potomac App 128.52
J	091°-240° Potomac App 128.52
K	091°-240° Potomac App 128.52
L	091°-240° Potomac App 128.52
M	091°-240° Potomac App 128.52
N	091°-240° Potomac App 128.52
O	091°-240° Potomac App 128.52
P	091°-240° Potomac App 128.52
Q	091°-240° Potomac App 128.52
R	091°-240° Potomac App 128.52
S	091°-240° Potomac App 128.52
T	091°-240° Potomac App 128.52
U	091°-240° Potomac App 128.52
V	091°-240° Potomac App 128.52
W	091°-240° Potomac App 128.52
X	091°-240° Potomac App 128.52
Y	091°-240° Potomac App 128.52
Z	091°-240° Potomac App 128.52

KDCA/DCA

+JEPPESEN

.SFRA/FRZ.

REAGAN WASHINGTON NATL

10 JUL 09

10-1B1

WASHINGTON, DC (VA)

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.

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REAGAN WASHINGTON NATL

10 JUL 09

10-1B2

WASHINGTON, DC (VA)

ADVISORY

FAILURE TO COMPLY

- (a) *Any violation:* The FAA may take civil enforcement action against a pilot for violations, weather 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.

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10 JUL 09

10-1B3

WASHINGTON, DC (VA)

ADVISORY**AIRCRAFT OPERATING IN THE DC FRZ**

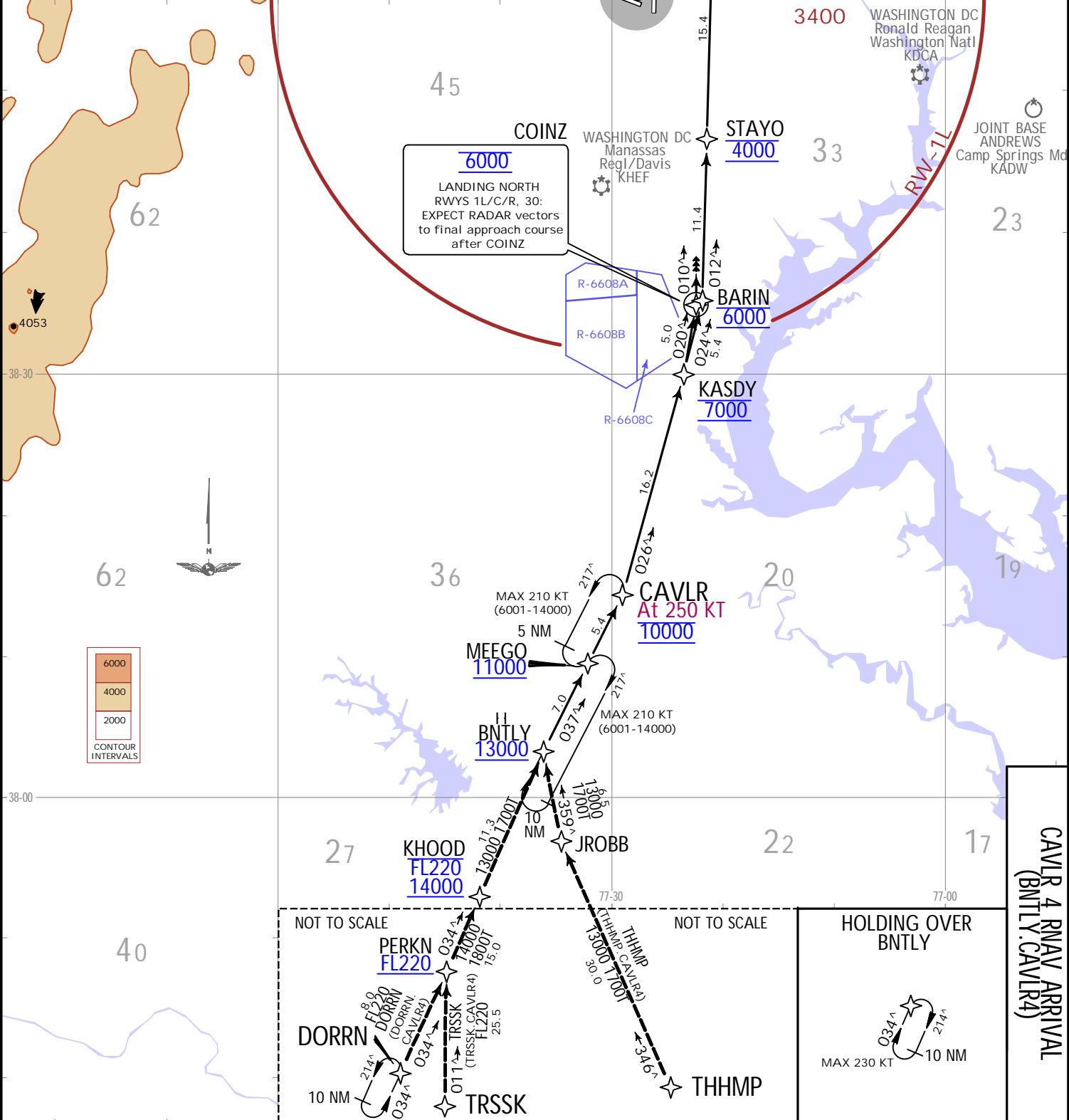
- (a) Except as provided in paragraph (b) of this section, no pilot may conduct any flight operation under part 91, 101, 103, 105, 125, 133, 135, or 137 of this chapter in the DC FRZ, unless the specific flight is operating under an FAA/TSA authorization.
- (b) Department of Defense (DOD) operations, 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 or by calling the TSA at 571-227-2071.

CHANGES: Procedure renumbered, revised

D-ATIS 134.85	Apt Elev 313	Alt Set: INCHES Trans level: FL180
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. ARTCC will issue landing direction assignment (NORTH or SOUTH) and Potomac TRACON will issue runway assignments.		
CAVLR 4 RNAV ARRIVAL (BNTLY.CAVLR4)		
ROUTING		
From BNTLY on track 037° to MEEGO, then on track 037° to CAVLR.		
LANDING		
RWY		
NORTH 1L/C/R, 30	From CAVLR on track 026° to KASDY, then on track 020° to COINZ. Then on track 010°. EXPECT RADAR vectors to final approach course.	
SOUTH 19L/C/R	From CAVLR on track 026° to KASDY, then on track 024° to BARIN, then on track 012° to STAYO, then on track 012° to TRING, then on track 012° to MIXNN, then on track 012°. EXPECT RADAR vectors to final approach course.	

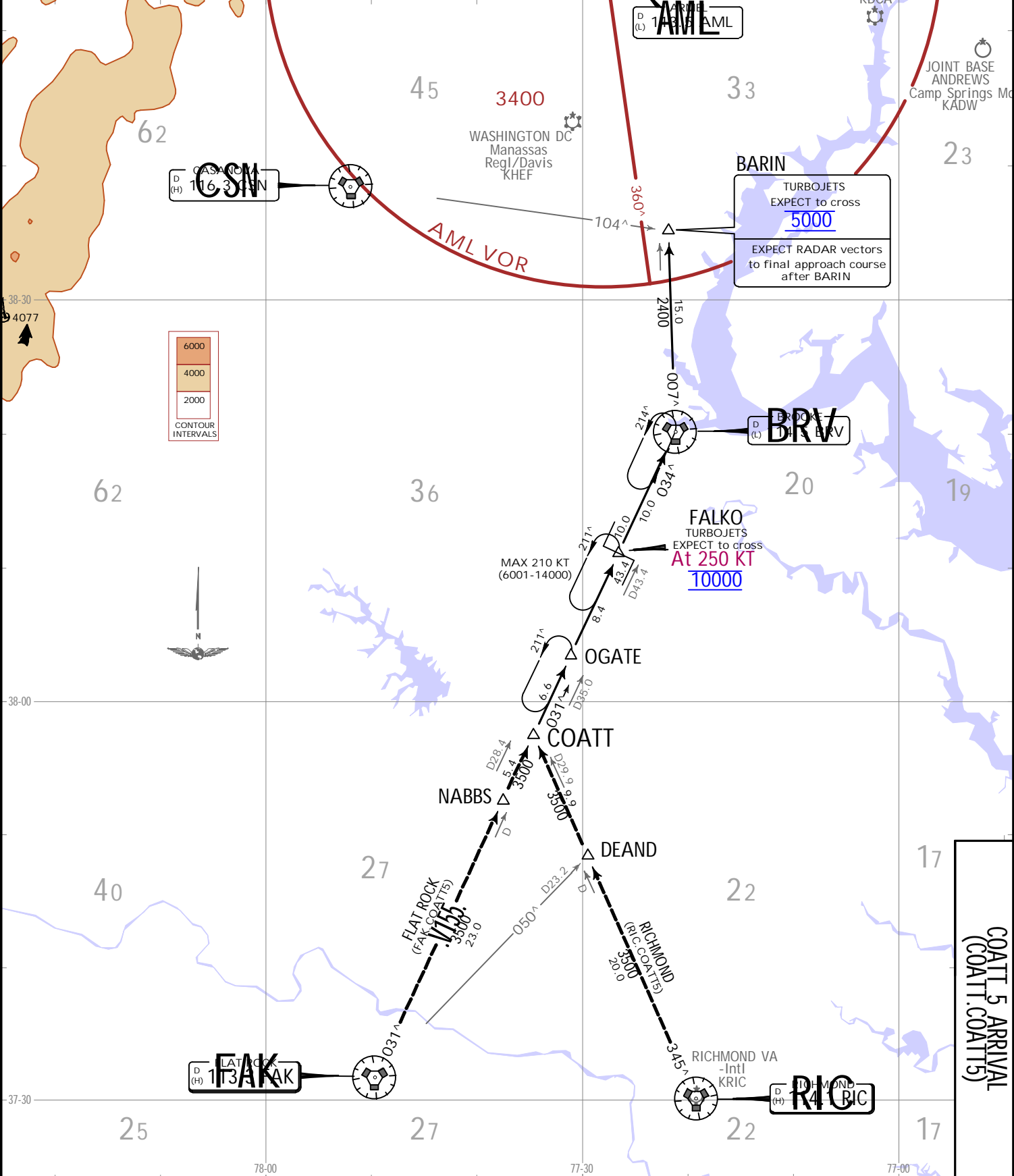


KIAD/IAD
WASHINGTON DULLES INTL

JEPPesen
25 DEC 20 20-2 Eff. 31. Dec. RNAV STAR
WASHINGTON DC (VA)

CHANGES: None

D-ATIS 134.85	Apt Elev 313	Alt Set: INCHES Trans level: FL180
1. RADAR required. 2. DME required. 3. Use FAK R031 to BRV VOR, BRV R214 unuseable to FALKO.		
COATT 5 ARRIVAL (COATT.COATT5)		
ROUTING		
From over COATT or FAK R031 to BRV VOR, then on BRV R007 to BARIN. EXPECT RADAR vectors to final approach course after BARIN.		



KIAD/IAD
WASHINGTON DULLES INTL

JEPPESSEN
28 DEC 20 20-2A Eff: 31 Dec.

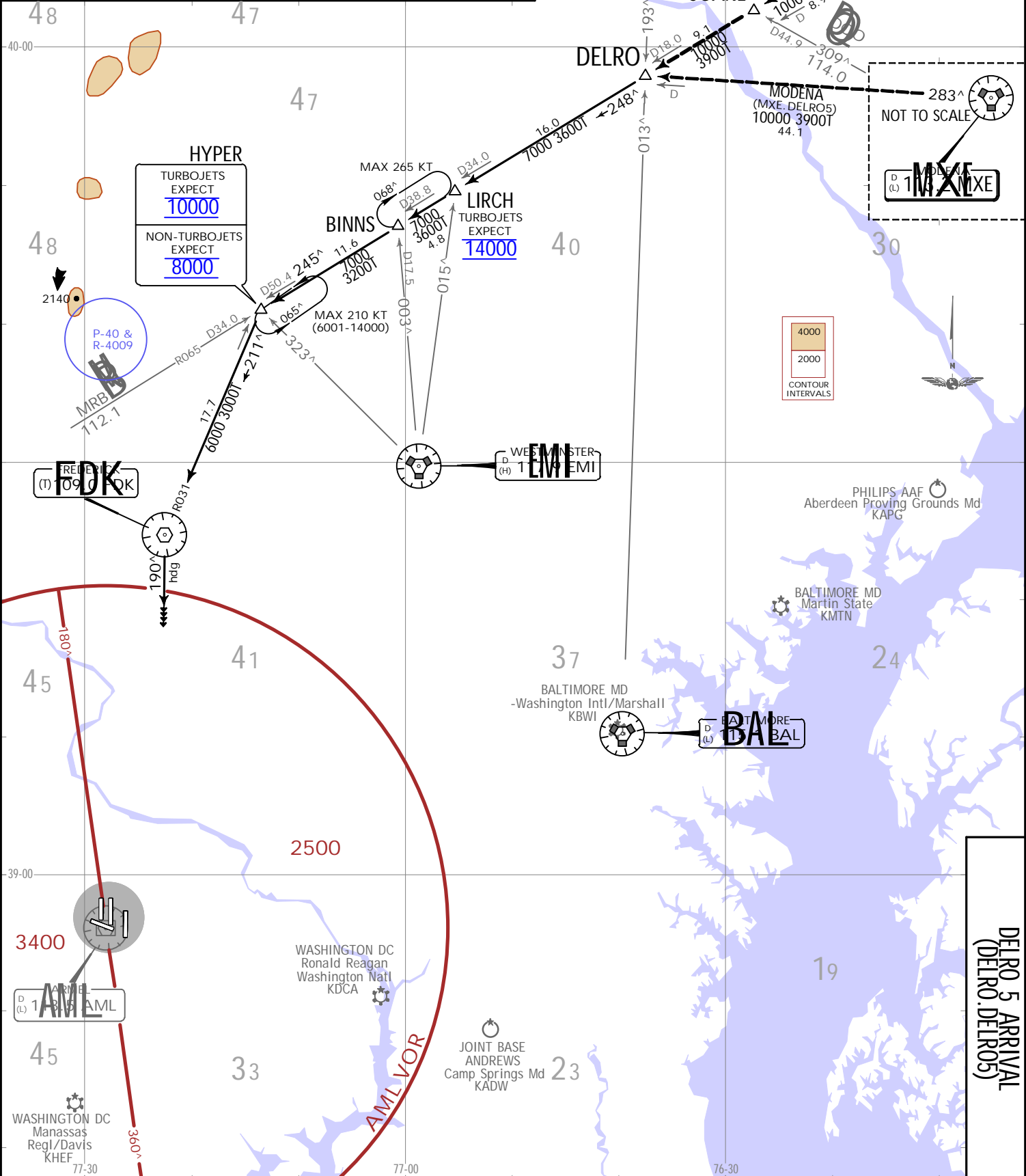
WASHINGTON DC (VA) STAR

**COATT 5 ARRIVAL
(COATT.COATT5)**

JEPPESSEN, 2018. ALL RIGHTS RESERVED.

CHANGES: Procedure renumbered, revised.

D-ATIS 134.85	Apt Elev 313	Alt Set: INCHES Trans level: FL180
RADAR required.		
DELRO 5 ARRIVAL (DELRO.DELRO5)		
.SPEED: FOR AIRCRAFT CAPABLE OF 180 KT OR GREATER		
ROUTING		
From DELRO on LRP R248 to LIRCH, then on LRP R248 to BINNS, then on LRP R248 to HYPER, then on FDK R031 to FDK VOR, then on heading 190° as assigned by ATC. EXPECT radar vectors to final approach course.		



KIAD/IAD
WASHINGTON DULLES INTL

DELRO 5 ARRIVAL
(DELRO.DELRO5)

JEPPesen
22 FEB 19 (20-2B). Eff. 28 Feb.
WASHINGTON DC (VA) STAR

WASHINGTON, DC (VA)
STAR.
JEPPESEN
 25 DEC 20 (20-2C) Eff. 31. Dec.

KIAD/IAD
 WASHINGTON DULLES INTL

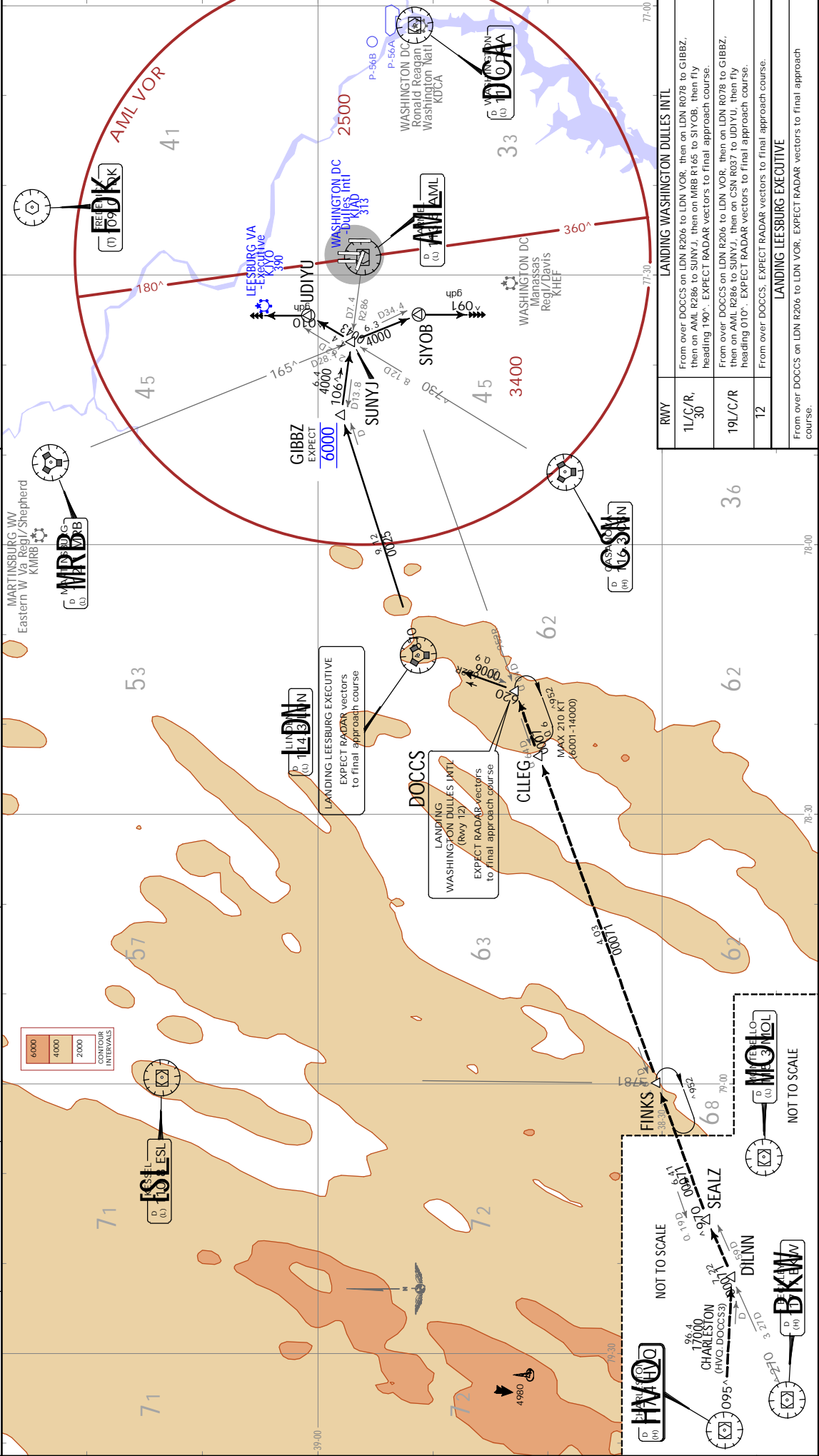
DOCCS 3 ARRIVAL (DOCCS.DOCCS3)

1. RADAR required. 2. DME required.
 3. Prohibited area (P-56 (A&B)) NORTH of DCA - avoid - surface to 18000 MSL.
 4. Also serves KJYO.

Air Set: INCHES Trans level: FL180

Apt Elev See Graphic

WASHINGTON DULLES INTL
 D-ATIS
 134.85



RWY	LANDING WASHINGTON DULLES INTL
1L/C/R, 30	From over DOCCS on LDN R206 to LDN VOR, then on LDN R078 to GIBBZ, then on AML R286 to SUNYJ, then on MRE R145 to SIYOB, then fly heading 190°. EXPECT RADAR vectors to final approach course.
19L/C/R	From over DOCCS on LDN R206 to LDN VOR, then on LDN R078 to GIBBZ, then on AML R286 to SUNYJ, then on CSN R037 to UDIYU, then fly heading 010°. EXPECT RADAR vectors to final approach course.
12	From over DOCCS, EXPECT RADAR vectors to final approach course.

RWY	LANDING LEESBURG EXECUTIVE
From over DOCCS on LDN R206 to LDN VOR, EXPECT RADAR vectors to final approach course.	

CHANGES: NONE.

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WASHINGTON, DC (VA)
 .RNAV STAR.



25 DEC 20 (20-2D) . Eff. 31 Dec.

KIAD/IAD
 WASHINGTON DULLES INTL

WASHINGTON DULLES INTL
 D-ATIS
 134.85

Apt Elev
 See Graphic

Alt. Set: INCHES
 Trans level: FL180

GIBBZ 4 RNAV ARRIVAL (GIBBZ.GIBBZ4)

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet aircraft only, turbo prop aircraft ATC assigned only. 5. Prohibited Area (P-56 A & B) NORTH of DCA - avoid - surface to 18000 MSL. 6. MAINTAIN last assigned ATC altitude until cleared to "descend via the GIBBZ 4", then comply with altitude restrictions as published. 7. Also serves KHEF, KJYO.

MARTINSBURG WV
 Eastern W Va
 Regi/Shepherd
 KIMRB

IGGGY

14000

LANDING WASHINGTON DULLES INTL (RWY 12) and LANDING AIRPORTS SERVED EXPECT RADAR vectors to final approach course after IGGY

KIKKR
 AT 280 KT
 16000
 14000

TABBE
 FL230
 17000

JIMVE
 AT 280 KT
 FL250
 FL210

HIROY
 FL270
 FL240

BRNDN
 FL280

NOT TO SCALE

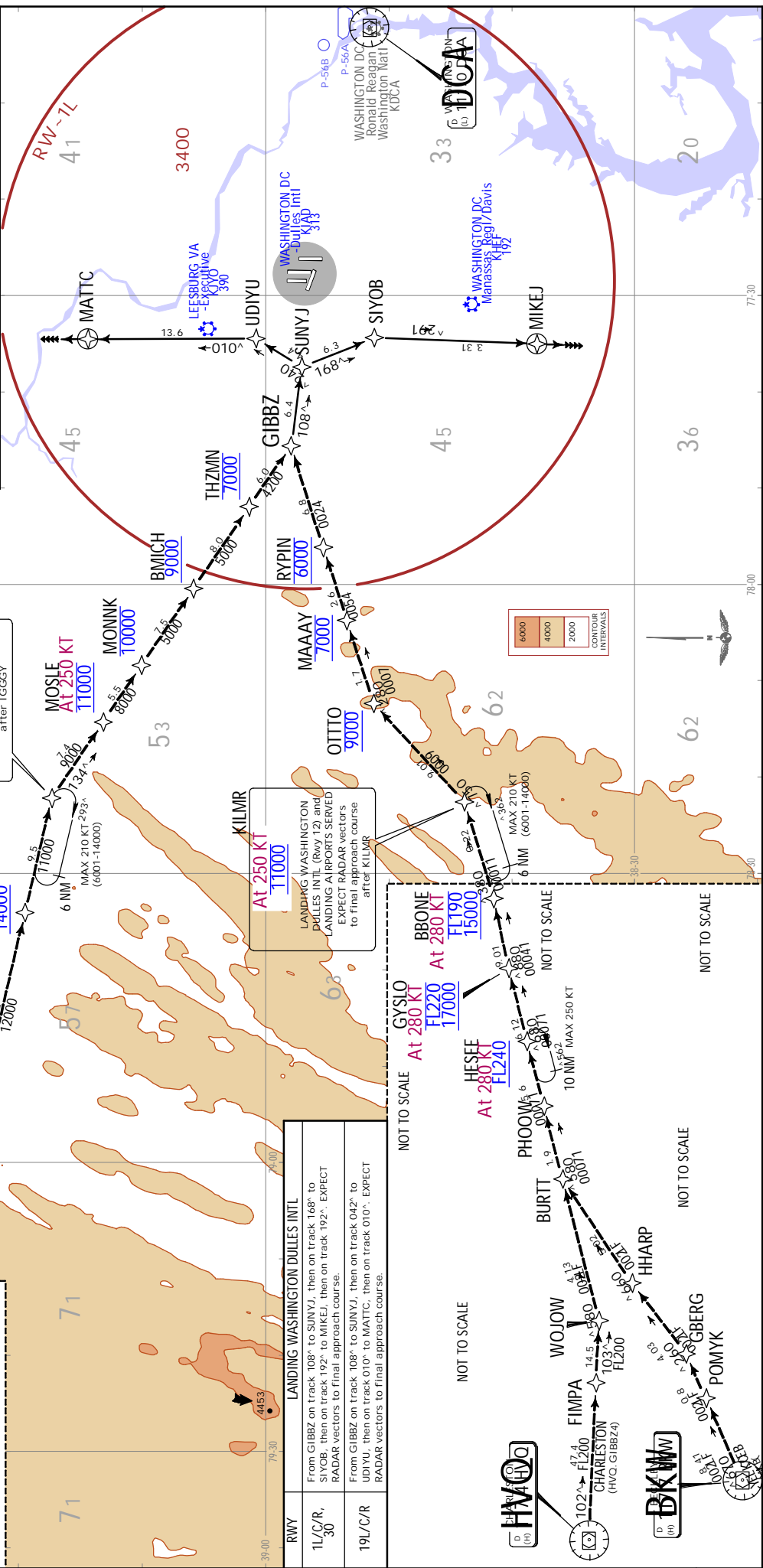
MORGANTOWN
 (MSW, GIBBZ4)

MGMW

3071
 127.7

113.3

NOT TO SCALE

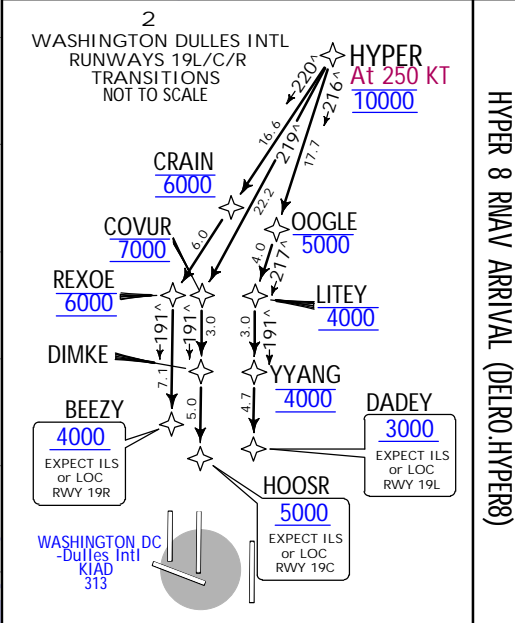
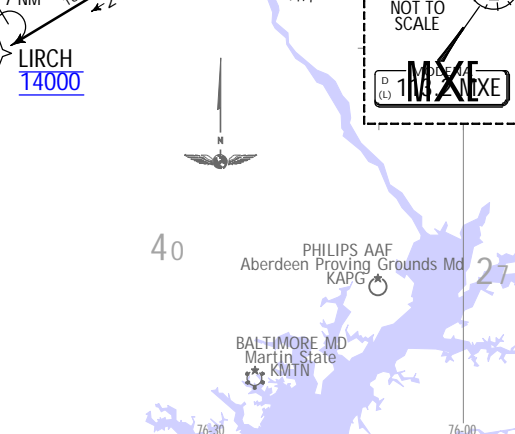
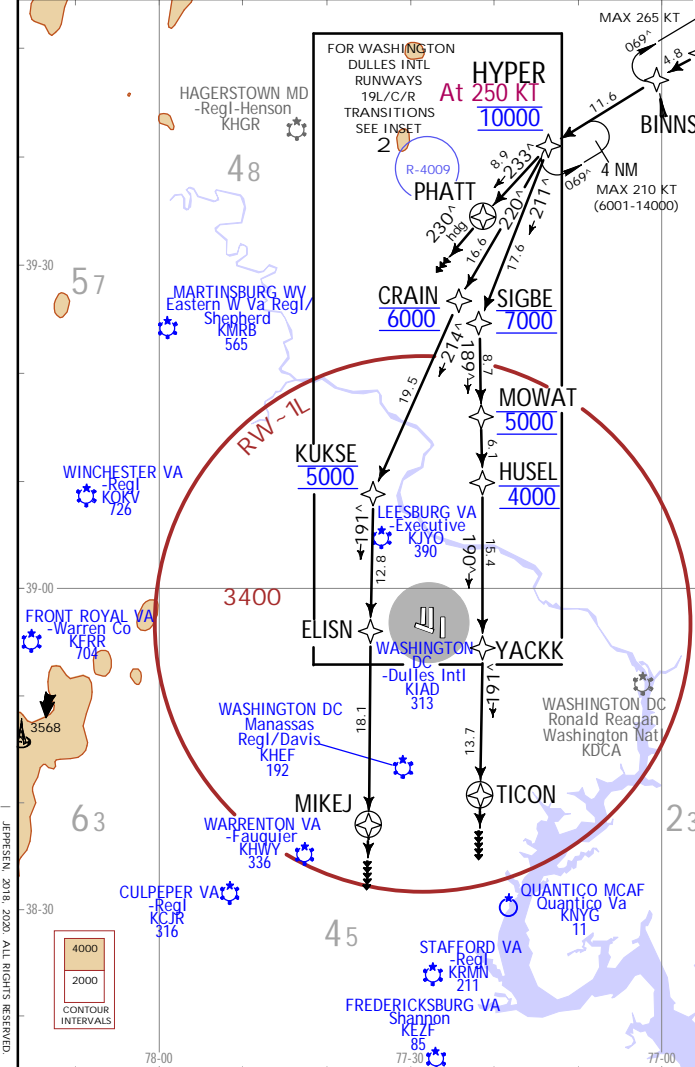
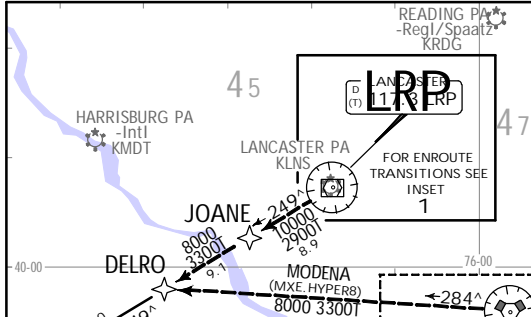
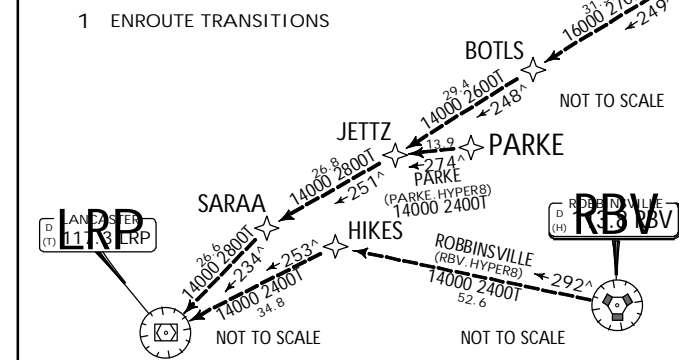
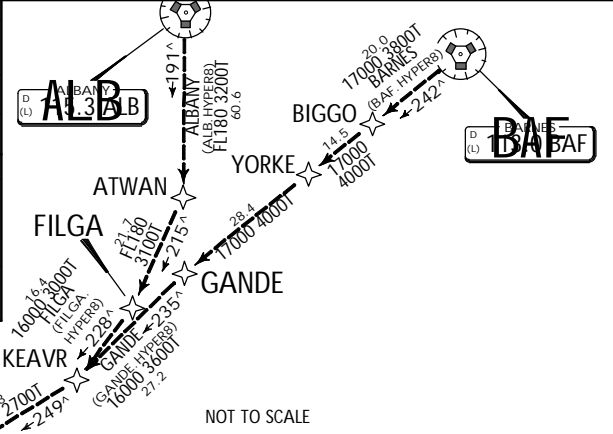


RWY	DESCRIPTION
1L/C/R, 30	From GIBBZ on track 108° to SUNYJ, then on track 168° to SIYOB, then on track 192° to MIKEJ, then on track 192°. EXPECT RADAR vectors to final approach course.
19L/C/R	From GIBBZ on track 108° to SUNYJ, then on track 042° to UDIYU, then on track 010° to MATTC, then on track 010°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered - revised.

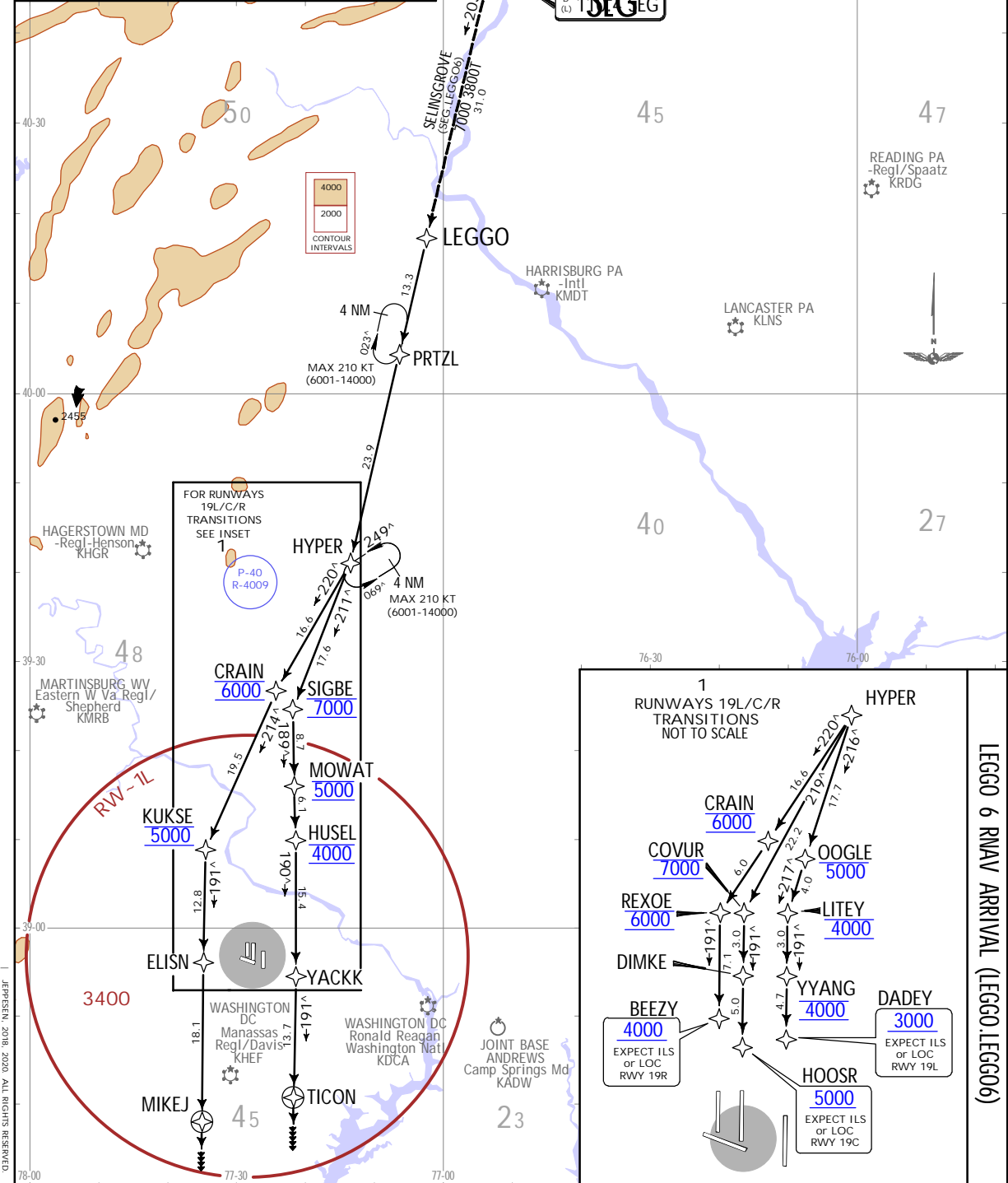
ROUTING	
From DELRO on track 249° to LIRCH, then on track 249° to BINNS, then on track 249° to HYPER.	
RWY	
LANDING WASHINGTON DULLES INTL	
1L	From HYPER on track 220° to CRAIN, then on track 214° to KUKSE, then on track 191° to ELISN, then on track 191° to MIKEJ, then on track 191°. EXPECT RADAR vectors to final approach course.
1C/R	From HYPER on track 211° to SIGBE, then on track 189° to MOWAT, then on track 189° to HUSEL, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. EXPECT RADAR vectors to final approach course.
19L	From HYPER on track 216° to OOGLE, then on track 217° to LITEY, then on track 191° to YYANG, then on track 191° to DADEY. EXPECT ILS or LOC RWY 19L.
19C	From HYPER on track 219° to COVUR, then on track 191° to DIMKE, then on track 191° to HOOSR. EXPECT ILS or LOC RWY 19C.
19R	From HYPER on track 220° to CRAIN, then on track 220° to REXOE, then on track 191° to BEEZY. EXPECT ILS or LOC RWY 19R.
AIRPORT	
LANDING AIRPORTS SERVED	
CULPEPER REGL -FAUQUIER MANASSAS REGL/DAVIS SHANNON STAFFORD REGL	From HYPER on track 211° to SIGBE, then on track 189° to MOWAT, then on track 189° to HUSEL, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. EXPECT RADAR vectors to final approach course.
LEESBURG EXECUTIVE -WARREN CO WINCHESTER REGL	From HYPER on track 233° to PHATT, then on heading 230° or as assigned by ATC. EXPECT RADAR vectors to final approach course.

