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Trip Kit Index

Airport Information For KDCA

Terminal Charts For KDCA

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Washington DC USA
IATA Code: DCA
Lat/Long: N38° 51.1' W077° 02.3'
Elevation: 15 ft

Airport Use: Public
Magnetic Variation: 10.8°W
Sectional Chart: Washington

Fuel Types: Jet A
Oxygen Types: Low Pressure
Repair Types: Minor Airframe, Minor Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1144 Z
Sunset: 2258 Z,

Runway Information

Runway: 01
Length x Width: 6869 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 04
Length x Width: 4911 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, REIL

Runway: 15
Length x Width: 5204 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge, REIL

Runway: 19
Length x Width: 6869 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline

Runway: 22
Length x Width: 4911 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, REIL

Runway: 33
Length x Width: 5204 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, REIL

Communication Information

ATIS 132.65
AWOS 128.8
Washington Tower 119.1
Washington Ground Control 121.7
Washington Clearance Delivery 128.25
Washington Pre-Taxi Clearance 128.25 Pre-Departure Clearance
Potomac Approach Control 128.35 Between 19000 ft and 3000 ft
Potomac Approach Control 124.7 Initial Contact
Potomac Approach Control 124.2 (46°-135°)
Potomac Approach Control 119.85 (226°-315°)
Potomac Approach Control 118.3
Potomac App TCA 124.2 (46°-135°)
Potomac App TCA 119.85 (226°-315°)
Potomac Departure Control 126.55 Between 19000 ft and 10000 ft
Potomac Departure Control 125.65
Potomac Departure Control 121.05 Between 23000 ft and 10000 ft
Potomac Departure Control 118.95 At or below 9500 ft
Ronald Reagan Washington Unicom 122.95
Washington Helicopter frequency 134.35

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

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

1 CLASS B FLIGHT PROCEDURES

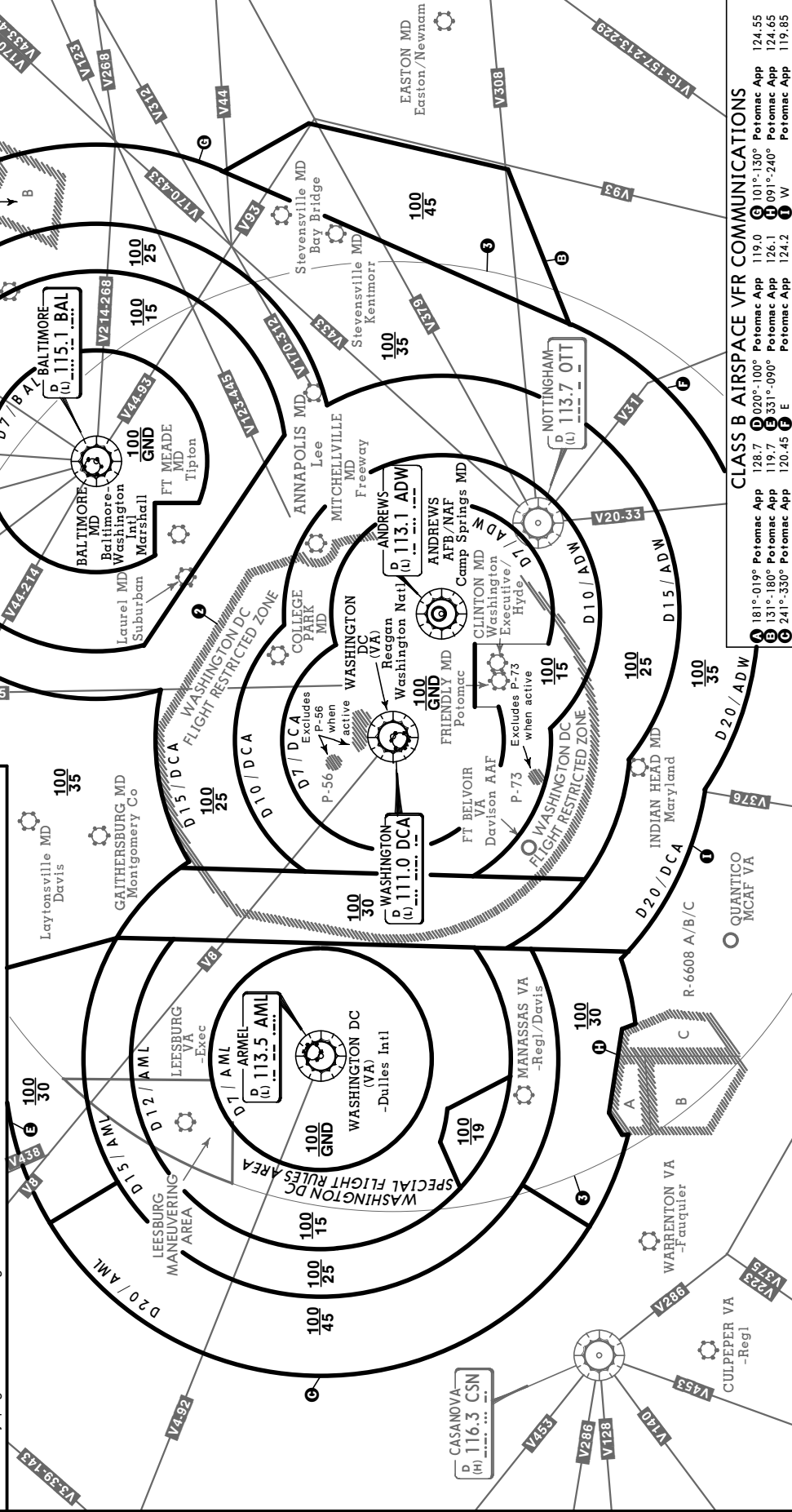
IFR Flights-Aircraft operating within the Washington Tri-Area Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

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

2 DC FRZ and 3 DC SPECIAL FLIGHT RULES AREA PROCEDURES

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



CLASS B AIRSPACE VFR COMMUNICATIONS

A	181°-019° Potomac App	128.7	D 020°-100° Potomac App	119.0	G 101°-130° Potomac App	124.55
B	131°-180° Potomac App	119.7	E 331°-090° Potomac App	126.1	F 091°-240° Potomac App	124.65
C	241°-330° Potomac App	120.45	F 331°-090° Potomac App	126.1	G 101°-130° Potomac App	124.55

ADVISORY

Washington D.C. SFRA Special Flight Rules Area

WARNING

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

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

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

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

DEFINITIONS

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

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

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

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

ADVISORY**FAILURE TO COMPLY**

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

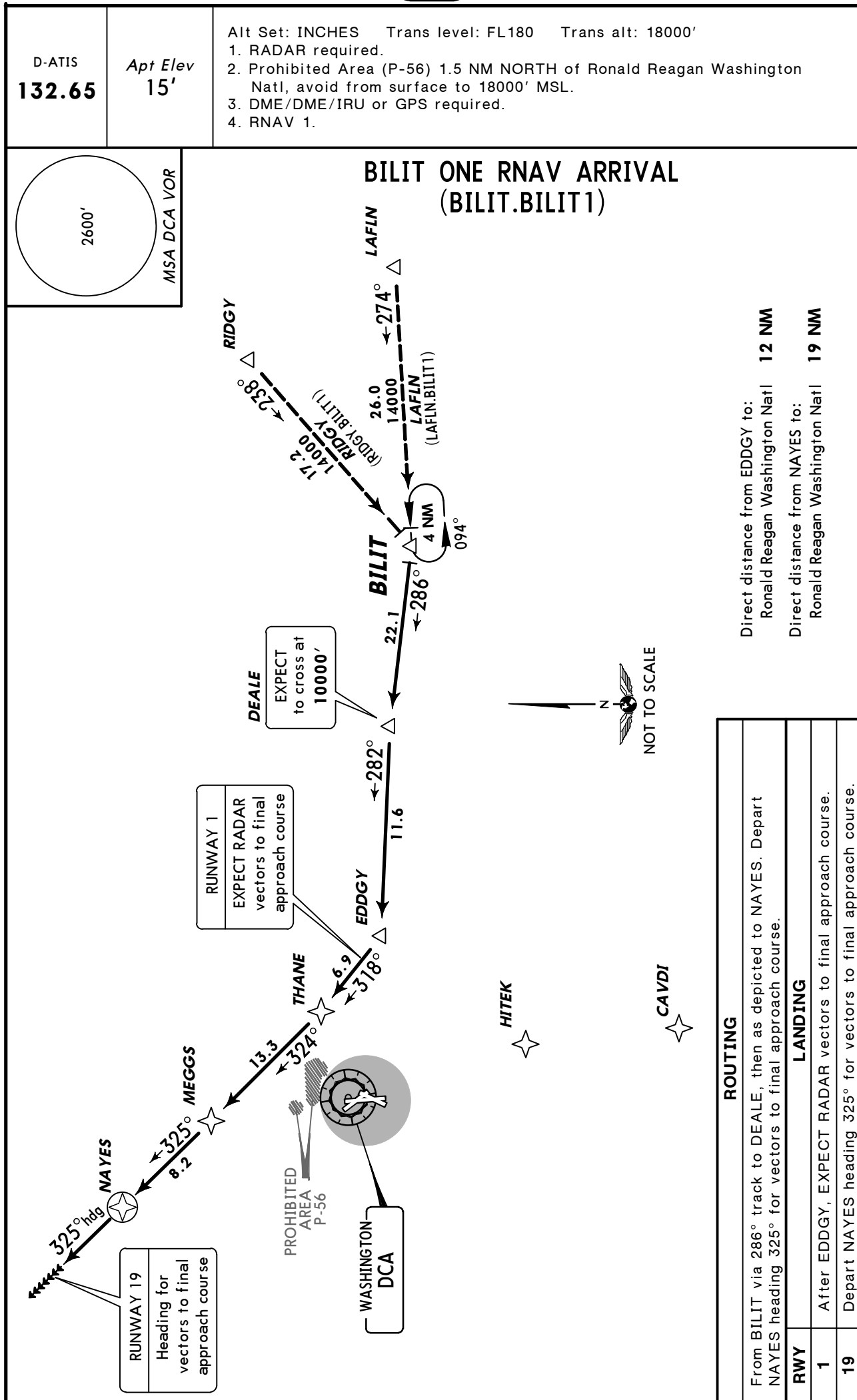
- (a) Except as provided in paragraphs (b) and (c) of this section, or unless authorized by Air Traffic Control, no pilot may operate an aircraft, including an ultralight vehicle or any civil aircraft or public aircraft, in the DC SFRA, including the DC FRZ, unless-
 - (1) The aircraft is equipped with 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.

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

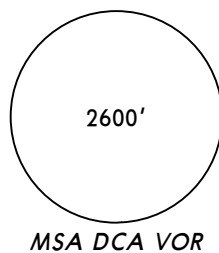
Direct any questions about the DC SFRA/FRZ or JYO Maneuvering Area to the FAA Representative at the National Capitol Region Coordination Center (NCRCC), telephone 866-598-9522. Information about waiver applications and TSA security authorization is at http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers.shtm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



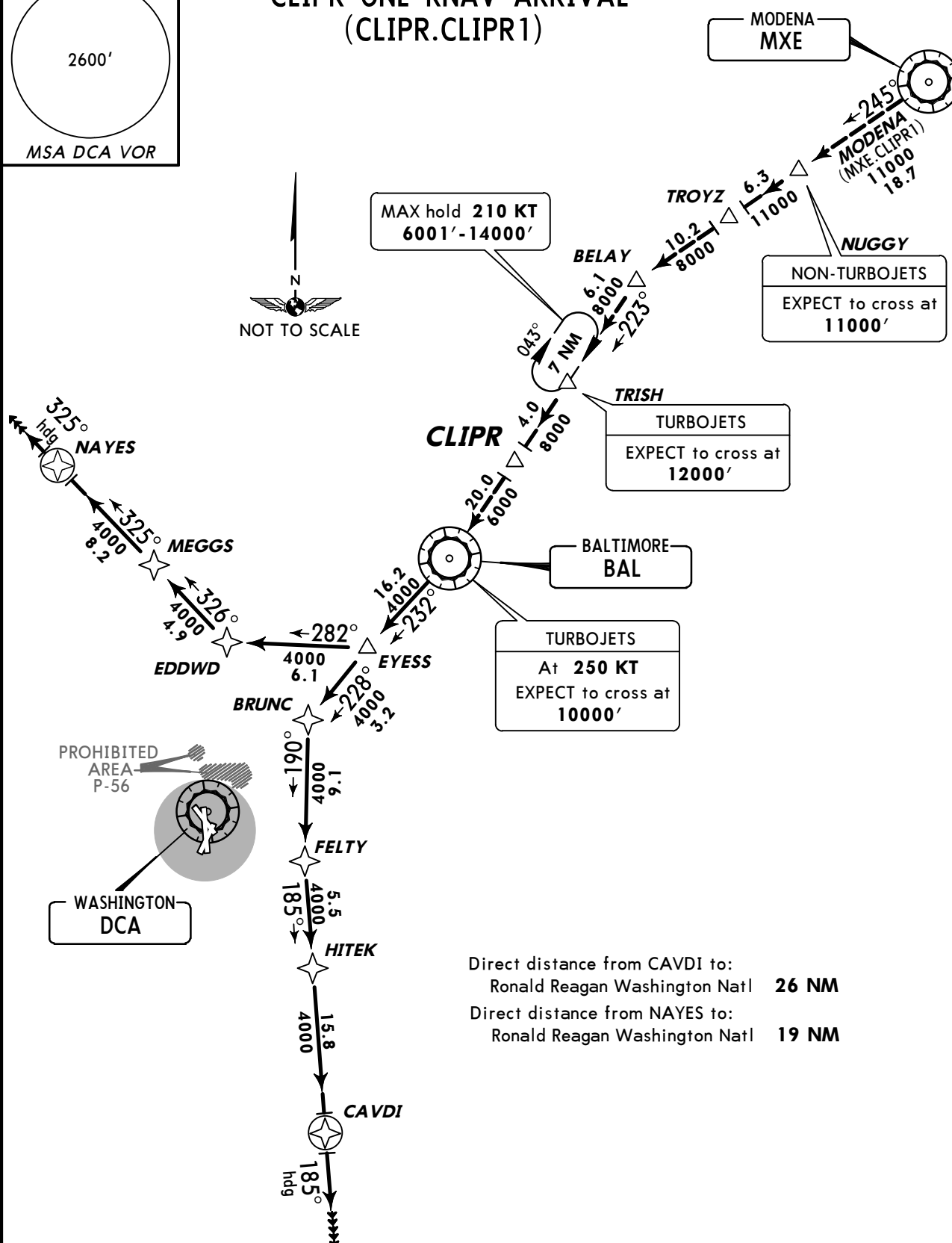
D-ATIS
132.65

Apt Elev
15'

- Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required.
 2. Prohibited Area (P-56) 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid from surface to 18000' MSL.
 3. DME/DME/IRU or GPS required.
 4. RNAV 1.



CLIPR ONE RNAV ARRIVAL (CLIPR.CLIPR1)



RWY

ROUTING

1

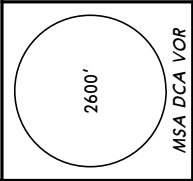
From over EYESS via 228° track to BRUNC, then as depicted to CAVDI. Depart CAVDI heading 185° for vectors to final approach course.

