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Airport Information For KIAD

Terminal Charts For KIAD

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Washington VA USA
IATA Code: IAD
Lat/Long: N38° 56.8' W077° 27.6'
Elevation: 313 ft

Airport Use: Public
Magnetic Variation: 10.6°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: 1229 Z
Sunset: 2202 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 134.85
Dulles Tower 134.425
Dulles Tower 120.25
Dulles Tower 120.1
Metering Ground Control 124.075
Dulles Ground Control 121.9
Dulles Ground Control 121.625
Dulles Ramp/Taxi Control 130.55
Dulles Ramp/Taxi Control 129.55
Dulles Ramp/Taxi Control 119.125
Dulles Clearance Delivery 135.7 Pre-Departure Clearance
Potomac Approach Control 128.525 (91°-240°)
Potomac Approach Control 126.1 (331°-90°)
Potomac Approach Control 120.45 (241°-330°) Initial Contact
Potomac App TCA 128.525 (91°-240°)
Potomac App TCA 126.1 (331°-90°)
Potomac App TCA 120.45 (241°-330°) Initial Contact
Potomac Departure Control 126.65 (121°-299°)
Potomac Departure Control 125.05 (300°-120°)
Washington Dulles Intl Unicom 122.95

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

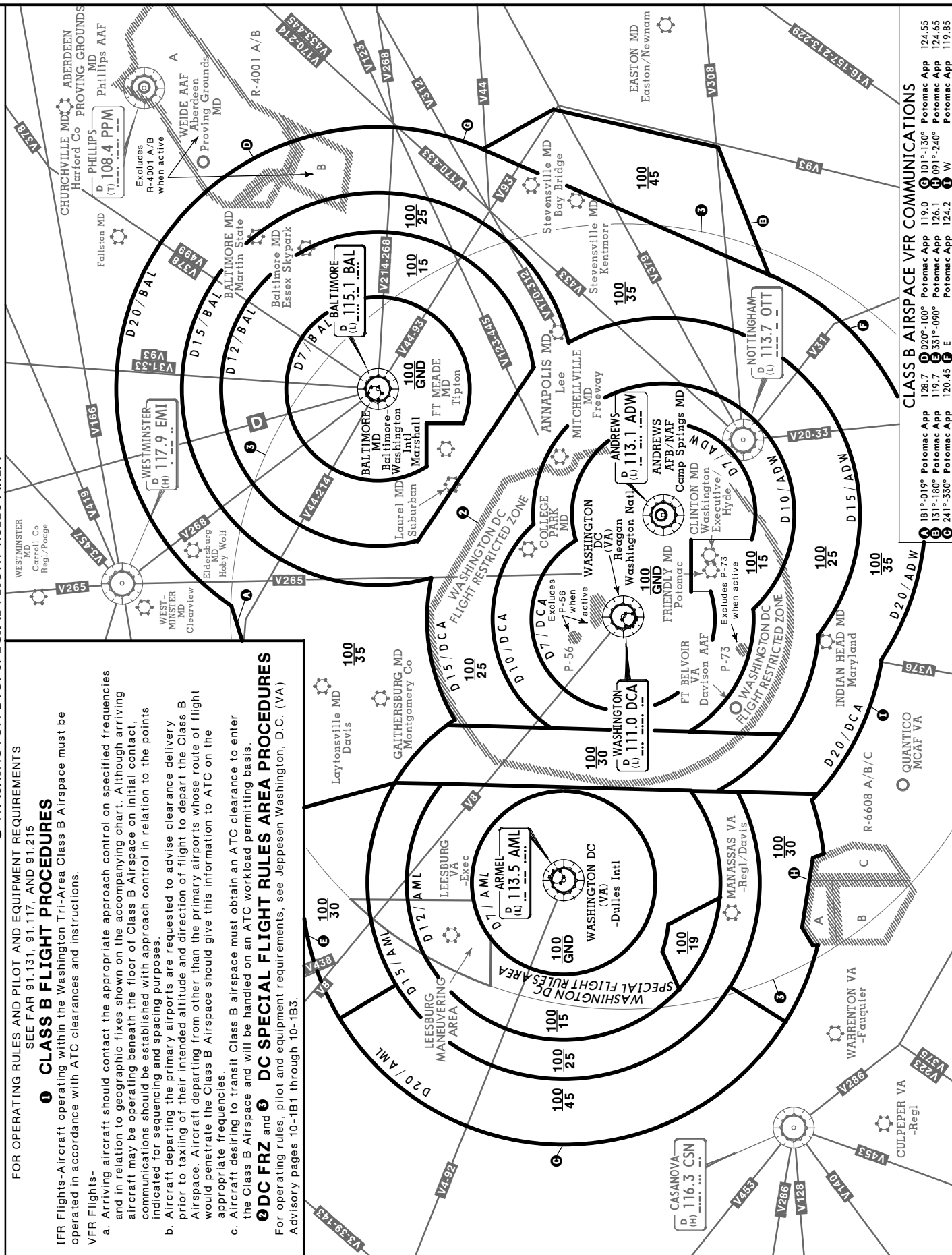
1 CLASS B FLIGHT PROCEDURES

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

- 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 ATIS on the appropriate frequencies.

and will be handled on an AIC workload permitting basis.