WASHINGTON DULLES INTL D-ATIS 134.85	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet and turboprop aircraft only. 5. Also serves KCJR, KEZF, KFRR, KHEF, KHVY, KJYO, KOKV, KRMM.		
HYPER 8 RNAV ARRIVAL (DELRO.HYPER8) SPEED RESTRICTION For aircraft capable of 180 KT or greater.		

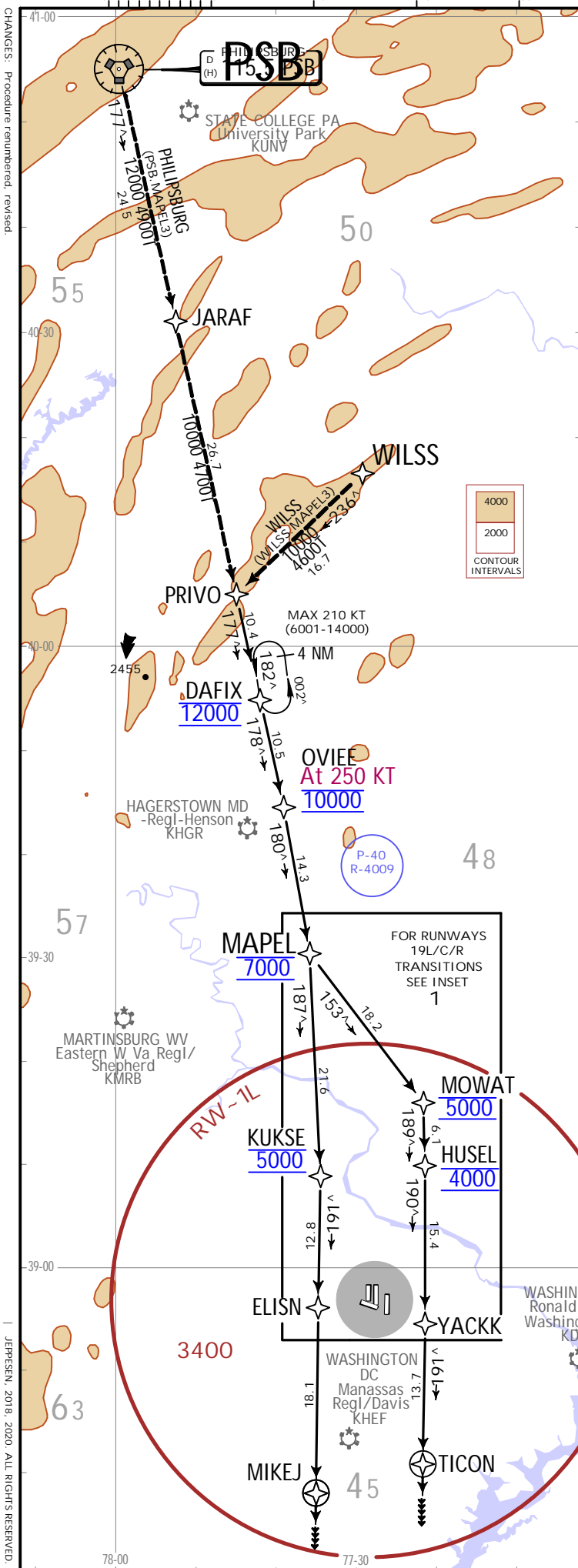


KIAD/IAD
 WASHINGTON DULLES INTL Eff. 31 Dec. 20-2E
 HYPER 8 RNAV ARRIVAL (DELRO.HYPER8)
 WASHINGTON DC (VA)
 RNAV STAR

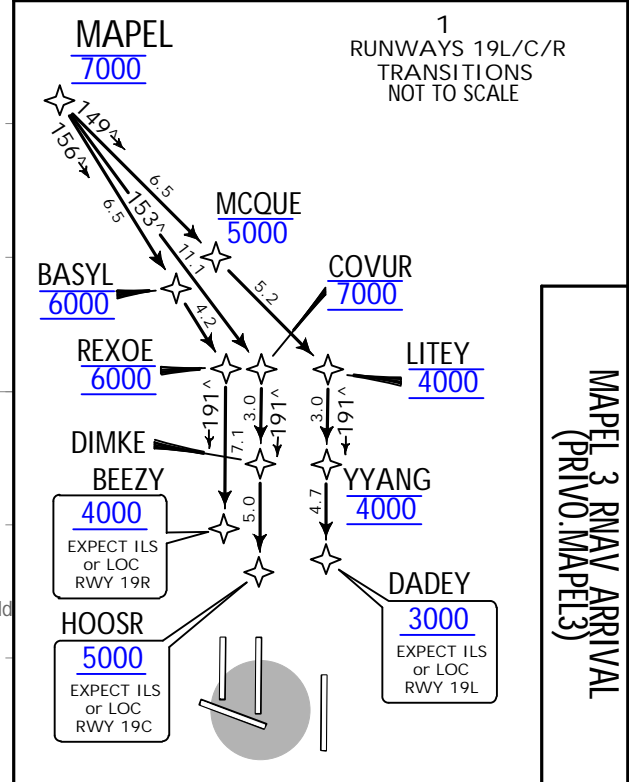
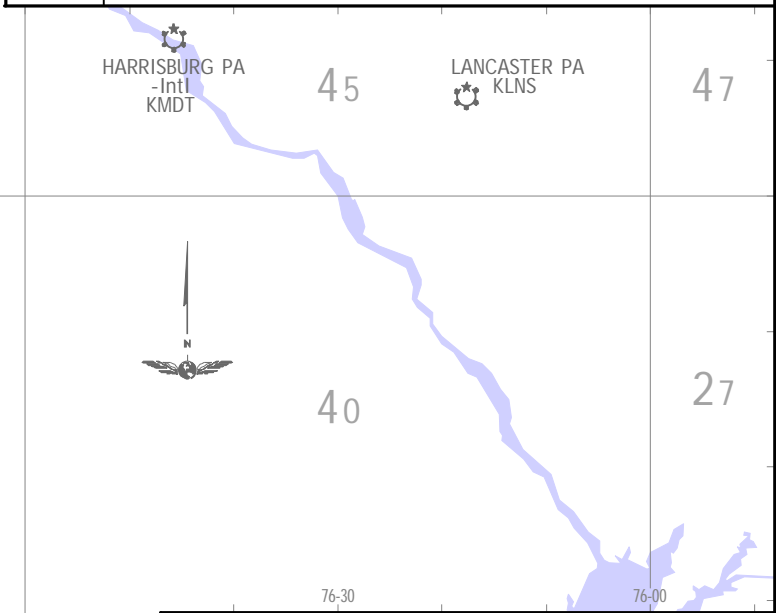
D-ATIS 134.85	Apt Elev 313	Alt Set: INCHES Trans Level: FL180
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.		
LEGGO 6 RNAV ARRIVAL (LEGGO.LEGGO6)		
SPEED RESTRICTION For non-turbojet aircraft capable of 180 KT or greater.		
ROUTING		
From LEGGO on track 203° to PRZTL, then on track 203° to HYPER.		
RWY	LANDING	
1L	From HYPER on track 220° to CRAIN, then on track 214° to KUKSE, then on track 191° to ELISN, then on track 191° to MIKEJ, then on track 191°. EXPECT RADAR vectors to final approach course.	
1C/R	From HYPER on track 211° to SIGBE, then on track 189° to MOWAT, then on track 189° to HUSEL, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. EXPECT RADAR vectors to final approach course.	
19L	From HYPER on track 216° to OOGLE, then on track 217° to LITEY, then on track 191° to YYANG, then on track 191° to DADEY. EXPECT ILS or LOC RWY 19L.	
19C	From HYPER on track 219° to COVUR, then on track 191° to DIMKE, then on track 191° to HOOSR. EXPECT ILS or LOC RWY 19C.	
19R	From HYPER on track 220° to CRAIN, then on track 220° to REXOE, then on track 191° to BEEZY. EXPECT ILS or LOC RWY 19R.	



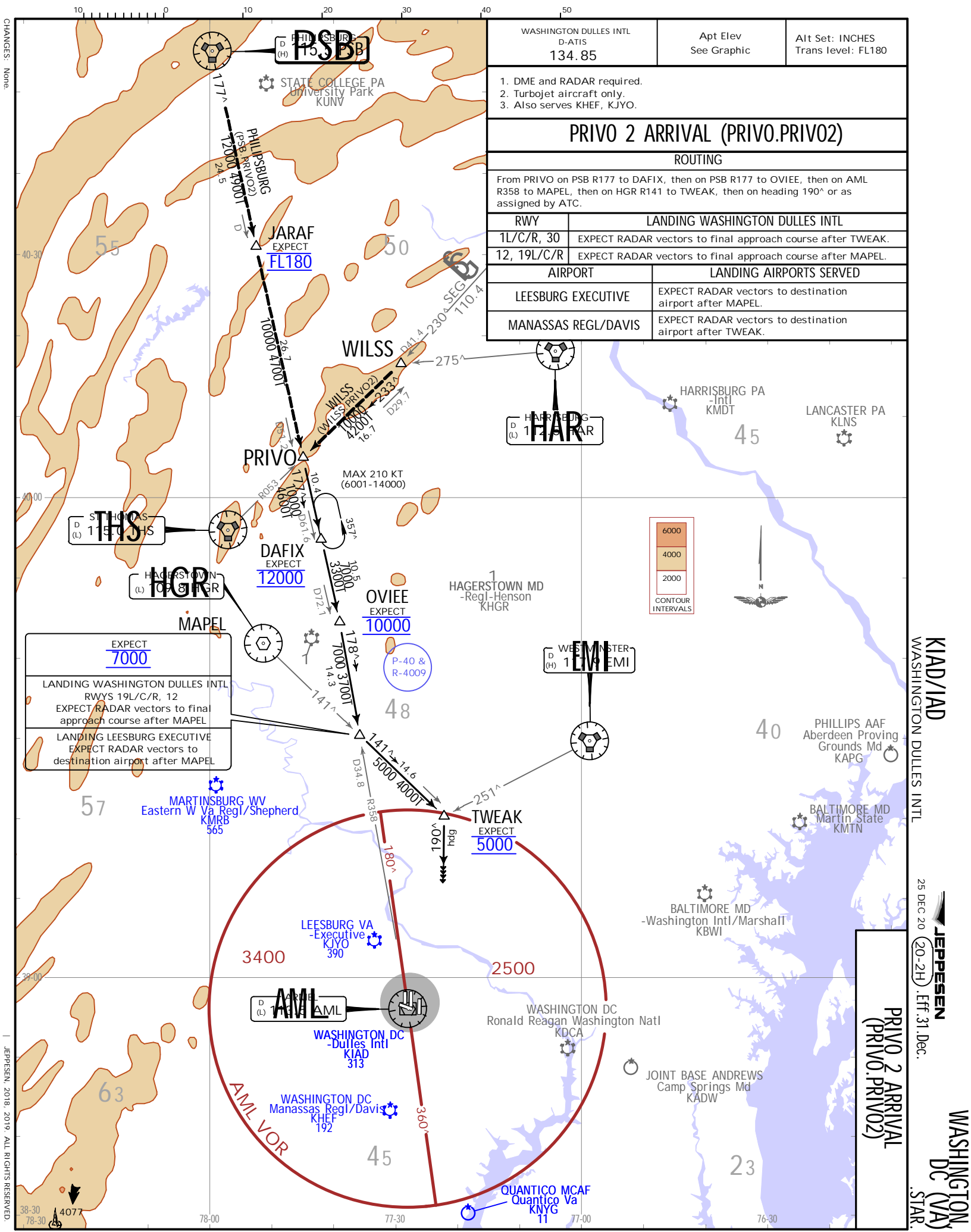
KIAD/IAD
 WASHINGTON DULLES INTL
 25 DEC 20 (20-2F) Eff: 31 Dec.
 WASHINGTON DC (NAS)
 RNAV STAR



D-ATIS 134.85	Apt Elev 313	Alt Set: INCHES Trans level: FL180
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. MAINTAIN last assigned altitude until "cleared to descend via MAPEL 3 STAR".		
MAPEL 3 RNAV ARRIVAL (PRIVO.MAPEL3)		
ROUTING		
From PRIVO on track 177° to DAFIX, then on track 178° to OVIEE, then on track 180° to MAPEL.		
RWY	LANDING	
1L	From MAPEL on track 187° to KUKSE, then on track 191° to ELISN, then on track 191° to MIKEJ, then on track 191°. EXPECT RADAR vectors to final approach course.	
1C/R	From MAPEL on track 153° to MOWAT, then on track 189° to HUSEL, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. EXPECT RADAR vectors to final approach course.	
19L	From MAPEL on track 149° to MCQUE, then on track 149° to LITEY, then on track 191° to YYANG, then on track 191° to DADEY. EXPECT ILS or LOC RWY 19L.	
19C	From MAPEL on track 153° to COVUR, then on track 191° to DIMKE, then on track 191° to HOOSR. EXPECT ILS or LOC RWY 19C.	
19R	From MAPEL on track 156° to BASYL, then on track 156° to REXOE, then on track 191° to BEEZY. EXPECT ILS or LOC RWY 19R.	



KIAD/IAD
 WASHINGTON DULLES INTL
 WASHINGTON DC (VA)
 JEPPESEN
 25 DEC 20 20-2G Eff. 31 Dec. RNAV STAR
 MAPEL 3 RNAV ARRIVAL (PRIVO.MAPEL3)



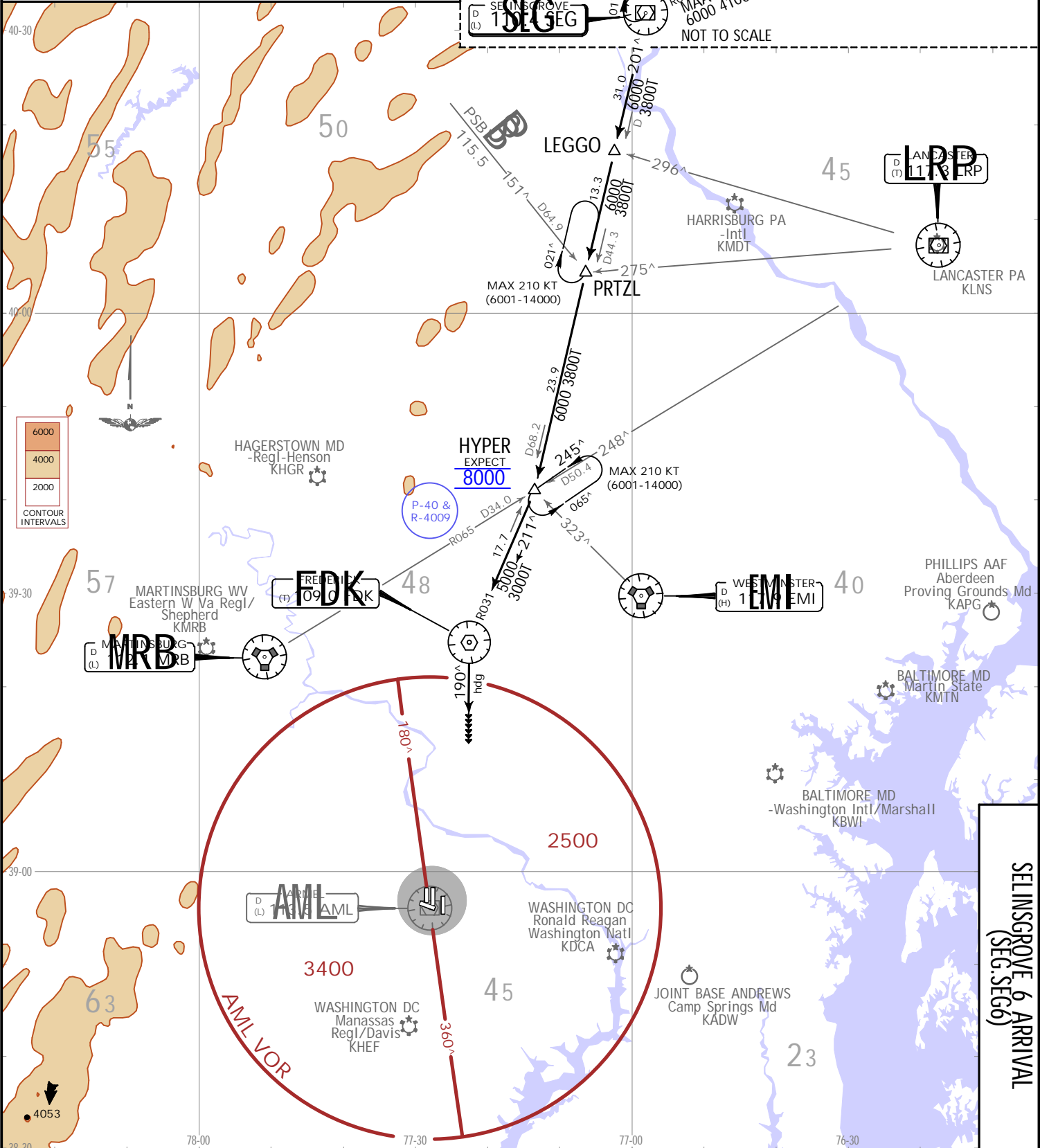
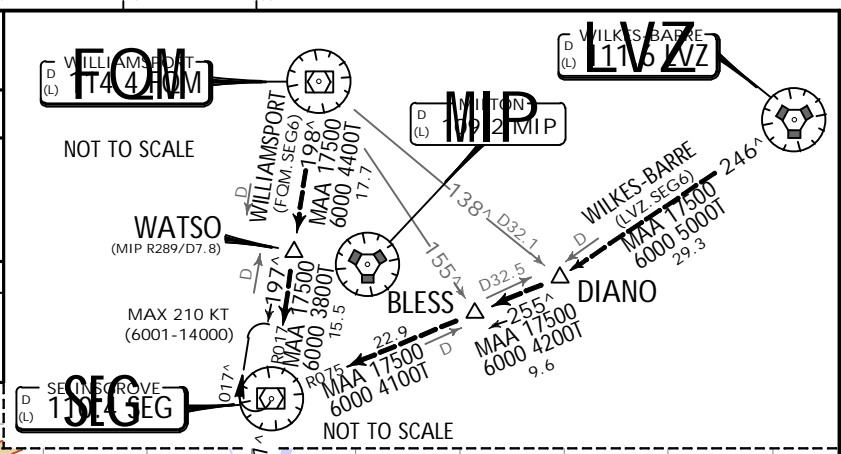
WASHINGTON DULLES INTL D-ATIS 134.85		Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180
1. DME and RADAR required. 2. Turbojet aircraft only. 3. Also serves KHEF, KJYO.			
PRIVO 2 ARRIVAL (PRIVO.PRIVO2)			
ROUTING			
From PRIVO on PSB R177 to DAFIX, then on PSB R177 to OVIEE, then on AML R358 to MAPEL, then on HGR R141 to TWEAK, then on heading 190° or as assigned by ATC.			
RWY		LANDING WASHINGTON DULLES INTL	
1L/C/R, 30		EXPECT RADAR vectors to final approach course after TWEAK.	
12, 19L/C/R		EXPECT RADAR vectors to final approach course after MAPEL.	
AIRPORT		LANDING AIRPORTS SERVED	
LEESBURG EXECUTIVE		EXPECT RADAR vectors to destination airport after MAPEL.	
MANASSAS REGL/DAVIS		EXPECT RADAR vectors to destination airport after TWEAK.	

EXPECT 7000
LANDING WASHINGTON DULLES INTL RWYS 19L/C/R, 12 EXPECT RADAR vectors to final approach course after MAPEL
LANDING LEESBURG EXECUTIVE EXPECT RADAR vectors to destination airport after MAPEL

WASHINGTON DC (VA) STAR
 PRIVO 2 ARRIVAL (PRIVO.PRIVO2)
 WASHINGTON DULLES INTL
 KIAD/IAD
 25 DEC 20 20-2H . EFT 31 DEC.
 JEPPESEN
 WASHINGTON DC (VA) STAR

CHANGES: LRP VOR class.

D-ATIS 134.85	Apt Elev 313	Alt Set: INCHES Trans level: FL180
RADAR required.		
SELINGSGROVE 6 ARRIVAL (SEG.SEG6)		
<div style="border: 1px solid black; padding: 2px; display: inline-block;"> SPEED RESTRICTION For non-turbojet aircraft capable of 180 KT or greater. </div>		
ROUTING		
From SEG VOR on SEG R201 to LEGGO, then on SEG R201 to PRTZL, then on SEG R201 to HYPER, then on FDK R031 to FDK VOR, then on heading 190° or as assigned by ATC. EXPECT radar vectors to final approach course.		



KIAD/IAD
WASHINGTON DULLES INTL

25 DEC 20 (20-2J) Eff. 31. Dec.
JEPPesen
 WASHINGTON DC (VA) STAR

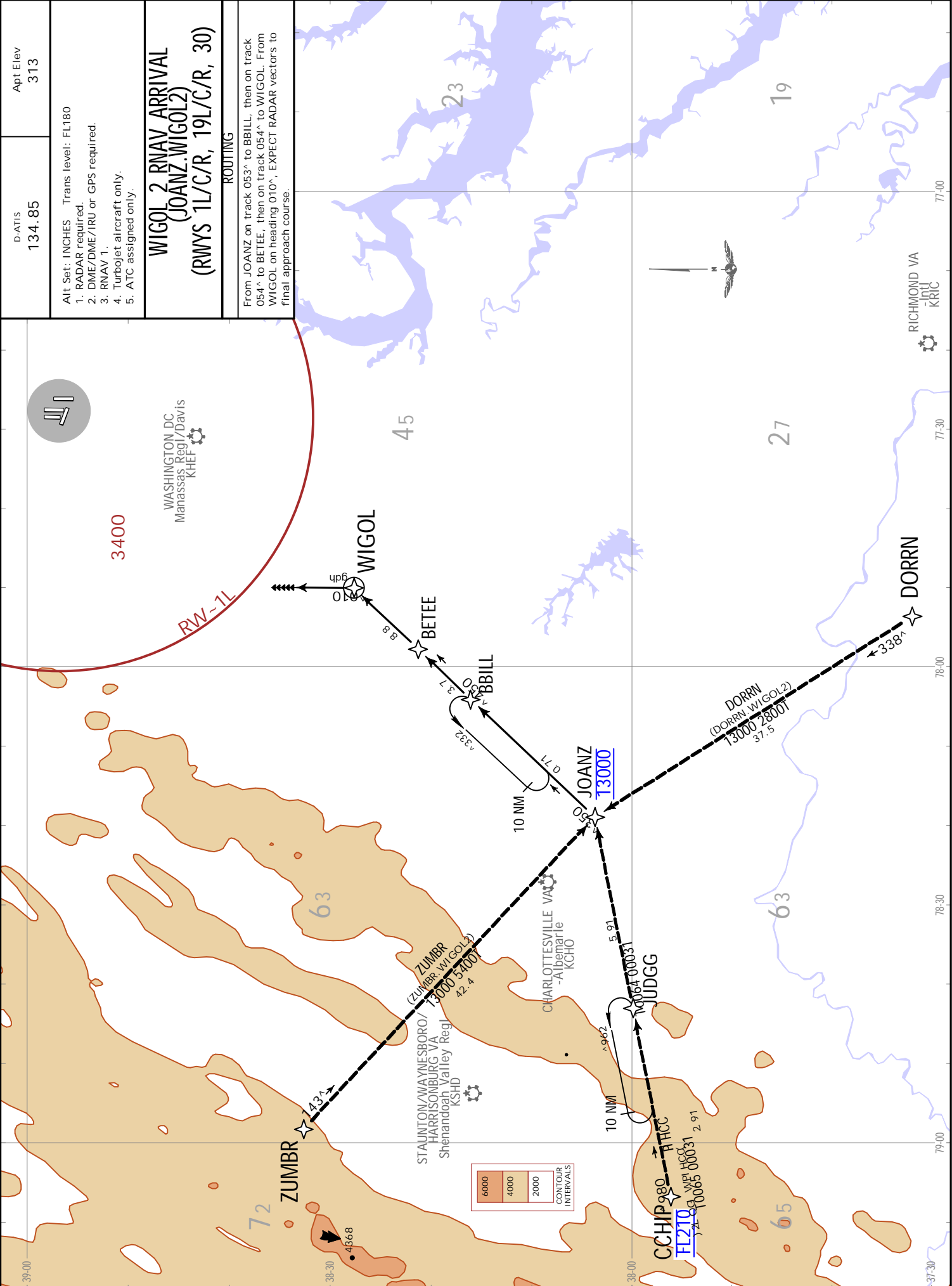
SELINGSGROVE 6 ARRIVAL (SEG.SEG6)

WASHINGTON DC (VA)
WASHDC
.RNAV.STAR

JEPPESSEN
 25 DEC 20 **20-2K** .Eff. 31.Dec.

KIAD/IAD
 WASHINGTON DULLES INTL

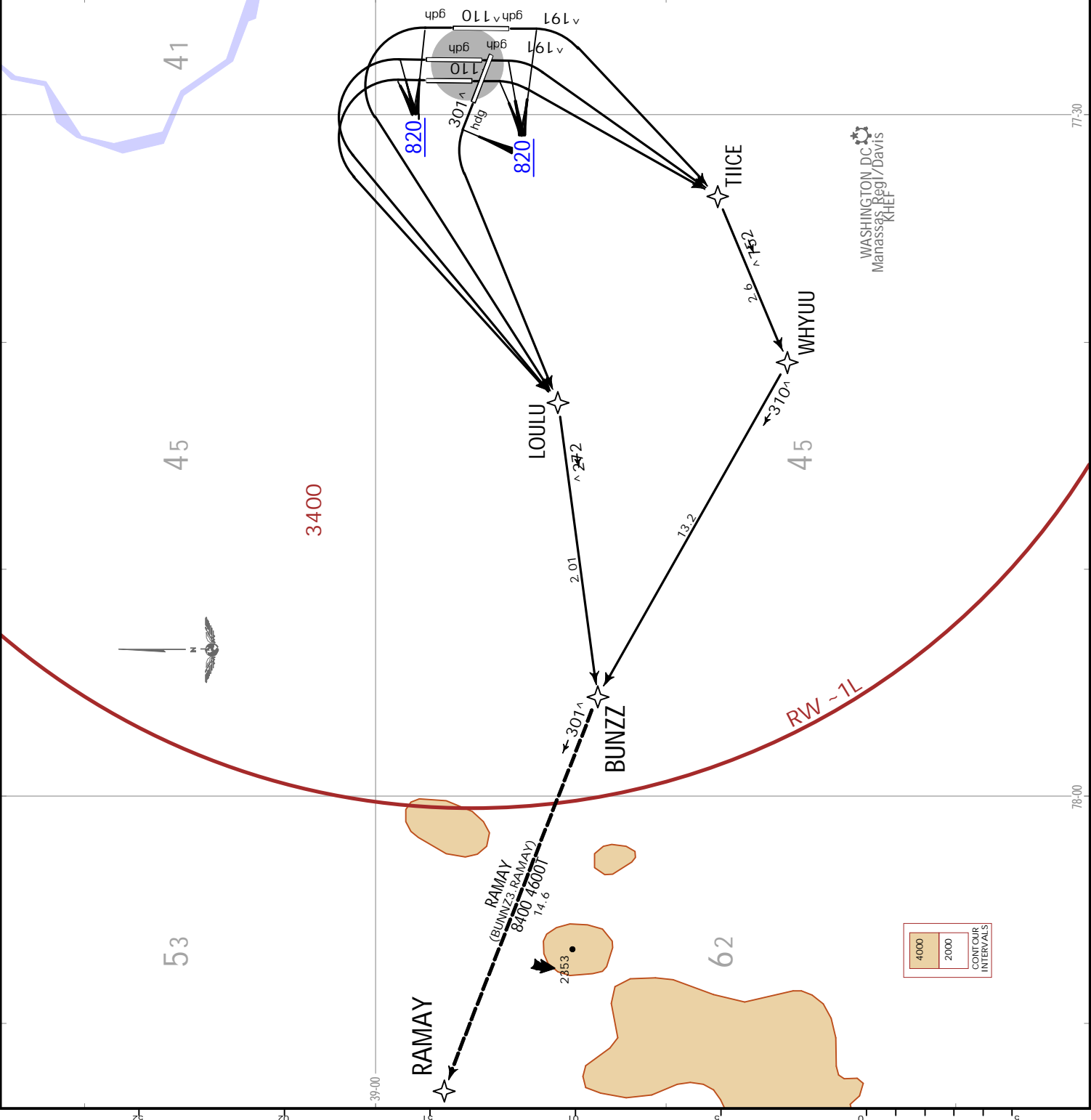
D-ATIS 134.85	Apt Elev 313
Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. ATC assigned only.	
WIGOL 2 RNAV ARRIVAL (JOANZ.WIGOL2) (RWYS 1L/C/R, 19L/C/R, 30)	
ROUTING From JOANZ on track 053° to BBILL, then on track 054° to BETEE, then on track 054° to WIGOL. From WIGOL on heading 010°, EXPECT RADAR vectors to final approach course.	



WASHINGTON DC (VA)
.RNAV.SID.

JEPPESSEN
 13 DEC 19 (20-3)

POTOMAC Departure (R) 126.65		Apt Elev 313														
Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. Turbojets only. 5. Aircraft may be RADAR vectored to LOULLU, TIICE, WHYUU, BUNZZ or RAMAY.																
BUNZZ 3 RNAV DEPARTURE (BUNZZ3.BUNZZ)																
TAKEOFF OBSTACLE NOTES For TAKEOFF OBSTACLE NOTES see 20-3OB1. This SID requires takeoff minimums (for standard minimums, refer to airport chart): Rwy 1L/C/R, 19L/C/R, 30: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 820. Rwy 12: Not authorized - ATC.																
<table border="1"> <tr> <th>Grnd speed-KT</th> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <th>500 per NM</th> <td>625</td> <td>833</td> <td>1250</td> <td>1667</td> <td>2083</td> <td>2500</td> </tr> </table>		Grnd speed-KT	75	100	150	200	250	300	500 per NM	625	833	1250	1667	2083	2500	TOP ALTITUDE
Grnd speed-KT	75	100	150	200	250	300										
500 per NM	625	833	1250	1667	2083	2500										
RWY	INITIAL CLIMB															
1L/C/R	Climb heading 011° to 820, then LEFT turn direct LOULLU (or heading assigned by ATC), then on depicted course to BUNZZ.															
19L/C/R	Climb heading 191° to 820, then RIGHT turn direct TIICE (or heading assigned by ATC), then on depicted course to BUNZZ.	3000														
30	Climb heading 301° to 820, then LEFT turn direct LOULLU (or heading assigned by ATC), then on depicted course to BUNZZ.															
ROUTING																
From BUNZZ: MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.																



KIAD/IAD
 WASHINGTON DULLES INTL

WASHINGTON
DC (VA)
..SID.

JEPESEN
13 DEC 19 (20-3A)

KIAD/IAD
WASHINGTON DULLES INTL

FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC

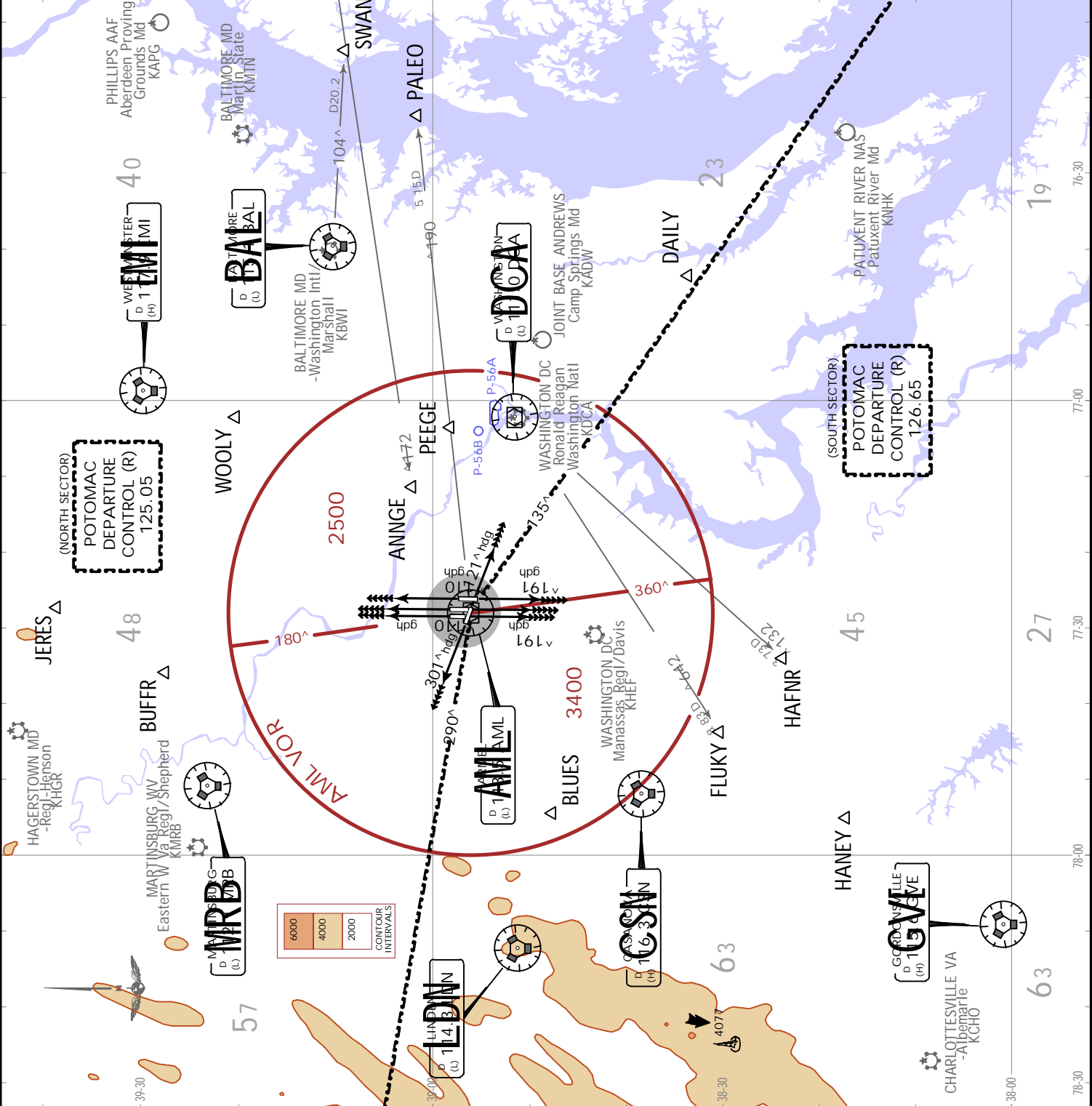
Apt Elev
313

Trans alt: 18000.