19

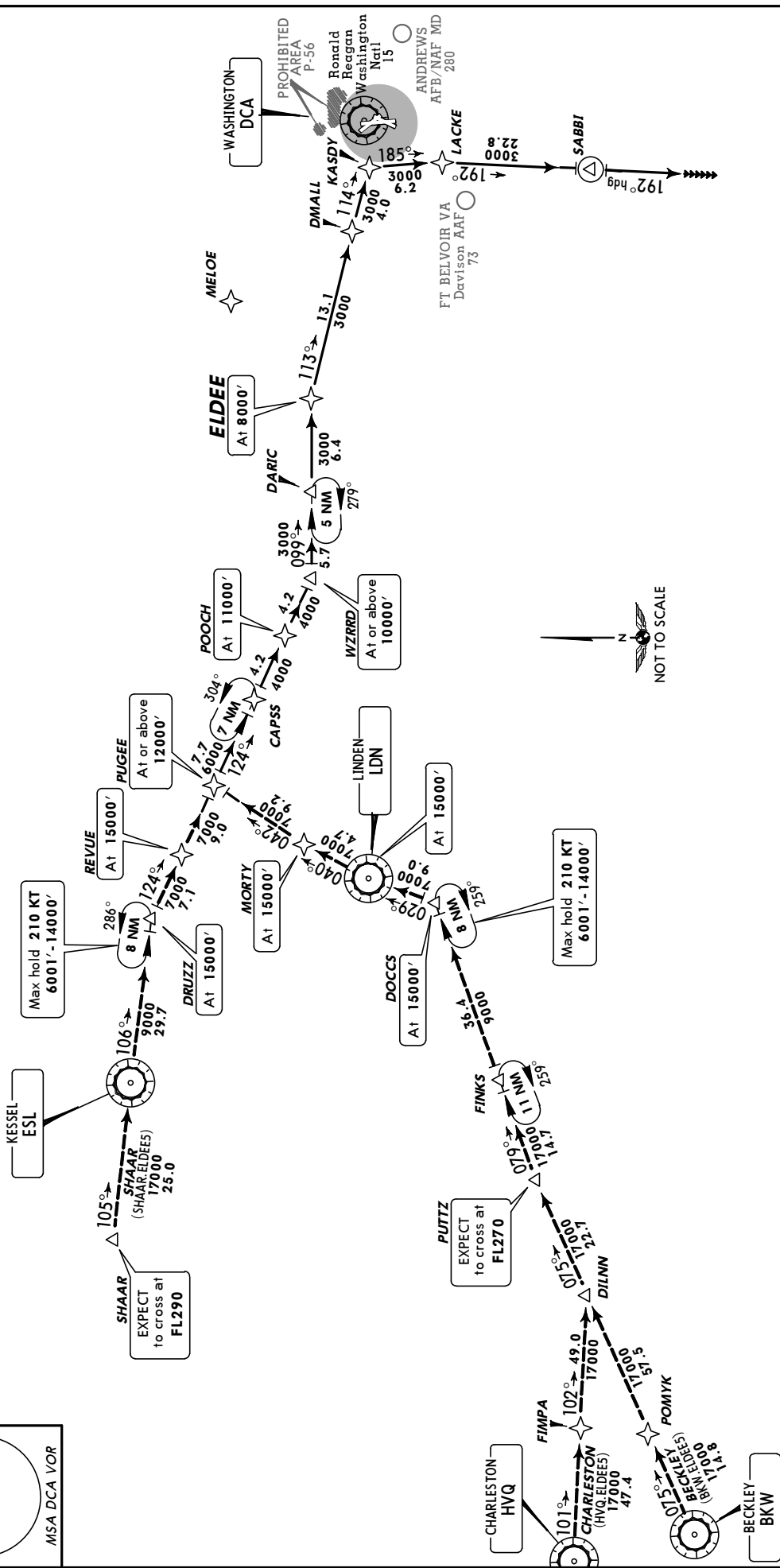
From over EYESS via 282° track to EDDWD, then as depicted to NAYES. Depart NAYES heading 325° for vectors to final approach course.

RONALD REAGAN WASHINGTON NATL D-ATIS 132.65	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180	Trans alt: 18000'
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1. RADAR required.
2. Prohibited Area (P-56) 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid from surface to 18000' MSL.
3. DME/DME/IRU or GPS required.
4. RNAV 1.
5. Also serves 1



ELDEE FIVE RNAV ARRIVAL
(ELDEE.ELDEES)



Direct distance from SABBI to:
Ronald Reagan Washington Natl 29 NM
Direct distance from SABBI to:
1 AIRPORT SERVED
Davison AAF 20 NM

ROUTING
From over PUGEE on track 124° to CAPSS, then on track 124° to POOCH, then on track 124° to WZRRD, then on track 099° to DARIC, then on track 099° to ELDEE, then on track 113° to DMALL, then on track 114° to KASDY, then on track 185° to LACKE, then on track 192° to SABBI. Depart SABBI heading 192° for vectors to final approach course.

CHANGES: Procedure renumbered, crossing restrictions at DOCCS and DRUZZ.

D-ATIS

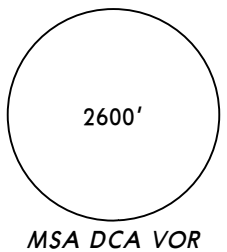
132.65

Apt Elev

See graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. Aircraft landing Ronald Reagan Washington Natl use Ronald Reagan Washington Natl ATIS to determine direction of landing prior to IRONS.
2. Prohibited Area (P-56) 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid from surface to 18000' MSL.



IRONS FOUR ARRIVAL (IRONS.IRONS4)



FLAT ROCK
D (H) 113.3 FAK
N37 31.7 W077 49.7



WASHINGTON
D (L) 111.0 DCA
N38 51.6 W077 02.2

Ronald Reagan
Washington
Natl
15

SAMMO
N38 44.7 W077 03.7

LANDING SOUTH

Heading for vectors
to final approach
course

IRONS

N38 31.9 W077 06.4

LANDING NORTH

EXPECT vectors
to final approach
course

PROHIBITED
AREA
P-56

COLLEGE PARK MD
College Park
48

MITCHELLVILLE MD
Freeway
168

ANDREWS
AFB/NAF MD
280

CLINTON MD
Washington
Executive/Hyde
249

NOTTINGHAM
D (L) 113.7 OTT
N38 42.4 W076 44.7

Max hold **210 KT**
6001'-14000'

OJAAY
N38 17.6 W077 09.4

TURBOJETS
EXPECT clearance
to cross at **10000'**

TURBOJETS LANDING NORTH
EXPECT **250 KT**

Max hold **210 KT**
6001'-14000'

JIMBE
N38 07.7 W077 11.4

RIC

EPICS
N37 47.2 W077 15.7

RICHMOND (RIC.IRONS4)

RICHMOND
D (H) 114.1 RIC
N37 30.1 W077 19.2

ROUTING

NORTH

From over IRONS, EXPECT vectors to final approach course.

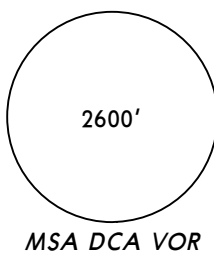
SOUTH

From over IRONS, via DCA R-198 to SAMMO, heading for vectors to the final approach course.

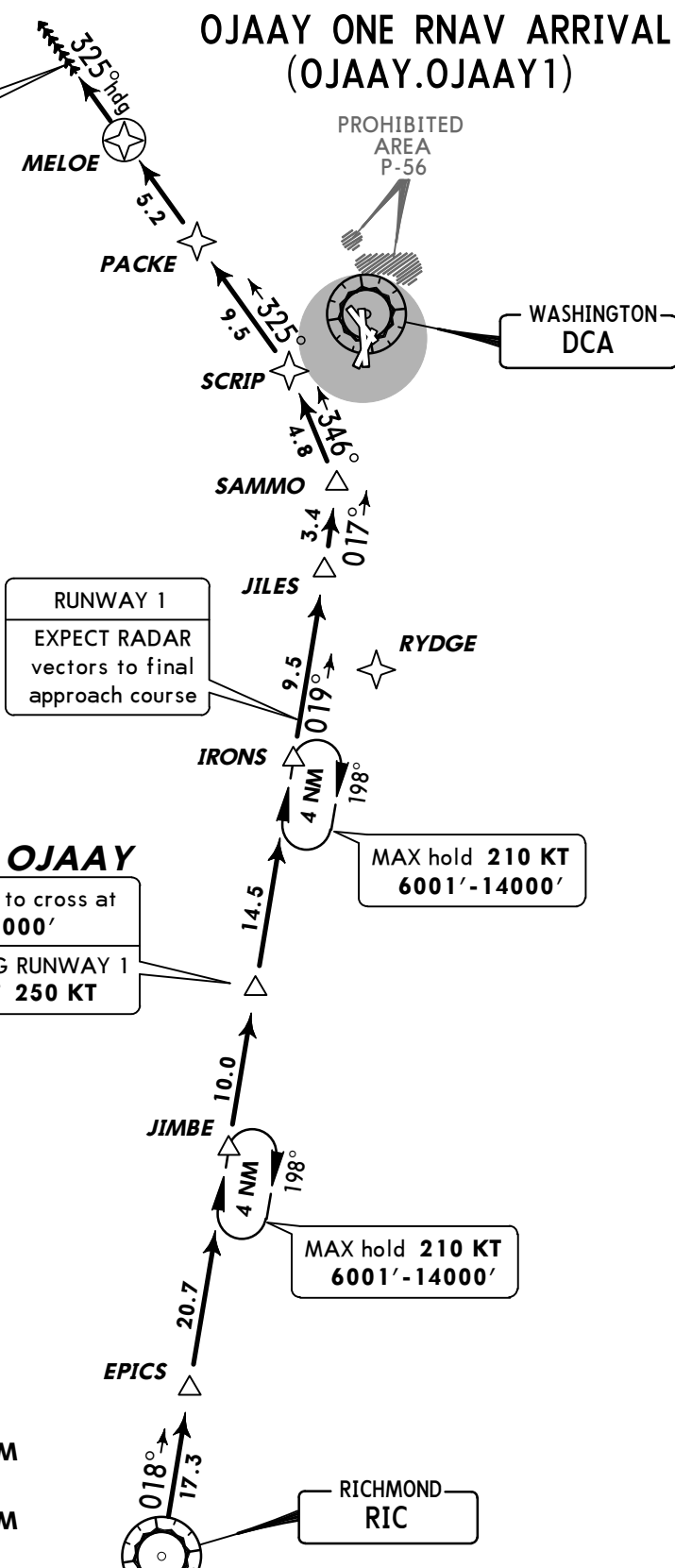
D-ATIS
132.65

Apt Elev
15'

- Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
 2. Prohibited Area (P-56) 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid from surface to 18000' MSL.
 3. **DME/DME/IRU or GPS required.**
 4. **RNAV 1.**



RUNWAY 19
Heading for
vectors to final
approach course



Direct distance from IRONS to:
Ronald Reagan Washington Natl **20 NM**

Direct distance from MELOE to:
Ronald Reagan Washington Natl **16 NM**

ROUTING

From RIC via 018° track to EPICS then as depicted to MELOE. Depart MELOE heading 325° for vectors to final approach course.

RWY

LANDING

1

After IRONS, EXPECT RADAR vectors to final approach course.

19

Depart MELOE heading 325° for vectors to final approach course.

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. Prohibited Area (P-56) 1.5 NM NORTH of
 Ronald Reagan Washington Natl, avoid from surface to 18000' MSL.
3. DME/DME/IRU or GPS required. 4. Turbojets only. **5. RNAV 1.**

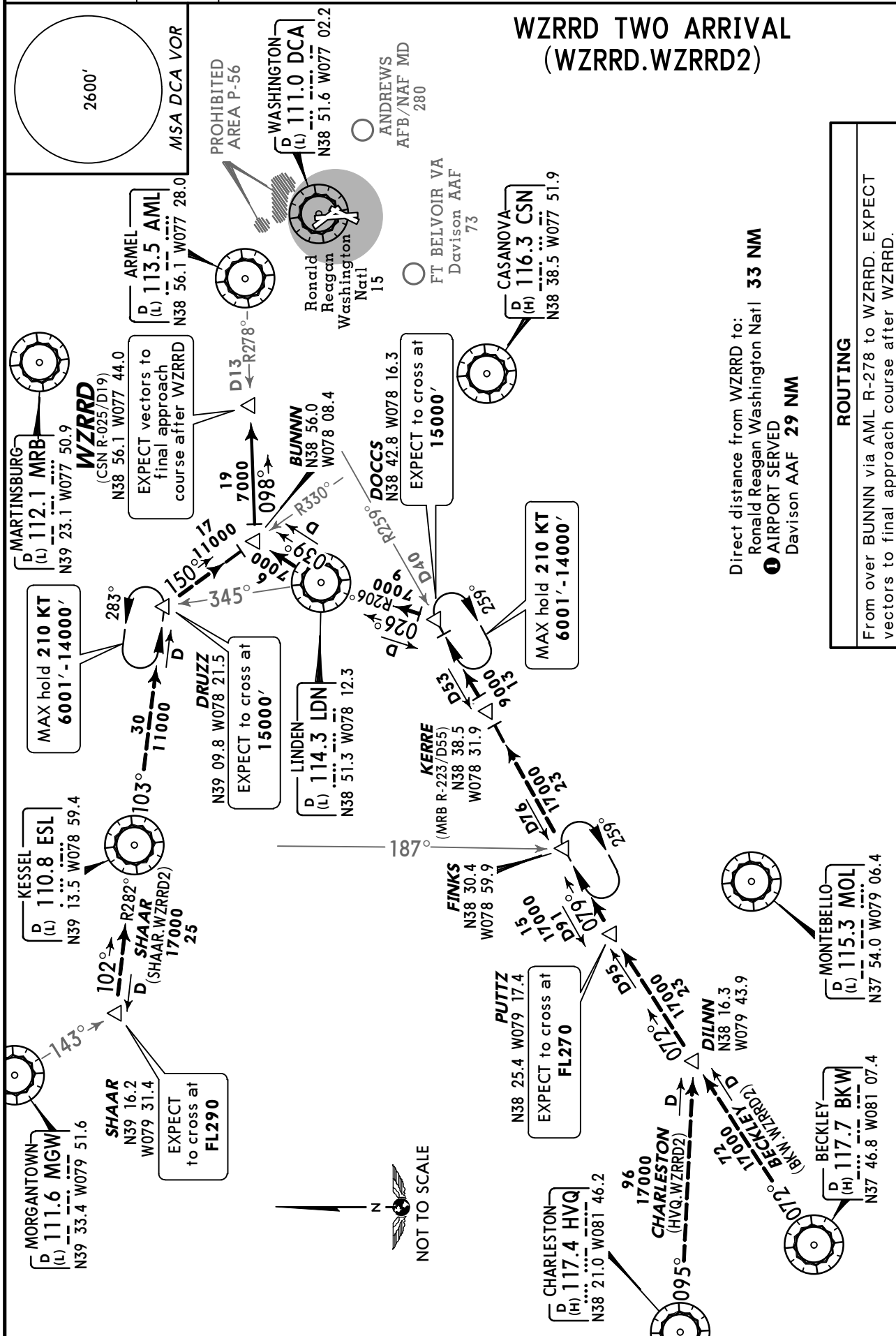


RWY	LANDING
1	From over EYESS on track 228° to BRUNC, then as depicted to CAVDI. Depart CAVDI heading 185° for vectors to final approach course.
19	From over EYESS on track 282° to EDDWD, then as depicted to NAYES. Depart NAYES heading 325° for vectors to final approach course.

RONALD REAGAN
WASHINGTON
NATL
D-ATIS
132.65

Apt Elev
See
graphic

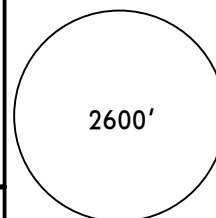
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. Aircraft landing Ronald Reagan Washinton Natl use Ronald Reagan Washington Natl ATIS to determine direction of landing prior to WZRRD. 3. Prohibited Area (P-56) 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid from surface to 18000' MSL.
4. Also serves **1**



FOR
EAST AND
WEST
DEPARTURE
CONTROL
FREQ.
SEE
GRAPHIC

Apt
Elev
15'

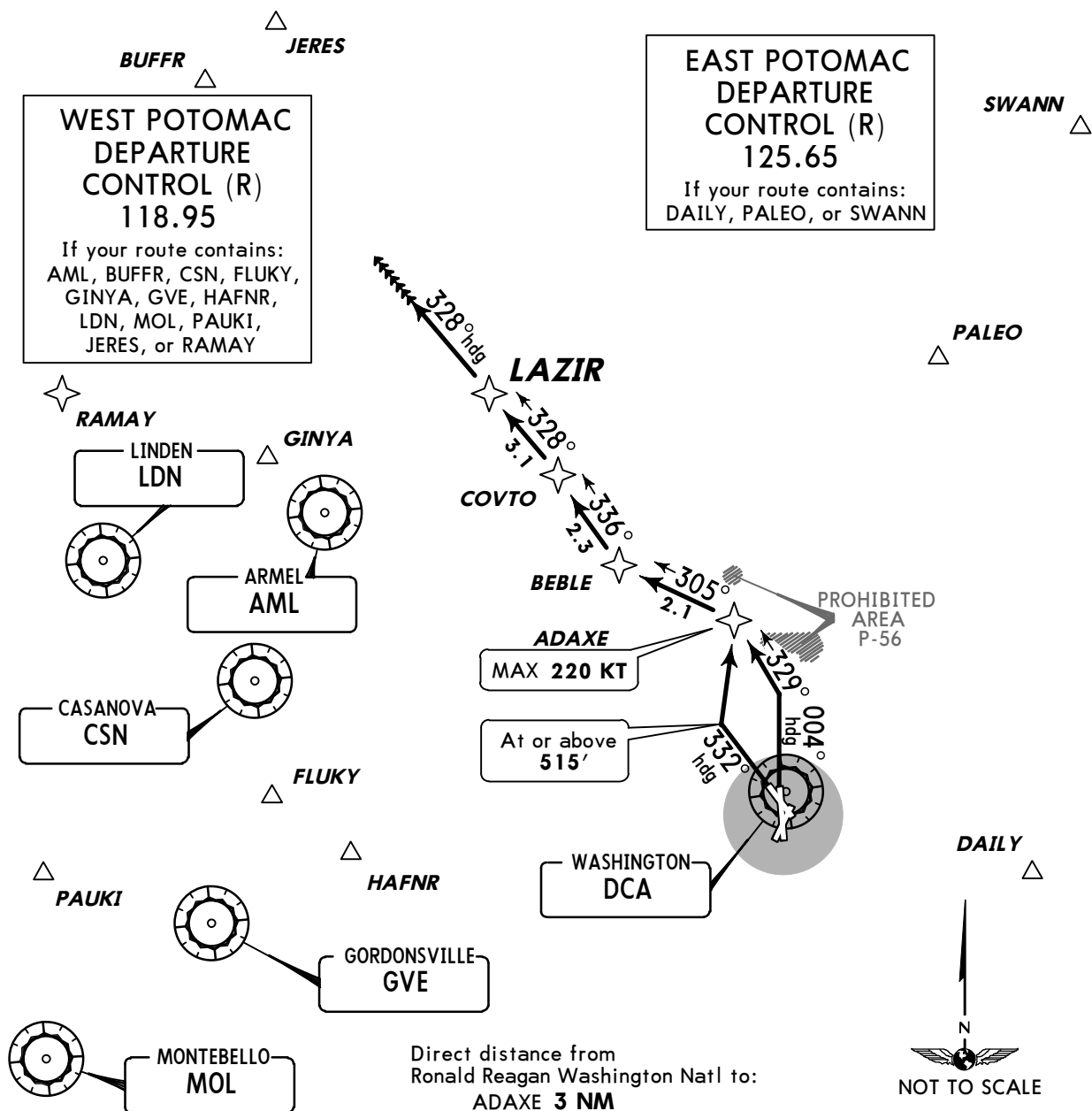
Trans level: FL180 Trans alt: 18000'
1. **RADAR required.** 2. **DME/DME/IRU or GPS required.**
3. **Prohibited area P-56 1.5 NM NORTH of airport.**
4. Turbojet aircraft only. 5. **RNAV 1.**
6. Pilots shall comply with Ronald Reagan Washington
Natl noise abatement and prohibited area (P-56)
avoidance procedures.



MSA DCA VOR

LAZIR TWO RNAV DEPARTURE (LAZIR2.LAZIR)

SPEED: DO NOT EXCEED 220 KT UNTIL CROSSING ADAXE



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 1: Standard (or lower than standard, if
authorized) with minimum climb of 625' per
NM to **515'**.
Rwy 33: Standard (or lower than standard, if
authorized) with minimum climb of 540' per
NM to **515'**.

OBSTACLES
For TAKEOFF OBSTACLES
see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
540' per NM	675	900	1350	1800	2250	2700
625' per NM	781	1042	1563	2083	2604	3125

RWY	INITIAL CLIMB	ALTITUDE
1	Climb heading 004° to intercept course 329° to ADAXE.	MAINTAIN 5000'
33	Climb heading 332° to 515' , then RIGHT turn direct ADAXE.	

ROUTING

From ADAXE, on depicted route to LAZIR, then on heading 328°, EXPECT RADAR vectors.
EXPECT clearance to filed altitude 10 minutes after departure.

FOR
EAST AND
WEST
DEPARTURE
CONTROL
FREQ.
SEE
GRAPHIC

Apt
Elev
15'

Trans level: FL180 Trans alt: 18000'

- 1. RADAR required.**
- 2. Prohibited area P-56 1.5 NM NORTH of airport.**
- Pilots shall comply with Ronald Reagan Washington Natl noise abatement and prohibited area (P-56) avoidance procedures.

2600'

MSA DCA VOR

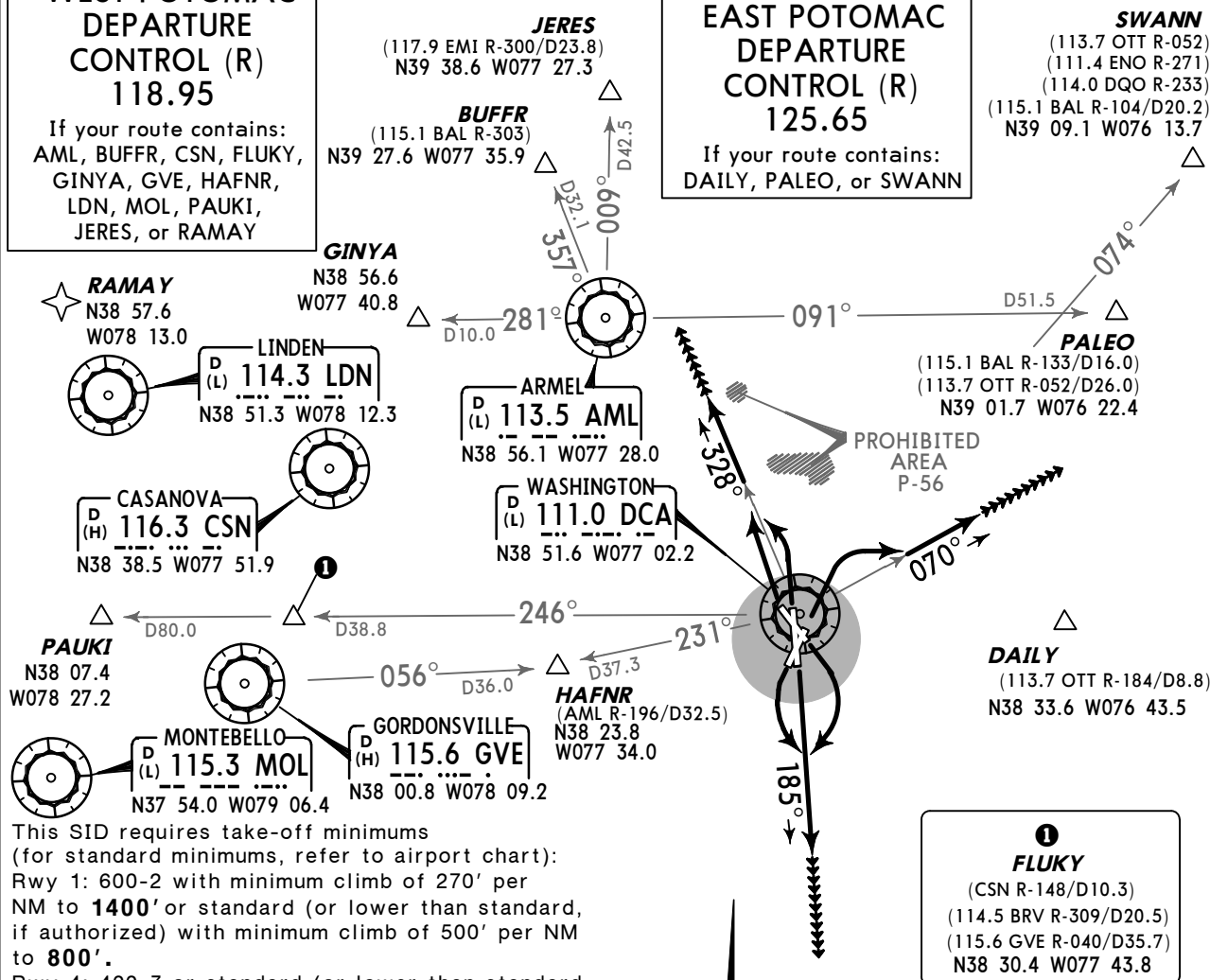
NATIONAL TWO DEPARTURE (NATNL2.NATNL)

WEST POTOMAC DEPARTURE CONTROL (R) 118.95

If your route contains:
AML, BUFR, CSN, FLUKY,
GINYA, GVE, HAFNR,
LDN, MOL, PAUKI,
JERES, or RAMAY

EAST POTOMAC DEPARTURE CONTROL (R) 125.65

If your route contains:
DAILY, PALEO, or SWANN



TAKEOFF OBSTACLE NOTES

◦ RWY 1:

BUILDING 119' FROM DER, 330' RIGHT OF CENTERLINE, 16' AGL/23' MSL. FENCE AND TREES BEGINNING 261' FROM DER, 211' LEFT OF CENTERLINE, UP TO 62' AGL/72' MSL. TREES BEGINNING 1365' FROM DER, 331' RIGHT OF CENTERLINE, 47' AGL/51' MSL. MONUMENT 1.7 NM FROM DER, 1784' LEFT OF CENTERLINE, 556' AGL/596' MSL.

◦ RWY 4:

MONUMENT 2.4 NM FROM DER, 656' RIGHT OF CENTERLINE, 307' AGL/377' MSL.

◦ RWY 15:

TREE 1.4 NM FROM DER, 1290' LEFT OF CENTERLINE, 74' AGL/ 223' MSL.

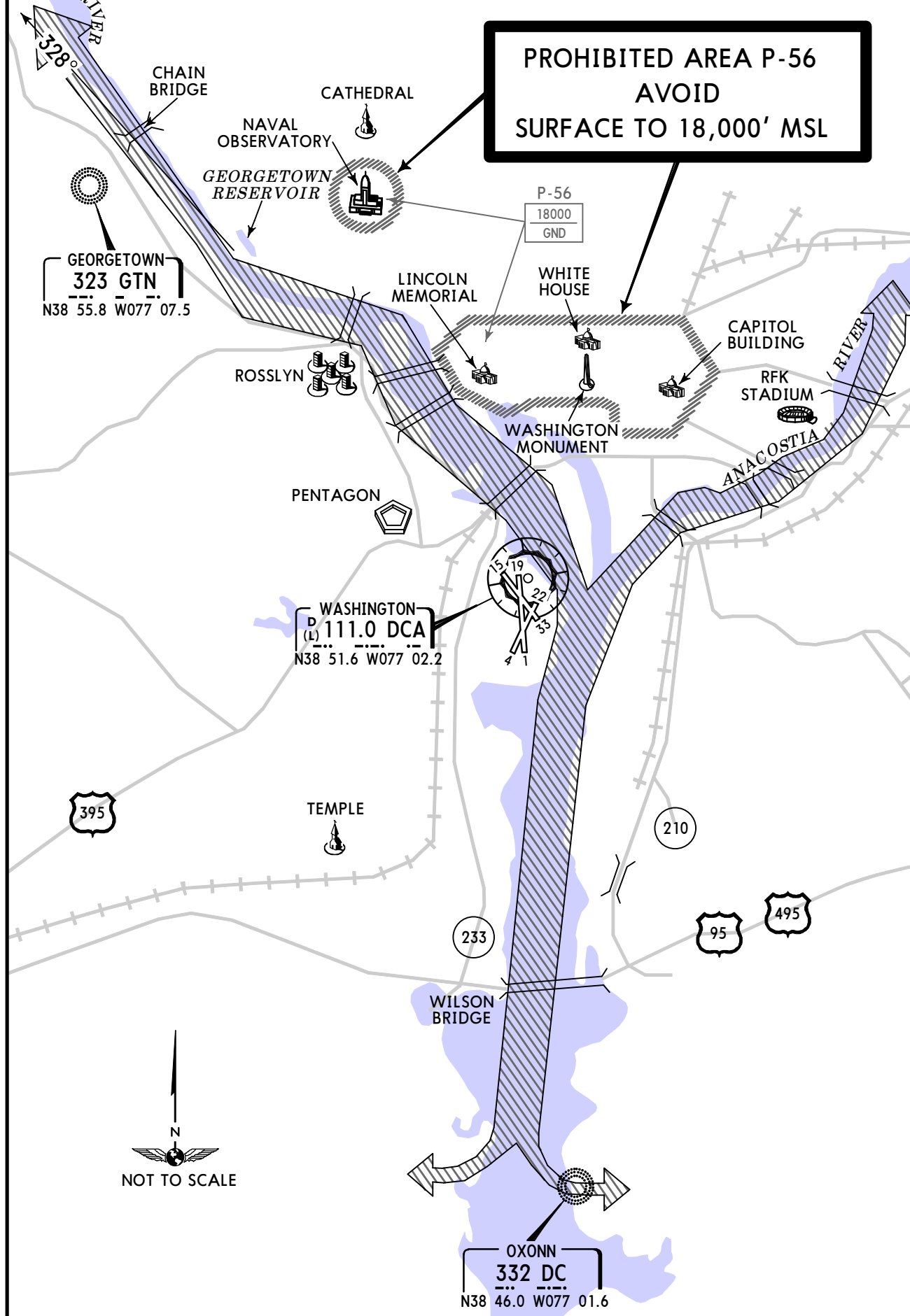
◦ RWY 22:

POLES BEGINNING 500' FROM DER, ON CENTERLINE UP TO 11' AGL/28' MSL. TREES BEGINNING 1024' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 78' AGL/90' MSL. TRANSMISSION POLE 4732' FROM DER, 888' RIGHT OF CENTERLINE, 100' AGL/149' MSL. BUILDING 4903' FROM DER, 651' RIGHT OF CENTERLINE, 97' AGL/144' MSL. TOWER 1.3 NM FROM DER, 1421' LEFT OF CENTERLINE, 170' AGL/233' MSL. CRANE 1.7 NM FROM DER, 1912' RIGHT OF CENTERLINE, 240' AGL/276' MSL. BUILDING 1.9 NM FROM DER, 2566' RIGHT OF CENTERLINE, 200' AGL/370' MSL.

◦ RWY 33:

TREES BEGINNING 140' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 70' AGL/80' MSL. BLAST FENCE BEGINNING 174' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 9' AGL/24' MSL. POLES BEGINNING 1221' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 73' AGL/106' MSL. BUILDINGS BEGINNING 1557' FROM DER, 623' LEFT OF CENTERLINE, UP TO 102' AGL/142' MSL. ELEVATOR 1829' FROM DER, 345' RIGHT OF CENTERLINE, 71' AGL/88' MSL. FLAGPOLE 1.7 NM FROM DER, 2118' LEFT OF CENTERLINE, 108' AGL/308' MSL.