1. **RADAR** required.

2. For appropriate Departure Control frequency, see graphic. Use frequency depicted within sector where your first navaid/fix/route is located, or as assigned.

CAPITAL 1 DEPARTURE (CPAL1.IAD)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 20-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/C/R	Climb heading 011° or as assigned by ATC.	
12	Climb heading 121° or as assigned by ATC.	3000
19L/C/R	Climb heading 191° or as assigned by ATC.	
30	Climb heading 301° or as assigned by ATC.	

ROUTING

EXPECT RADAR vectors to filed/assigned route or depicted fix. MAINTAIN 3000, EXPECT clearance to filed altitude/flight level 10 minutes after departure.

WASHINGTON DC (VA)
.RNAV.SID.
 25 DEC 20 (20-3B). Eff. 31 Dec.



POTOMAC Departure (R)
 126.65
 Apt Elev
 See Graphic

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. RADAR required. 4. Turbojets only.
 5. Also serves KDA, KOKV.

CLTCH 3 RNAV DEPARTURE (CLTCH3.CLTCH)

TAKEOFF OBSTACLE NOTES
 For TAKEOFF OBSTACLE NOTES see 20-30B1.

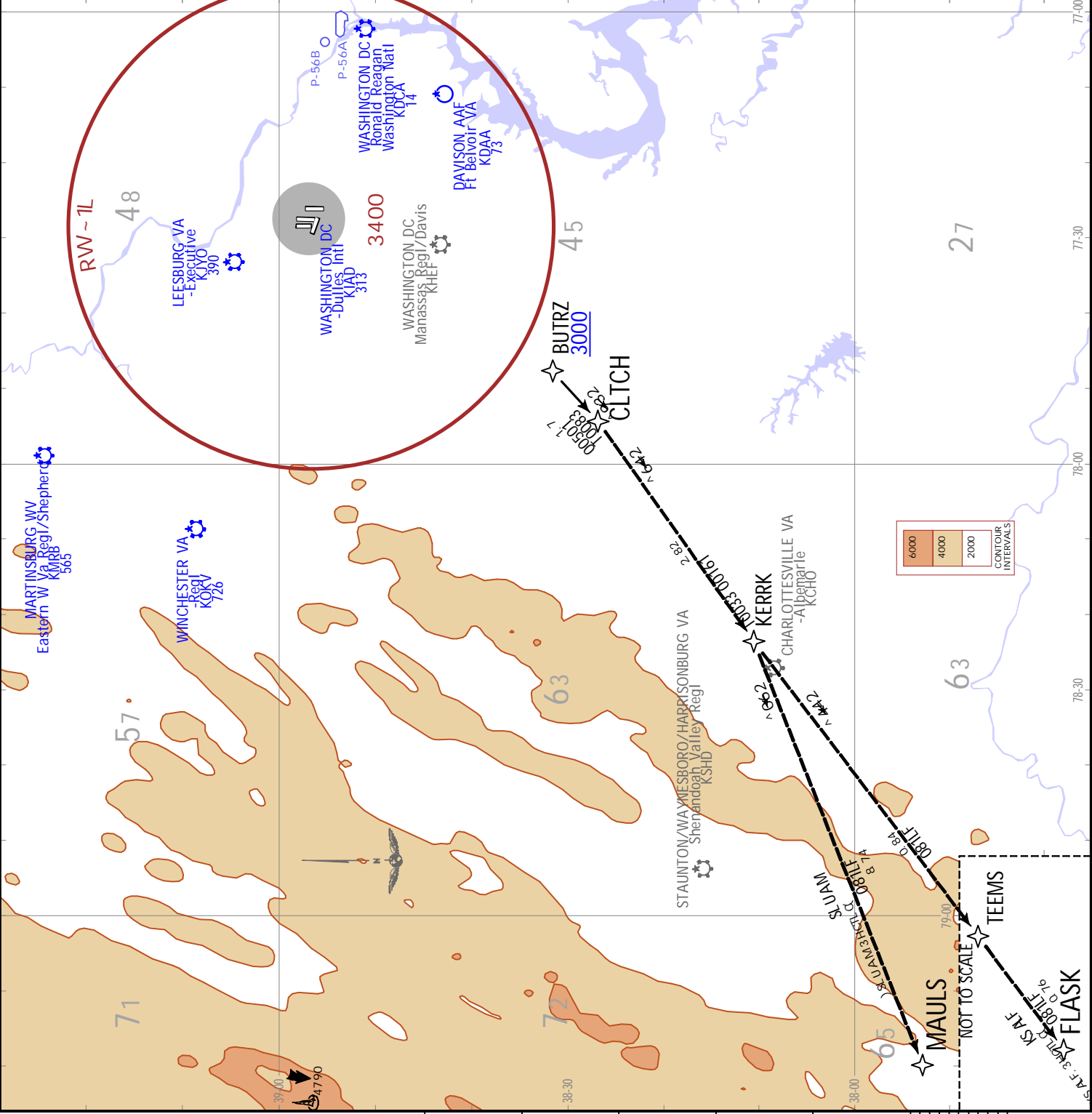
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
DAVISON AAF:
 Rwy 14: Standard (or lower than standard, if authorized).
 Rwy 32: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 300 per NM to 500.
WASHINGTON DULLES INTL:
 Rwy 1L/C/R, 19L/C/R, 30: Standard (or lower, than standard, if authorized) with minimum climb of 500 per NM to 820.
WINCHESTER REGL:
 Rwy 14: Standard (or lower than standard, if authorized).
 Rwy 32: Standard (or lower than standard, if authorized) with minimum climb of 240 per NM to 1900.

Gnd speed-KT	75	100	150	200	250	300
240 per NM	300	400	600	800	1000	1200
300 per NM	375	500	750	1000	1250	1500
500 per NM	625	833	1250	1667	2083	2500

AIRPORT

INITIAL CLIMB
 Climb on heading assigned by ATC. EXPECT RADAR vectors to BUTRZ, then on track 239° to CLTCH, then on assigned transition, MAINTAIN altitude assigned by ATC. EXPECT clearance to filed altitude within 10 minutes after departure.
DAVISON AAF WINCHESTER REGL
 NOTE: WINCHESTER REGL ONLY: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.
 3000

WASHINGTON DULLES INTL
 Rwy 1L/C/R, 19L/C/R, 30: Climb on heading assigned by ATC. EXPECT RADAR vectors to BUTRZ, then on track 239° to CLTCH, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.



KIAD/IAD
 WASHINGTON DULLES INTL

WASHINGTON
DC (VA)
.RNAV.SID.

JEPPESEN
25 DEC 20
20-3C . Eff. 31. Dec.

KIAD/IAD
WASHINGTON DULLES INTL

POTOMAC Departure (R)
125.05
Apt Elev
313

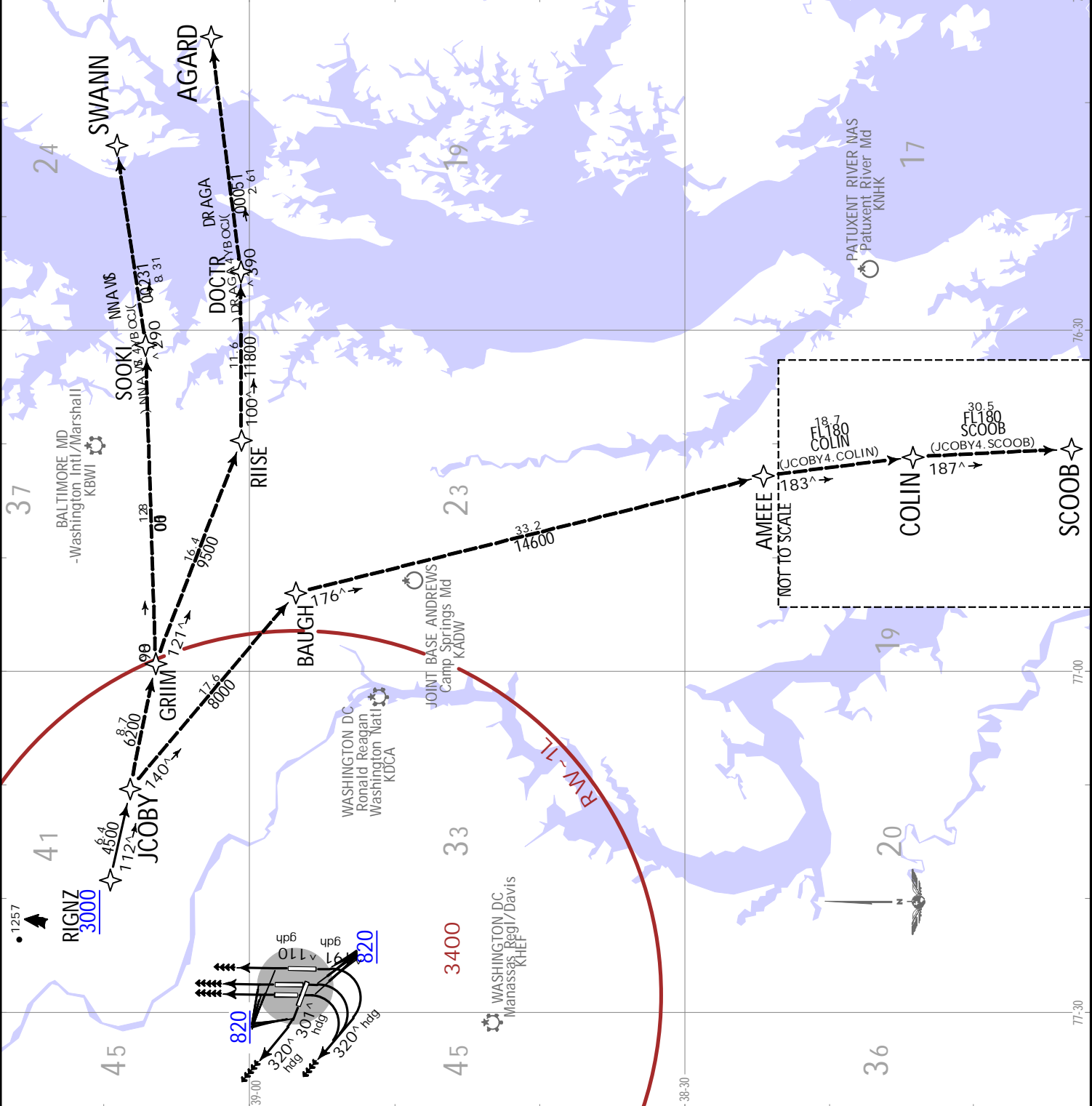
Trans alt: 18000
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required.
4. Turboprops only.
5. COLIN/SCOOB Transition - Part 121 Aircraft only.
6. AGARD/SWANN Transitions - Part 121 and part 129 Aircraft only.

**JCOBY 4 RNAV DEPARTURE
(JCOBY4.JCOBY)**

TAKEOFF OBSTACLE NOTES
For TAKEOFF OBSTACLE NOTES see 20-30B1.
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwy 1L/C/R, 19L/C/R, 30: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 820.
Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300
500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/C/R	Climb on heading 011° to 820, then on heading 011° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000.	
19L/C/R	Climb on heading 191° to 820, then turn RIGHT heading 320° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000.	3000
30	Climb on heading 301° to 820, then turn RIGHT heading 320° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000.	

ROUTING
From RIGNZ on track 112° to JCOBY. Then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.



WASHINGTON DC (VA)
.RNAV.SID
 25 DEC 20 (20-3D) .Eff.31.Dec.



POTOMAC Departure (R)
 126.65
 Apt Elev
 See Graphic

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. RADAR required. 4. Turbojets only.
 5. Also serves KDA, KOKV.

JDUBB 4 RNAV DEPARTURE (JDUBB4.JDUBB)

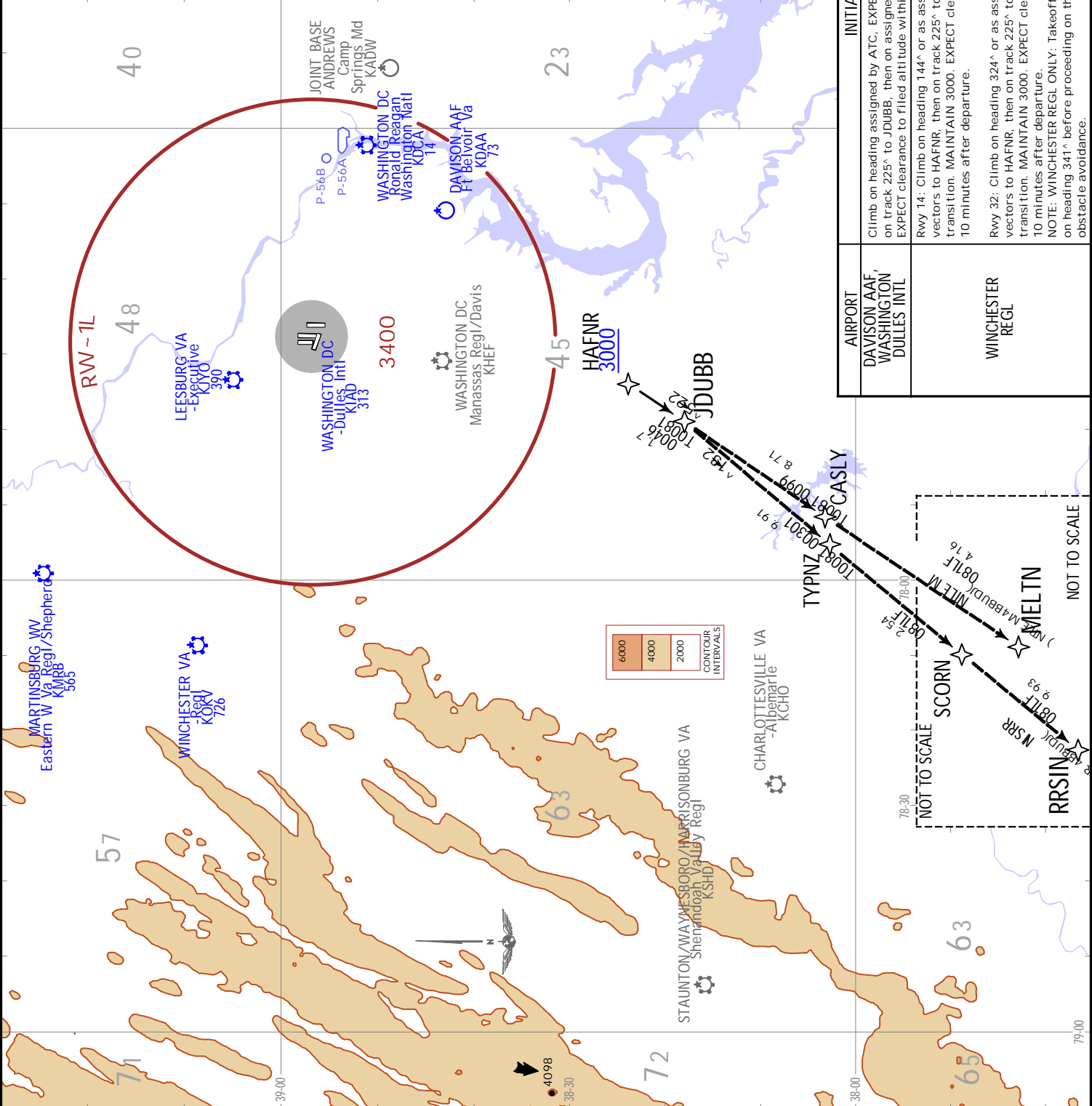
TAKEOFF OBSTACLE NOTES
 For TAKEOFF OBSTACLE NOTES see 20-3OB1.
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):

DAVISON AAF:
 Rwy 14: Standard (or lower than standard, if authorized).
 Rwy 32: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 300 per NM to 500.

WASHINGTON DULLES INTL:
 Rwys 1L/C/R, 19L/C/R, 30: Standard (or lower, than standard, if authorized) with minimum climb of 500 per NM to 820.

WINCHESTER REGL:
 Rwy 14: Standard (or lower than standard, if authorized).
 Rwy 32: Standard (or lower than standard, if authorized) with minimum climb of 240 per NM to 1900.

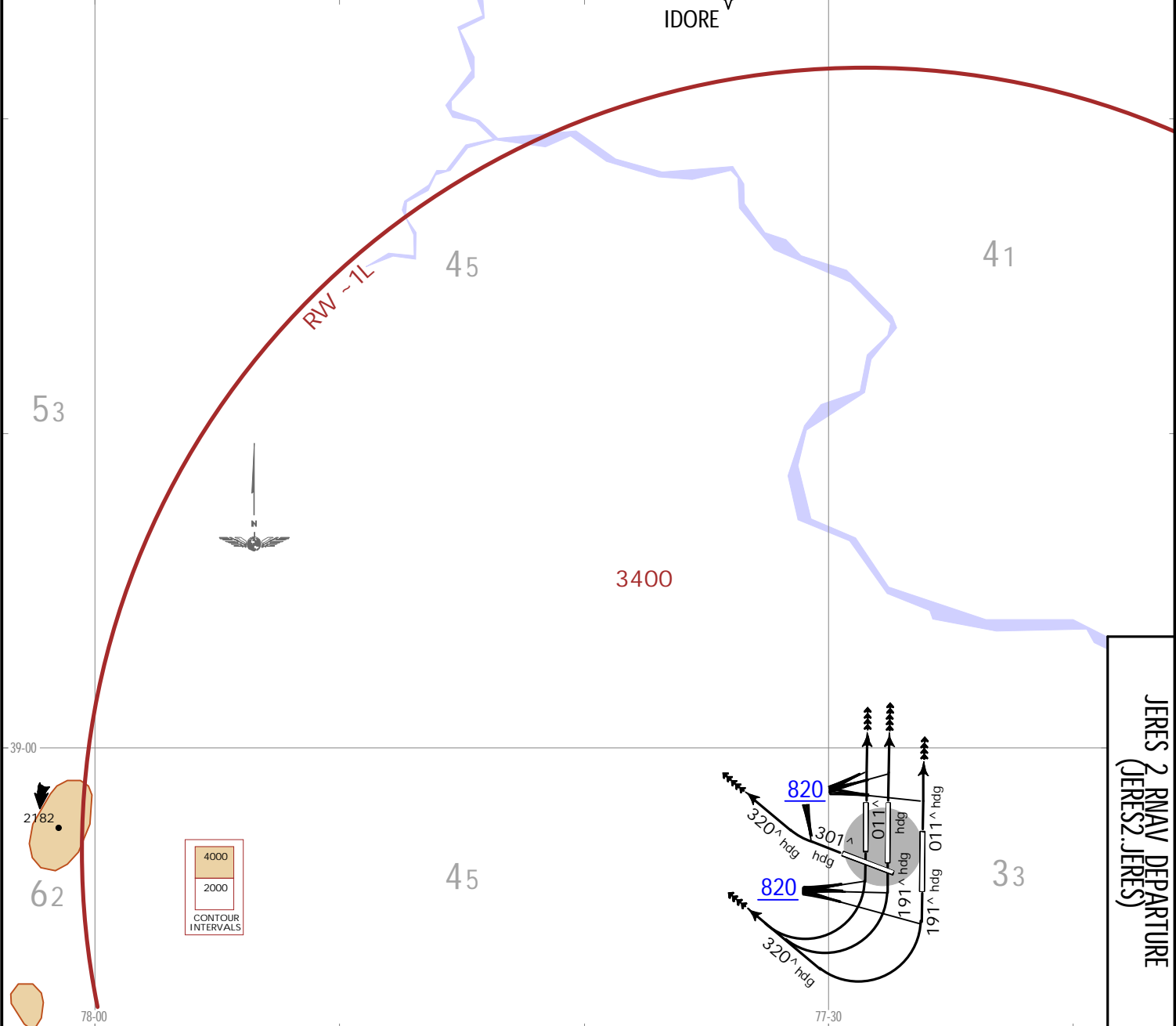
Gnd speed-KT	75	100	150	200	250	300
240 per NM	300	400	600	800	1000	1200
300 per NM	375	500	750	1000	1250	1500
500 per NM	625	833	1250	1667	2083	2500



AIRPORT	INITIAL CLIMB	TOP ALTITUDE
DAVISON AAF, WASHINGTON DULLES INTL	Climb on heading assigned by ATC, EXPECT RADAR vectors to HAFNR, then on track 225° to JDUBB, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure. Rwy 14: Climb on heading 144° or as assigned by ATC. EXPECT RADAR vectors to HAFNR, then on track 225° to JDUBB, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.	3000
WINCHESTER REGL	Rwy 32: Climb on heading 324° or as assigned by ATC, EXPECT RADAR vectors to HAFNR, then on track 225° to JDUBB, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure. NOTE: WINCHESTER REGL ONLY: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.	3000

CHANGES: None

POTOMAC Departure (R) 125.05	Apt Elev 313	Trans alt: 18000				
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojets only.						
JERES 2 RNAV DEPARTURE (JERES2.JERES)						
OBSTACLES For TAKEOFF OBSTACLE NOTES see 20-30B1.						
This SID requires takeoff minimums (for standard minimums, refer to airport chart): Rwys 1L/C/R, 19L/C/R, 30: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 820.						
Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
RWY	INITIAL CLIMB					TOP ALTITUDE
1L/C/R	Climb heading 011° to 820, then on heading 011° or as assigned by ATC, EXPECT RADAR vectors to IDORE.					3000
19L/C/R	Climb heading 191° to 820, then RIGHT turn heading 320° or as assigned by ATC, EXPECT RADAR vectors to IDORE.					
30	Climb heading 301° to 820, then on heading 320° or as assigned by ATC, EXPECT RADAR vectors to IDORE.					
ROUTING						
From IDORE on track 030° to JERES, MAINTAIN 3000 or as directed by ATC. EXPECT clearance to filed altitude within 10 minutes after departure.						



KIAD/IAD
WASHINGTON DULLES INTL

JEPPESEN
29 DEC 20 20-3E EFF 31 Dec.

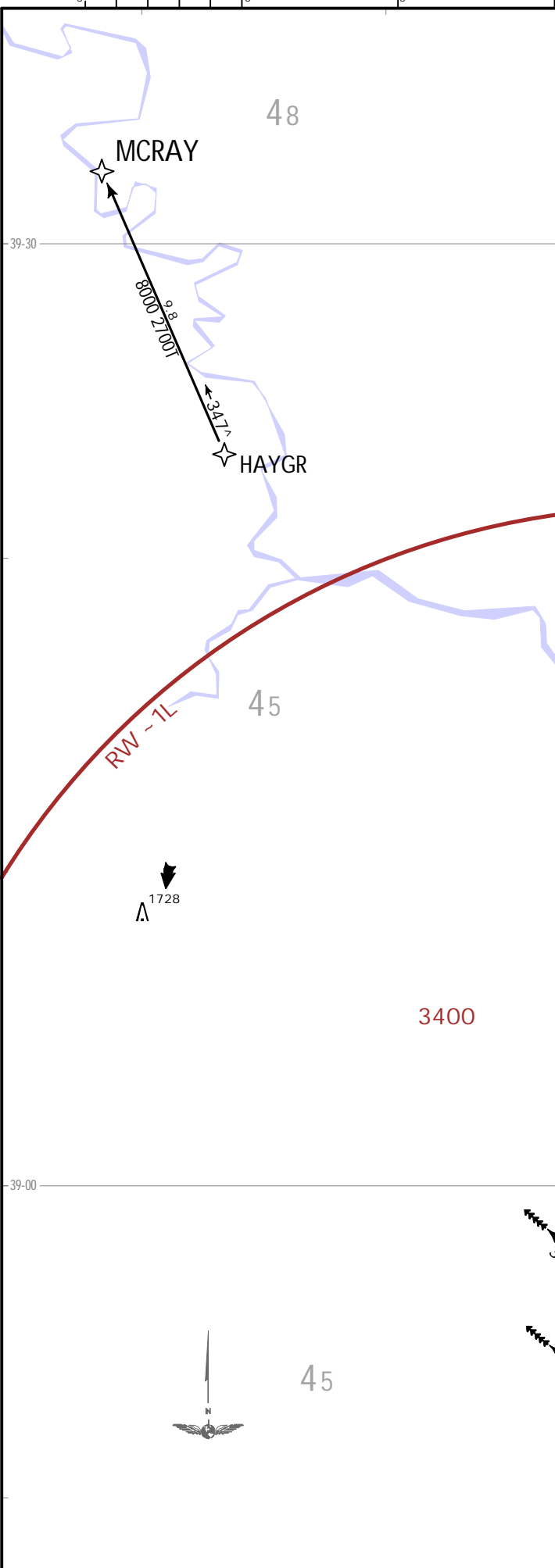
WASHINGTON
DC (VA)
RNAV SID

JERES 2 RNAV DEPARTURE
(JERES2.JERES)

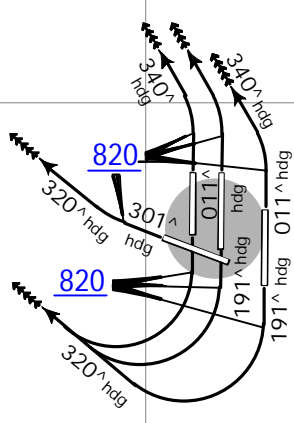
JEPPESEN, 2018. ALL RIGHTS RESERVED.

CHANGES: None

KIAD/IAD
WASHINGTON DULLES INTL



POTOMAC Departure (R) 125.05	Apt Elev 313	Trans alt: 18000														
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbjets only.																
MCRAY 2 RNAV DEPARTURE (MCRAY2.MCRAY)																
OBSTACLES For TAKEOFF OBSTACLE NOTES see 20-30B1. This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwy 1L/C/R, 19L/C/R, 30: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 820.																
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 25%;">Gnd speed-KT</th> <td style="width: 12.5%;">75</td> <td style="width: 12.5%;">100</td> <td style="width: 12.5%;">150</td> <td style="width: 12.5%;">200</td> <td style="width: 12.5%;">250</td> <td style="width: 12.5%;">300</td> </tr> <tr> <th>500 per NM</th> <td>625</td> <td>833</td> <td>1250</td> <td>1667</td> <td>2083</td> <td>2500</td> </tr> </table>			Gnd speed-KT	75	100	150	200	250	300	500 per NM	625	833	1250	1667	2083	2500
Gnd speed-KT	75	100	150	200	250	300										
500 per NM	625	833	1250	1667	2083	2500										
RWY	INITIAL CLIMB	TOP ALTITUDE														
1L/C/R	Climb heading 011° to 820, then on heading 340° or as assigned by ATC, EXPECT RADAR vectors to HAYGR.	3000														
19L/C/R	Climb heading 191° to 820, then RIGHT turn heading 320° or as assigned by ATC, EXPECT RADAR vectors to HAYGR.															
30	Climb heading 301° to 820, then on heading 320° or as assigned by ATC, EXPECT RADAR vectors to HAYGR.															
ROUTING																
From HAYGR on track 347° to MCRAY, MAINTAIN 3000 or as directed by ATC. EXPECT clearance to filed altitude within 10 minutes after departure.																



13 DEC 19 (20-3F)
JEPPesen

WASHINGTON DC (VA) RNAV SID

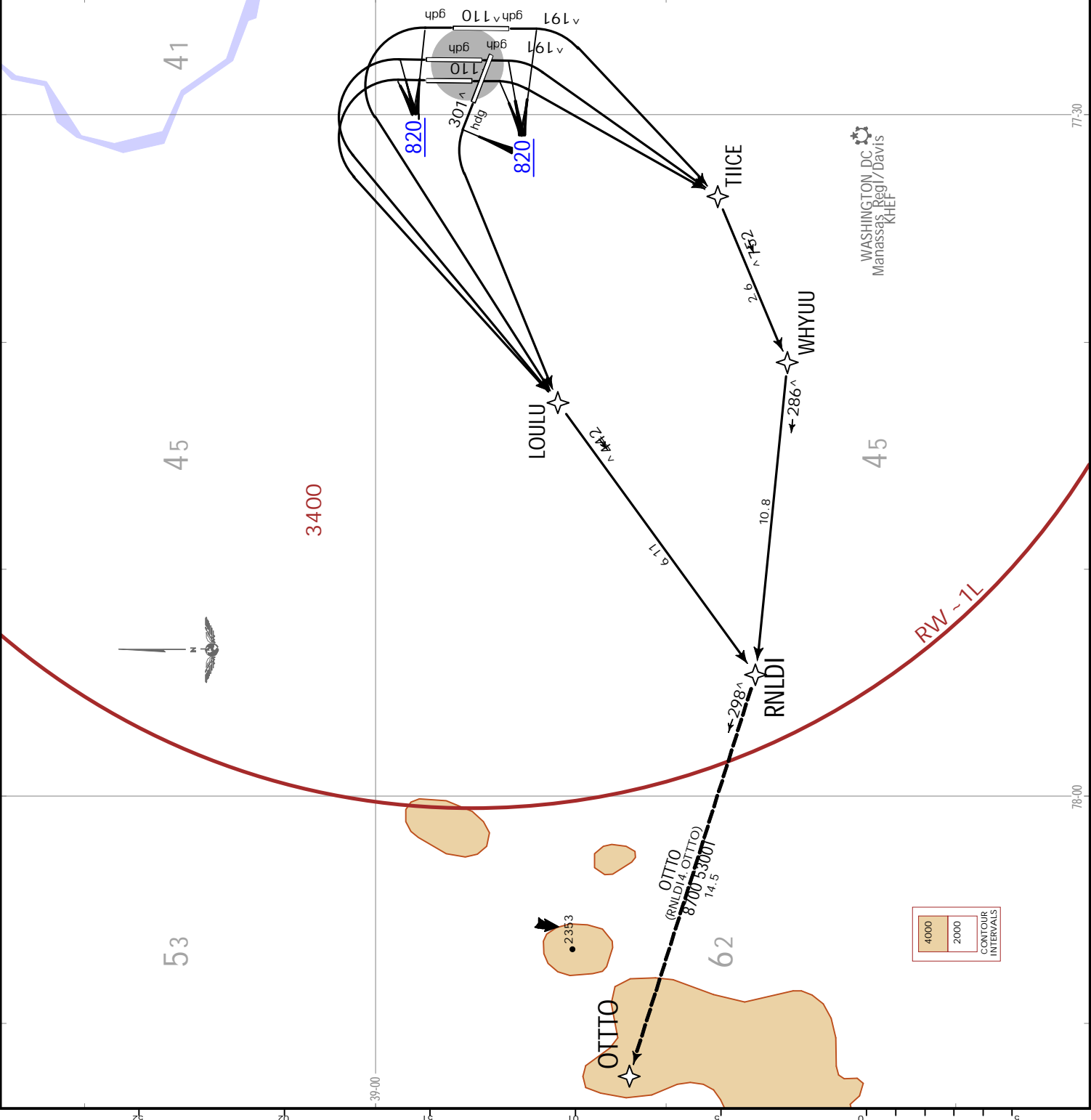
MCRAY 2 RNAV DEPARTURE (MCRAY2.MCRAY)

WASHINGTON
DC (VA)
.RNAV.SID.

JEPPesen
13 DEC 19 20-3G

KIAD/IAD
WASHINGTON DULLES INTL

POTOMAC Departure (R) 126.65	Apt Elev 313														
Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. Turbojets only. 5. Aircraft may be RADAR vectored to LOULL, TIICE, WHYUU, RNLDI or OTTTO.															
RNAV 4 RNAV DEPARTURE (RNLDI4.RNLDI)															
TAKEOFF OBSTACLE NOTES For TAKEOFF OBSTACLE NOTES see 20-30B1. This SID requires takeoff minimums (for standard minimums, refer to airport chart): Rwy 1L/C/R, 19L/C/R, 30: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 820. Rwy 12: Not authorized - ATC.															
<table border="1"> <thead> <tr> <th>Gnd speed-KT</th> <th>75</th> <th>100</th> <th>150</th> <th>200</th> <th>250</th> <th>300</th> </tr> </thead> <tbody> <tr> <td>500 per NM</td> <td>625</td> <td>833</td> <td>1250</td> <td>1667</td> <td>2083</td> <td>2500</td> </tr> </tbody> </table>		Gnd speed-KT	75	100	150	200	250	300	500 per NM	625	833	1250	1667	2083	2500
Gnd speed-KT	75	100	150	200	250	300									
500 per NM	625	833	1250	1667	2083	2500									
RWY	INITIAL CLIMB	TOP ALTITUDE													
1L/C/R	Climb heading 011° to 820, then climbing LEFT turn direct LOULL (or assigned ATC heading), then on track 244° to RNLDI.														
19L/C/R	Climb heading 191° to 820, then climbing RIGHT turn direct TIICE (or assigned ATC heading), then on depicted route to RNLDI.	3000													
30	Climb heading 301° to 820, then climbing LEFT turn direct LOULL (or assigned ATC heading), then on track 244° to RNLDI.														
ROUTING From RNLDI, MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.															



WASHINGTON DC (VA)
.RNAV.SID
 26 NOV 21 (20-3H) .EFF.2.Dec.



POTOMAC Departure (R)
 126.65
 Apt Elev
 See Graphic

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. RADAR required. 4. Turbojets only.
 4. Also serves KDA, KOKV.

SCRAM 6 RNAV DEPARTURE (SCRAM6.SCRAM)

TAKEOFF OBSTACLE NOTES
 For TAKEOFF OBSTACLE NOTES see 20-30B1.