RONALD REAGAN WASHINGTON NATIONAL AIRPORT NOISE ABATEMENT & PROHIBITED AREA (P-56) AVOIDANCE PROCEDURES



**RONALD REAGAN WASHINGTON NATIONAL AIRPORT
NOISE ABATEMENT & PROHIBITED AREA (P-56)
AVOIDANCE PROCEDURES**

**P-56 BEGINS APPROXIMATELY 1.5NM NORTH OF THE DEPARTURE
END OF RUNWAY 01 - SURFACE TO 18,000' MSL
REMAIN CLEAR OF P-56 AT ALL TIMES**

**EXPECT THE PUBLISHED RNAV DEPARTURE PROCEDURE OR
ATC INSTRUCTIONS FOR THE FOLLOWING NON-RNAV PROCEDURES**

NORTHWEST: Follow the Potomac River until abeam the Georgetown reservoir or the DCA VOR D4.0, then join the DCA VOR R-328, expect radar vectors at DCA VOR D10.0. A LEFT turn as soon as practicable, especially with a west wind, is required to maintain a ground track over the Potomac River and REMAIN CLEAR OF P-56. If unable to maintain visual reference to the Potomac River, join the DCA VOR R-328.

NORTHEAST: Follow the Anacostia River to DCA VOR D5.0. A RIGHT turn as soon as practicable, especially with an east wind, is required to maintain a ground track over the Anacostia River and REMAIN CLEAR OF P-56. Expect radar vectors at DCA VOR D5.0. If unable to maintain visual reference to the Anacostia River, then join the DCA VOR R-070.

SOUTH: Follow the Potomac River to DCA VOR D5.0, then expect radar vectors. If unable to maintain visual reference to the Potomac River, then join the DCA VOR R-185.

ARRIVAL PROCEDURES

LANDING NORTH: Weather conditions 3000'-4 or better, expect the Mount Vernon visual approach. Lower weather conditions, expect the advertised instrument approach.

LANDING SOUTH: Weather conditions 3500'-3 or better, expect the River Visual approach. Lower weather conditions, expect the advertised instrument approach.

NIGHTTIME NOISE LEVELS

From 2200 to 0700 hours local time, operation of aircraft type and model which exceed the following noise levels violate Metropolitan Washington Airport Authority Regulations (MWAR) 3.11:

DEPARTURES: 72dBA as generated on take-off.

ARRIVALS: 85dBA as generated on approach, except that aircraft scheduled to arrive before 2200 will be permitted to land if they have received an approach clearance before 2230. Ref. MWAR 3.11 and Advisory Circular 36-3.

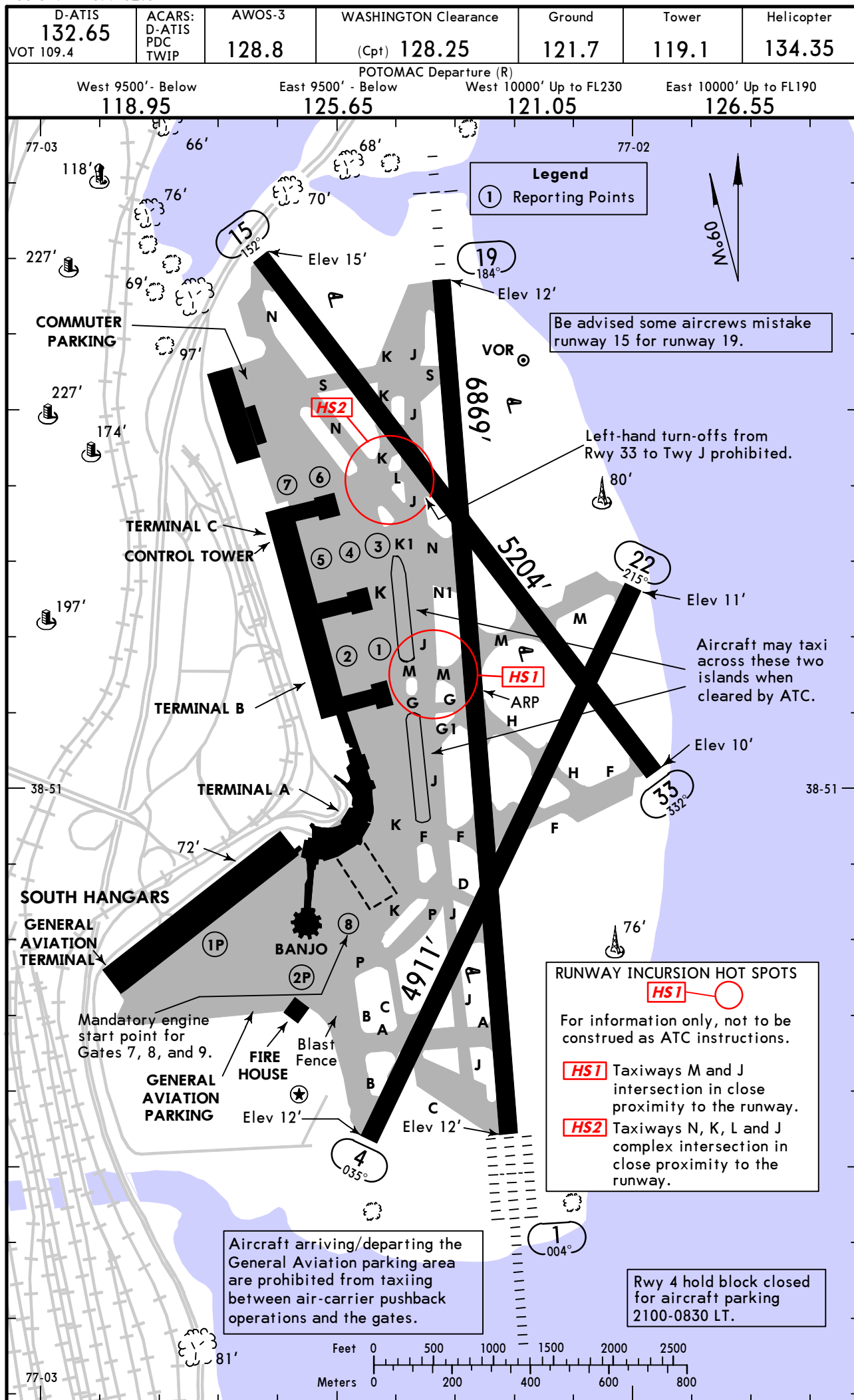
KDCA/DCA

Apt Elev 15'
N38 51.1 W077 02.3

JEPPesen
3 FEB 12
Eff 9 Feb

WASHINGTON, DC (VA)

RONALD REAGAN WASHINGTON NATL



CHANGES: None.

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GENERAL

ASDE-X surveillance system in use. Pilots should operate transponders with Mode C on all taxiways and runways.

When south approaches are in progress, high intensity lights controlled by the Control Tower will be flashing on Key, Roosevelt, Memorial and George Mason bridges to assist pilots in remaining over Potomac River. Lighting from vehicle parking lot located 1000' SW of Rwy 1 could give false indications of being part of Rwy 1 approach lighting system during periods of reduced visibility and low ceilings.

Low-level Wind Shear Alert System. Terminal Doppler Weather Radar. Birds in vicinity of airport.

For noise restrictions see Washington, DC 10-4.

Prohibited Area (P-56) 1.5 NM north of Washington National Airport, avoid from surface to 18,000' MSL.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
1 19	HIRL CL ALSF-II TDZ	grooved	RVR			5863'		150'
	HIRL CL MALSF VASI					6630'		
4 22	MIRL REIL	grooved						150'
	MIRL REIL VASI-L							
15 ① 33	HIRL REIL PAPI-L (angle 3.0°)	grooved						150'
	HIRL REIL VASI-L							

① Jets: Due to jet blast, no run-up in position prior to take-off, rolling take-offs only.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwy 19**

With Mim climb of 205'/NM to 300'

Both RVRs are required and controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1 1/2

Rwy 1

With Mim climb of 500'/NM to 800'

With Mim climb of 270'/NM to 1400'

Both RVRs are required and controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	600-2

Rwy 33

With Mim climb of 246'/NM to 1100'

Rwy 15

With Mim climb of 205'/NM to 300'

Adequate Vis Ref	STD		Adequate Vis Ref	STD		Other
	3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	1/4	1/2	1	300-1 3/4

Rwy 4

With Mim climb of 500'/NM to 420'

Rwy 22

With Mim climb of 280'/NM to 700'

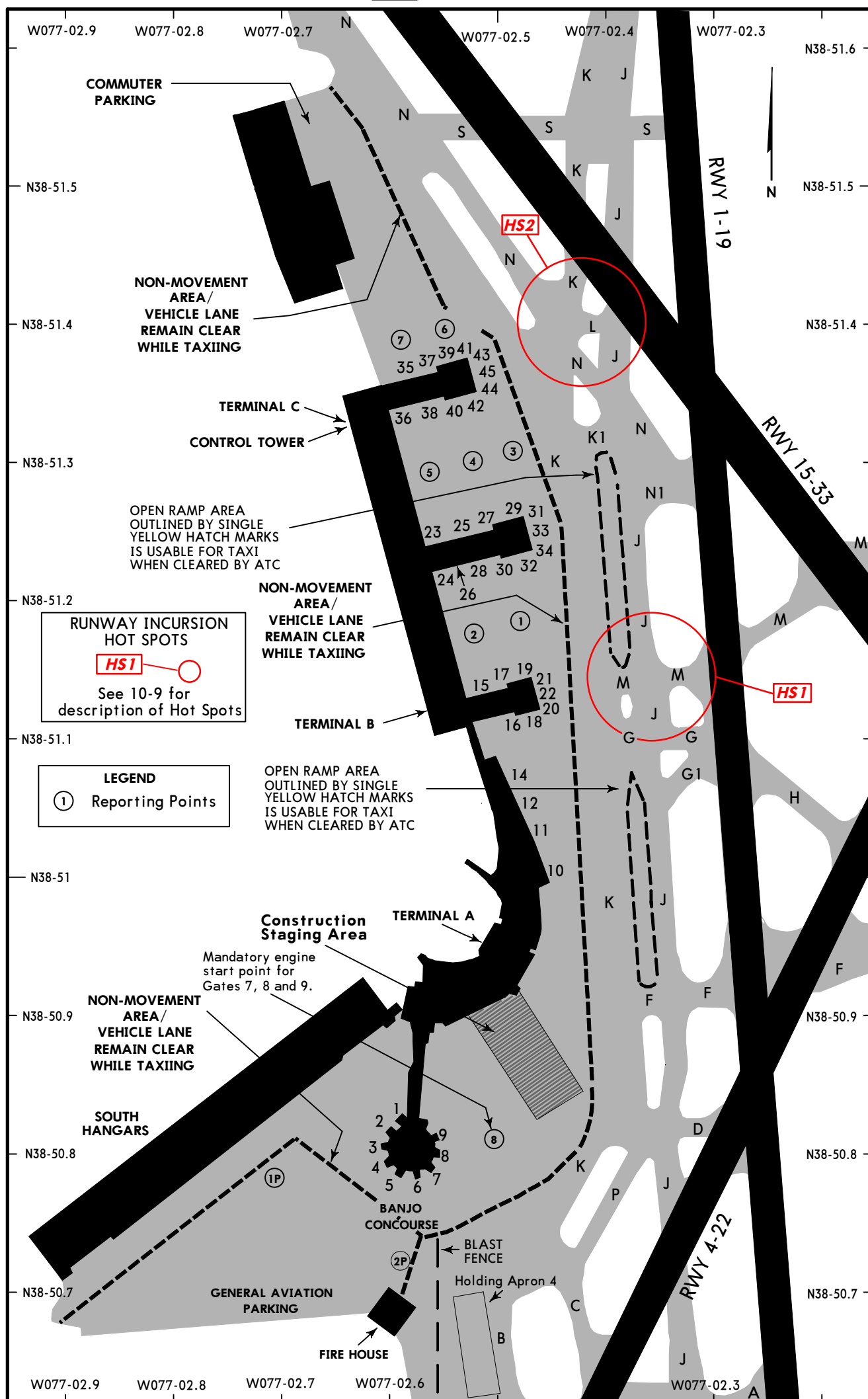
Adequate Vis Ref	STD		Other	Adequate Vis Ref	STD		Other
	3 & 4 Eng	1 & 2 Eng			3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	400-3	1/4	1/2	1	500-3

OBSTACLE DP

Rwy 1, climbing LEFT turn as soon as practical to intercept DCA VOR R-328. Maintain 5000' or as assigned. Rwy 4, climbing RIGHT turn as soon as practical to intercept DCA VOR R-070. Maintain 2000' or as assigned. Rwy 15, climb heading 152° to 5000' or as assigned. Rwy 19, climb heading 185° to 500' before turning RIGHT. Maintain 5000' or as assigned. Rwy 22, climb heading 215° to 3000' or as assigned. Rwy 33, climb on DCA VOR R-328. Maintain 5000' or as assigned.

FOR FILING AS ALTERNATE

ILS Rwy 1		LOC Rwy 1 VOR Rwy 1 LDA DME Rwy 19	RNAV (GPS) Rwy 33	VOR DME Rwy 15	VOR DME Rwy 19	ROSSLYN LDA Rwy 19	COPTER ILS or LOC Rwy 1 RNAV (RNP) Rwy 1 RNAV (RNP) Rwy 19
A	700-2	800-2	800-2	1000-2	1000-2	1100-3	NA
B			800-2 ¹ / ₄	1000-2 ³ / ₄	1000-3		
C							
D	700-2 ¹ / ₄	800-2 ¹ / ₄	800-2 ¹ / ₂	1000-3			



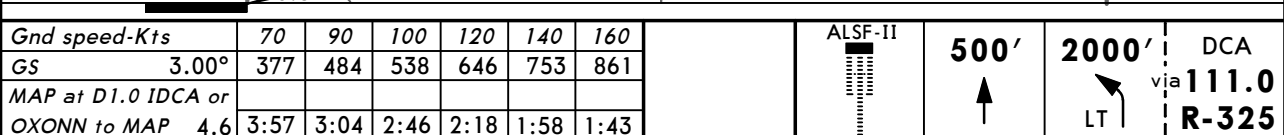
PARKING GATE COORDINATES

GATE No.	COORDINATES		GATE No.	COORDINATES
TERMINAL BUILDING				
10, 11	N38 51.0	W077 02.5		
12, 14	N38 51.1	W077 02.5		
15 thru 22	N38 51.1	W077 02.5		
23, 24	N38 51.2	W077 02.6		
25, 26	N38 51.2	W077 02.5		
27	N38 51.3	W077 02.5		
28	N38 51.2	W077 02.5		
29	N38 51.3	W077 02.5		
30	N38 51.2	W077 02.5		
31	N38 51.3	W077 02.5		
32 thru 34	N38 51.2	W077 02.5		
35	N38 51.4	W077 02.6		
36	N38 51.3	W077 02.6		
37	N38 51.4	W077 02.6		
38	N38 51.3	W077 02.6		
39	N38 51.4	W077 02.5		
40	N38 51.3	W077 02.5		
41	N38 51.4	W077 02.5		
42	N38 51.3	W077 02.5		
43 thru 45	N38 51.4	W077 02.5		
BANJO CONCOURSE				
1 thru 9	N38 50.8	W077 02.6		