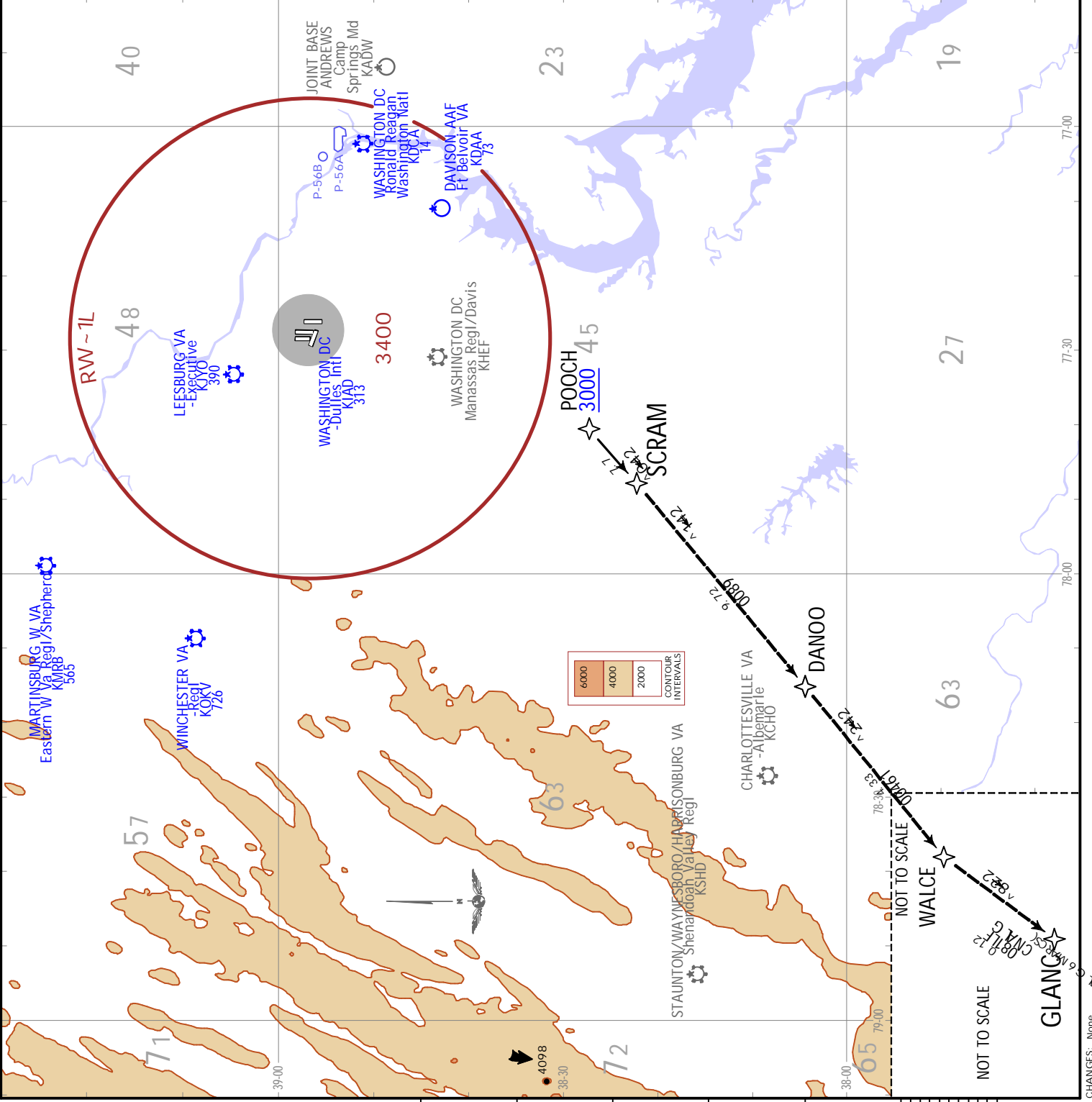
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
DAVISON AAF:
 Rwy 14: Standard (or lower than standard, if authorized).
 Rwy 32: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 300 per NM to 500.

WASHINGTON DULLES INTL:
 Rwy 1L/C/R, 19L/C/R, 30: Standard (or lower, than standard, if authorized) with a minimum climb of 500 per NM to 820.

WINCHESTER REGL:
 Rwy 14: Standard (or lower than standard, if authorized).
 Rwy 32: Standard (or lower than standard, if authorized) with minimum climb of 240 per NM to 1900.

Gnd speed-KT	75	100	150	200	250	300
240 per NM	300	400	600	800	1000	1200
300 per NM	375	500	750	1000	1250	1500
500 per NM	625	833	1250	1667	2083	2500

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
DAVISON AAF WINCHESTER REGL	Climb on heading assigned by ATC. EXPECT RADAR vectors to POOCH, then on track 240° to SCRAM, then as depicted. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.	3000
WASHINGTON DULLES INTL	Rwys 1L/C/R, 19L/C/R, 30: Climb on heading assigned by ATC. EXPECT RADAR vectors to POOCH, then on track 240° to SCRAM, then as depicted. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.	



WASHINGTON DC (VA)
.RNAV.SID

JEPESEN
 26 NOV 21 (20-3J). Eff. 2. Dec.

KIAD/IAD
 WASHINGTON DULLES INTL

POTOMAC Departure (R)
 125.05
 Apt Elev
 313

Trans alt: 18000
 RNAV 1 DME/DME/IRU or GPS required
 1. RADAR required.
 2. Turbojets only.

WOOLY 2 RNAV DEPARTURE
(WOOLY2.WOOLY)

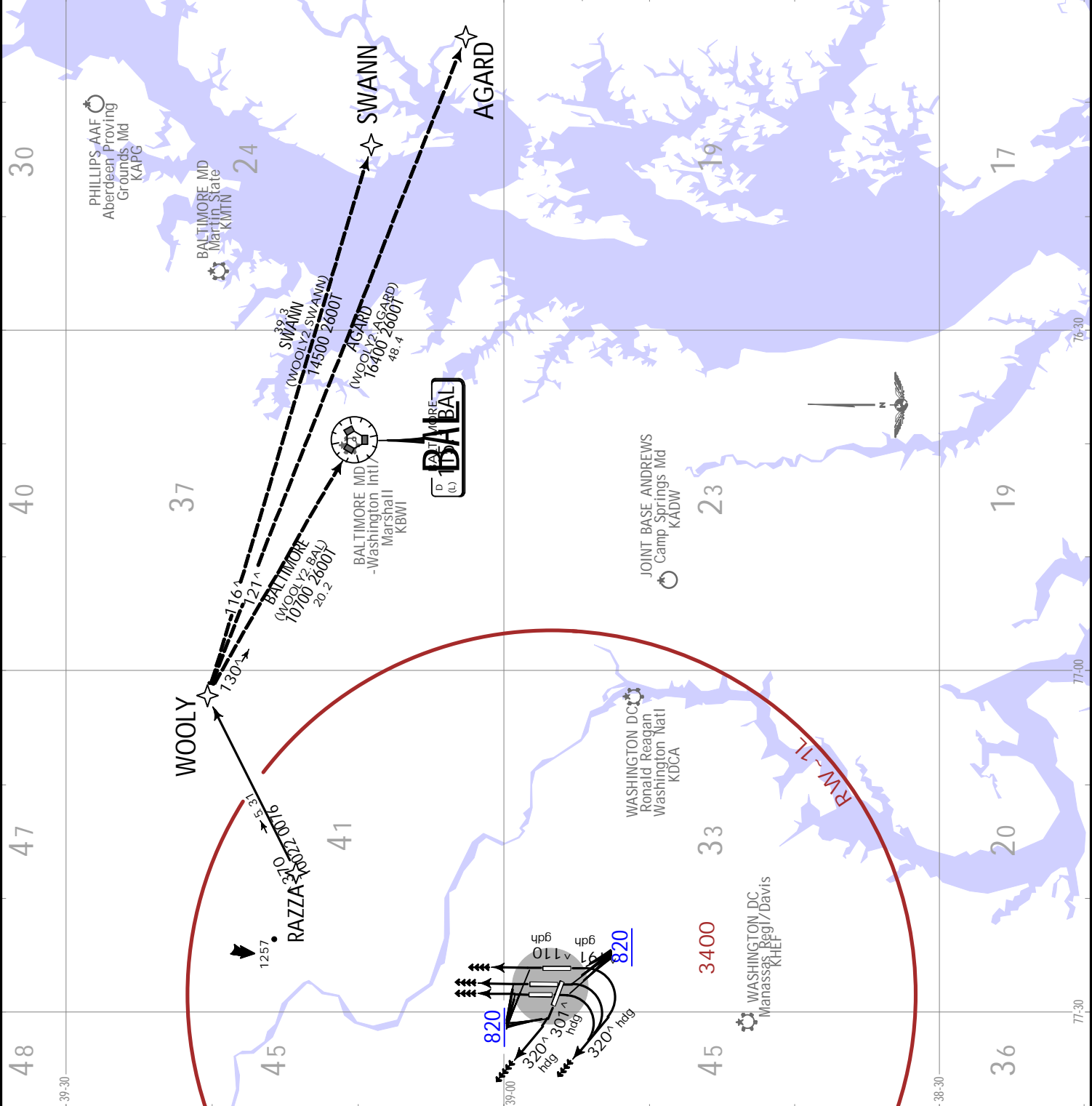
OBSTACLES
 For TAKEOFF OBSTACLE NOTES see 20-30B1.

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 1L/C/R, 19L/C/R, 30: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 820.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/C/R	Climb heading 011° to 820, then on heading 011° or as assigned by ATC, EXPECT RADAR vectors to RAZZA.	
19L/C/R	Climb heading 191° to 820, then turn RIGHT heading 320° or as assigned by ATC, EXPECT RADAR vectors to RAZZA.	3000
30	Climb heading 301° to 820, then turn RIGHT heading 320° or as assigned by ATC, EXPECT RADAR vectors to RAZZA.	

ROUTING
 From RAZZA on track 073° to WOOLY. Then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.



KIAD/IAD



 29 JUN 18 (20-3OB1)

WASHINGTON, DC (VA)

WASHINGTON DULLES INTL

TAKEOFF OBSTACLE NOTES

WASHINGTON DULLES INTL

◦ RWY 1L:

TOWER 1917' FROM DER, 680' LEFT OF CENTERLINE, 51' AGL/330' MSL.

◦ RWY 1C:

TREES 2815' FROM DER, 1031' LEFT OF CENTERLINE, UP TO 80' AGL/345' MSL. SIGN 64' FROM DER, 303' RIGHT OF CENTERLINE, 13' AGL/272' MSL.

◦ RWY 19C:

SIGN 100' FROM DER, 472' LEFT OF CENTERLINE, 4' AGL/289' MSL. VEHICLES ON ROAD 24' FROM DER, 274' RIGHT OF CENTERLINE, UP TO 15' AGL/293' MSL.

◦ RWY 30:

TREES 2264' FROM DER, 1033' RIGHT OF CENTERLINE, UP TO 72' AGL/383' MSL.

DAVISON AAF

◦ RWY 14:

TREES 190' FROM DER, 492' LEFT OF CENTERLINE, 129' MSL. TREES 1126' FROM DER, 595' RIGHT OF CENTERLINE, 157' MSL. TREES BEGINNING 1318' FROM DER, 660' RIGHT OF CENTERLINE, UP TO 181' MSL. TREES 3102' FROM DER, 846' RIGHT OF CENTERLINE, 192' MSL.

◦ RWY 32:

GENERAL UTILITIES BEGINNING 138' FROM DER, 519' RIGHT OF CENTERLINE, UP TO 28' AGL/75' MSL. TREES 348' FROM DER, 455' RIGHT OF CENTERLINE, 100' MSL. TREES 889' FROM DER, 560' LEFT OF CENTERLINE, 141' MSL. TREES 941' FROM DER, 293' LEFT OF CENTERLINE, 142' MSL. TREES 1897' FROM DER, 600' LEFT OF CENTERLINE, 155' MSL. POLE 2090' FROM DER, 741' RIGHT OF CENTERLINE, 35' AGL/132' MSL. TREES 2100' FROM DER, 650' LEFT OF CENTERLINE, 155' MSL. TRANSMISSION LINE TOWERS BEGINNING 1 NM FROM DER, 323' RIGHT OF CENTERLINE, UP TO 108' AGL/243' MSL. TREES 1.1 NM FROM DER, 1749' LEFT OF CENTERLINE, 307' MSL. TREES 1.2 NM FROM DER, 1692' LEFT OF CENTERLINE, 308' MSL. TRANSMISSION LINE TOWERS BEGINNING 1.2 NM FROM DER, 265' LEFT OF CENTERLINE, UP TO 85' AGL/308' MSL. TOWER 1.4 NM FROM DER, 1883' RIGHT OF CENTERLINE, 83' AGL/319' MSL. TOWER 1.5 NM FROM DER, 1328' RIGHT OF CENTERLINE, 149' AGL/375' MSL.

WINCHESTER REGL

◦ RWY 14:

TREE 496' FROM DER, 587' RIGHT OF CENTERLINE, 720' MSL. TREE 591' FROM DER, 561' LEFT OF CENTERLINE, 729' MSL. TREE 594' FROM DER, 566' LEFT OF CENTERLINE, 730' MSL. TREE 1490' FROM DER, 652' RIGHT OF CENTERLINE, 739' MSL. TREE 1491' FROM DER, 666' RIGHT OF CENTERLINE, 743' MSL. TREE 1971' FROM DER, 778 FT RIGHT OF CENTERLINE, 753' MSL. TREE 2048' FROM DER, 882' RIGHT OF CENTERLINE, 761' MSL. TREES BEGINNING 2059' FROM DER, 876' RIGHT OF CENTERLINE, UP TO 765' MSL.

KIAD/IAD

 **JEPPESEN**
29 JUN 18 (20-30B2)

WASHINGTON, DC (VA)
WASHINGTON DULLES INTL

TAKEOFF OBSTACLE NOTES (CONT'D)

WINCHESTER REGL (CONT'D)

°RWY 32:

TERRAIN BEGINNING 2' FROM DER, 428' LEFT OF CENTERLINE, UP TO 729' MSL. TREE 86' FROM DER, 508' LEFT OF CENTERLINE, 762' MSL. TREE 94' FROM DER, 474' LEFT OF CENTERLINE, 763' MSL. TREE 102' FROM DER, 478' LEFT OF CENTERLINE, 764' MSL. TREES BEGINNING 118' FROM DER, 209' LEFT OF CENTERLINE, UP TO 772' MSL. TREE 374' FROM DER, 596' RIGHT OF CENTERLINE, 774' MSL. TREES BEGINNING 452' FROM DER, 482' RIGHT OF CENTERLINE, UP TO 776' MSL. TREE 1589' FROM DER, 243' LEFT OF CENTERLINE, 774' MSL. TREES BEGINNING 1610' FROM DER, 248' LEFT OF CENTERLINE, UP TO 777' MSL. TREES BEGINNING 1718' FROM DER, 269' LEFT OF CENTERLINE, UP TO 782' MSL. TREE 1754' FROM DER, 291' LEFT OF CENTERLINE, 786' MSL. TREE 1760' FROM DER, 754' LEFT OF CENTERLINE, 791' MSL. TREES BEGINNING 1774' FROM DER, 27' LEFT OF CENTERLINE, UP TO 794' MSL. TREES BEGINNING 1974' FROM DER, 9' RIGHT OF CENTERLINE, UP TO 787' MSL. TREES BEGINNING 2169' FROM DER, 625' RIGHT OF CENTERLINE, UP TO 799' MSL. TREES BEGINNING 2255' FROM DER, 742' RIGHT OF CENTERLINE, UP TO 805' MSL.

WASHINGTON, DC (VA) WASHINGTON DULLES INTL

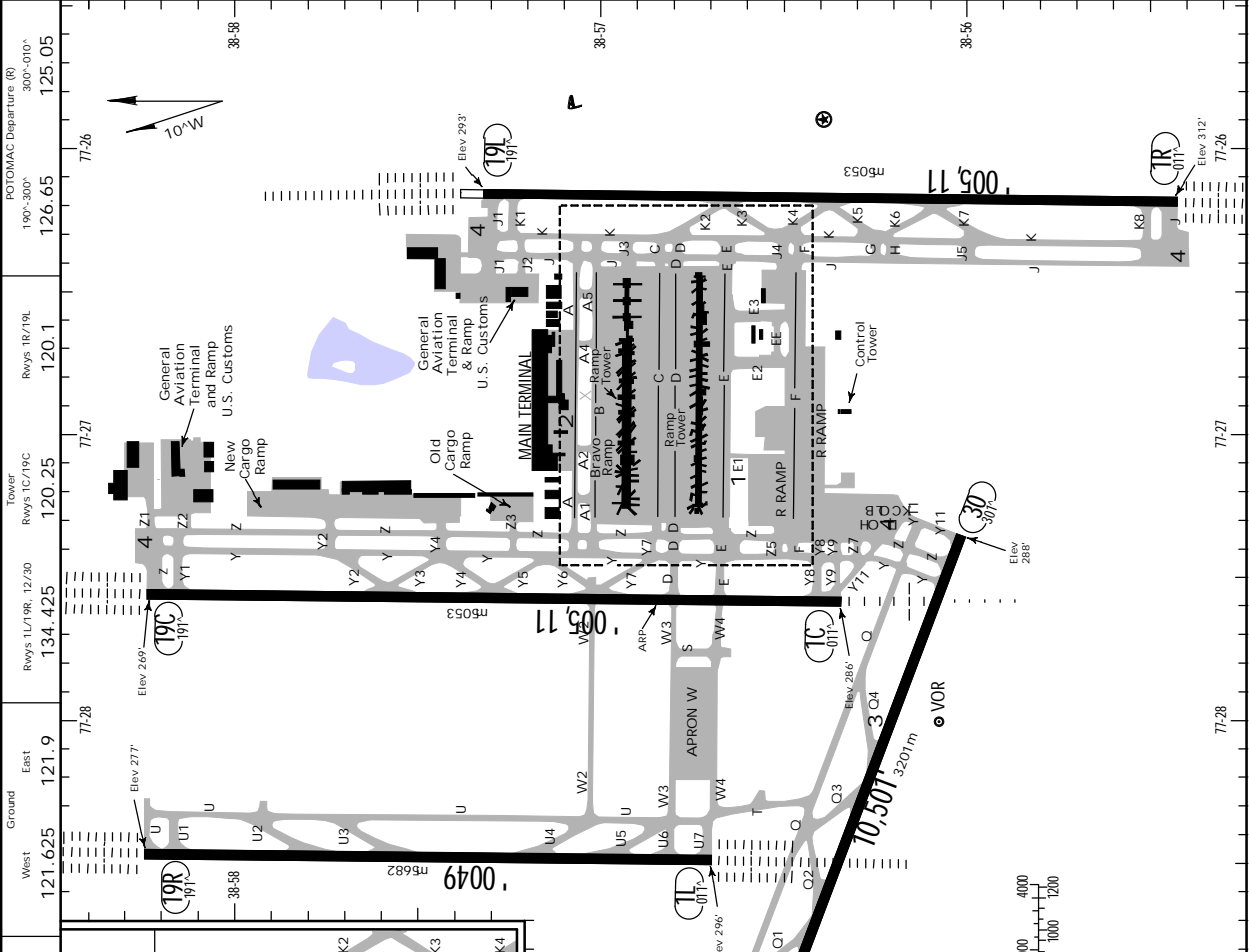
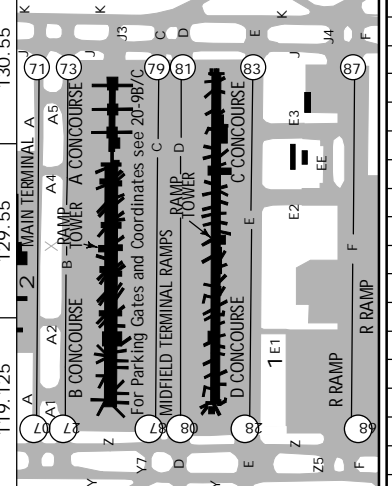


KIAD/IAD
 ART Elev 313
 N38 56.8 W077 21.6

9 JUL 21
 20-9

D-ATIS	134.85	Data Comm	135.7
ACARS: D-ATIS, PDC, TWIP		BULLES Clearance	
CRDLC: DCL			

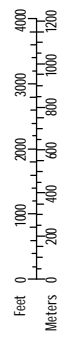
NORTH AREA RAMP (Taxilanes A & B)	119.125	MIDFIELD AREA RAMP (Taxilanes C & D)	129.55	SOUTH AREA RAMP (Taxilanes E & F)	130.55
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OPERATIONAL NOTES

- CALLING FOR RAMP ENTRY: Remain with FAA Ground Control until switched to ramp frequency. On initial contact with ramp, advise call sign, present position (taxiway & taxilane approaching) and assigned gate: "XYZ 898, Kilo approaching Bravo, A1C."
- CALLING FOR THE PUSH: Provide call sign, terminal and gate, and first departure fix: "XYZ 898, A6D, Blues."
- All pushback operations from Midfield Terminal ramp that will enter taxilanes require clearance from ramp control.
- Pilots leaving the North Ramp and South Ramp areas should specify their location with reference to their exit spot on initial contact with Ground Control.
- Taxilane C active; pushback clearances on North side of Midfield Terminal are onto Taxilane D only unless otherwise authorized.
- B747-8 restricted to maximum taxi speed 17 KTS (20 MPH) on Twy J.
- Run-up blocks for Rwy 30 designated as non-movement area.

- 1 Taxiway E1 restricted to aircraft with wingspan less than 79' (24m).
- 2 All aircraft with a wingspan exceeding 118' (36m) are restricted from using Taxilane A between A1 & A5.
- 3 Expect to exit Rwy 12 on Twy O4, remain on tower frequency for clearance to cross Rwy 1C approach path.
- 4 Secondary Deicing Site.



RWYS 1L/C/R, 12, 19L/C/R				RWY 30							
2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref		STD		Both RVRs are required & controlling.		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLIM & HIRL	3 & 4 Eng	1 & 2 Eng	CL & HIRL	CL, or RCLIM & HIRL	3 & 4 Eng	1 & 2 Eng	CL & HIRL	CL, or RCLIM & HIRL	3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 24	RVR 50	TDZ RVR 5	TDZ RVR 10	RVR 24	RVR 50	TDZ RVR 5	TDZ RVR 10	RVR 24	RVR 50
Mid RVR 5	Mid RVR 10	or 1/2	or 1	Mid RVR 5	Mid RVR 10	or 1/2	or 1	Mid RVR 5	Mid RVR 10	or 1/2	or 1
Rollout RVR 5	Rollout RVR 10			Rollout RVR 5	Rollout RVR 10			Rollout RVR 5	Rollout RVR 10		

OBSTACLE DP
 Rwy 12, Climb heading 121° to 700' before turning left.

GENERAL
 ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
 Runway Status Lights are in operation.
 Large flocks of birds and deer on and in vicinity of airport.
 All 180° turns out of apron positions shall be made using minimum power.
 Itinerant aircraft contact FBO on 122.95 for services.
 Flight notification service (advise customs 'ADCUS') available.
 Continuous backup power available.
 Flight training between 2200-0700 prohibited.
 Engine run-ups between 2200L and 0700L require prior approval from airport operations.
 Air carrier pushbacks and power from all apron positions require clearance from Metropolitan Washington Airport Authority (MWAA) ramp tower.
 During periods of aircraft saturation long term parking may not be available. Services for fuel and go only will be available.
 Low-level wind shear alert system.
 Terminal Doppler Weather Radar.

RWY	HIRL CL ALSF-II TDZ 1 PAPI-L grooved RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
1L		8290'	2527m		150' 46m
		8350'	2545m		
1 Angle 3.0°.					
1C	HIRL CL MALSR TDZ 2 PAPI-L grooved RVR	10,451'	3185m		150' 46m
19C	HIRL CL ALSF-II TDZ 2 PAPI-R grooved RVR	10,472'	3192m	3	
2 Angle 3.0°.					
3 LDA 11089'.					
1R	HIRL CL ALSF-II TDZ 4 PAPI-R grooved RVR	10,450'	3185m		150' 46m
19L	HIRL CL ALSF-II 4 PAPI-L grooved RVR	10,501'	3201m		
4 Angle 3.0°.					
12	HIRL CL TDZ MALSR 5 PAPI-R grooved RVR	9501'	2896m		150' 46m
30	HIRL CL REIL 5 PAPI-L grooved RVR				
5 Angle 3.0°.					

FOR FILING AS ALTERNATE		FOR FILING AS ALTERNATE	
ILS Rwy 1C ILS Rwy 1L ILS Rwy 1R ILS Rwy 12 ILS Rwy 19C ILS Rwy 19R	LOC Rwy 19L RNAV (RNP) Z Rwy 1C RNAV (RNP) Z Rwy 1R RNAV (RNP) Z Rwy 19C RNAV (RNP) Z Rwy 19R	ILS Rwy 19L	800-2
LOC DME Rwy 1L LOC DME Rwy 1C LOC Rwy 1R LOC DME Rwy 12 LOC DME Rwy 19C LOC DME Rwy 19R VOR DME Rwy 12	RNAV (GPS) Y Rwy 1R RNAV (GPS) Rwy 1L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 19R RNAV (GPS) Y Rwy 1C RNAV (GPS) Y Rwy 19C RNAV (GPS) Y Rwy 19R	800-2	800-2
600-2	700-2	800-2	800-2
A	B	C	D
			2

KIAD/IAD

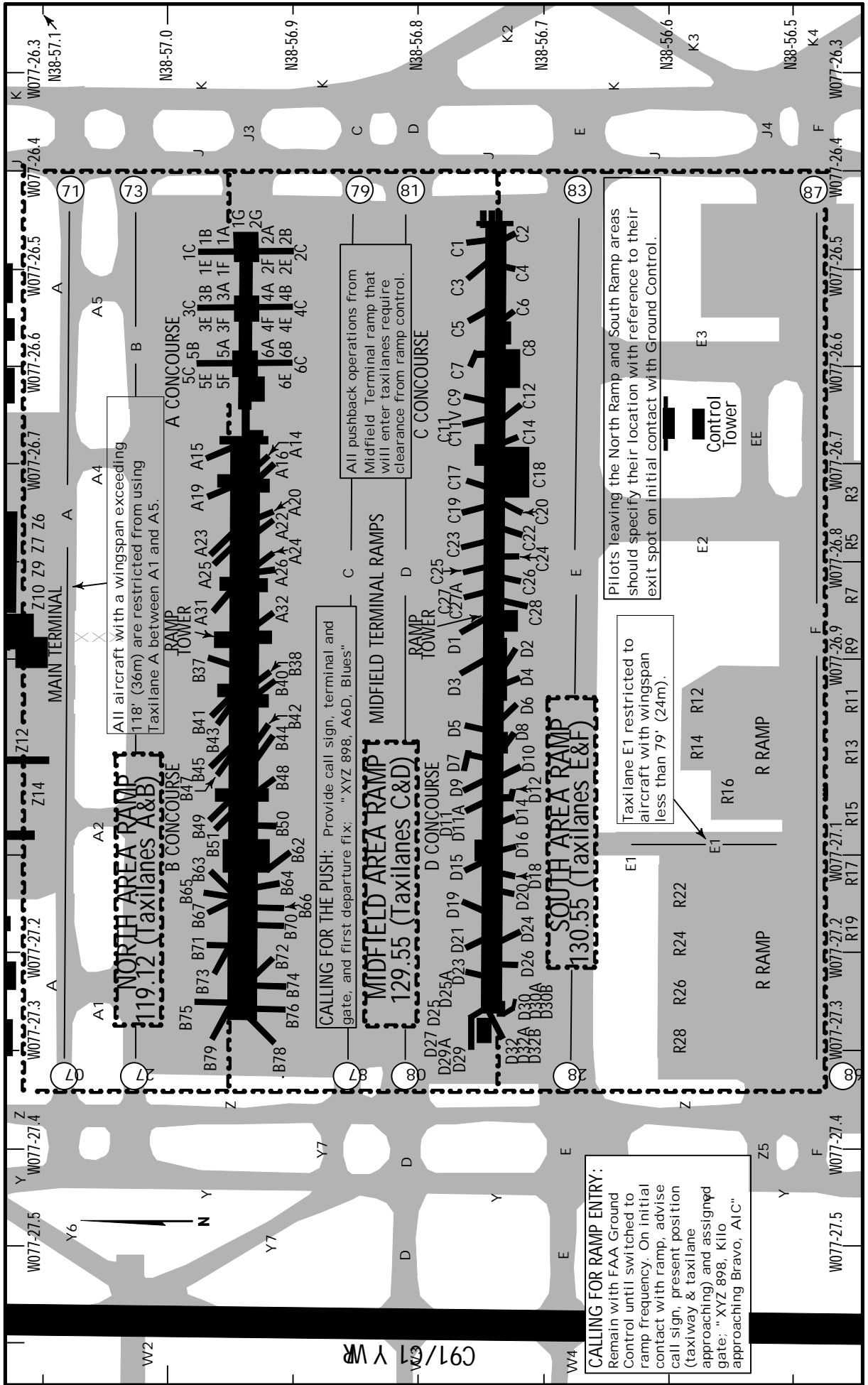


WASHINGTON, DC (VA)

16 SEP 22

20-9B

WASHINGTON DULLES INTL



All aircraft with a wingspan exceeding 118' (36m) are restricted from using Taxiway A between A1 and A5.

All pushback operations from Midfield Terminal ramp that will enter taxiways require clearance from ramp control.

Pilots leaving the North Ramp and South Ramp areas should specify their location with reference to their exit spot on initial contact with Ground Control.

Taxiway E1 restricted to aircraft with wingspan less than 79' (24m).

CALLING FOR THE PUSH: Provide call sign, terminal and gate, and first departure fix: "XYZ 898, A6D, Blues"

CALLING FOR RAMP ENTRY:
Remain with FAA Ground Control until switched to ramp frequency. On initial contact with ramp, advise call sign, present position (taxiway & taxiway (approaching) and assigned gate; "XYZ 898, Kilo approaching Bravo, A1C"

KIAD/IAD



WASHINGTON, DC (VA)

16 SEP 22

20-9C

WASHINGTON DULLES INTL

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
CONCOURSE A		R RAMP	
A GATES NORTH SIDE		R3	N38 56.4 W077 26.7
1G	N38 56.9 W077 26.5	R5, R7	N38 56.4 W077 26.8
1A, 1B, 1C	N38 57.0 W077 26.5	R9, R11	N38 56.4 W077 26.9
1E, 1F	N38 57.0 W077 26.5	R12	N38 56.6 W077 26.9
3A, 3B, 3C	N38 57.0 W077 26.5	R13	N38 56.4 W077 27.0
3E, 3F	N38 57.0 W077 26.5		
5A, 5B, 5C	N38 57.0 W077 26.6	R14, R16	N38 56.6 W077 27.0
5E, 5F	N38 57.0 W077 26.6	R15, R17	N38 56.4 W077 27.1
A15, A19	N38 57.0 W077 26.7	R19	N38 56.4 W077 27.2
A23, A25	N38 57.0 W077 26.8	R22	N38 56.6 W077 27.1
A31	N38 57.0 W077 26.9	R24, R26	N38 56.6 W077 27.2
A GATES SOUTH SIDE		R28	N38 56.6 W077 27.3
2A, 2B, 2C	N38 56.9 W077 26.5		
2E, 2F	N38 56.9 W077 26.5	Z GATES	
4A, 4B, 4C	N38 56.9 W077 26.5	Z6, Z7	N38 57.1 W077 26.8
4E, 4F	N38 56.9 W077 26.5	Z9, Z10	N38 57.1 W077 26.8
6A, 6B, 6C, 6E	N38 56.9 W077 26.6	Z12, Z14	N38 57.1 W077 27.0
A14, A16	N38 56.9 W077 26.7		
A20, A22, A24	N38 56.9 W077 26.8		
A26, A32	N38 56.9 W077 26.8		
CONCOURSE B			
B37	N38 57.0 W077 26.9		
B38, B40	N38 56.9 W077 26.9		
B41, B43	N38 57.0 W077 27.0		
B45, B47	N38 57.0 W077 27.0		
B42, B44, B48	N38 56.9 W077 27.0		
B49, B51	N38 57.0 W077 27.1		
B63, B65	N38 57.0 W077 27.1		
B50, B62	N38 56.9 W077 27.1		
B64, B66	N38 56.9 W077 27.1		
B70, B72, B74	N38 56.9 W077 27.2		
B67, B71, B73	N38 57.0 W077 27.2		
B75, B79	N38 57.0 W077 27.3		
B76, B78	N38 56.9 W077 27.3		
CONCOURSE C			
C1, C3	N38 56.8 W077 26.5		
C2, C4, C6	N38 56.7 W077 26.5		
C5, C7, C9	N38 56.8 W077 26.6		
C8, C12	N38 56.7 W077 26.6		
C11, C11V, C17	N38 56.8 W077 26.7		
C14, C18, C20	N38 56.7 W077 26.7		
C19, C23	N38 56.8 W077 26.8		
C22, C24	N38 56.7 W077 26.8		
C26, C28	N38 56.7 W077 26.8		
C25, C27, C27A	N38 56.7 W077 26.8		
CONCOURSE D			
D1, D3	N38 56.8 W077 26.9		
D7, D8, D9	N38 56.7 W077 27.0		
D10, D12	N38 56.7 W077 27.0		
D2, D4, D6	N38 56.7 W077 26.9		
D5, D9	N38 56.8 W077 27.0		
D11, D11A, D15	N38 56.8 W077 27.1		
D14, D16	N38 56.7 W077 27.1		
D18, D20	N38 56.7 W077 27.1		
D19, D21, D23	N38 56.8 W077 27.2		
D24, D25, D25A	N38 56.7 W077 27.2		
D26, D30	N38 56.7 W077 27.2		
D30A, D30B	N38 56.7 W077 27.2		
D27, D29, 29A	N38 56.7 W077 27.3		
D32, D32A, D32B	N38 56.8 W077 27.3		

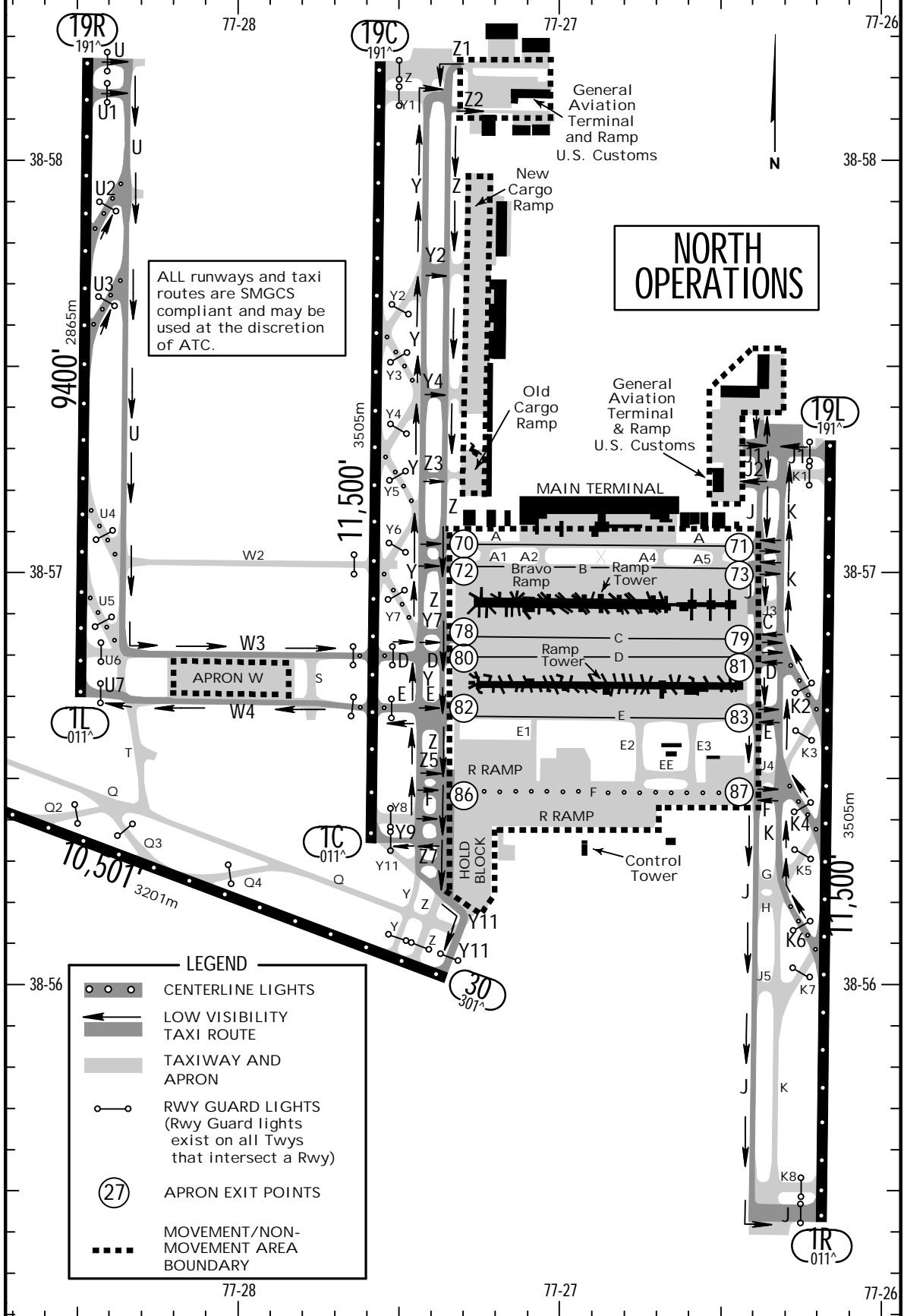
KIAD/IAD



SMGCS

WASHINGTON DULLES INTL 21 FEB 20 **20-9D** WASHINGTON, DC (VA)
 .LESS THAN RVR. 1200 TO 500. LOW VISIBILITY TAXI ROUTES
 .RWY. 1L/R ARRIVAL, .RWYS. 1L/C/R & 30 DEPARTURES.

D-ATIS 134.85		Data Comm ACARS: D-ATIS, PDC, TWIP CPDLC: DCL			DULLES Clearance 135.7	
West 121.625	Ground East 121.9	Rwys 1L/19R, 12/30 134.425	Tower Rwys 1C/19C 120.25	Rwys 1R/19L 120.1	POTOMAC Departure (R) 190°-300° 126.65 300°-010° 125.05	



CHANGES: Concourse C and D modified.

KIAD/IAD



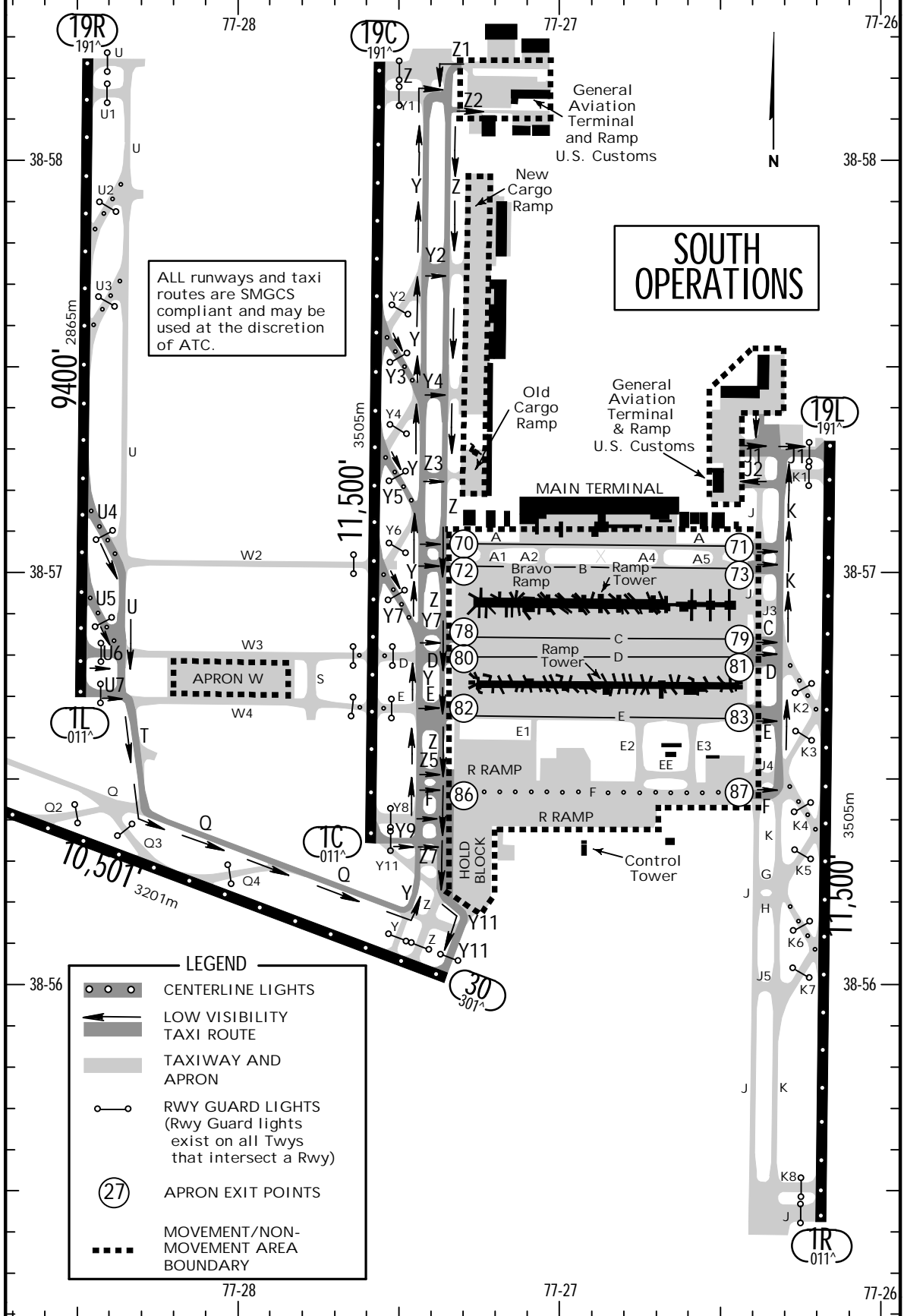
SMGCS

WASHINGTON DULLES INTL 21 FEB 20
 .LESS THAN RVR. 1200 TO 500.

20-9E

WASHINGTON, DC (VA)
 LOW VISIBILITY TAXI ROUTES
 RWY 19L & 30 DEPARTURE, RWY 19C/R ARRIVAL

D-ATIS 134.85		Data Comm ACARS: D-ATIS, PDC, TWIP CPDLC: DCL			DULLES Clearance 135.7	
West 121.625	Ground East 121.9	Rwys 1L/19R, 12/30 134.425	Tower Rwys 1C/19C 120.25	Rwys 1R/19L 120.1	POTOMAC Departure (R) 190°-300° 126.65	300°-010° 125.05



CHANGES: Concourse C and D modified.

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KIAD/IAD

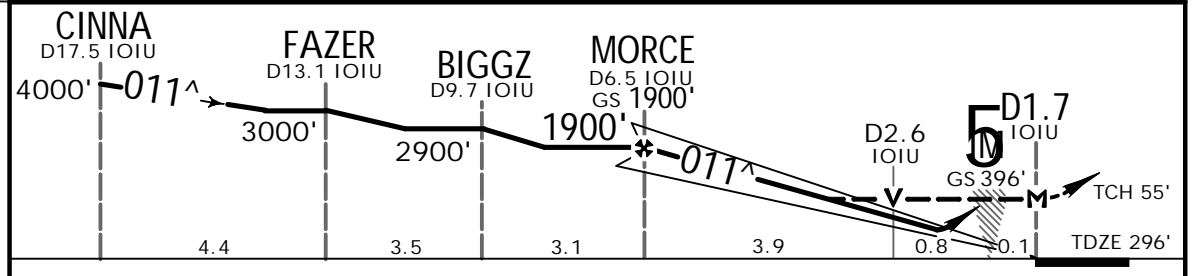
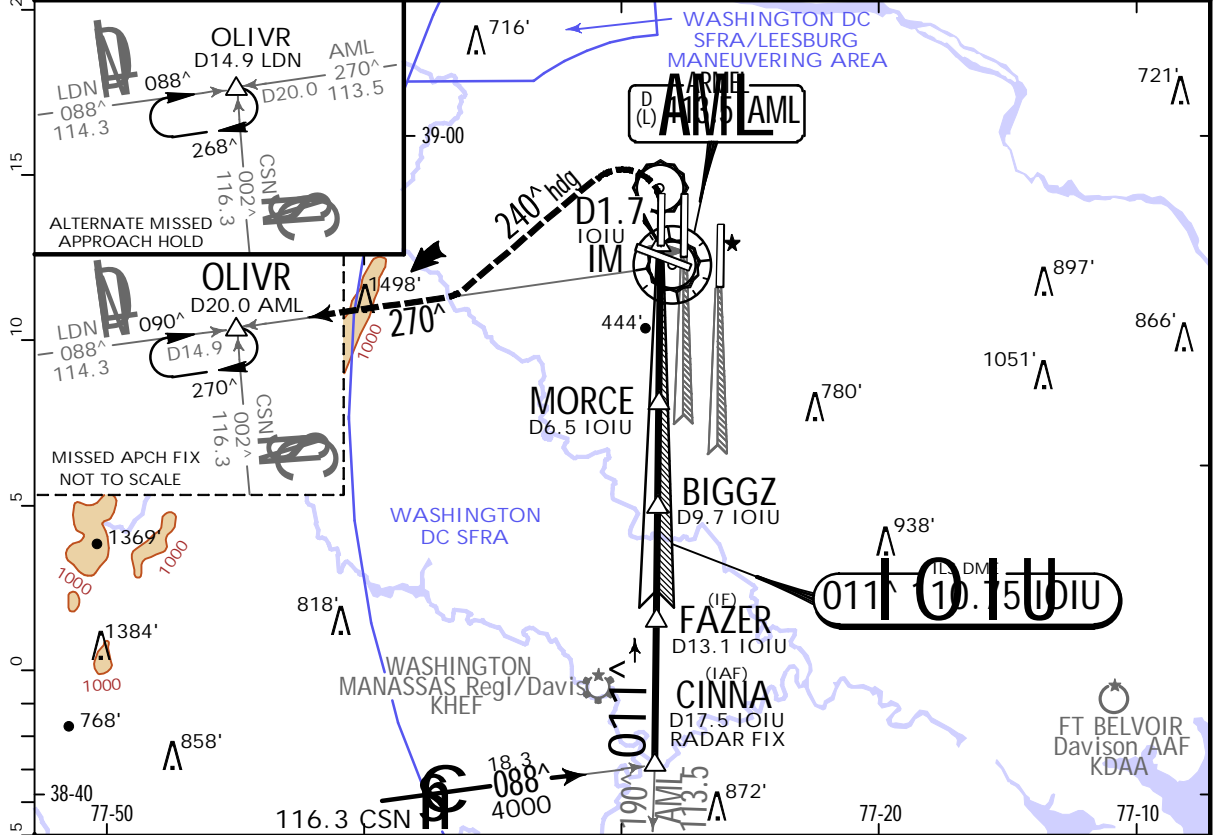
WASHINGTON DULLES INTL

JEPPESSEN
9 JUL 21 (21-1)

WASHINGTON, DC (VA)

ILS or LOC DME Rwy 1L

D-ATIS 134.85	POTOMAC Approach (R) 331^090^ 091^240^ 241^330^			DULLES Tower Rwys 1L/19R, 12/30 Rwy 1C/19C Rwy 1R/19L			Ground West East		
	236.1	128.525	120.45	134.425	120.25	120.1	121.625	121.9	
LOC IOIU 110.75	Final Apch Crs 011^	MORCE 1900' (1604')	ILS DA(H) 496' (200')	Apt Elev 313' TDZE 296'					
MISSED APCH: Climb to 800' then climbing LEFT turn to 5000' outbound via heading 240^ and AML VOR R-270 to OLIVR INT/D20.0 AML and hold, continue climb-in-hold to 5000'.							MSA AML VOR		
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'			
1. DME or RADAR required. 2. 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. 3. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	800'	5000'	240^	AML	OLIVR
GS	3.00^	372	478	531	637	743		849	↑	↶	via	
MAP at D1.7 IOIU												

STRAIGHT-IN LANDING RWY 1L						CIRCLE-TO-LAND		
ILS DA(H) 496' (200')			LOC (GS out) MDA(H) 660' (364')			Max Kts.		
FULL	IDZ/CL out	ALS out	ALS out		MDA(H)			
A					90	940' (627') -1		
B	1		RVR 24 or 1/2	RVR 50 or 1	120			
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		140	940' (627') -1 3/4		
D			RVR 40 or 3/4	RVR 60 or 1/4	165	1060' (747') -2 1/2		

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

KIAD/IAD

WASHINGTON DULLES INTL

9 JUL 21 **(21-1A)**

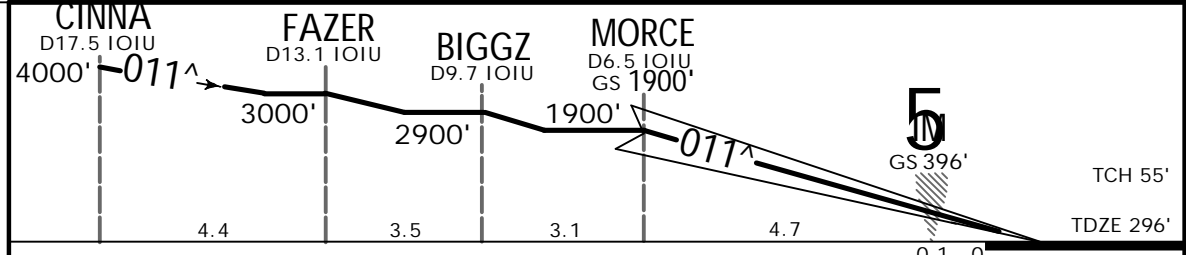
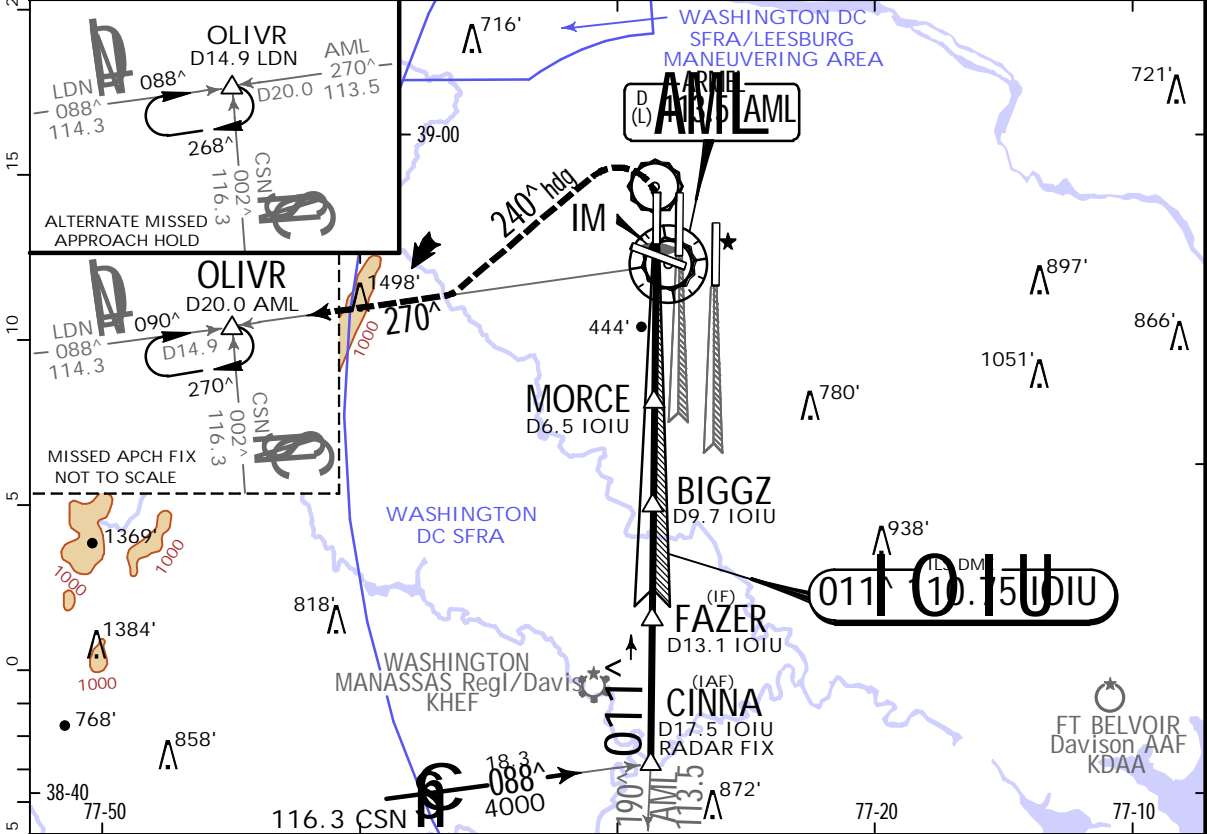
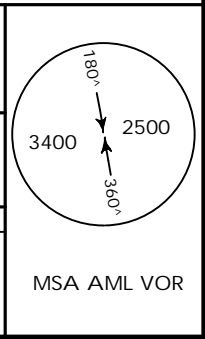
WASHINGTON, DC (VA)

ILS Rwy 1L CAT II & III

D-ATIS	POTOMAC Approach (R)			DULLES Tower			Ground	
134.85	331 [^] -090 [^]	091 [^] -240 [^]	241 [^] -330 [^]	Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	West	East
	126.1	128.525	120.45	134.425	120.25	120.1	121.625	121.9

BRIEFING STRIP

LOC IOIU	Final Apch Crs	MORCE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.75	011[^]	1900' (1604')	NA		Refer to Minimums	RA 97' DA(H) 396' (100')	313' TDZE 296'
<p>MISSED APCH: Climb to 800' then climbing LEFT turn to 5000' outbound via heading 240[^] and AML VOR R-270 to OLIVR INT/D20.0 AML and hold, continue climb-in-hold to 5000'.</p> <p>Ait Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew and Aircraft Certification Required. 2 DME or Radar required. 3. 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. 4. VGSI and ILS glidepath not coincident.</p>							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	800'	5000'	240 [^] and 113.5	AML R-270
GS	3.00 [^]	372	478	531	637	743					

STRAIGHT-IN LANDING RWY 1L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 97' DA(H) 396' (100')

NA	RVR 6	RVR 7	RVR 12
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TERPS AMEND 1C 3 MAY 2012

KIAD/IAD

WASHINGTON DULLES INTL

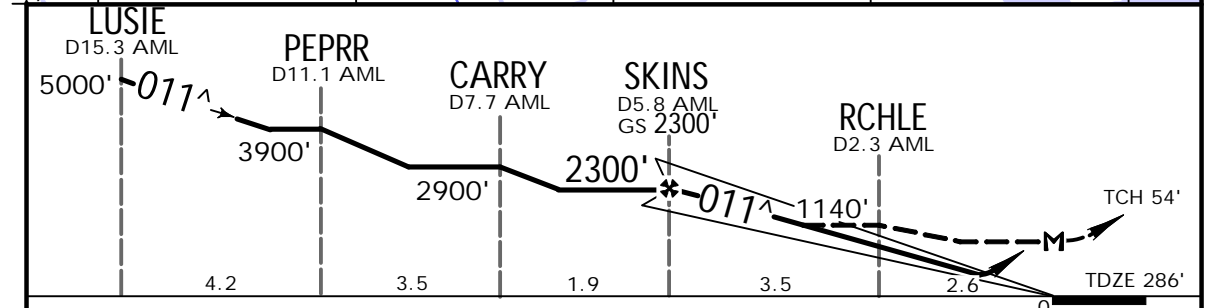
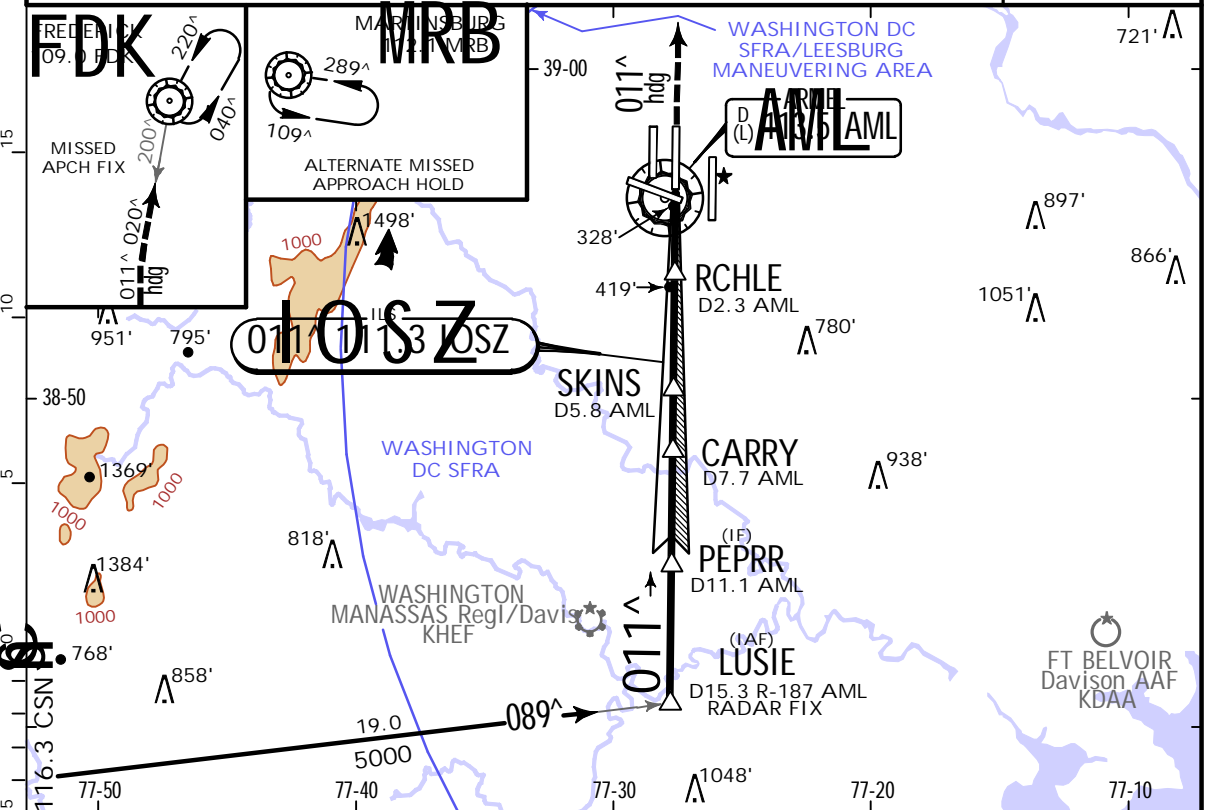


WASHINGTON, DC (VA)

ILS or LOC DME Rwy 1C

9 JUL 21 (21-2)

D-ATIS 134.85	POTOMAC Approach (R) 331°-090° 091°-240° 241°-330° 126.1 128.525 120.45			DULLES Tower Rwy 1C/19C 120.25 Rwys 1L/19R, 12/30 134.425 Rwy 1R/19L 120.1	Ground West 121.625 East 121.9
LOC IOSZ 111.3	Final Apch Crs 011°	SKINS 2300' (2014')	ILS DA(H) 486' (200')	Apt Elev 313' TDZE 286'	
<p>MISSED APCH: Climb to 3000' on heading 011° and inbound FDK VOR R-200 to FDK VOR and hold; or as directed by ATC.</p> <p>Ait Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME required. 2. Simultaneous reception of IOSZ and AML DME required. 3. DME from AML VOR. 4. Simultaneous approach authorized with ILS or LOC DME Rwy 1L, ILS Rwy 1L CAT II & III, ILS or LOC Rwy 1R, ILS Rwy 1R CAT II & III. 5. VGSI and ILS glidepath not coincident.</p>					
					<p>MSA AML VOR</p>



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	011° on hdg	FDK R-200	FDK 109.0	
GS	3.00°	372	478	531	637	743						849
SKINS to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17					

STRAIGHT-IN LANDING RWY 1C				CIRCLE-TO-LAND	
ILS DA(H) 486' (200')		LOC (GS out) MDA(H) 620' (334')			
FULL	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	Max Kts	MDA(H)
A	1			90	940' (627') -1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	120	940' (627') -1 3/4
C				140	
D			RVR 40 or 3/4	165	1060' (747') -2 1/2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: Mims, format. JEPPesen, 2003, 2021. ALL RIGHTS RESERVED.

KIAD/IAD

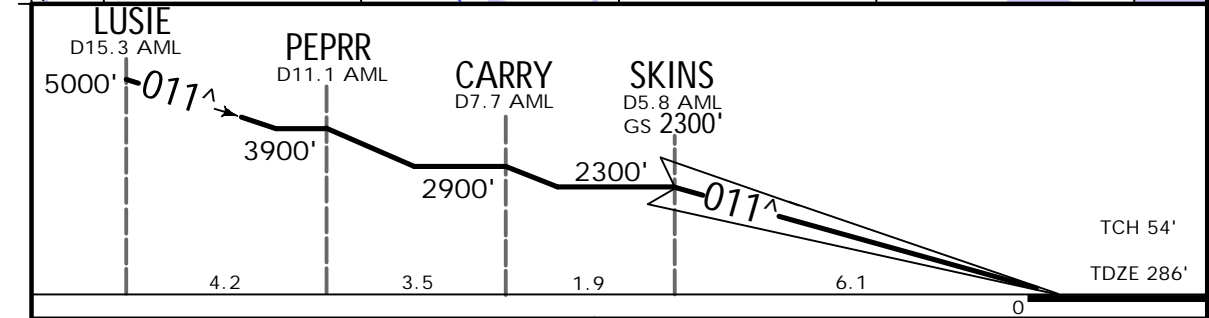
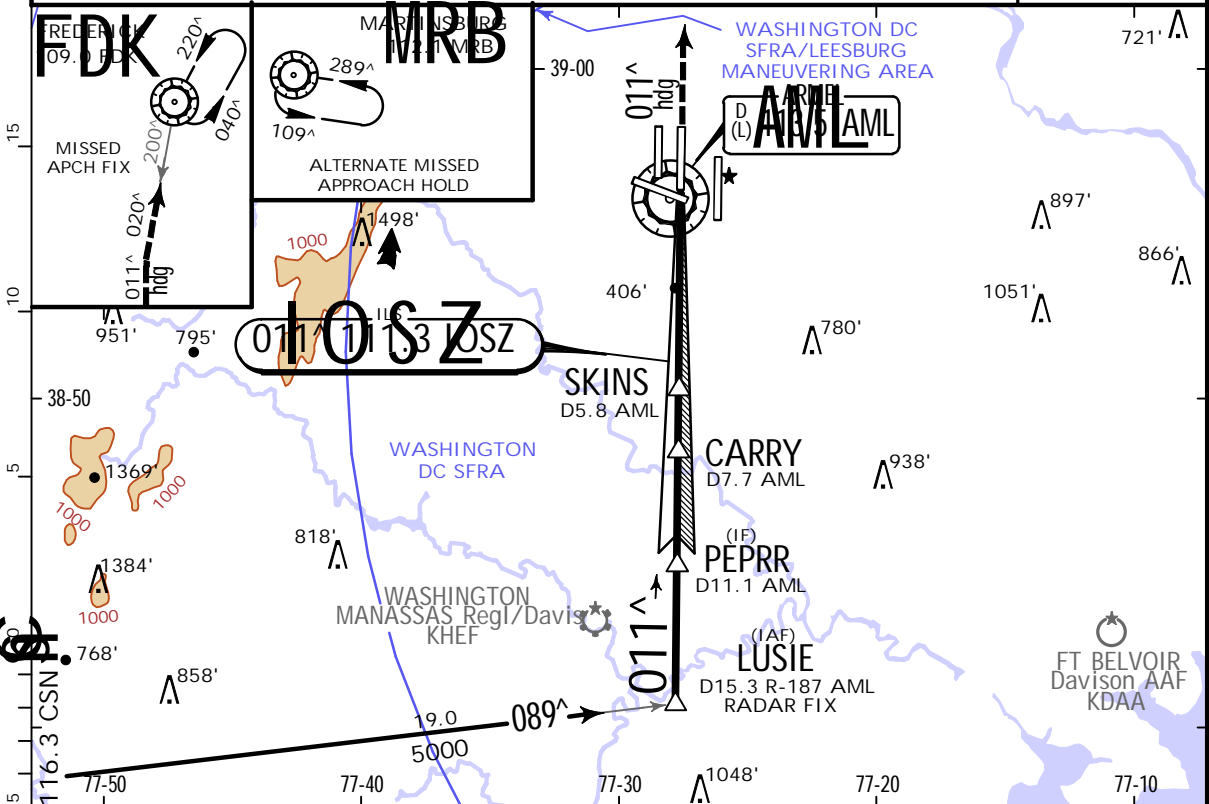
WASHINGTON DULLES INTL

JEPPESSEN
9 JUL 21 **(21-2A)**

WASHINGTON, DC (VA)

ILS Rwy 1C SA CAT II

D-ATIS 134.85	POTOMAC Approach (R) 331^ - 090^ 091^ - 240^ 241^ - 330^			DULLES Tower Rwy 1C/19C Rwys 1L/19R, 12/30 Rwy 1R/19L	Ground West East
LOC IOSZ 111.3	Final Apch Crs 011^	SKINS 2300' (2014')	SA CAT II ILS RA 104' DA(H) 386' (100')	Apt Elev 313' TDZE 286'	121.625 121.9
MISSED APCH: Climb to 3000' on heading 011^ and inbound FDK VOR R-200 to FDK VOR and hold; or as directed by ATC.					<p>MSA AML VOR</p>
AIt Set: INCHES			Trans level: FL 180		
1. Special Aircrew and Aircraft Certification Required. 2. DME required. 3. Simultaneous reception of IOSZ and AML DME required. 4. DME from AML VOR. 5. Simultaneous approach authorized with ILS or LOC DME Rwy 1L, ILS Rwy 1L CAT II & III, ILS or LOC Rwy 1R, ILS Rwy 1R CAT II & III. 6. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	PAPI	↑ on 011^ hdg and R-200	FDK 109.0	FDK 109.0
GS	3.00^	372	478	531	637	743					

STRAIGHT-IN LANDING RWY 1C
1 SA CAT II ILS
RA 104'
DA(H) **386'** (100')

A	RVR 12
B	
C	
D	

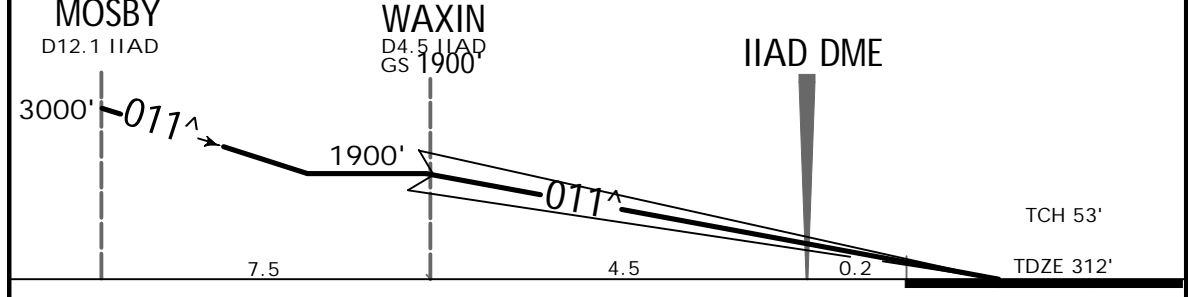
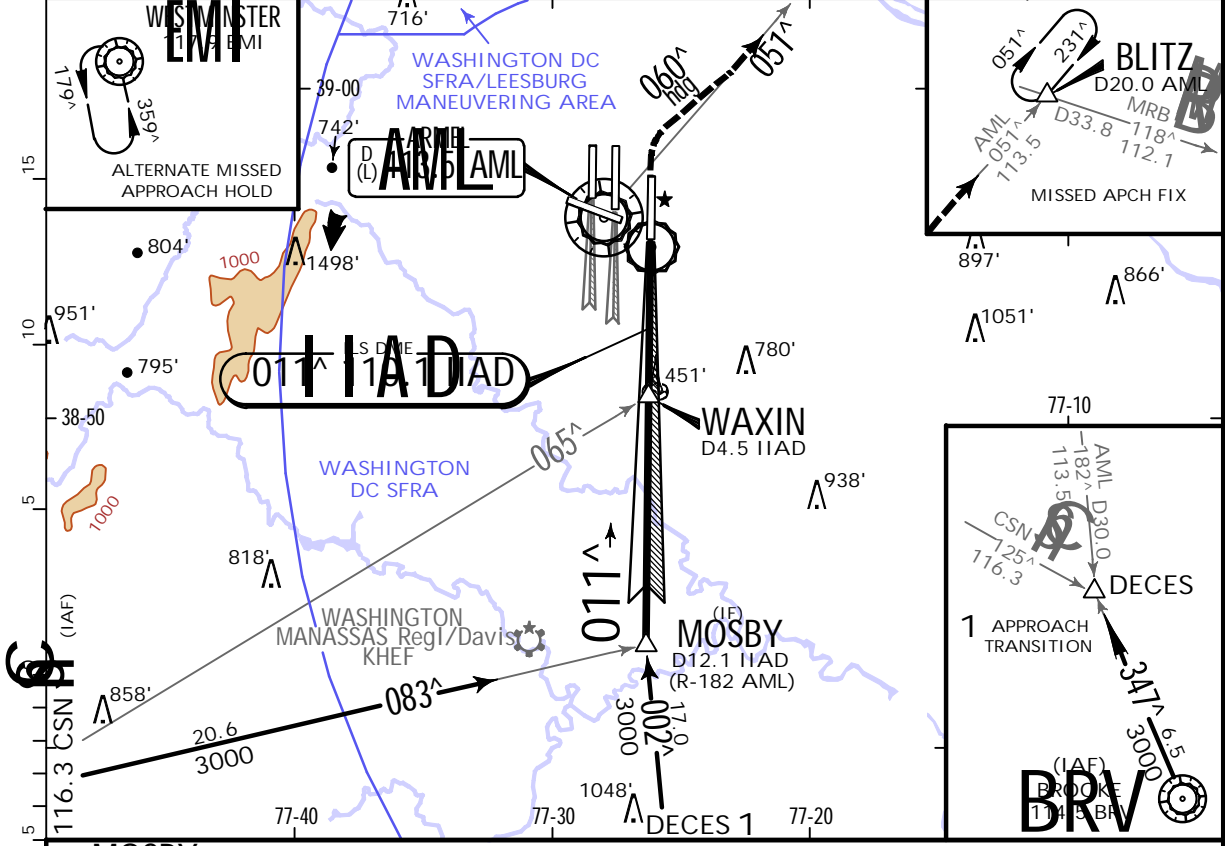
1 Reduced lighting. Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

KIAD/IAD WASHINGTON DULLES INTL

9 JUL 21 **21-3A** ILS Rwy 1R CAT II & III

JEPPESSEN WASHINGTON, DC (VA)