WASHINGTON, DC
ILS Rwy 1

BRIEFING STRIP™

MSA DC LOM



AMEND
40 TERPS

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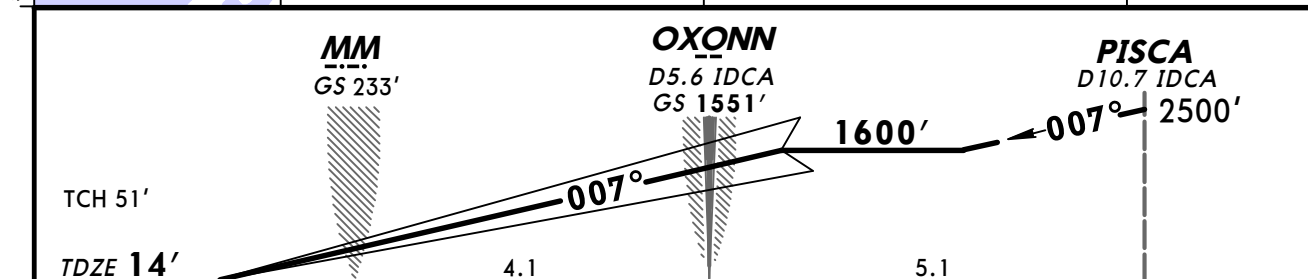
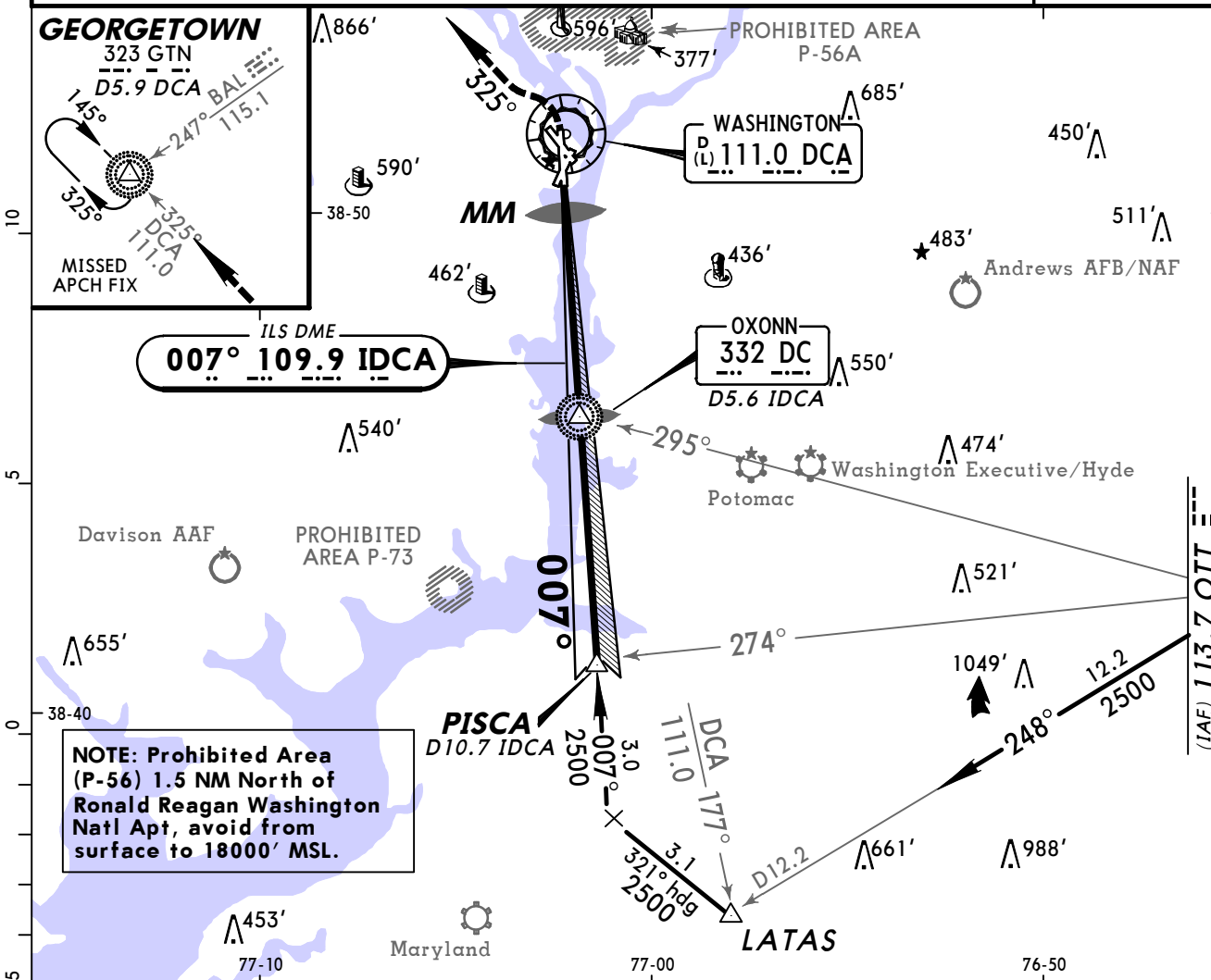
KDCA/DCA RONALD REAGAN WASHINGTON NATL

1 APR 11 **11-1A**

WASHINGTON, DC
ILS Rwy 1 CAT II

BRIEFING STRIP™

D-ATIS 132.65		AWOS-3 128.8		POTOMAC Approach (R) 124.7		WASHINGTON Tower 119.1		Ground 121.7		Helicopter 134.35	
LOC IDCA 109.9	Final Apch Crs 007°	GS OXONN 1551' (1537')		CAT II ILS RA 163' DA(H) 164' (150')		Apt Elev 15' TDZE 14'		2600' MSA DC LOM			
MISSED APCH: Climb to 500', then climbing LEFT turn to 2000' outbound via DCA VOR R-325 to GEORGETOWN NDB/INT/D5.9 DCA and hold.											
Alt Set: INCHES											



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	500'	2000'	DCA
GS	3.00°	377	484	538	646	753	861	↑	LT	via 111.0 R-325

STRAIGHT-IN LANDING RWY 1 CAT II ILS RA 163' DA(H) 164' (150')										
RVR 16										

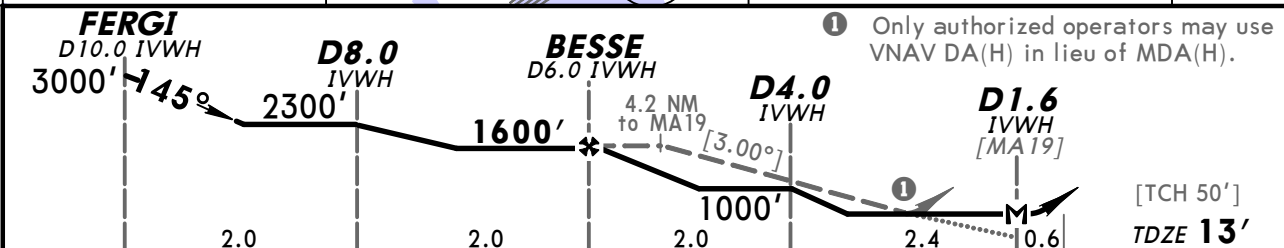
TERPS

CHANGES: P-56A prohibited area.

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BRIEFING STRIP™

D-ATIS 132.65	AWOS-3 128.8	POTOMAC Approach (R) 124.7	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
LDA IVWH 108.5	Final Aptch Crs 145°	Minimum Alt BESSE 1600' (1587')	MDA(H) 720' (707')	Apt Elev 15' TDZE 13'	2600' MSA DCA VOR
MISSED APCH: Climbing RIGHT turn to 1800' outbound via DCA VOR R-185 to OXONN LOM/INT/D5.6 DCA and hold.					
Alt Set: INCHES 1. Radar required.		Trans level: FL 180		Trans alt: 18000'	



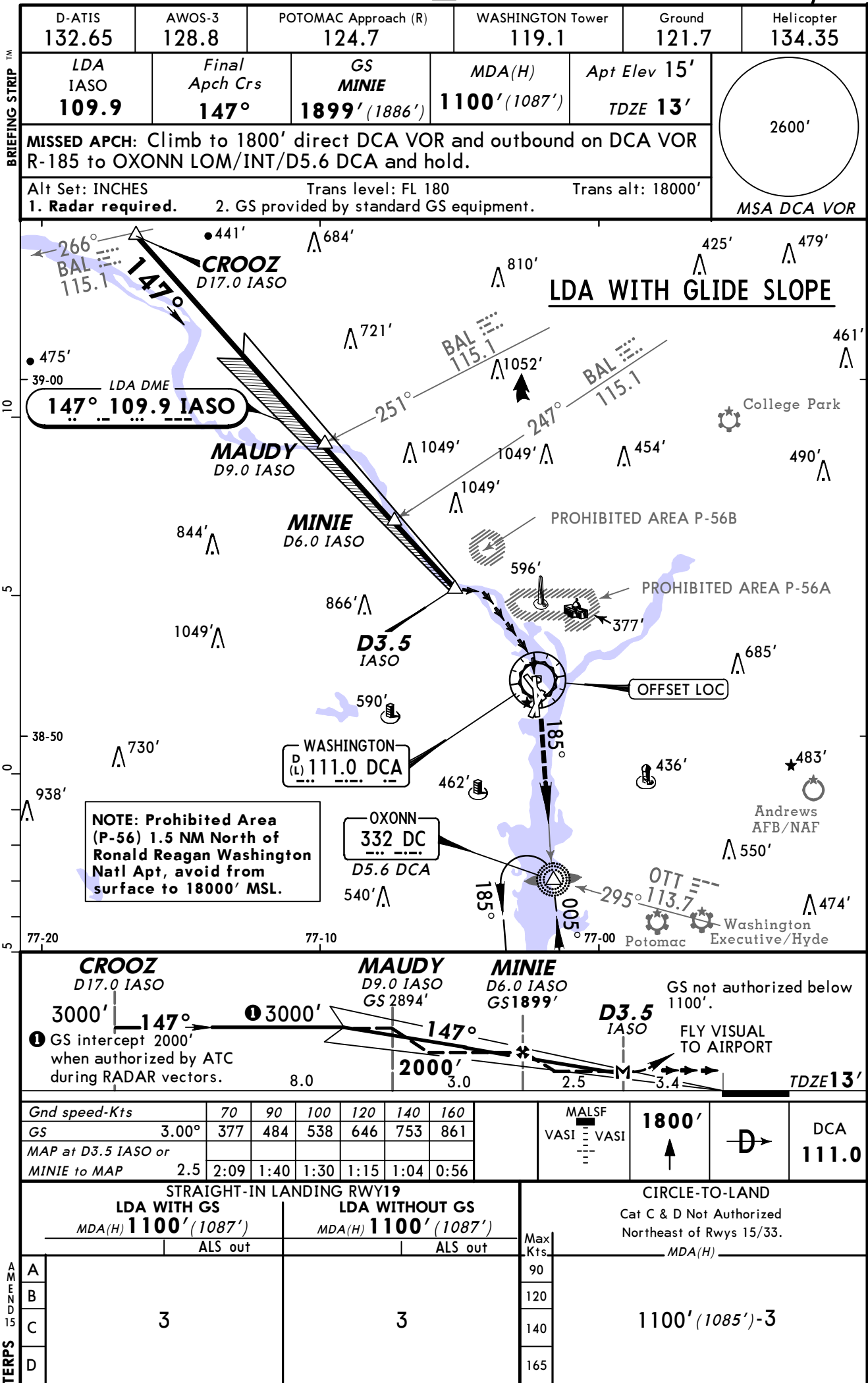
STRAIGHT-IN LANDING RWY 19						CIRCLE-TO-LAND		
MDA(H) 720' (707')						DCA 111.0 R-185		
ALS out						DC 332		
A	RVR 60 or 1/4					Max Kts 90	720' (705') - 1 1/4	
B						120		
C	2					140	1 720' (705') - 2	
D	2 1/4					165	1 720' (705') - 2 1/4	

1 Not authorized Northeast of Rwy 15/33.

KDCA/DCA
RONALD REAGAN
WASHINGTON NATL

JEPPESEN
 1 APR 11 **(11-3)**

WASHINGTON, DC
ROSSLYN LDA Rwy 19



CHANGES: P-56 prohibited areas.

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KDCA/DCA RONALD REAGAN WASHINGTON NATL

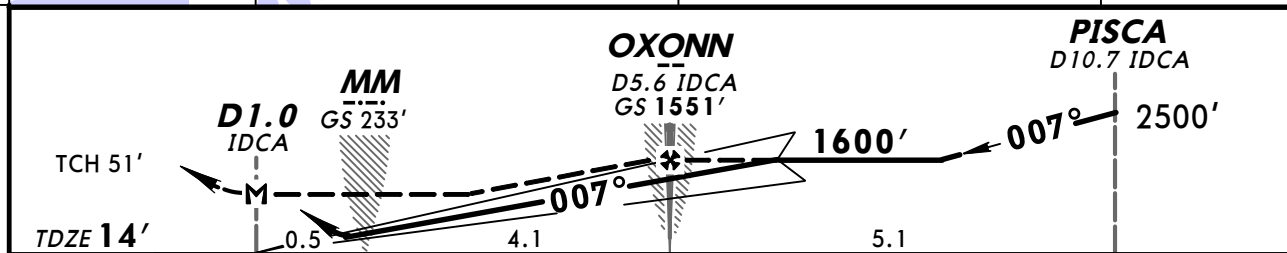
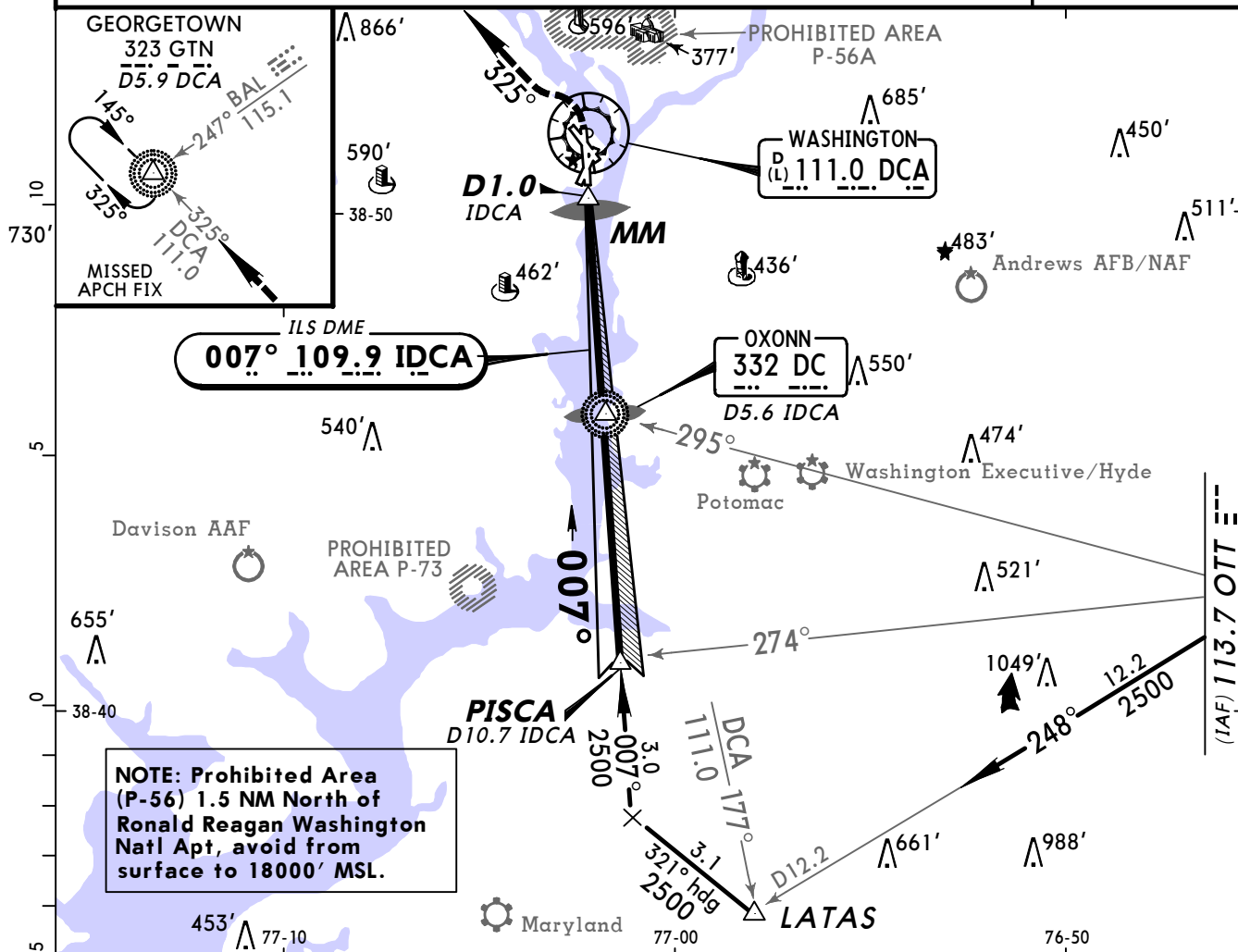
1 APR 11