D-ATIS 134.85		POTOMAC Approach (R) 331°-090° 091°-240° 241°-330° 126.1 128.525 120.45			DULLES Tower Rwy 1R/19L Rwy 1C/19C Rws 1L/19R, 12/30 120.1 120.25 134.425			Ground West East 121.625 121.9	
LOC IIAD 110.1	Final Apch Crs 011°	WAXIN 1900' (1588')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II RA 94' DA(H) 412'(100')	Apt Elev 313' TDZE 312'		
MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' via heading 060° and outbound AML VOR R-051 to BLITZ INT/D20.0 AML and hold.								MSA AML VOR	
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Special Aircrew & Aircraft Certification required. 2. Simultaneous approach authorized with Rwy 1C or 1L. 3. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	800'	3000'	060° via RT	AML 113.5 R-051	BLITZ
GS	3.00°	372	478	531	637	743		849	↑	↑	and hdg	

STRAIGHT-IN LANDING RWY 1R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 94' DA(H) 412'(100')
NA	RVR 6	RVR 7	RVR 12

TERPS, AMEND 24C, 3 MAY 2012

KIAD/IAD

WASHINGTON DULLES INTL



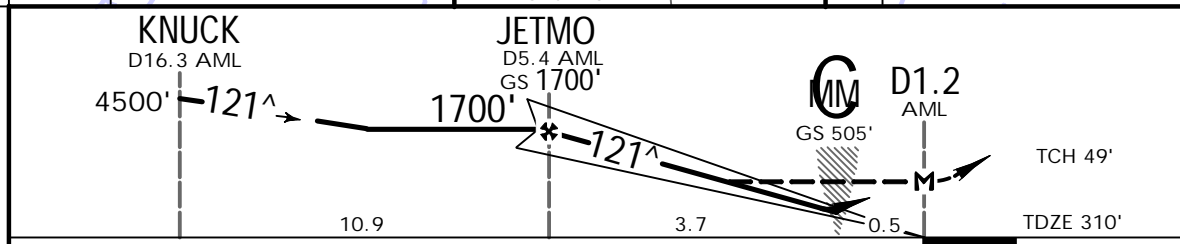
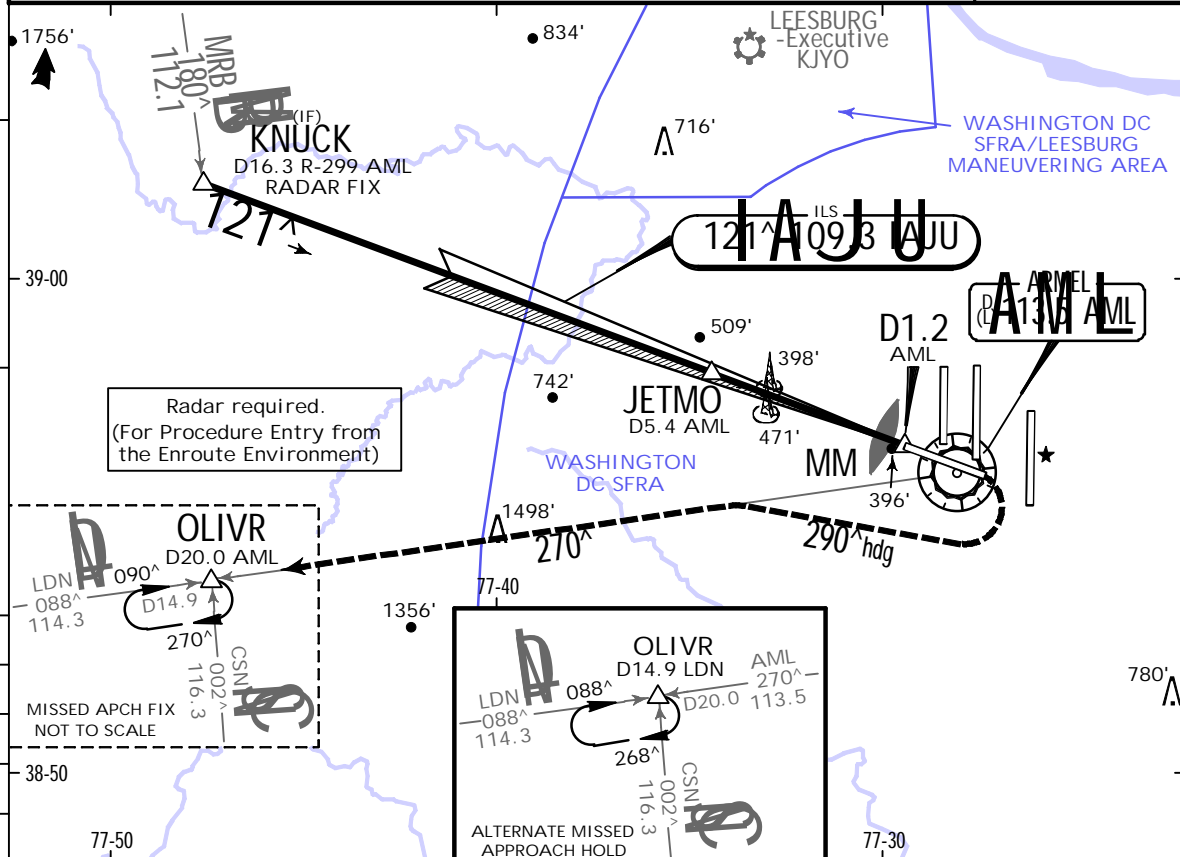
9 JUL 21 (21-4)

WASHINGTON, DC (VA)
ILS or LOC DME Rwy 12

D-ATIS	POTOMAC Approach (R)			DULLES Tower			Ground	
134.85	331°-090°	091°-240°	241°-330°	Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	West	East
	126.1	128.525	120.45	134.425	120.25	120.1	121.625	121.9

BRIEFING STRIP™

LOC IAJU 109.3	Final Apch Crs 121°	JETMO 1700' (1390')	ILS DA(H) 510' (200')	Apt Elev 313' TDZE 310'	<p>MSA AML VOR</p>
MISSED APCH: Climb to 800' then climbing RIGHT turn to 5000' via heading 290° and outbound AML VOR R-270 to OLIVR INT/D20.0 AML and hold, continue climb-in-hold to 5000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					



Gnd speed-Kts	70	90	100	120	140	160	MALS R	800'	5000'	290°	AML	OLIVR
GS	3.00°	372	478	531	637	849	PAP I	↑	RT	via hdg	113.5	

STRAIGHT-IN LANDING RWY 12						CIRCLE-TO-LAND	
ILS			LOC (GS out)				
DA(H) 510' (200')			MDA(H) 740' (430')				
FULL		IDZ/CL out	RAIL/ALS out		RAIL/ALS out	Max Kts	MDA(H)
A						90	940' (627') -1
B		1			RVR 24 or 1/2	120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 50 or 1	140	940' (627') -1 3/4
D					RVR 40 or 3/4	165	1060' (747') -2 1/2

TERPS AMEND 9C 7 JAN 2016
 CHANGES: Apt elev, mims, format. | JEPPESSEN, 1998, 2021. ALL RIGHTS RESERVED.

KIAD/IAD



WASHINGTON, DC (VA) ILS or LOC Rwy 19L

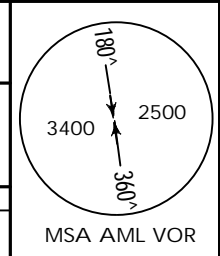
WASHINGTON DULLES INTL

9 JUL 21 (21-5)

D-ATIS 134.85	POTOMAC Approach (R) 331°-090° 091°-240° 241°-330° 126.1 128.525 120.45			DULLES Tower Rwy 1R/19L Rwy 1C/19C Rwy 1L/19R, 12/30 120.1 120.25 134.425			Ground West East 121.625 121.9	
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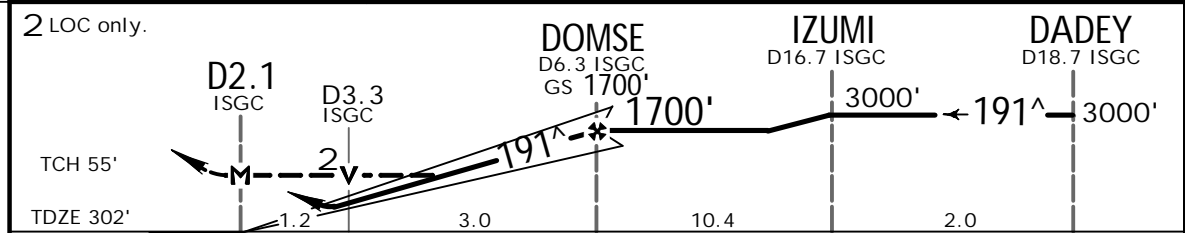
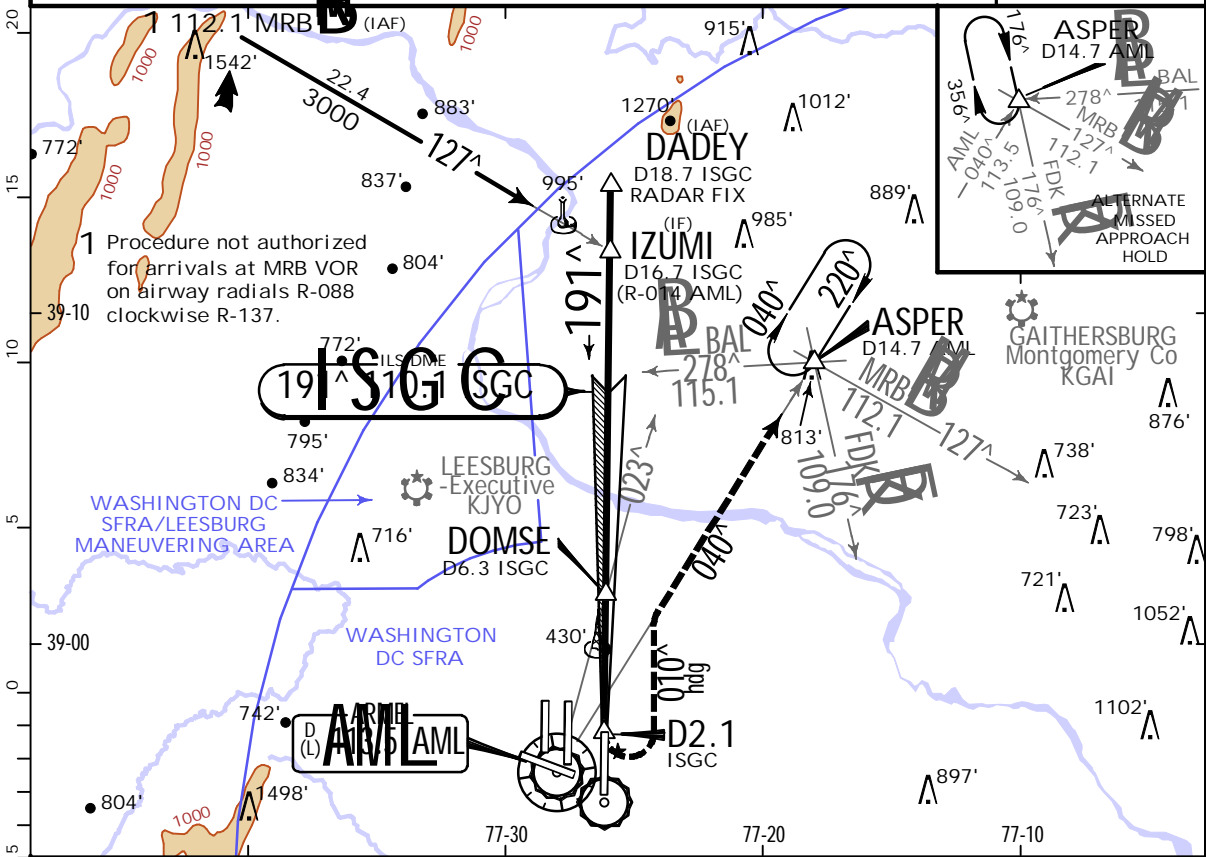
BRIEFING STRIP

LOC ISGC 110.1	Final Apch Crs 191^	DOMSE 1700' (1398')	ILS DA(H) 502' (200')	Apt Elev 313' TDZE 302'
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MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' on heading 010° and on AML VOR R-040 outbound to ASPER INT/ D14.7 AML and hold; or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Simultaneous approach authorized with Rwy 19C or 19R. 2. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	800'	3000'	010^	AML 113.5 R-040	ASPER
GS	3.00^	372	478	531	637	743						
MAP at D2.1 ISGC or DOMSE to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35					

STRAIGHT-IN LANDING RWY 19L			
ILS DA(H) 502' (200')		LOC (GS out) MDA(H) 740' (438')	
FULL		ALS out	
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2
B			RVR 50 or 1
C			RVR 40 or 3/4
D			RVR 60 or 1/4
		RVR 50 or 1	1 1/2

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

TERPS AMEND 1SD 3 APR 2014

KIAD/IAD

JEPPESEN
2 OCT 20 **(21-5A)**

WASHINGTON, DC (VA)
ILS Rwy 19L SA CAT II

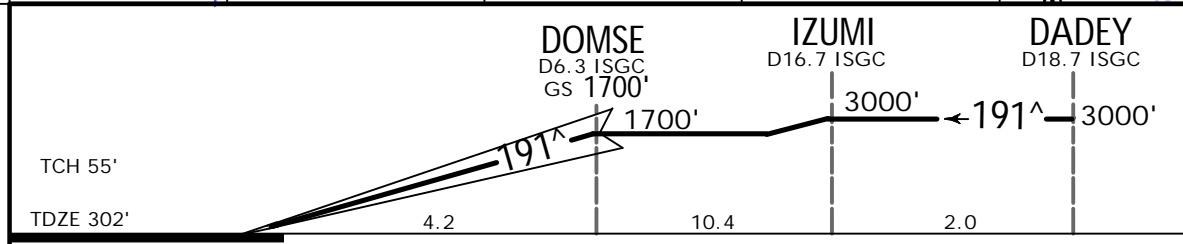
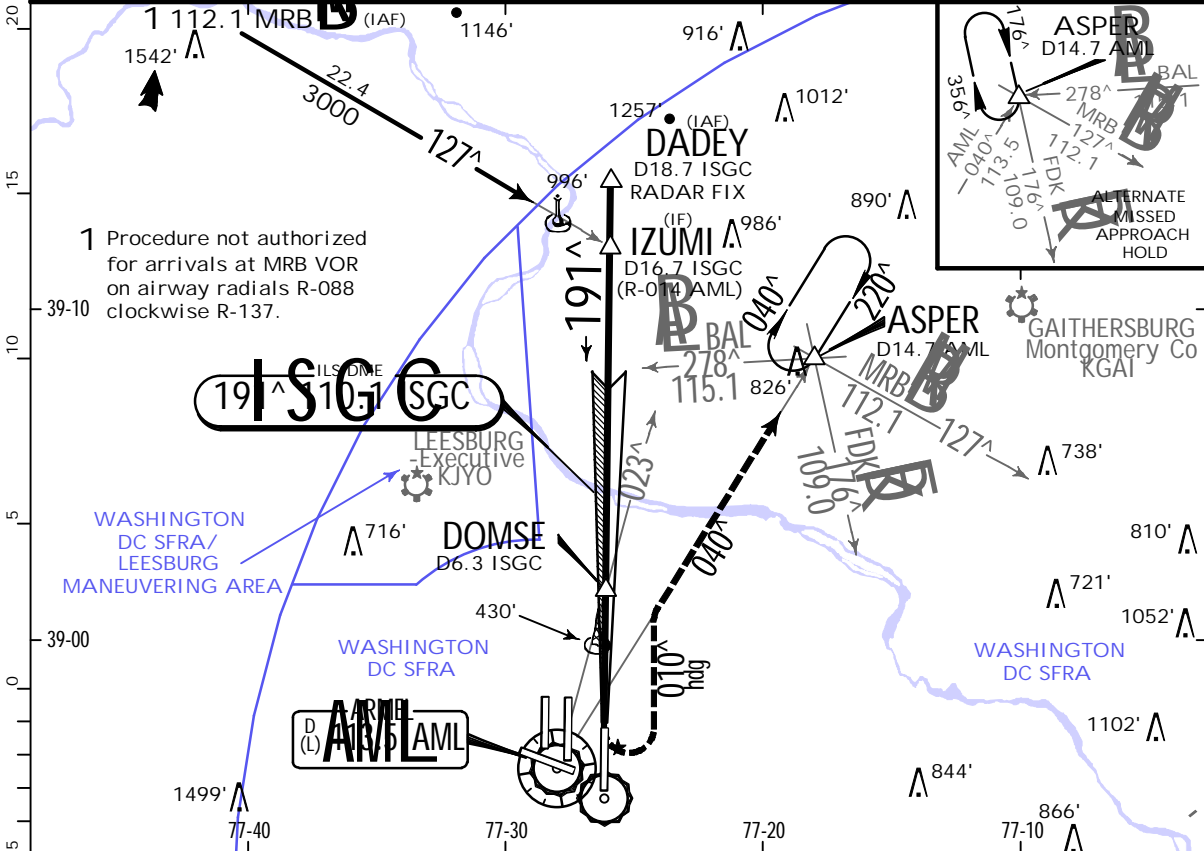
WASHINGTON DULLES INTL

D-ATIS 134.85	POTOMAC Approach (R) 331°-090° 091°-240° 241°-330° 126.1 128.525 120.45			DULLES Tower Rwy 1R/19L Rwy 1C/19C Rwy 1L/19R, 12/30 120.1 120.25 134.425			Ground West East 121.625 121.9
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BRIEFING STRIP

LOC ISGC 110.1	Final Apch Crs 191°	DOMSE 1700' (1398')	SA CAT II ILS RA 102' DA(H) 402' (100')	Apt Elev 313' TDZE 302'	
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' on heading 010° and on AML VOR R-040 outbound to ASPER INT/ D14.7 AML and hold; or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					

1. Special Aircrew and Aircrew Flight Certification Required. 2. Simultaneous approach authorized with Rwy 19C of IAD. 3. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	800'	3000'	010°	AML	ASPER
GS	3.00°	372	478	531	637	849		↑	LT	on hdg	and R-040	

STRAIGHT-IN LANDING RWY 19L
1 SA CAT II ILS
RA 102'
DA(H) 402' (100')

TERPS AMEND 15D 3 APR 2014

A	RVR 12
B	
C	
D	

1 Reduced lighting. Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

KIAD/IAD



WASHINGTON, DC (VA)

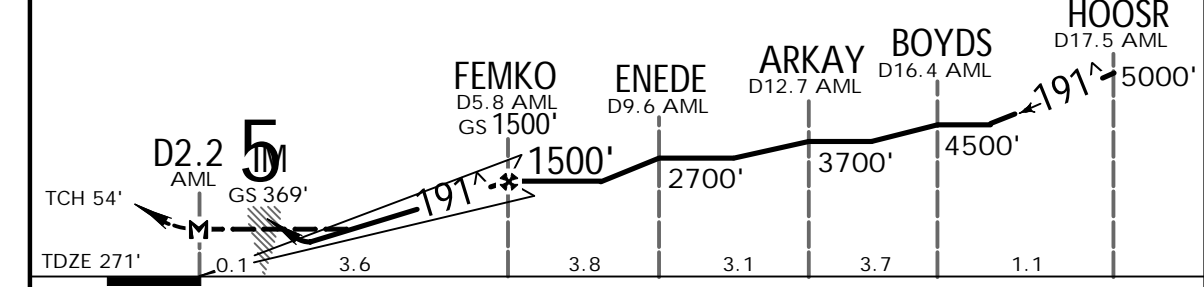
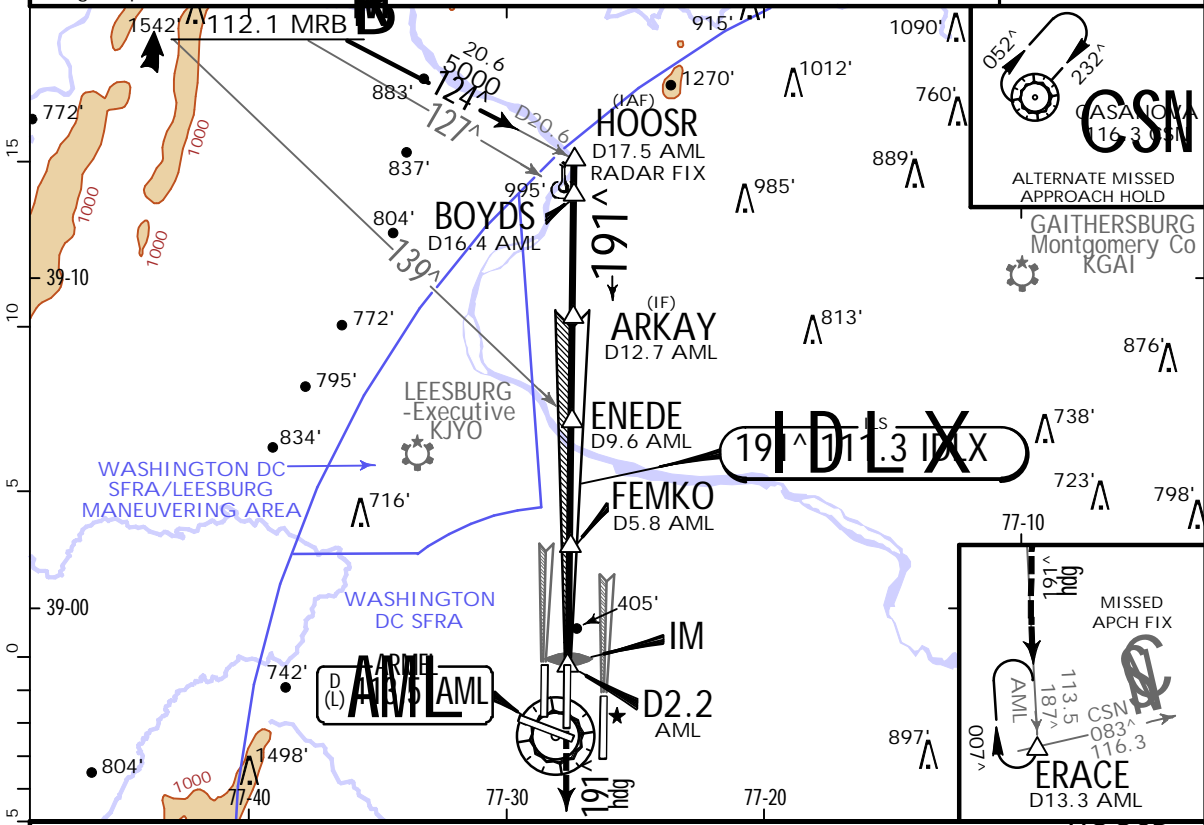
WASHINGTON DULLES INTL

9 JUL 21

(21-6)

ILS or LOC DME Rwy 19C

BRIEFING STRIP	D-ATIS	POTOMAC Approach (R)			DULLES Tower			Ground	
	134.85	331°-090°	091°-240°	241°-330°	Rwy 1C/19C	Rwy 1R/19L	Rwys 1L/19R, 12/30	West	East
		126.1	128.525	120.45	120.25	120.1	134.425	121.625	121.9
	LOC IDLX 111.3	Final Apch Crs 191°	FEMKO 1500' (1229')		ILS DA(H) 471' (200')	Apt Elev 313' TDZE 271'		 MSA AML VOR	
MISSED APCH: Climb to 3000' via heading 191° and outbound AML VOR R-187 to ERACE INT/13.3 AML and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. DME or Radar required. 2. DME from AML VOR; simultaneous reception of IDLX LOC and AML DME required. 3. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L CAT II, ILS or LOC Rwy 19R, ILS Rwy 19R CAT II & III. 4. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	3000'	via 191° hdg	AML R-187	ERACE
GS	3.00^	372	478	531	637	849					
MAP at D2.2 AML											

STRAIGHT-IN LANDING RWY 19C						CIRCLE-TO-LAND		
ILS			LOC (GS out)					
DA(H) 471' (200')			MDA(H) 660' (389')					
FULL		TDZ/CL out	ALS out	ALS out		Max Kts	MDA(H)	
A		1				90	940'(627') -1	
B	RVR 18	RVR 24	RVR 40	RVR 24 or 1/2	RVR 50 or 1	120	940'(627') -1 3/4	
C	or 1/2	or 1/2	or 3/4			140		
D				RVR 40 or 3/4	RVR 60 or 1/4	165	1060'(747') -2 1/2	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.								

KIAD/IAD



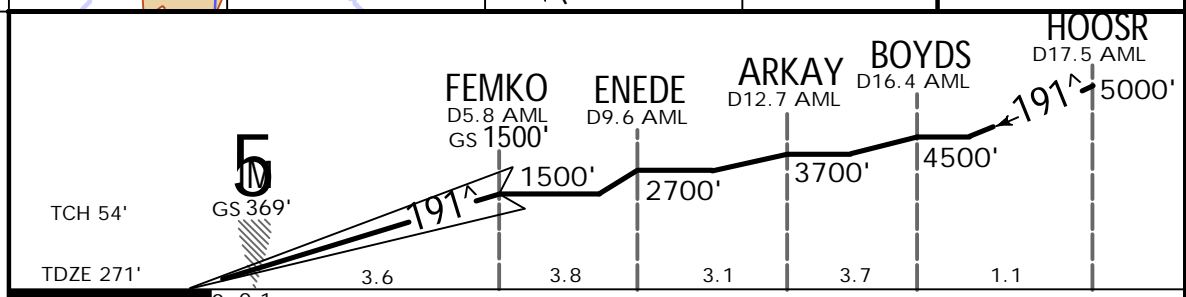
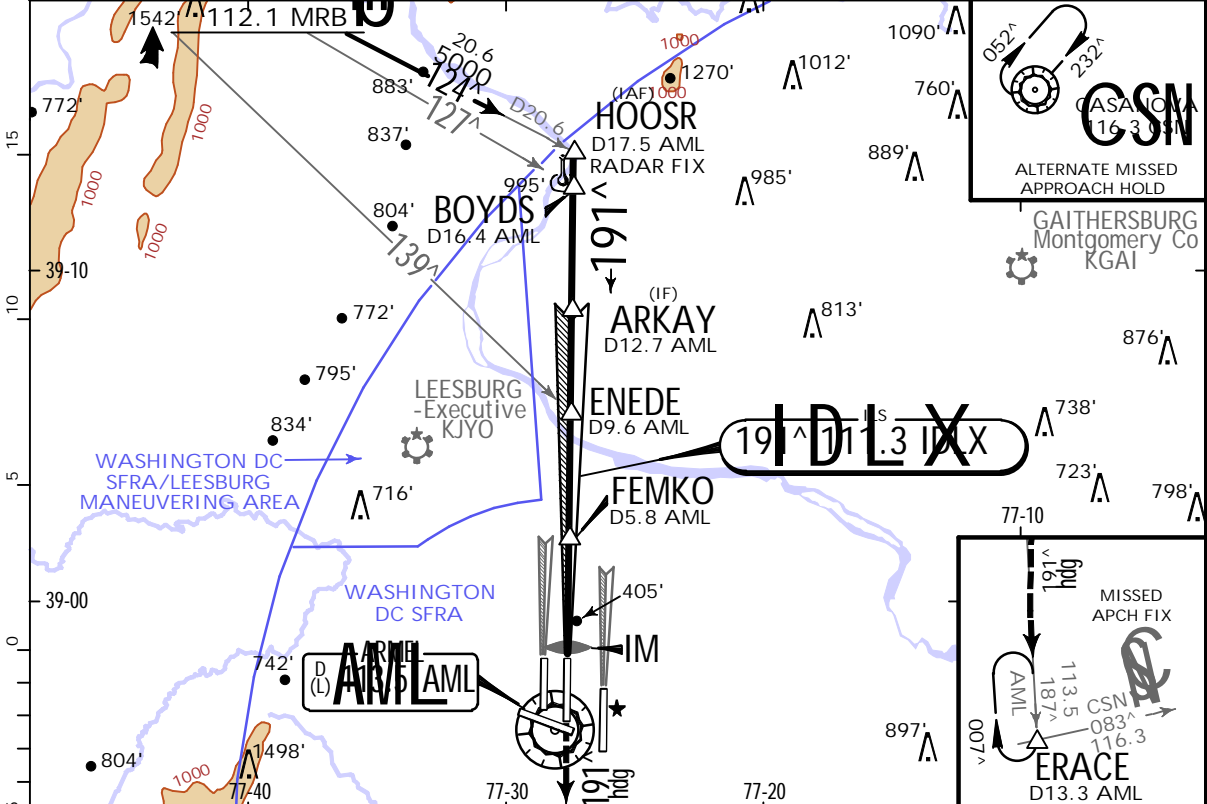
WASHINGTON, DC (VA)
 ILS Rwy 19C CAT II & III

WASHINGTON DULLES INTL

9 JUL 21

21-6A

BRIEFING STRIP	D-ATIS	POTOMAC Approach (R)			DULLES Tower			Ground	
	134.85	331°-090° 126.1	091°-240° 128.525	241°-330° 120.45	Rwy 1C/19C 120.25	Rwy 1R/19L 120.1	Rwys 1L/19R, 12/30 134.425	West 121.625	East 121.9
LOC IDLX 111.3	Final Apch Crs 191°	FEMKO 1500' (1229')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS RA 108' DA(H) 371' (100')	Apt Elev 313' TDZE 271'	<p>MSA AML VOR</p>	
MISSED APCH: Climb to 3000' via heading 191° and outbound AML VOR R-187 to ERACE INT/13.3 AML and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Special Aircrew and Aircraft Certification Required. 2. DME from AML VOR; Simultaneous reception of IDLX LOC and AML DME required. 3. 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 & III. 4. VOR and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	3000'	via 191° hdg	AML R-187	ERACE
GS	3.00°	372	478	531	637	849					

STRAIGHT-IN LANDING RWY19C

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108' DA(H) 371' (100')
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 25B 8 MAR 2012

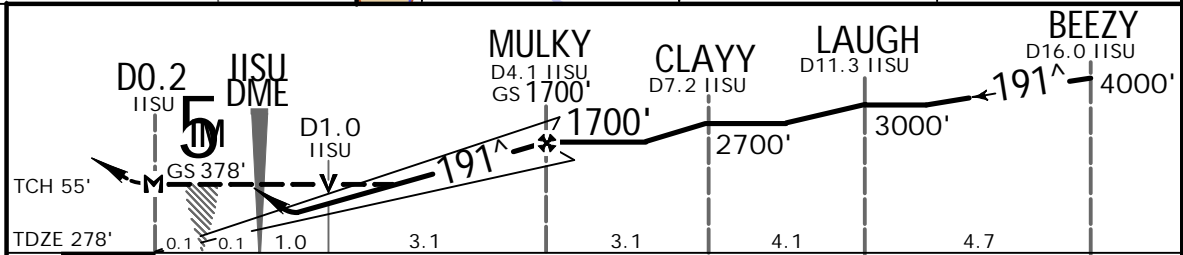
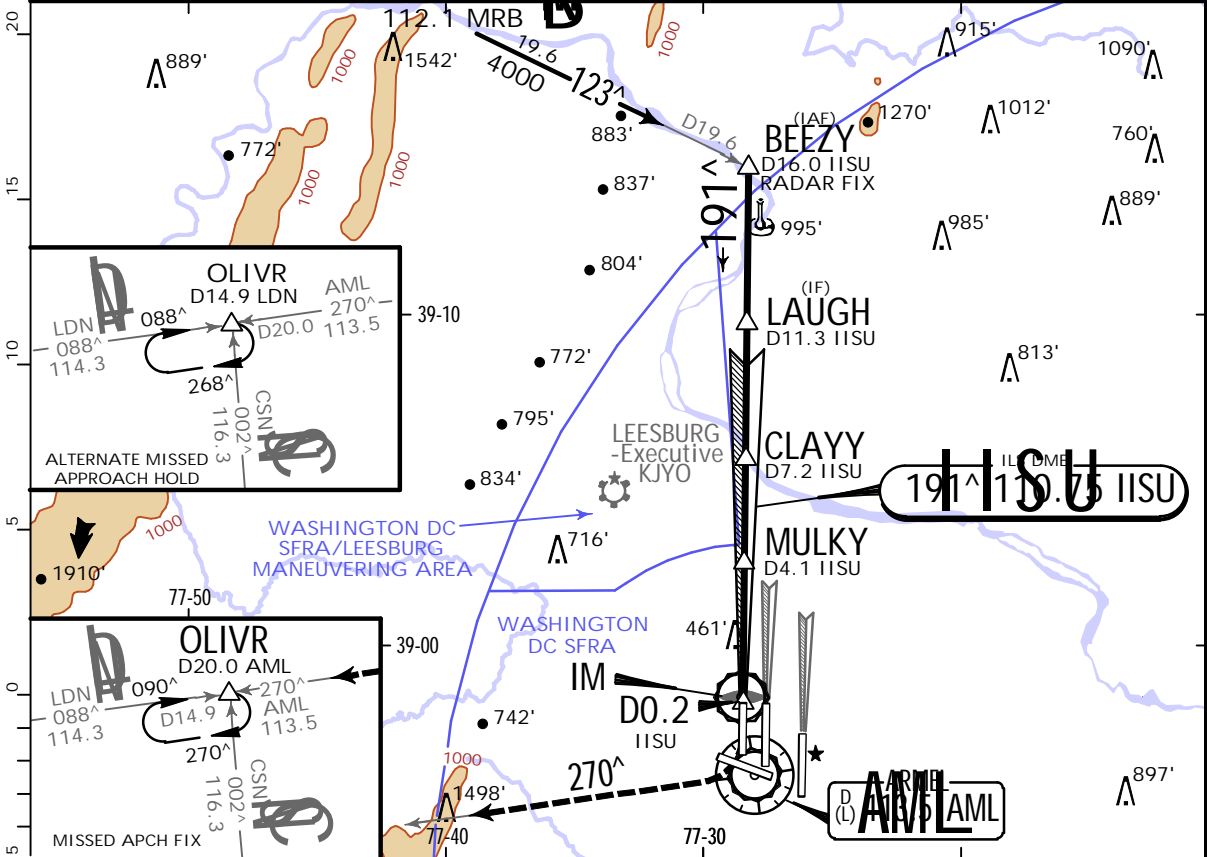
KIAD/IAD

WASHINGTON DULLES INTL

JEPPESSEN WASHINGTON, DC (VA)

9 JUL 21 (21-7) ILS or LOC DME Rwy 19R

D-ATIS 134.85	POTOMAC Approach (R) 331^◀-090^ 091^◀-240^ 241^◀-330^			DULLES Tower Rwys 1L/19R, 12/30 Rwy 1C/19C Rwy 1R/19L			Ground West East	
126.1	128.525	120.45	134.425	120.25	120.1	121.625	121.9	
LOC IISU 110.75	Final Apch Crs 191^	MULKY 1700' (1422')	ILS DA(H) 478' (200')	Apt Elev 313' TDZE 278'				
MISSED APCH: Climb to 800' then climbing RIGHT turn to 5000' outbound via AML VOR R-270 to OLIVR INT/D20.0 AML and hold. Continue climb-in-hold to 5000'.							MSA AML VOR	
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'			
1. DME or RADAR required. 2. Simultaneous approach authorized with ILS or LOC DME Rwy 19C, ILS Rwy 19C CAT II & III, Rwy 19L. 3. SI and ILS glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	800'	5000'	AML 113.5	OLIVR
GS	3.00^	372	478	531	637	849		↑	RT	R-270	
MAP at D0.2 IISU											

STRAIGHT-IN LANDING RWY 19R						CIRCLE-TO-LAND		
ILS DA(H) 478' (200')			LOC (GS out) MDA(H) 720' (442')					
FULL		IDZ/CL out	ALS out	ALS out		Max Kts.	MDA(H)	
A				RVR 24 or 1/2	RVR 50 or 1	90	940' (627') - 1	
B		1		RVR 40 or 3/4	RVR 60 or 1/4	120	940' (627') - 1 3/4	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	140	940' (627') - 1 3/4	
D				RVR 50 or 1	1 1/2	165	1060' (747') - 2 1/2	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.								

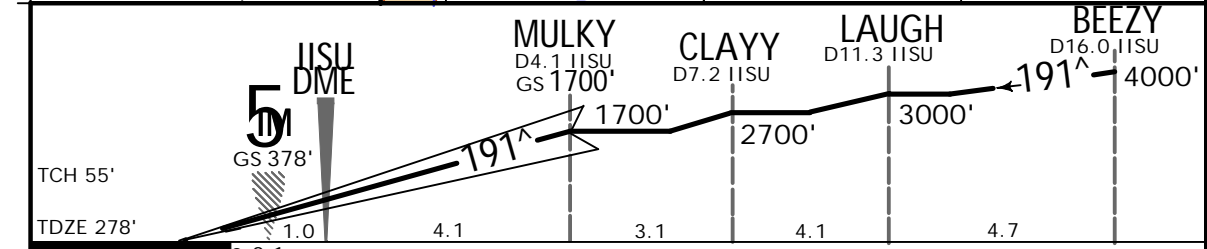
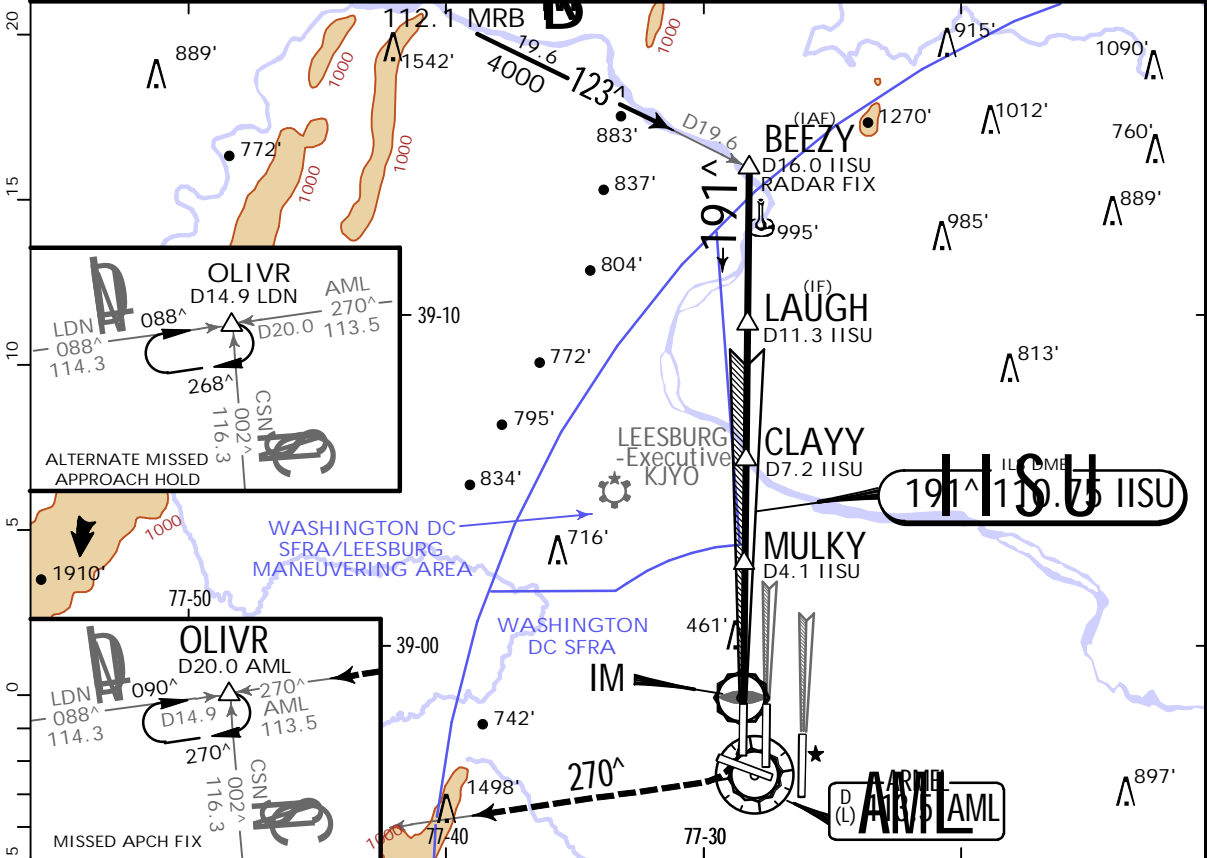
KIAD/IAD

WASHINGTON DULLES INTL

JEPPESSEN WASHINGTON, DC (VA)

9 JUL 21 (21-7A) ILS Rwy 19R CAT II & III

BRIEFING STRIP™	D-ATIS	POTOMAC Approach (R)				DULLES Tower			Ground		
	134.85	331°-090°	091°-240°	241°-330°	126.1	128.525	120.45	Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	West
LOC IISU	Final Apch Crs	MULKY	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev				
110.75	191^	1700' (1422')	NA	Refer to Minimums		RA 103' DA(H) 378'(100')	313' TDZE 278'				
MISSED APCH: Climb to 800' then climbing RIGHT turn to 5000' outbound via AML VOR R-270 to OLIVR INT/D20.0 AML and hold. Continue climb-in-hold to 5000'.											
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'				
1. Special Aircrew and Aircraft Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized with ILS or DME Rwy 19C, ILS Rwy 19C CAT II & III, Rwy 19L. 4. VGSI and ILS glidepath not coincident.											
MSA AML VOR											



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	800'	5000'	AML 113.5	OLIVR
GS	3.00^	372	478	531	637	743		849	↑	via RT	

STRAIGHT-IN LANDING RWY 19R											
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 103' DA(H) 378'(100')								
NA	RVR 6	RVR 7	RVR 12								

KIAD/IAD

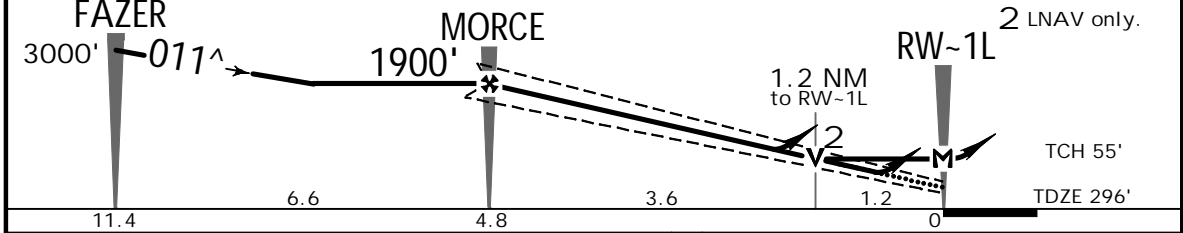
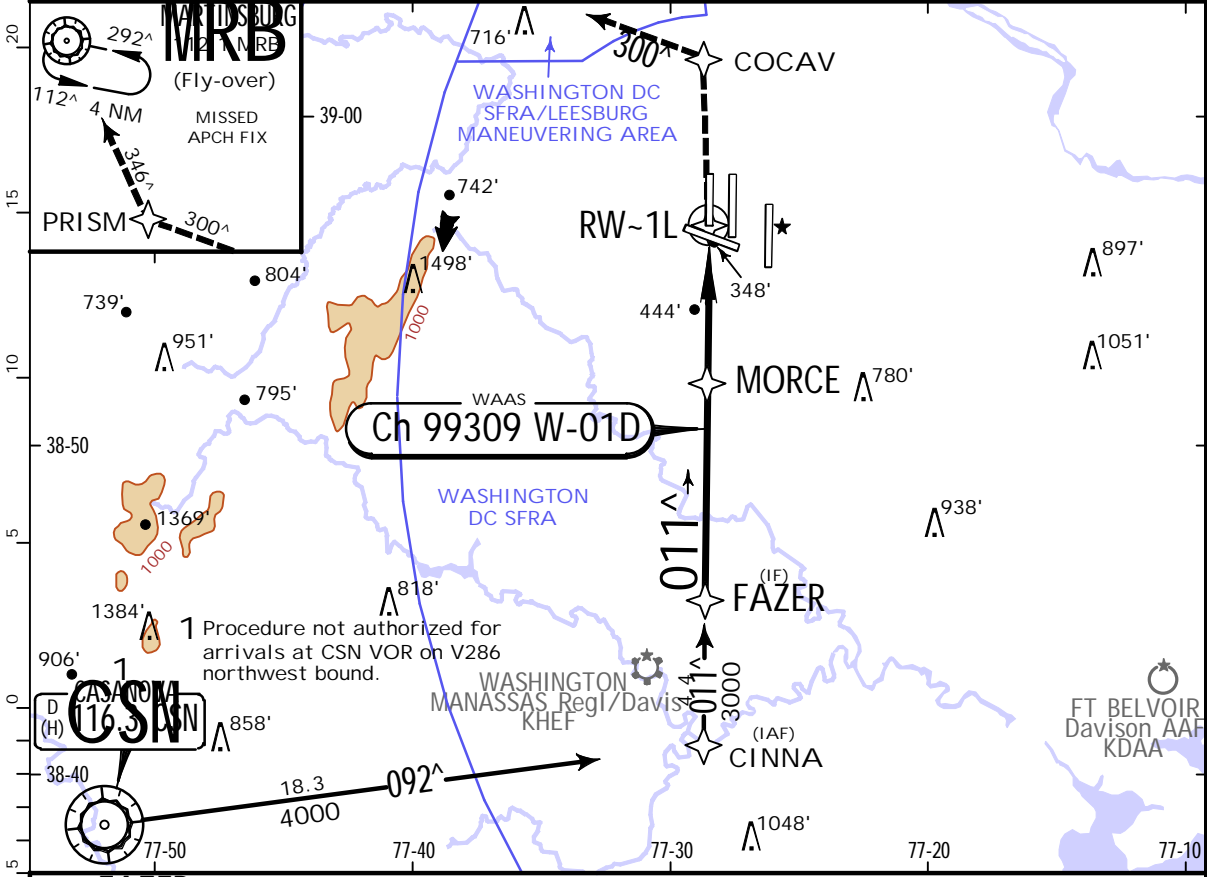


WASHINGTON, DC (VA)
RNAV (GPS) Rwy 1L

WASHINGTON DULLES INTL

9 JUL 21 (22-1)

BRIEFING STRIP	D-ATIS	POTOMAC Approach (R)				DULLES Tower			Ground	
	134.85	331°-090°	091°-240°	241°-330°	Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	West	East	
	126.1	128.525	120.45	134.425	120.25	120.1	121.625	121.9		
WAAS Ch 99309 W-01D	Final Apch Crs 011°	MORCE 1900' (1604')	LPV DA(H) 496' (200')	Apt Elev 313' TDZE 296'		<p>3400</p> <p>MSA RW-1L</p>				
MISSED APCH: Climb to 4000' direct COCAV and on 300° track to PRISM and on 346° track to MRB VOR and hold.										
RNP Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	4000'	D	COCAV
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RW-1L										

STRAIGHT-IN LANDING RWY 1L						CIRCLE-TO-LAND			
LPV DA(H) 496' (200')		LNAV/VNAV DA(H) 828' (532')			LNAV MDA(H) 740' (444')				
FULL	TDZ/CL out	ALS out	ALS out		ALS out		Max Kts	MDA(H)	
A	1				RVR 24 or 1/2	RVR 50 or 1	90	940'(627') -1	
B	RVR 18	RVR 24	RVR 40	RVR 60 or 1/4	1 3/4	RVR 40 or 3/4	RVR 60 or 1/4	120	940'(627') -1 3/4
C	or 1/2	or 1/2	or 3/4			RVR 50 or 1	1 1/2	140	
D									1060'(747') -2 1/2

TERPS ORIG-D 17 AUG 2017
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KIAD/IAD

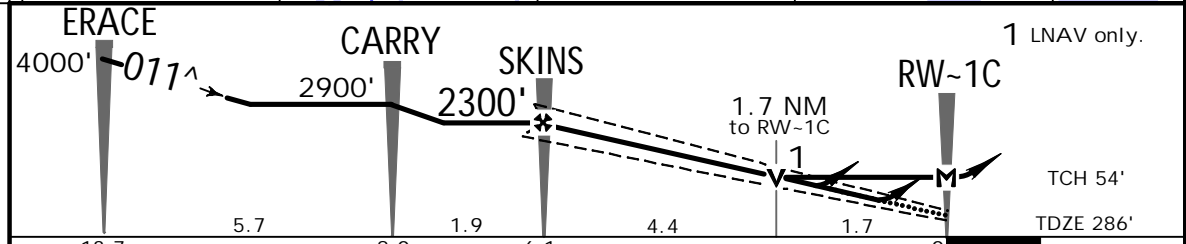
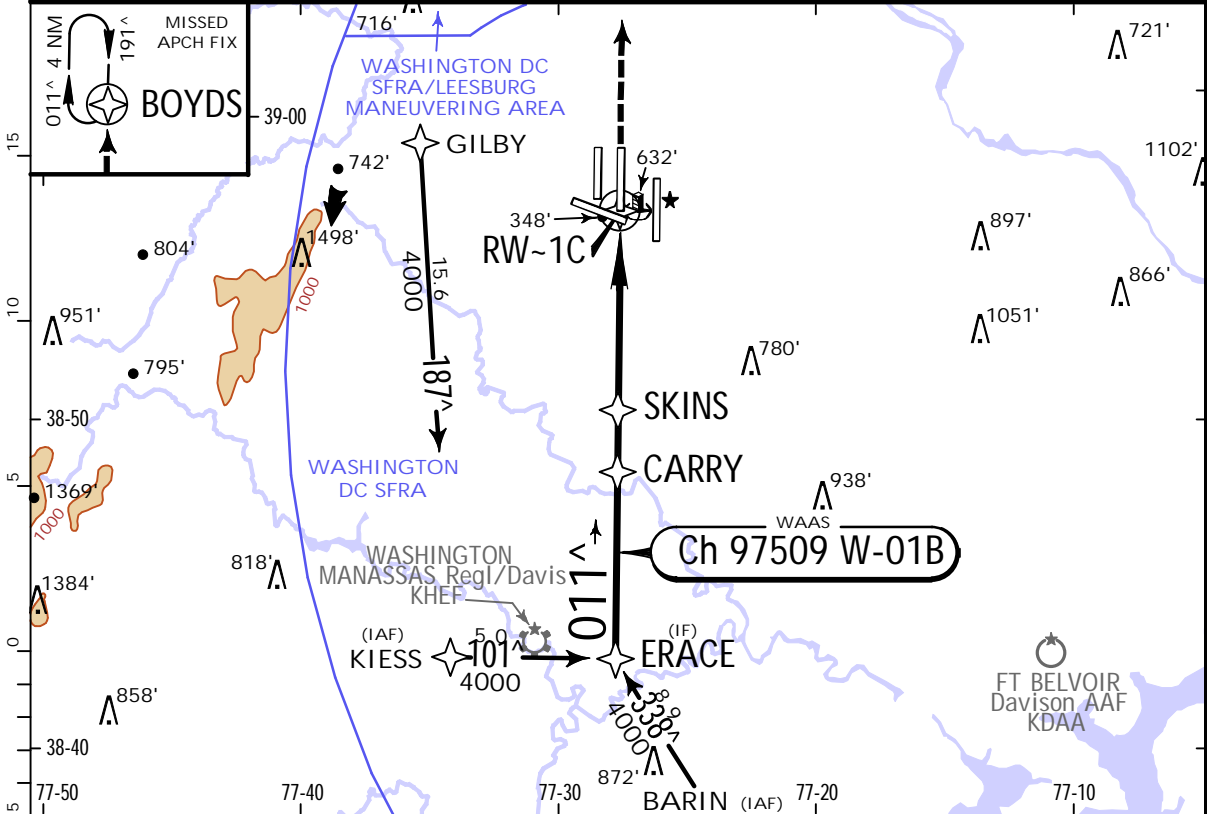


WASHINGTON, DC (VA)
RNAV (GPS) Y Rwy 1C

WASHINGTON DULLES INTL

9 JUL 21 (22-2)

BRIEFING STRIP	D-ATIS	POTOMAC Approach (R)			DULLES Tower			Ground	
	134.85	331 [^] -090 [^]	091 [^] -240 [^]	241 [^] -330 [^]	Rwy 1C/19C	Rwy 1R/19L	Rwys 1L/19R, 12/30	West	East
		126.1	128.525	120.45	120.25	120.1	134.425	121.625	121.9
	WAAS Ch 97509 W-01B	Final Apch Crs 011 [^]	SKINS 2300' (2014')		LPV DA(H) 486' (200')	Apt Elev 313' TDZE 286'			
MISSED APCH: Climb to 3000' direct BOYDS and hold.									
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 48°C. 2. Simultaneous approach authorized with ILS or LOC DME Rwy 1L, ILS CAT II & III, ILS or LOC Rwy 1R, ILS Rwy 1R CAT II & III. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	MALS R PAPI 3000' ↑	BOYDS
Glide Path Angle	3.00 [^]	372	478	531	637	743		
MAP at RW-1C								

TERPS AMEND ID 17 AUG 2017	STRAIGHT-IN LANDING RWY 1C				CIRCLE-TO-LAND	
	LPV DA(H) 486' (200')		LNAV/VNAV DA(H) 801' (515')		LNAV MDA(H) 900' (614')	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A				RVR 24 or 1/2	RVR 50 or 1	Max Kts 90 120 940'(627') -1
B	1					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4		940'(627') -1 3/4
D				1 1/2	2	1060'(747') -2 1/2

1 RVR 18 with Flight Director or Autopilot or HUD to DA. CHANGES: Apt elev, mims, notes, format. JEPPESEN, 2003, 2021. ALL RIGHTS RESERVED.

KIAD/IAD



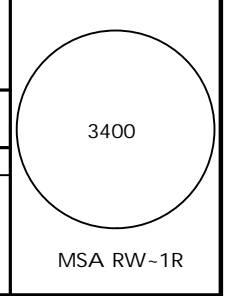
WASHINGTON, DC (VA)
RNAV (GPS) Y Rwy 1R

WASHINGTON DULLES INTL

9 JUL 21 (22-3)

D-ATIS	POTOMAC Approach (R)			DULLES Tower			Ground	
134.85	331°-090°	091°-240°	241°-330°	Rwy 1R/19L	Rwy 1C/19C	Rwys 1L/19R, 12/30	West	East
	126.1	128.525	120.45	120.1	120.25	134.425	121.625	121.9

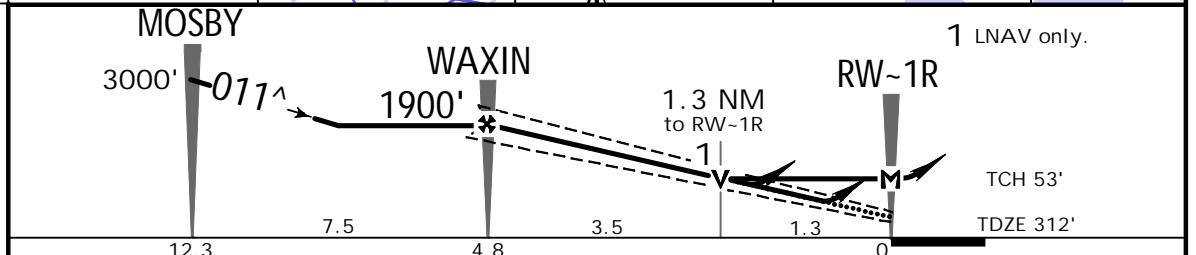
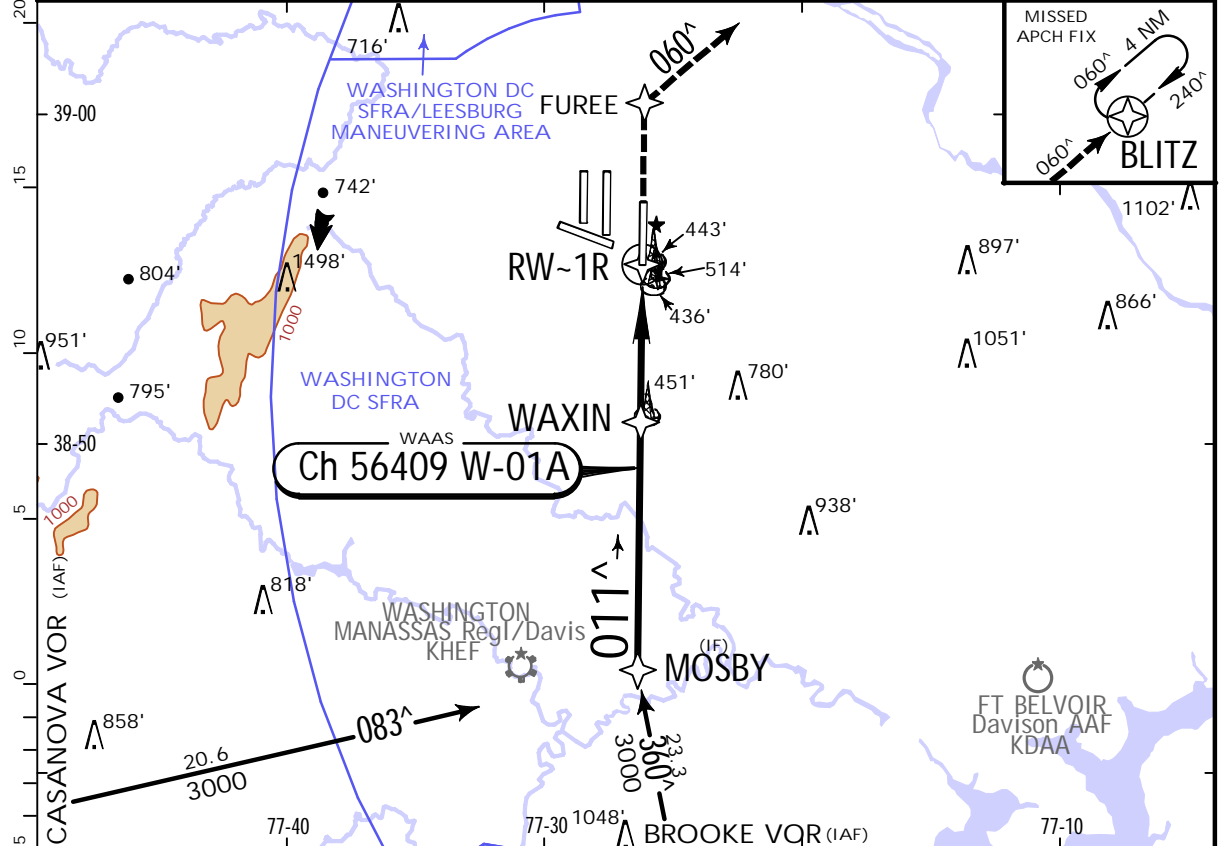
WAAS Ch 56409 W-01A	Final Apch Crs 011°	WAXIN 1900' (1588')	LPV DA(H) 512' (200')	Apt Elev 313' TDZE 312'
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MISSED APCH: Climb to 3000' direct FUREE and on 060° track to BLITZ and hold.

RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 48°C. 2. Simultaneous approach authorized with ILS or LOC DME Rwy 1L, ILS Rwy 1L CAT II & III. 3. LNAV procedure not authorized during simultaneous operations.
4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000'	D → FUREE
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW-1R									

STRAIGHT-IN LANDING RWY1R						CIRCLE-TO-LAND		
LPV			LNAV/VNAV		LNAV		Max Kts	MDA(H)
FULL	TDZ/CL out	ALS out	DA(H)		DA(H)			
	512' (200')	764' (452')	800' (488')					
A							90	940'(627') -1
B	RVR 18	RVR 24	RVR 40	RVR 50 or 1	1 1/2		120	940'(627') -1 3/4
C	or 1/2	or 1/2	or 3/4				140	1060'(747') -2 1/2
D							165	

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

KIAD/IAD

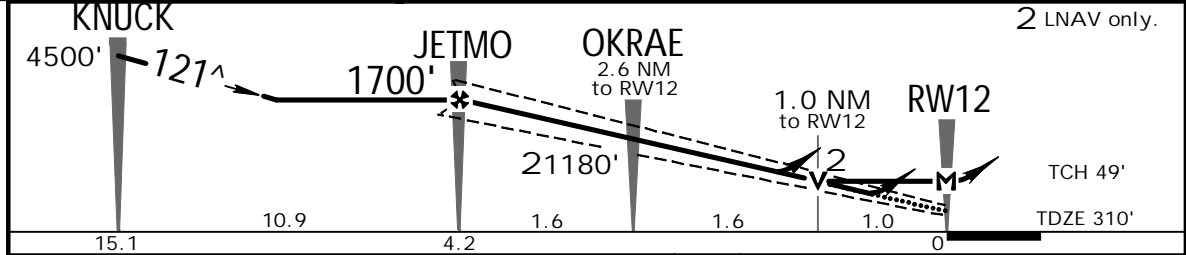
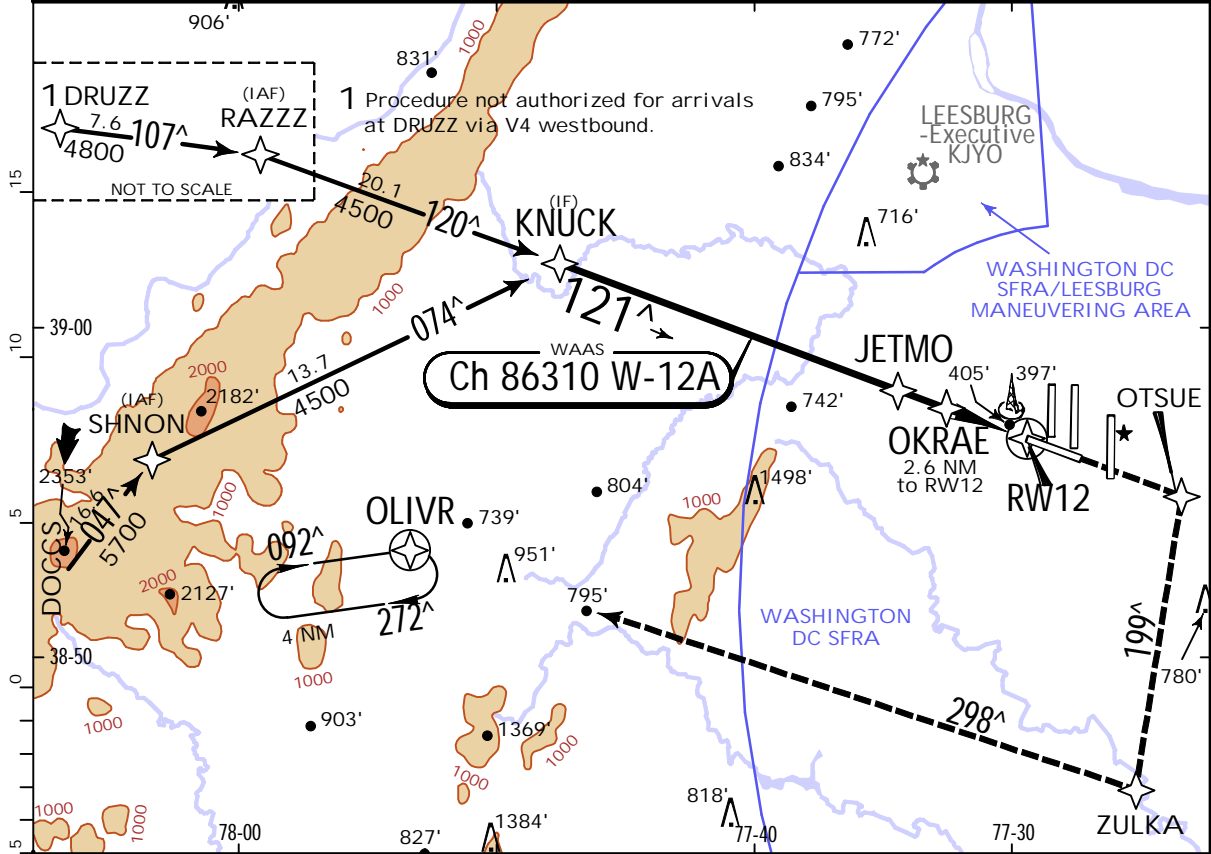


WASHINGTON, DC (VA) RNAV (GPS) Rwy 12

WASHINGTON DULLES INTL

9 JUL 21 (22-4)

D-ATIS 134.85		POTOMAC Approach (R) 331^◀-090^ 091^◀-240^ 241^◀-330^ 126.1 128.525 120.45			DULLES Tower Rwys 1L/19R, 12/30 Rwy 1C/19C Rwy 1R/19L 134.425 120.25 120.1			Ground West East 121.625 121.9	
WAAS Ch 86310 W-12A		Final Apch Crs 121^		JETMO 1700' (1390')		LPV DA(H) 510' (200')		Apt Elev 313' TDZE 310'	
MISSED APCH: Climb to 4000' direct OTSUE and via 199^ track to ZULKA and RIGHT turn via 298^ track to OLIVR and hold.								<p>3400</p> <p>MSA RW12</p>	
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C or above 48^C. 2. VGSI and RNAV glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4000'		OTSUE
Glide Path Angle	3.00^	372	478	531	637	849				
MAP at RW12										

TERPS AMEND ID	STRAIGHT-IN LANDING RWY12						CIRCLE-TO-LAND	
	LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
	FULL	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out		
A	DA(H) 510' (200')		DA(H) 737' (427')		MDA(H) 680' (370')		90	940'(627') -1
B	1							
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	120	940'(627') -1 3/4
D						RVR 50 or 1	140	1060'(747') -2 1/2

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

KIAD/IAD



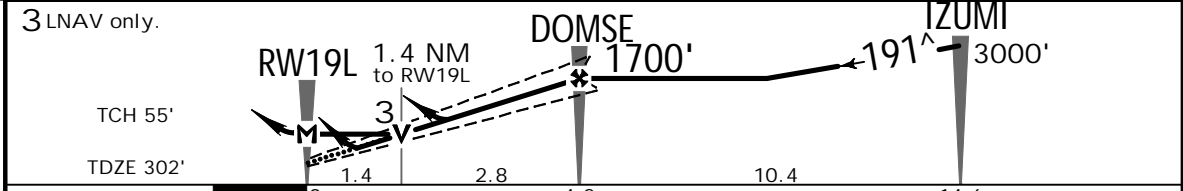
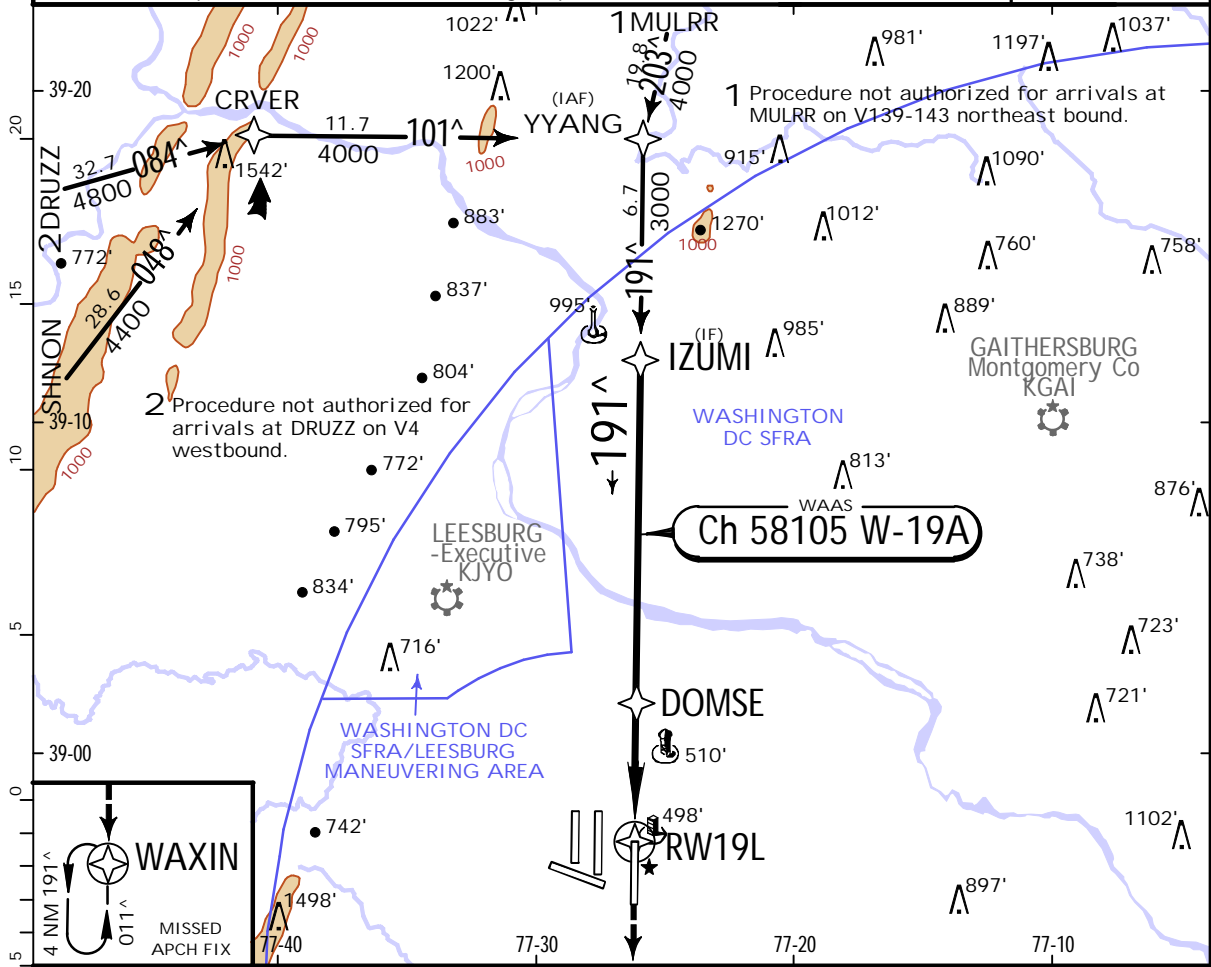
WASHINGTON, DC (VA)
RNAV (GPS) Y Rwy 19L

WASHINGTON DULLES INTL

9 JUL 21

(22-5)

D-ATIS 134.85	POTOMAC Approach (R) 331^-.090^ 091^-.240^ 241^-.330^			Rwy 1R/19L 120.1	DULLES Tower Rwy 1C/19C 120.25	Rwys 1L/19R, 12/30 134.425	Ground West East 121.625 121.9		
WAAS Ch 58105 W-19A	Final Apch Crs 191^	DOMSE 1700' (1398')		LPV DA(H) 502' (200')	Apt Elev 313' TDZE 302'		<p>3400</p> <p>MSA RW19L</p>		
<p>MISSED APCH: Climb to 2000' direct WAXIN and hold.</p> <p>RNP Apch Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 48°C. 2. Simultaneous approach authorized with ILS or LOC DME Rwy 19R, ILS Rwy Rwy 19R CAT II & III. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSi and RNAV glidepath not coincident.</p>									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	2000'	D	WAXIN
Glide Path Angle	3.00^	372	478	531	637	743				
MAP at RW19L										

STRAIGHT-IN LANDING RWY 19L						CIRCLE-TO-LAND			
LPV DA(H) 502' (200')		LNAV/VNAV DA(H) 829' (527')		LNAV MDA(H) 820' (518')		Max Kts. MDA(H)			
ALS out		ALS out		ALS out		90	940' (627') - 1		
A	1					120			
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	RVR 24 or 1/2	RVR 50 or 1			
C					RVR 50 or 1	1 1/2	940' (627') - 1 3/4		
D					RVR 60 or 1 1/4	1 3/4	1060' (747') - 2 1/2		
1 RVR 18 with Flight Director or Autopilot or HUD to DA.									