(11-4)

WASHINGTON, DC COPTER ILS or LOC Rwy 1

BRIEFING STRIP™

D-ATIS 132.65	AWOS-3 128.8	POTOMAC Approach (R) 124.7		WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
LOC IDCA 109.9	Final Apch Crs 007°	GS OXONN 1551' (1537')	ILS DA(H) 114' (100')	Apt Elev 15' TDZE 14'		2600' MSA DC LOM
MISSED APCH: Climb to 500', then climbing LEFT turn to 2100' outbound via DCA VOR R-325 to GTN NDB/INT/D5.9 DCA and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Use IDCA DME when on LOC course.						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	500'	2100'	DCA
GS	3.00°	377	484	538	646	753	861	↑	LT	via 111.0
MAP at D1.0 IDCA or OXONN to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43			R-325

STRAIGHT-IN LANDING RWY 1			LOC (GS out)		
1 ILS			MDA(H) 480' (466')		
DA(H) 114' (100')			ALS out		
RVR 16			RVR 24 or 1/2		
RVR 50 or 1					

1 Copter ILS Cat II - Special Aircrew & Acft Certification required. Radio altimeter required: (RA 109').

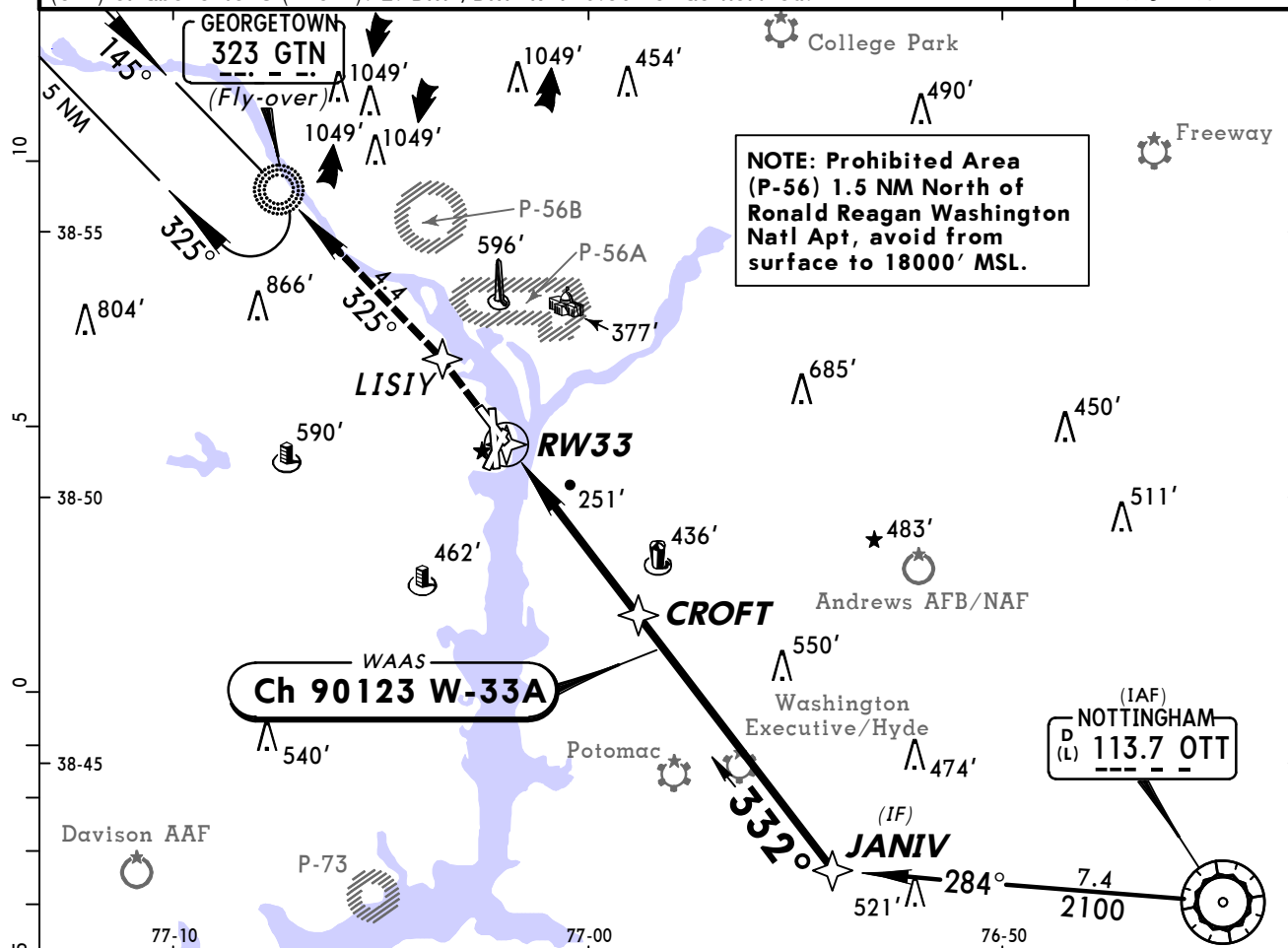
KDCA/DCA RONALD REAGAN WASHINGTON NATL

29 APR 11 (12-1)

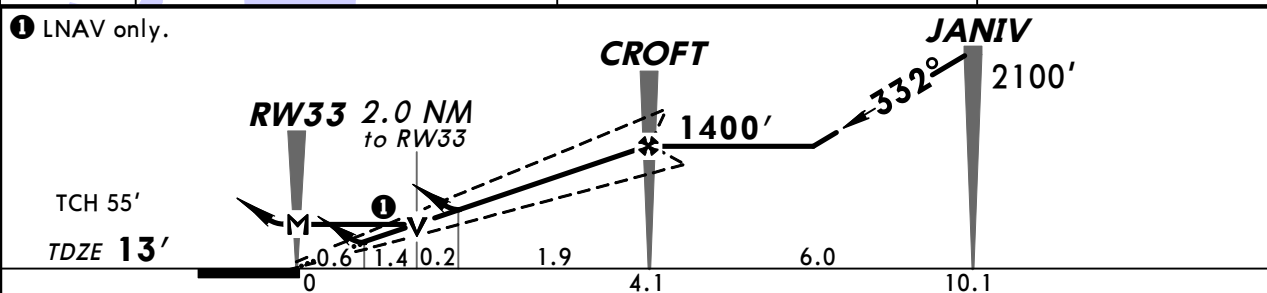
WASHINGTON, DC
RNAV (GPS) Rwy 33

BRIEFING STRIP™

D-ATIS	AWOS-3	POTOMAC Approach (R)	WASHINGTON Tower	Ground	Helicopter
132.65	128.8	124.7	119.1	121.7	134.35
WAAS Ch 90123 W-33A	Final Apch Crs 332°	Minimum Alt CROFT 1400' (1387')	LPV DA(H) 269' (256')	Apt Elev 15' TDZE 13'	2500' MSA RW33
MISSED APCH: Climb to 2100' direct LISIY and via 325° track to GTN NDB and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.					



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	2100' ↑	→ LISIY
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW33									

STRAIGHT-IN LANDING RWY 33				① CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV		Max Kts	MDA(H)
DA(H) 269' (256')	DA(H) 760' (747')	MDA(H) 700' (687')		90	760' (745') - 1
3/4	2 3/4	1		120	760' (745') - 2 1/4
		2		140	760' (745') - 2 1/4
		2 1/4		165	760' (745') - 2 1/2

① Circling not authorized for CATS C & D northeast of Rwy 15-33.

CHANGES: Notes, minimums.

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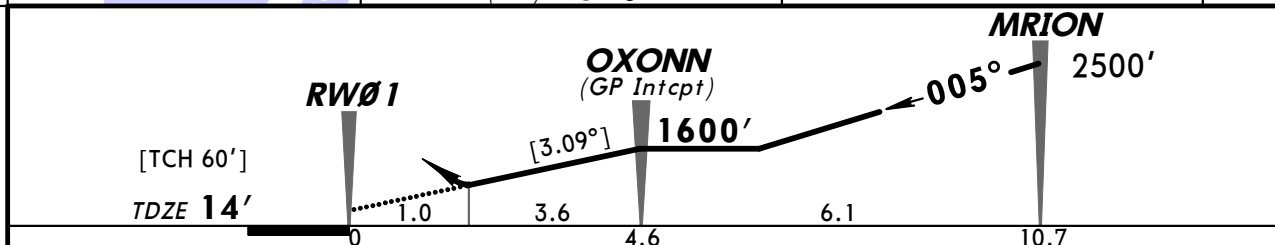
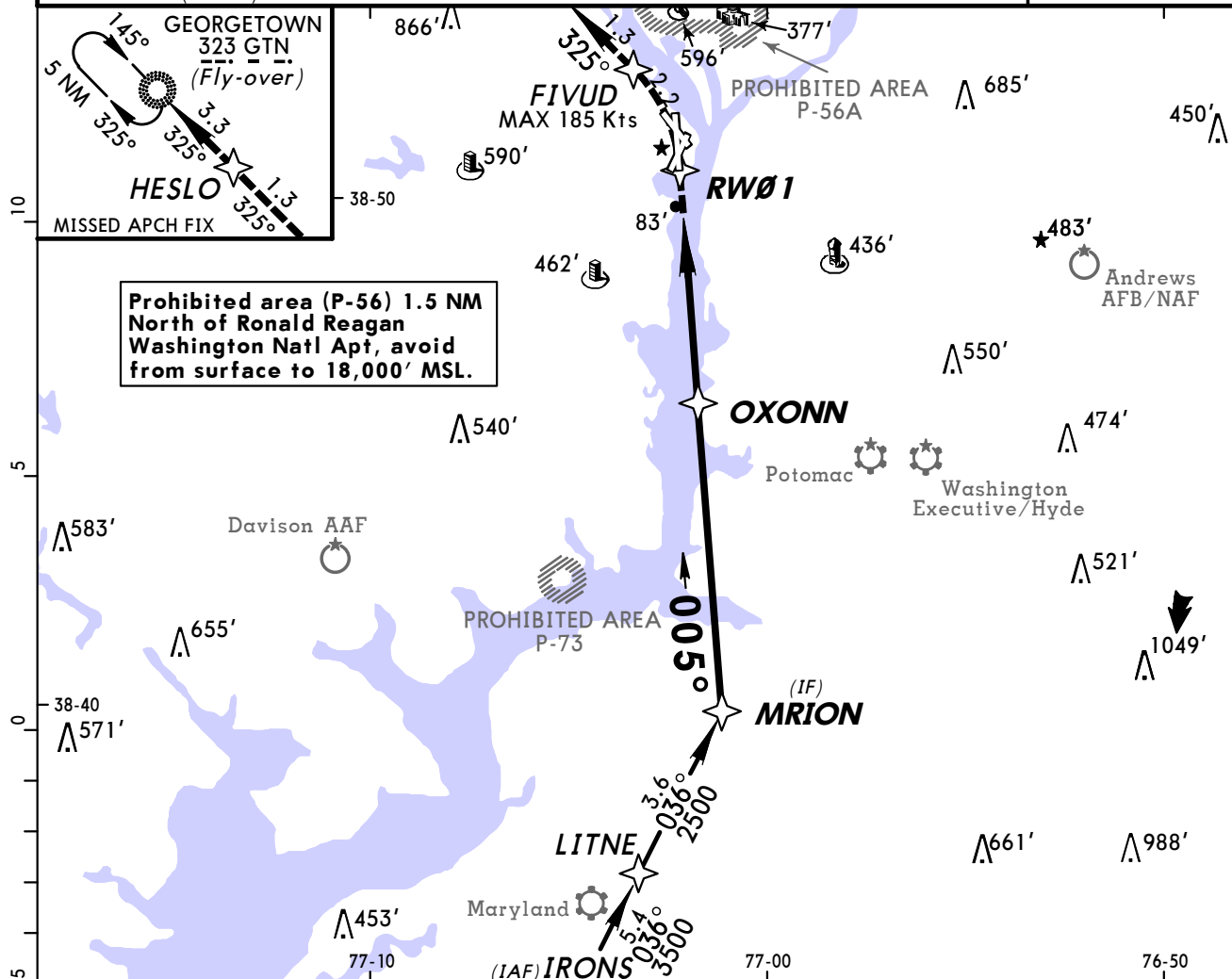
KDCA/DCA RONALD REAGAN WASHINGTON NATL

22 JUL 11 **12-20**

WASHINGTON, DC
RNAV (RNP) Rwy 1

BRIEFING STRIP™

D-ATIS 132.65	AWOS-3 128.8	POTOMAC Approach (R) 124.7	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
RNAV	Final Apch Crs 005°	Minimum Alt OXONN 1600' (1586')	RNP 0.30 DA(H) 386' (372')	Apt Elev 15' TDZE 14'	2300' MSA RWØ1
MISSED APCH: (Do not exceed 185 Kts until FIVUD) Climb to 2100' via LEFT turn to FIVUD, and 325° track to HESLO, and 325° track to GTN NDB and hold. Missed approach requires RNP less than 1.00.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. Radar required. 3. RF and GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -5°C (23°F) or above 40°C (104°F).					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MAX 185 kts	2100'	via LT	FIVUD
Descent angle [3.09°]	383	492	547	656	765	875					
MAP at DA											

STRAIGHT-IN LANDING RWY 1
RNP 0.30
 DA(H) **386'** (372')

ALS out					
A	RVR 40 or 3/4 RVR 60 or 1/4				
B					
C					
D					

CHANGES: Procedure authorization note.

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TERPS AMEND 0A 28 JUL 2011

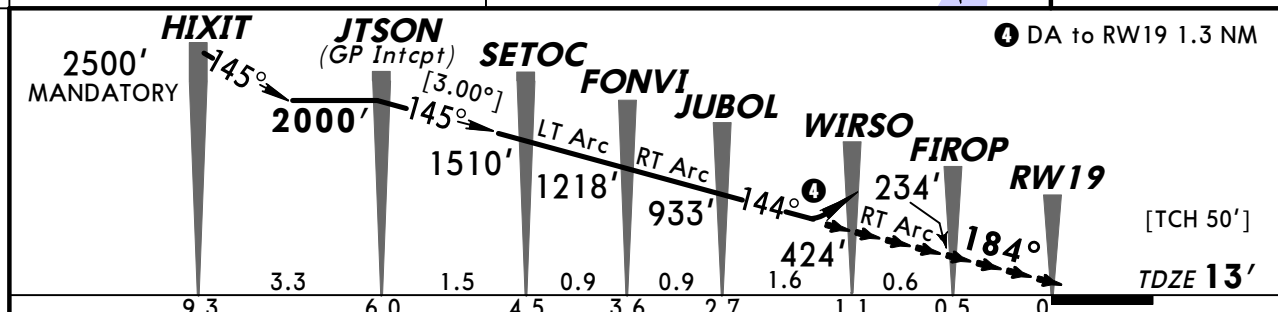
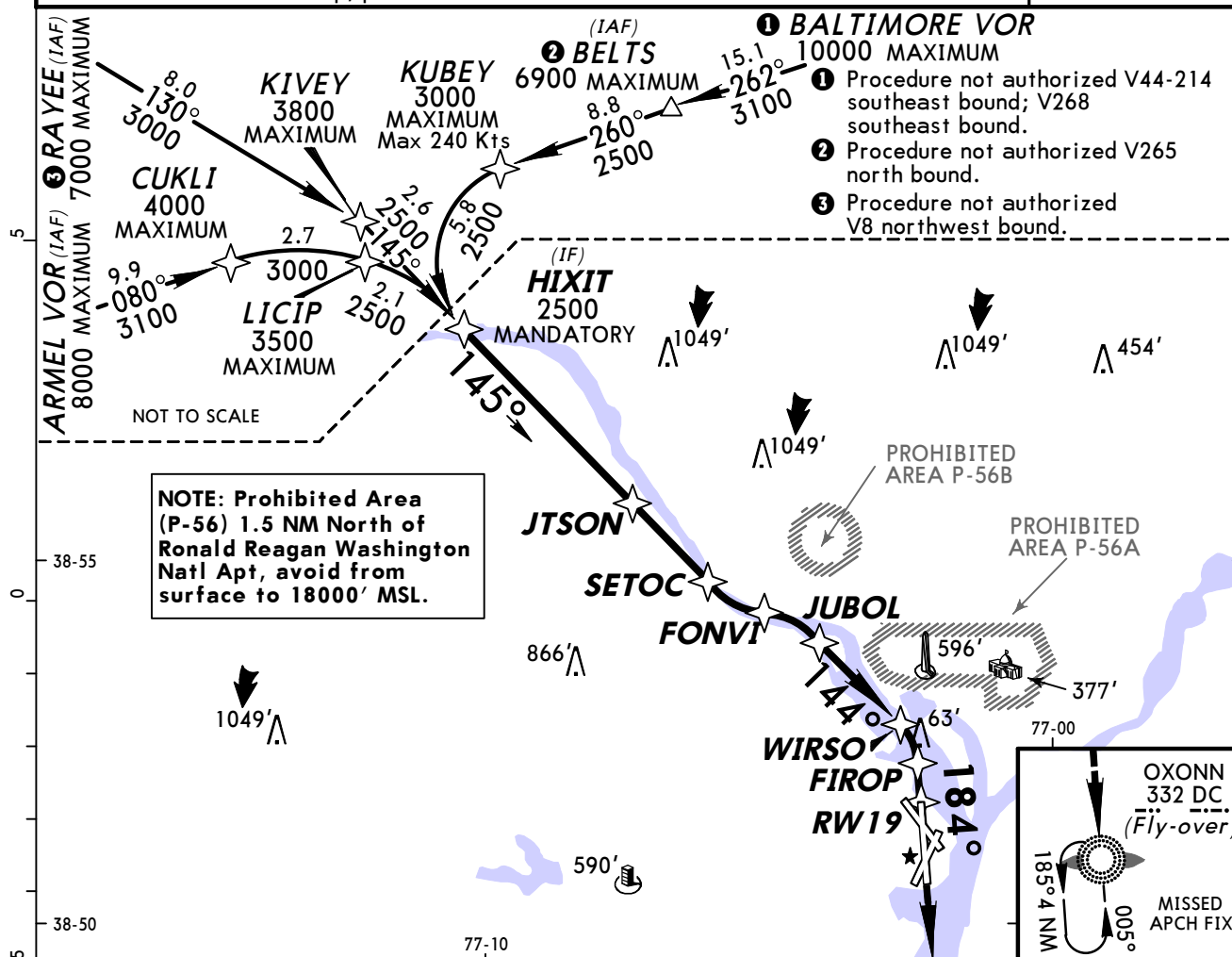
KDCA/DCA RONALD REAGAN WASHINGTON NATL

22 JUL 11

(12-21)

WASHINGTON, DC
RNAV (RNP) Rwy 19

D-ATIS 132.65	AWOS-3 128.8	POTOMAC Approach (R) 124.7	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
RNAV	Final Apch Crs 184°	Minimum Alt JTSON 2000' (1987')	RNP 0.11 DA(H) 475' (462')	Apt Elev 15' TDZE 13'	2600' MSA RW19
MISSED APCH: Climbing RIGHT turn to 1800' direct OXONN and hold.					
Alt Set: INCHES					



Gnd speed-Kts	70	90	100	120	140	160	MALS F	1800'	RT	OXONN
Descent angle [3.00°]	372	478	531	637	743	849	VASI			
MAP at DA										

STRAIGHT-IN LANDING RWY 19										
RNP 0.11										
DA(H) 475' (462')										
ALS out										

A										
B										
C										
D	1 1/2									

CHANGES: Procedure authorization note.

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TERPS AMEND OC 28 JUL 2011

KDCA/DCA RONALD REAGAN WASHINGTON NATL

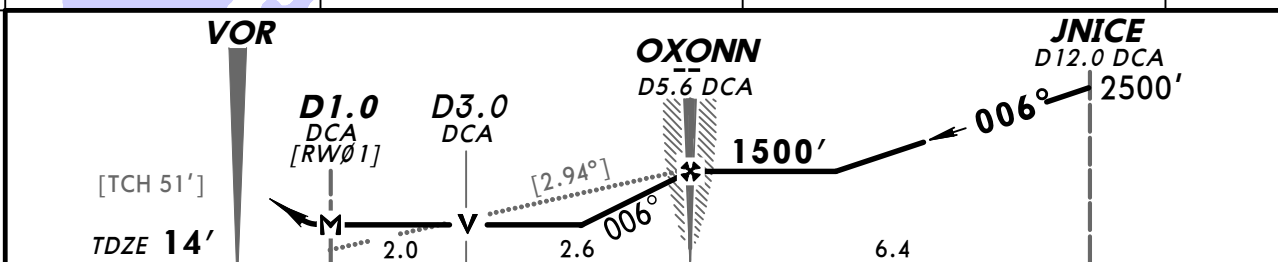
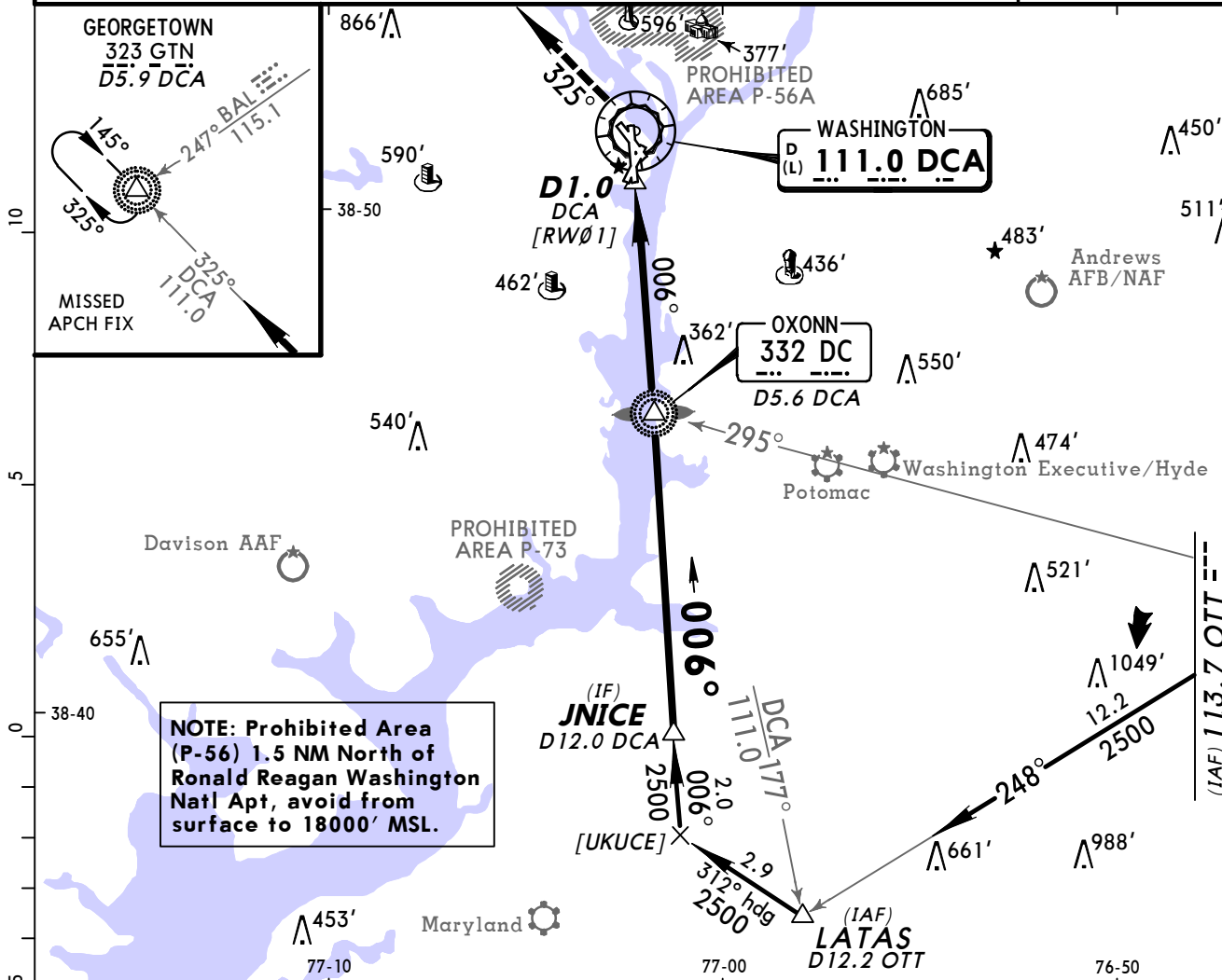
1 APR 11

(13-1)

WASHINGTON, DC VOR Rwy 1

BRIEFING STRIP™

D-ATIS 132.65	AWOS-3 128.8	POTOMAC Approach (R) 124.7	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
VOR DCA 111.0	Final Apch Crs 006°	Minimum Alt OXONN 1500' (1486')	MDA(H) 680' (666')	Apt Elev 15' TDZE 14'	2600' MSA DCA VOR
MISSED APCH: Climbing LEFT turn to 2100' outbound via DCA VOR R-325 to GEORGETOWN NDB/INT/D5.9 DCA and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2100' via LT	DCA 111.0 R-325	GTN 323
Descent angle [2.94°]	364	468	520	624	728	832				
MAP at D1.0 DCA or OXONN to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43				

STRAIGHT-IN LANDING RWY 1			CIRCLE-TO-LAND		
MDA(H) 680' (666')			Not authorized Northeast of Rwy 15/33		
		ALS out	Max Kts	MDA(H)	
A	RVR 24 or 1/2	RVR 50 or 1	90	720' (705') - 1	
B			120		
C	RVR 60 or 1 1/4	1 3/4	140	720' (705') - 2	
D	1 1/2	2	165	760' (745') - 2 1/4	

TERPS

CHANGES: P-56A prohibited area.

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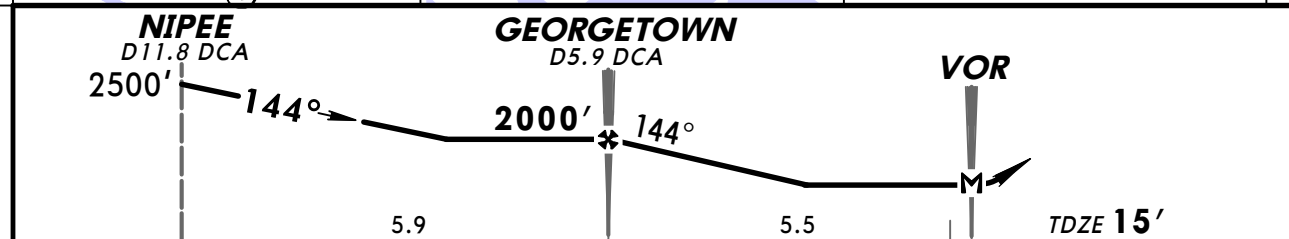
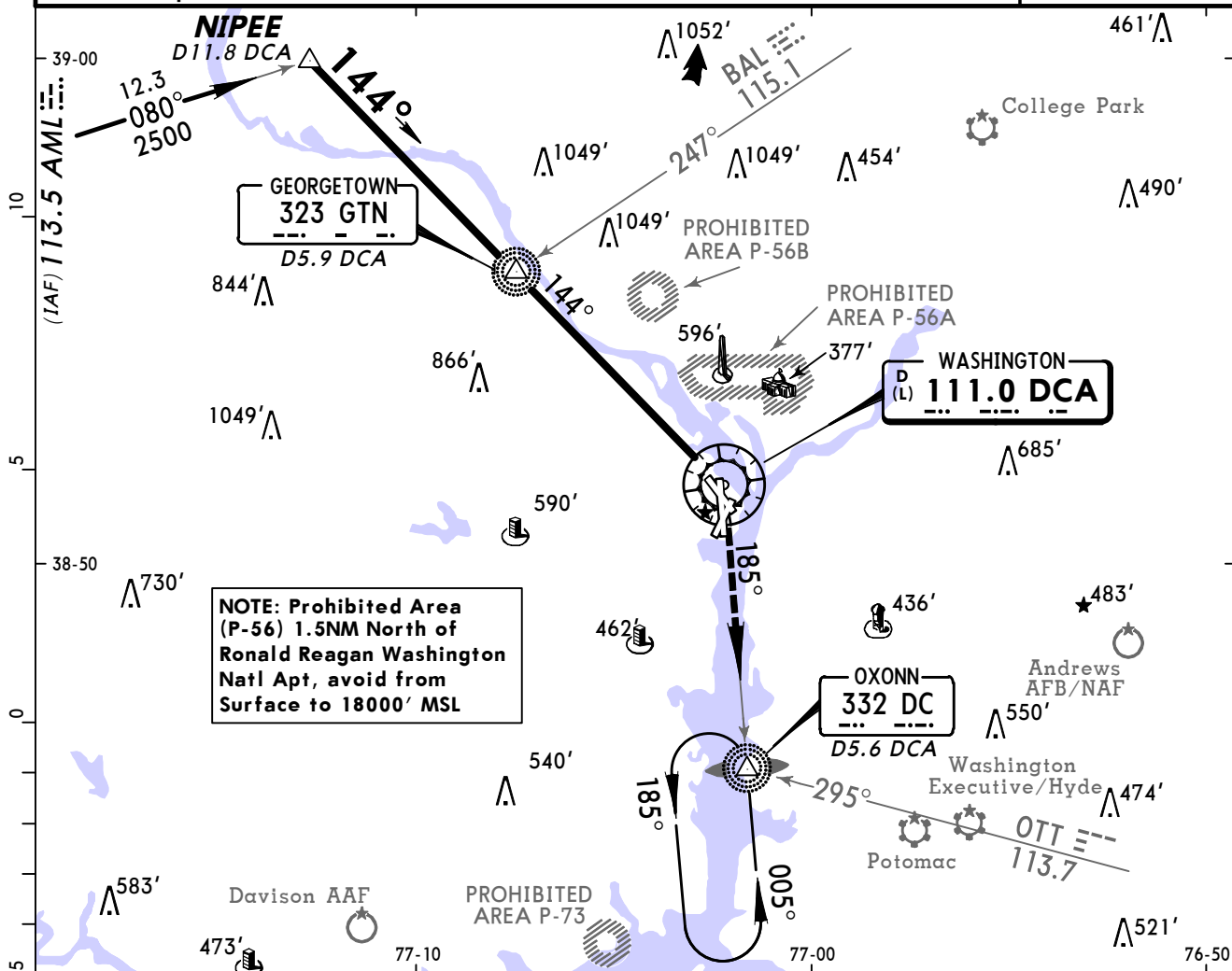
KDCA/DCA
RONALD REAGAN
WASHINGTON NATL

JEPPESSEN
1 APR 11 **(13-2)**

WASHINGTON, DC
VOR DME or GPS Rwy 15

BRIEFING STRIP™

D-ATIS 132.65	AWOS-3 128.8	POTOMAC Approach (R) 124.7		WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
VOR DCA 111.0	Final Apch Crs 144°	Minimum Alt GEORGETOWN 2000' (1985')	MDA(H) 920' (905')	Apt Elev 15' TDZE 15'	2600' MSA DCA VOR	
MISSED APCH: Climbing RIGHT turn to 1800' outbound via DCA VOR R-185 to OXONN LOM/INT/D5.6 DCA and hold.						
Alt Set: INCHES 1. Radar required.						
Trans level: FL 180 Trans alt: 18000'						