KIAD/IAD

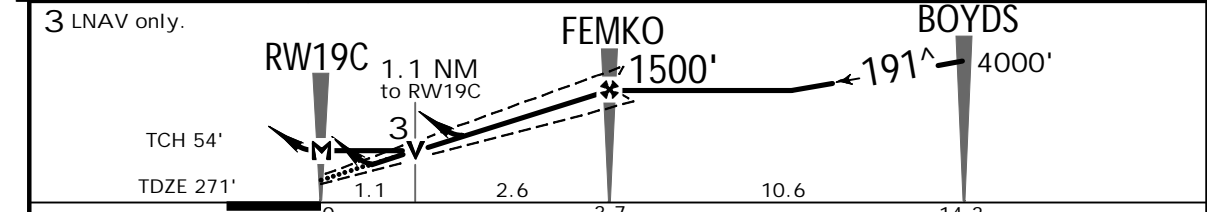
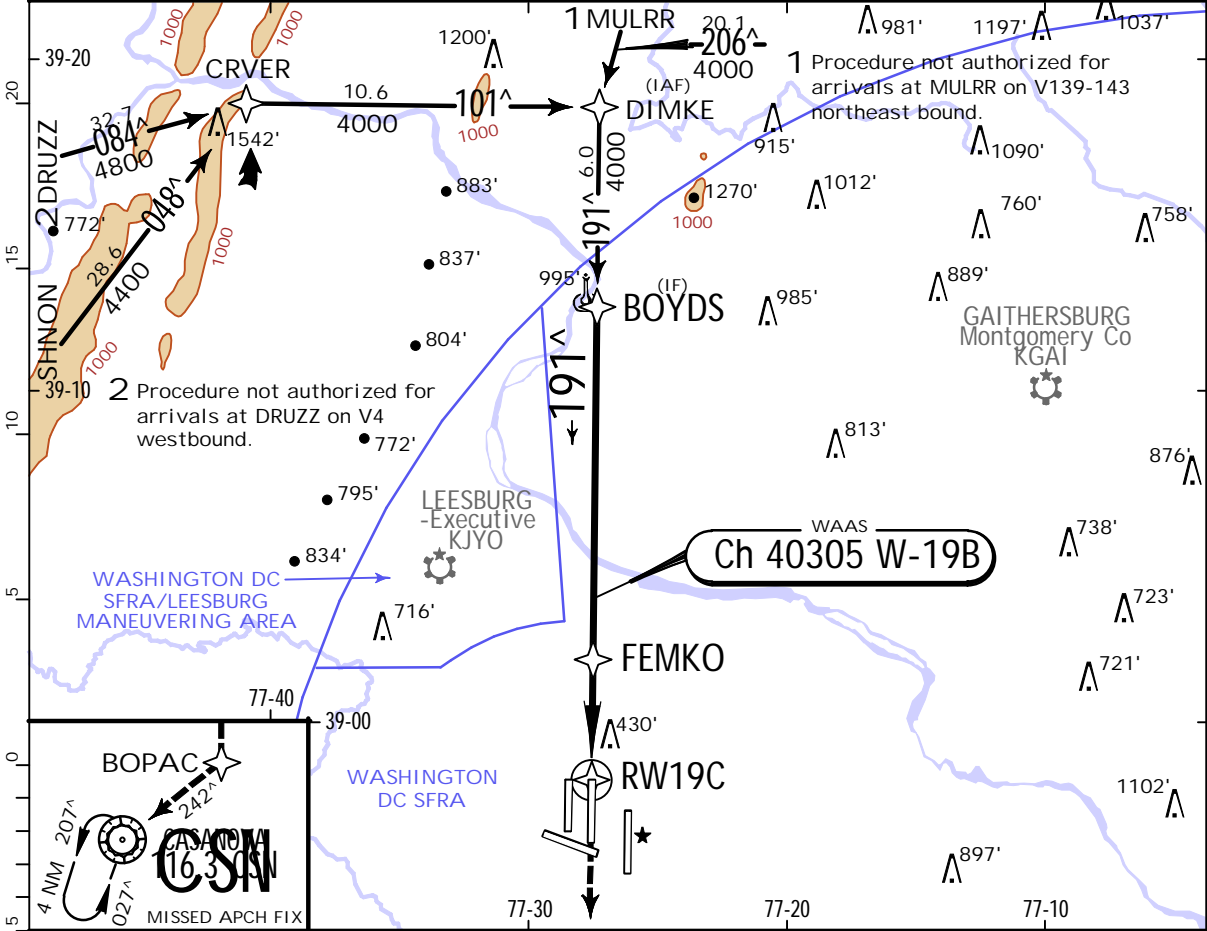


WASHINGTON, DC (VA)
RNAV (GPS) Y Rwy 19C

WASHINGTON DULLES INTL

9 JUL 21 (22-6)

BRIEFING STRIP™	D-ATIS	POTOMAC Approach (R)			DULLES Tower			Ground	
	134.85	331^-.090^	091^-.240^	241^-.330^	Rwy 1C/19C	Rwy 1R/19L	Rwys 1L/19R, 12/30	West	East
	126.1	128.525	120.45	120.25	120.1	134.425	121.625	121.9	
WAAS Ch 40305 W-19B	Final Apch Crs 191^	FEMKO 1500' (1229')		LPV DA(H) 471' (200')	Apt Elev 313' TDZE 271'		<p>3400 MSA RW19C</p>		
MISSED APCH: Climb to 4000' direct BOPAC and on 242^ track to CSN VOR and hold.									
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C or above 47^C. 2. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L CAT II. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	4000'	D → BOPAC
Glide Path Angle	3.00^	372	478	531	637	743			
MAP at RW19C									

STRAIGHT-IN LANDING RWY 19C						CIRCLE-TO-LAND			
LPV DA(H) 471' (200')		LNAV/VNAV DA(H) 717' (446')			LNAV MDA(H) 700' (429')				
FULL	TDZ/CL out	ALS out		ALS out	ALS out	Max Kts	MDA(H)		
A	1					90	940'(627') -1		
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1/2	120	940'(627') -1 3/4		
C						140	1060'(747') -2 1/2		
D						165			

TERPS AMEND 3E 17 AUG 2017
 1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: Apt elev, TDZE, mims, notes, format. | JEPPesen, 2003, 2021. ALL RIGHTS RESERVED.

KIAD/IAD

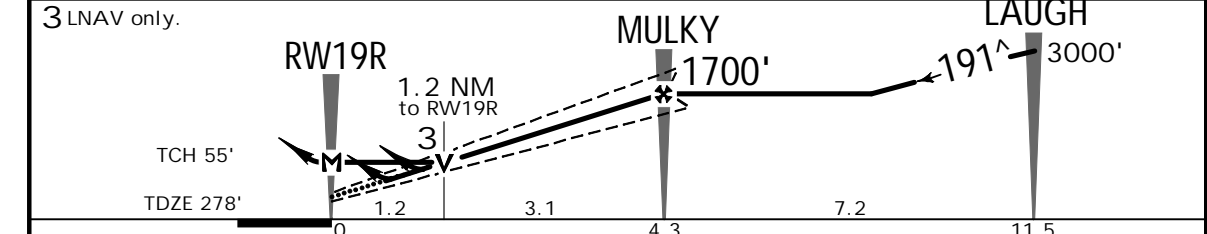
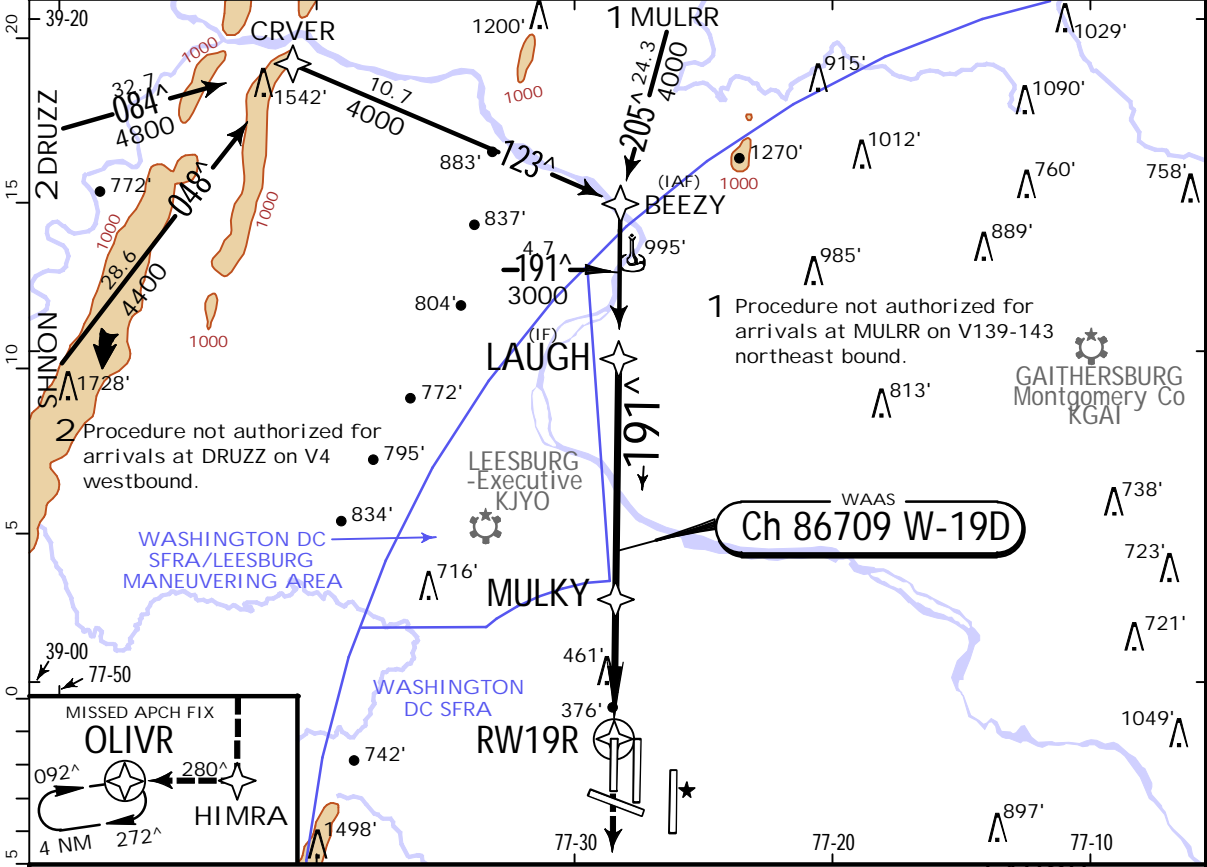


WASHINGTON, DC (VA)
RNAV (GPS) Rwy 19R

WASHINGTON DULLES INTL

9 JUL 21 (22-7)

D-ATIS 134.85	POTOMAC Approach (R) 331°-090° 091°-240° 241°-330°			DULLES Tower Rwys 1L/19R, 12/30 Rwy 1C/19C Rwy 1R/19L			Ground West East	
	126.1	128.525	120.45	134.425	120.25	120.1	121.625	121.9
WAAS Ch 86709 W-19D	Final Apch Crs 191°	MULKY 1700' (1422')	LPV DA(H) 478' (200')	Apt Elev 313' TDZE 278'				
MISSED APCH: Climb to 5000' direct HIMRA and on 280° track to OLIVR and hold, continue climb-in-hold to 5000'. RNP Apch Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 48°C. 2. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L CAT II. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	5000'	HIMRA
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW19R									

STRAIGHT-IN LANDING RWY19R						CIRCLE-TO-LAND	
LPV DA(H) 478' (200')		LNAV/VNAV DA(H) 714' (436')		LNAV MDA(H) 720' (442')		MDA(H)	
FULL	TDZ/CL out	ALS out	ALS out	ALS out	ALS out	Max Kts	
A	1					90	940'(627') -1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	120	940'(627') -1 3/4
C						140	1060'(747') -2 1/2
D						165	

TERPS ORIG-C 17 AUG 2017
1 RVR 18 with Flight Director or Autopilot or HUD to DA.
CHANGES: Comms, apt elev, mims, notes, format. | JEPPesen, 2008, 2021. ALL RIGHTS RESERVED.

KIAD/IAD

WASHINGTON DULLES INTL

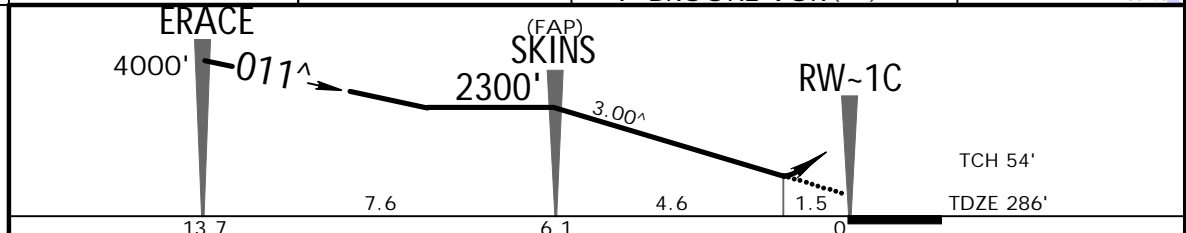
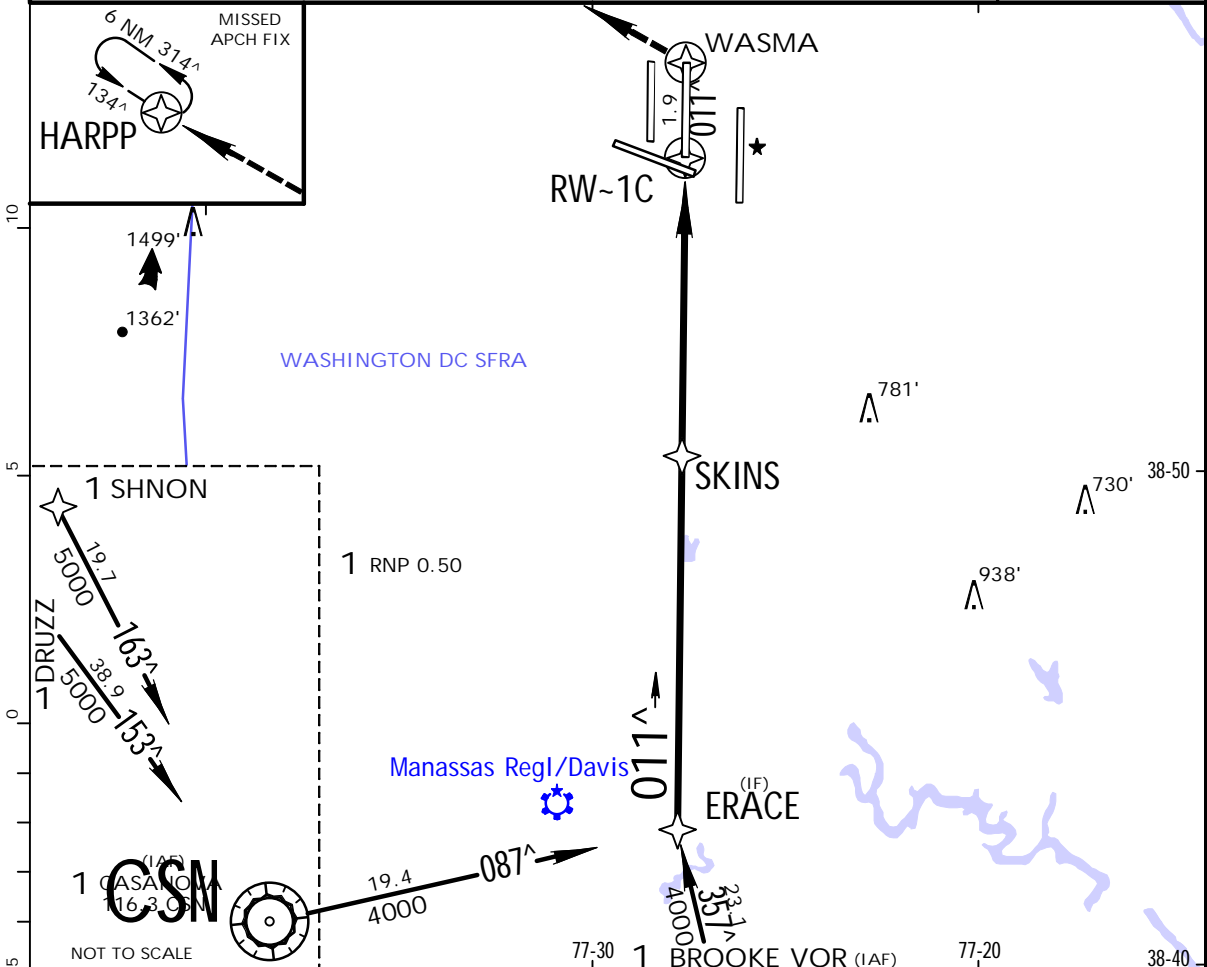
14 AUG 15
Eff. 20 Aug.



22-20

WASHINGTON, DC (VA)
RNAV (RNP) Z Rwy 1C

D-ATIS 134.85	POTOMAC Approach (R)			DULLES Tower			Ground	
	331^~090^	091^~240^	241^~330^	Rwy 1C/19C	Rwys 1R/19L	Rwys 1L/19R, 12/30	West	East
	126.1	128.525	120.45	120.25	120.1	134.425	121.625	121.9
RNAV	Final Apch Crs 011^	Minimum Alt SKINS 2300' (2014')		RNP 0.30 DA(H) 817' (531')	Apt Elev 313' TDZE 286'			
MISSED APCH: Climb to 5000' on track 011^ to WASMA and LEFT turn direct HARPP and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -14^C (6^F) or above 48^C (119^F). 4. Simultaneous approach authorized with ILS or LOC Rwy 1R, ILS Rwy 1R CAT II & III. 5. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160		5000' on 011^ WASMA
Descent Angle	3.00^	372	478	531	637	743		
MAP at DA								

TERPS. STRAIGHT-IN LANDING RWY 1C
RNP 0.30
DA(H) 817' (531')

RAIL or ALS out	
A	
B	
C	1 1/2
D	1 3/4

TERPS AMEND OG 26 JUN 2014

KIAD/IAD

WASHINGTON DULLES INTL

14 AUG 15
Eff. 20.Aug. 22-21

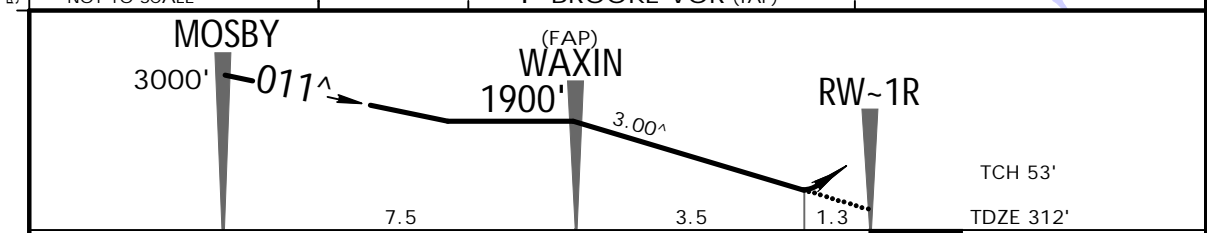
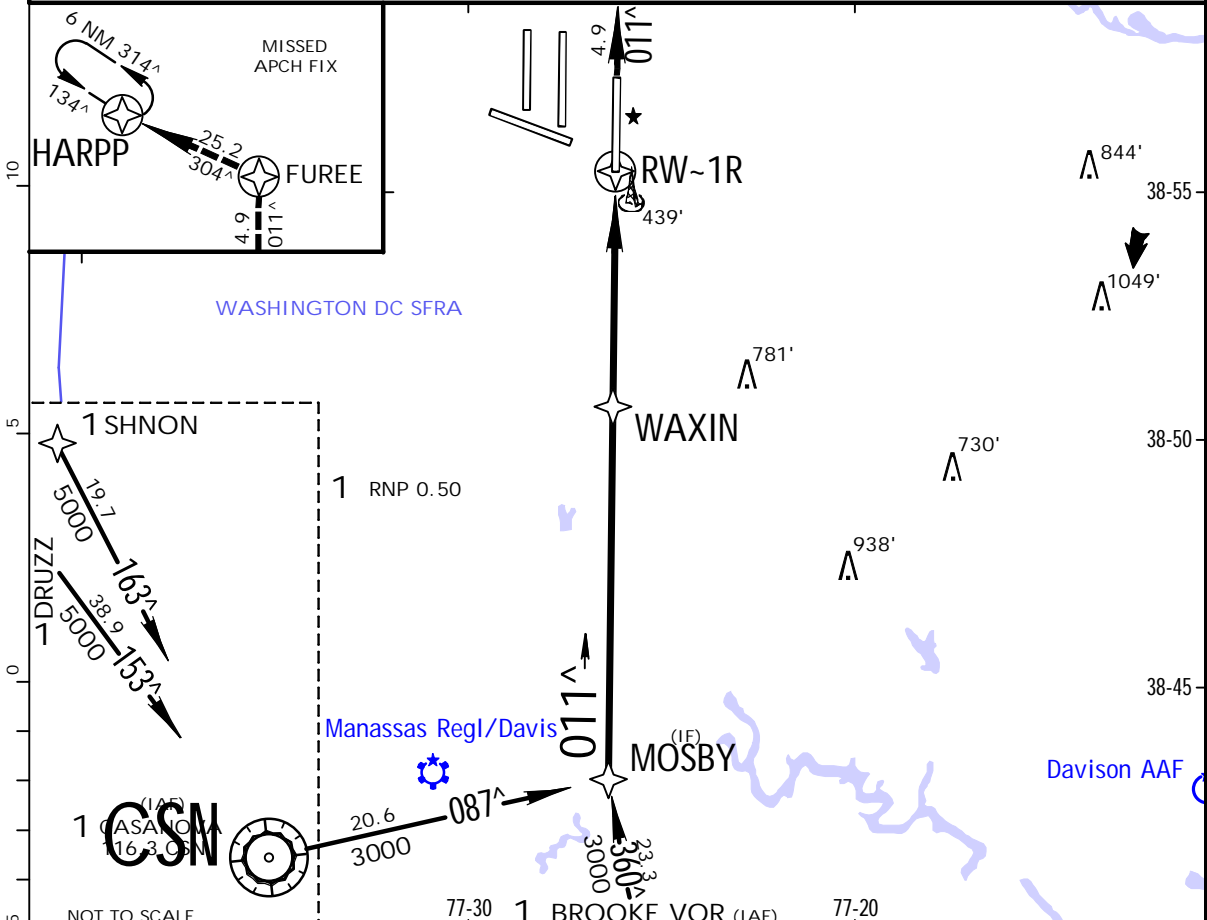
WASHINGTON, DC (VA)
RNAV (RNP) Z Rwy 1R

D-ATIS 134.85	POTOMAC Approach (R) 331^◀-090^ 091^◀-240^ 241^◀-330^			Rwy 1R/19L 120.1	Rwy 1C/19C 120.25	Rwys 1L/19R, 12/30 134.425	Ground West 121.625	Ground East 121.9
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RNAV	Final Apch Crs 011^	Minimum Alt WAXIN 1900' (1588')	RNP 0.30 DA(H) 819' (507')	Apt Elev 313' TDZE 312'	3400' MSA RW-1R
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MISSED APCH: Climb to 5000' via track 011^ to FUREE and LEFT turn direct HARPP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (6°F) or above 48°C (118°F). 4. Simultaneous approach authorized with ILS or LOC DME Rwy 1L, ILS Rwy 1L CAT II & III. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	5000' via 011^	FUREE
Descent Angle	3.00^	372	478	531	637	743			
MAP at DA									

STRAIGHT-IN LANDING RWY1R
 RNP 0.30
 DA(H) 819' (507')
 ALS out

A		
B		
C	RVR 60 or 1/4	1 3/4
D		

KIAD/IAD



WASHINGTON, DC (VA)
RNAV (RNP) Z Rwy 19C

WASHINGTON DULLES INTL

2 OCT 20

22-23

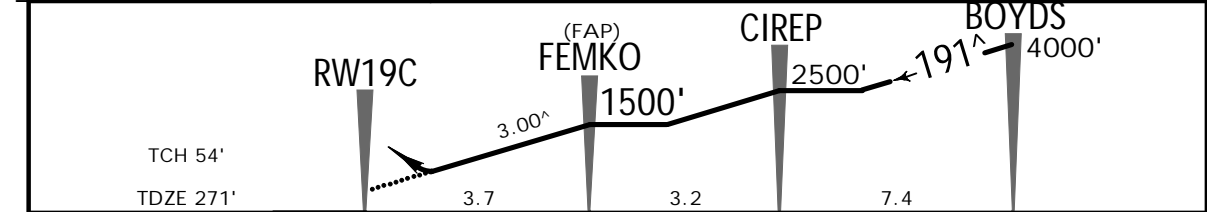
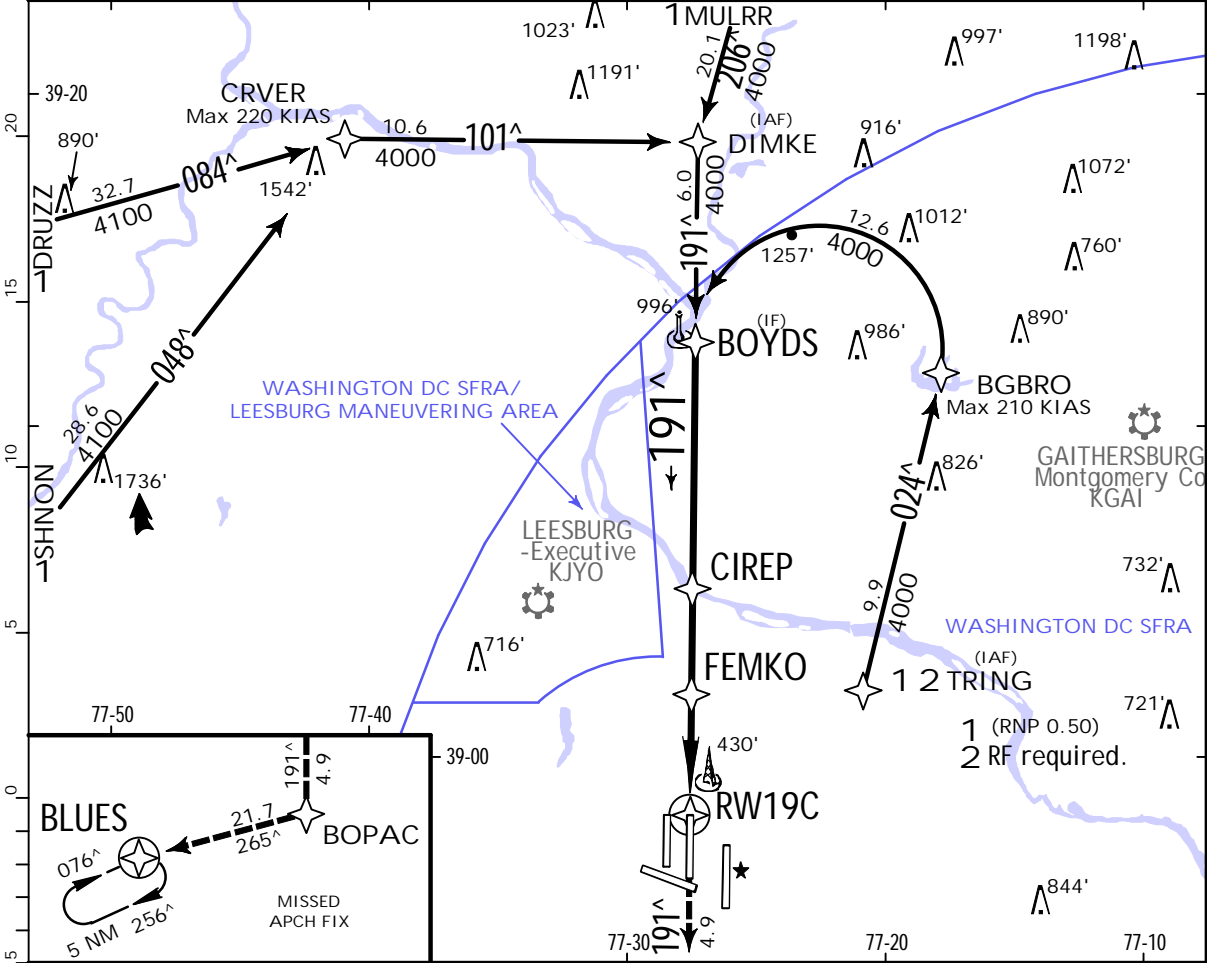
D-ATIS 134.85	POTOMAC Approach (R)			Rwy 1C/19C 120.25	DULLES Tower Rwy 1R/19L 120.1	Rwys 1L/19R, 12/30 134.425	Ground	
	331°-090°	091°-240°	241°-330°				West 121.625	East 121.9

RNAV	Final Apch Crs 191^	FEMKO 1500' (1229')	RNP 0.30 DA(H) 740' (469')	Apt Elev 312' TDZE 271'	3400 MSA RW19C
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MISSED APCH: Climb to 4000' via track 191^ to BOPAC and via track 265^ to BLUES and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

- AUTHORIZATION REQUIRED.
- GPS required.
- For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (6°F) or above 47°C (117°F).
- Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L CAT II.
- Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.
- VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000' ↑ via 191^	BOPAC
Glide Path Angle	3.00^	372	478	531	637	743			
MAP at DA									

STRAIGHT-IN LANDING RWY19C
RNP 0.30
DA(H) 740' (469')

ALS out	
A	
B	
C	RVR 60 or 1/4
D	1/4

KIAD/IAD

WASHINGTON DULLES INTL

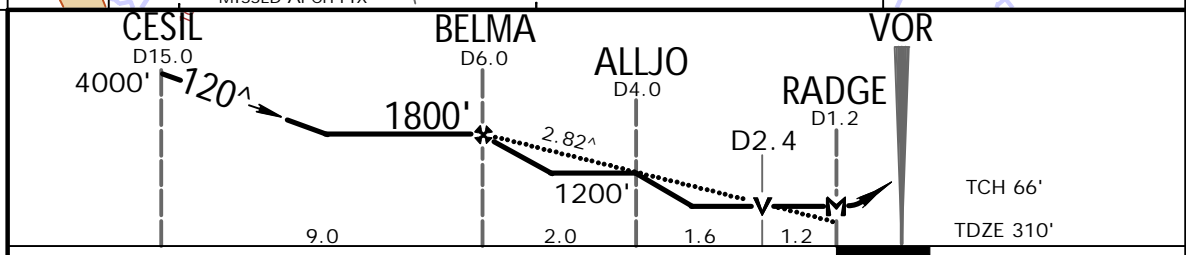
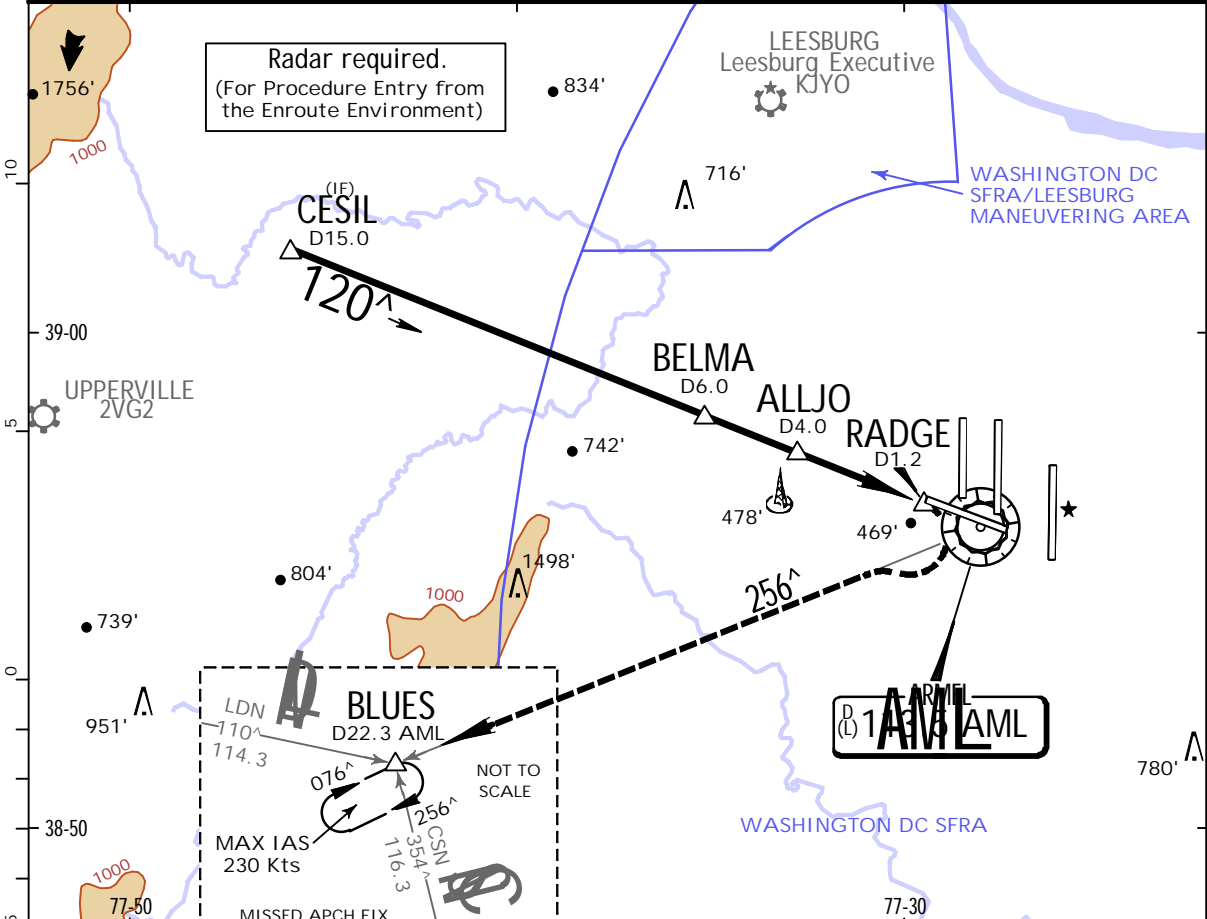
9 JUL 21

(23-1)



WASHINGTON, DC (VA)
VOR DME Rwy 12

BRIEFING STRIP	D-ATIS	POTOMAC Approach (R)			DULLES Tower			Ground	
	134.85	331°-090°	091°-240°	241°-330°	Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	West	East
		126.1	128.525	120.45	134.425	120.25	120.1	121.625	121.9
	VOR AML 113.5	Final Apch Crs 120°	BELMA 1800' (1490')	MDA(H) 740' (430')	Apt Elev 313'		TDZE 310'		
MISSED APCH: Climbing RIGHT turn to 4000' outbound on AML								MSA AML VOR	
VOR R-256 to BLUES INT/D22.3 AML and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	AML on R-256	BLUES
Descent Angle	2.82°	349	449	499	599	698				
MAP at RADGE										

TERPS	STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
	MDA(H) 740' (430')				MDA(H)	
	RAIL out		ALS out		Max Kts	
	A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	940' (627') -1
	B				120	
C				140	940' (627') -1 3/4	
D	RVR 40 or 3/4	RVR 50 or 1	1 1/4	165	1060' (747') -2 1/2	

TERPS AMEND 9D 7 JAN 2016

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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WASHINGTON, DC (WASHINGTON DULLES INTL - KIAD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KIAD

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.