MAP at VOR					REIL PAPI-L	1800'	DCA via 111.0 RT	DC 332
------------	--	--	--	--	----------------	-------	------------------------	-----------

STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND		
MDA(H) 920' (905')			MDA(H)		
A			Max Kts		
B	1¼		90	920' (905') - 1¼	
C	2¾		120		
D	3		140	1 920' (905') - 2¾	
			165	1 920' (905') - 3	

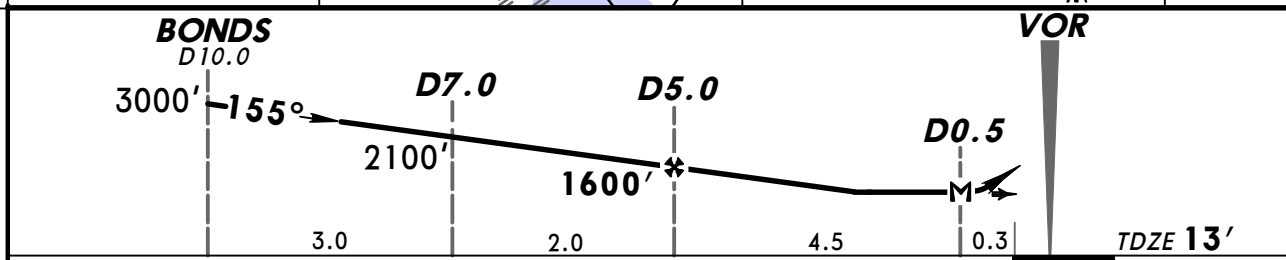
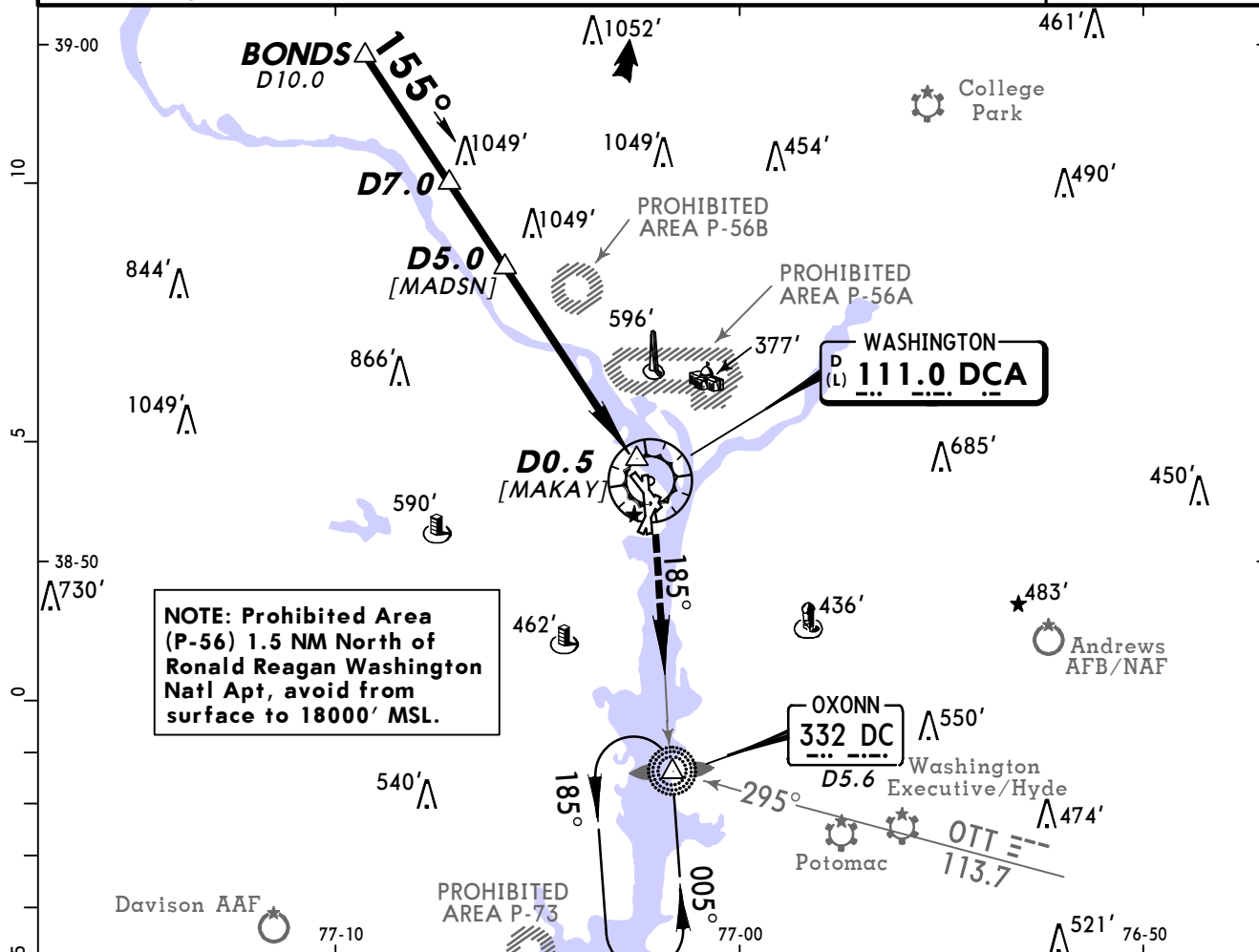
1 Not authorized Northeast of Rwy 15/33.

CHANGES: P-56 prohibited areas.

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BRIEFING STRIP™

D-ATIS 132.65	AWOS-3 128.8	POTOMAC Approach (R) 124.7	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
VOR DCA 111.0	Final Aptch Crs 155°	Minimum Alt D5.0 1600' (1587')	MDA(H) 980' (967')	Apt Elev 15' TDZE 13'	2600' MSA DCA VOR
MISSED APCH: Climbing RIGHT turn to 1800' outbound via DCA VOR R-185 to OXONN LOM/INT/D5.6 DCA and hold.					
Alt Set: INCHES 1. Radar required.					
Trans level: FL 180 Trans alt: 18000'					

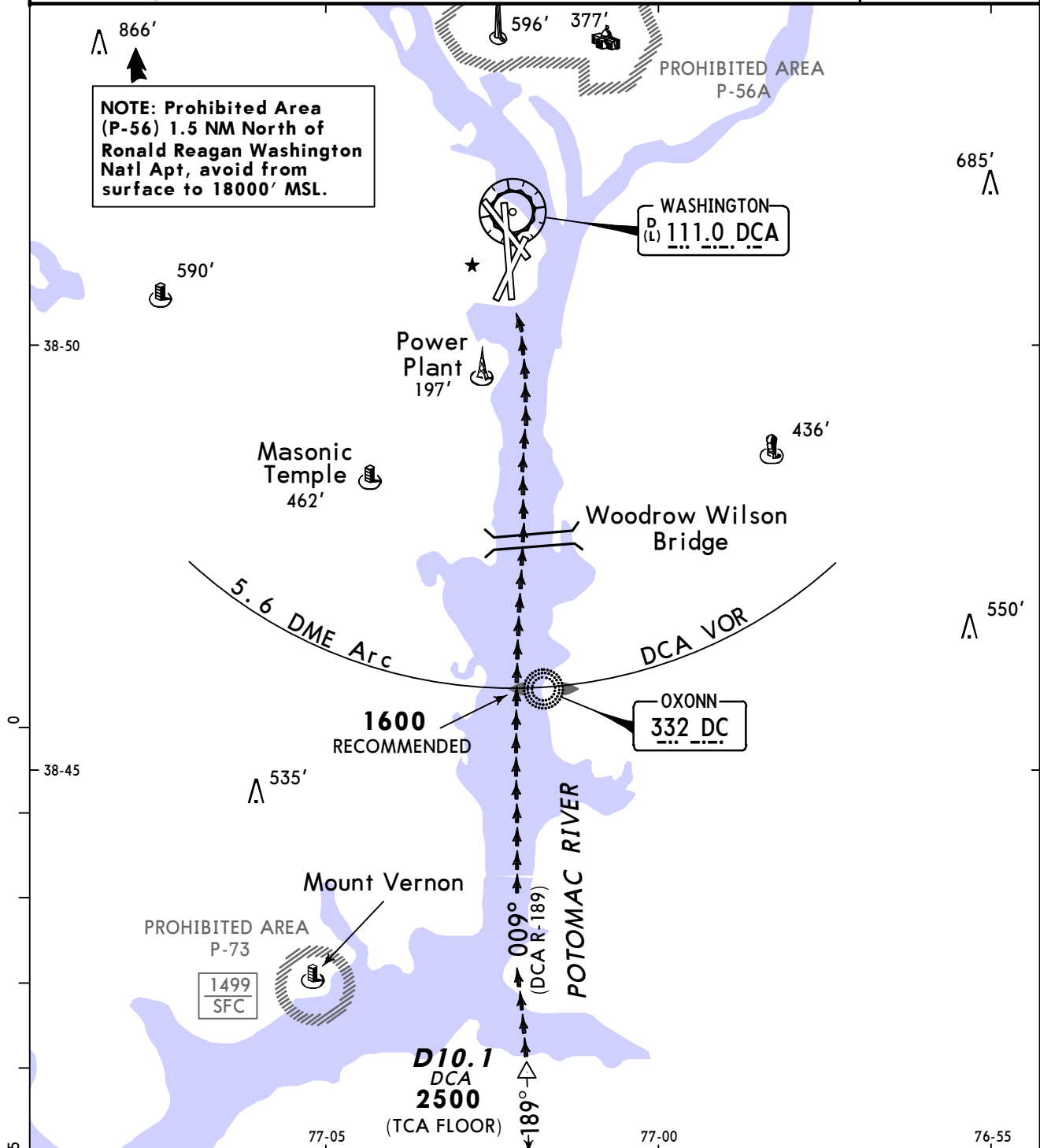


Gnd speed-Kts	70	90	100	120	140	160	MALSF VASI VASI 1800' DCA via 111.0 RT R-185 DC 332
Descent rate BONDS to D5.0	327	420	467	560	654	747	
MAP at D0.5							

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND	
MDA(H) 980' (967')					
ALS out				Max Kts	MDA(H)
A	RVR 60 or 1/4			90	980' (965') - 1/4
B	1 1/2			120	980' (965') - 1 1/2
C	3			140	1 980' (965') - 3
D				165	

1 Not authorized Northeast of Rwy 15/33.

D-ATIS 132.65	AWOS-3 128.8	POTOMAC Approach (R) 124.7	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
<i>VISUAL</i>	<i>Final Apch Crs</i> See Planview	No FAF	<i>Ceiling-Vis</i> 3000' -4	<i>Apt Elev</i> 15' <i>TDZE</i> 14'	 2600' <i>MSA DCA VOR</i>
MISSED APCH: No missed approach procedure.					
Alt Set: INCHES 1. Radar required.		Trans level: FL 180		Trans alt: 18000'	



MT VERNON VISUAL RWY 1

Aircraft may proceed via DCA VOR R-189 (009° inbound) to 5.6 DME, then follow the Potomac river to the airport.

[illegible]

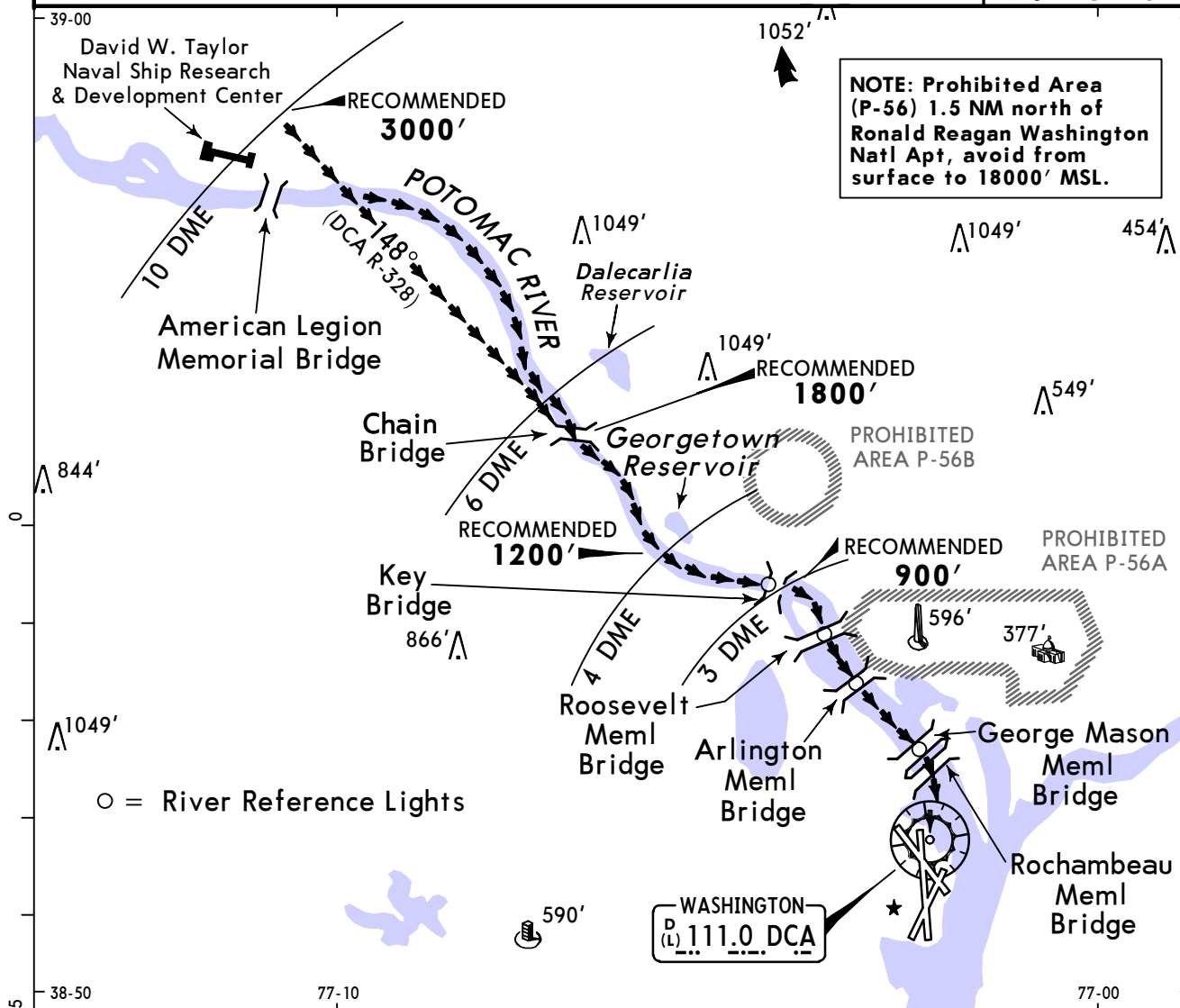
WEATHER MINIMUMS

Ceiling **3000'** - VIS **4**

BRIEFING STRIP™

D-ATIS 132.65	AWOS-3 128.8	POTOMAC Approach (R) 124.7		WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
VISUAL	Final Apch Crs See Planview.	No FAF		Ceiling-Vis 3500'-3	Apt Elev 15' TDZE 13'	2600' MSA DCA VOR
MISSED APCH: No missed approach procedure.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Clearance for visual approach does not authorize penetration of Prohibited Area P-56.						

MSA DCA VOR



RIVER VISUAL RWY 19

Aircraft may visually follow the Potomac River to the airport, or may proceed via the DCA VOR R-328 (148° inbound) or via the Rosslyn LDA Rwy 19 Approach to abeam Georgetown Reservoir (D4.0 DCA), then follow the Potomac River to the airport.

MALSF

VASI --- VASI

WEATHER MINIMUMS

Ceiling **3500'-VIS 3**

WASHINGTON, DC (RONALD REAGAN WASHINGTON NATL - KDCA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KDCA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1) ILS Rwy 1 and (11-1A) ILS Rwy 1 CAT II MM decmsnd.