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



CHANGES: Prohibited area (P)-56 modified.

CLASS B AIRSPACE VER COMMUNICATIONS

	181°-019°	Potomac App	128.7	D 020°-100°	Potomac App	119.0	G 101°-130°	Potomac App	124.55
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	H 091°-240°	Potomac App	124.65
C	241°-330°	Potomac App	120.45	F E	Potomac App	124.2	I W	Potomac App	119.85

ADVISORY

Washington D.C. SFRA Special Flight Rules Area

WARNING

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

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

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

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

DEFINITIONS

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

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

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

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

ADVISORY**FAILURE TO COMPLY**

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

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

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

ADVISORY**AIRCRAFT OPERATING IN THE DC FRZ**

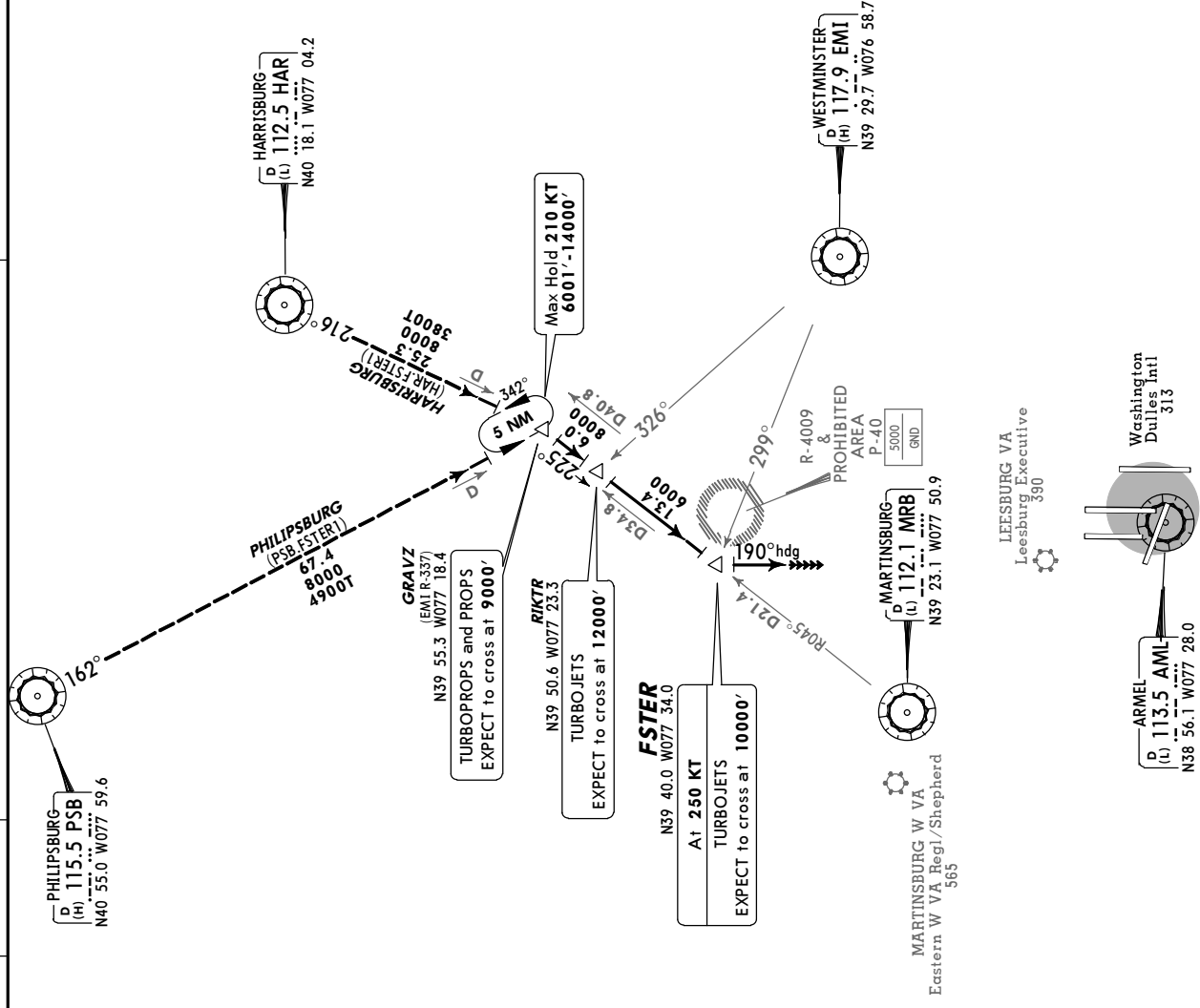
- (a) Except as provided in paragraph (b) of this section, no pilot may conduct any flight operation under part 91, 101, 103, 105, 125, 133, 135, or 137 of this chapter in the DC FRZ, unless the specific flight is operating under an FAA/TSA authorization.
- (b) Department of Defense (DOD) operations,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

RESOURCES

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

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FSTER ONE ARRIVAL
(FSTER.FSTER1)



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10

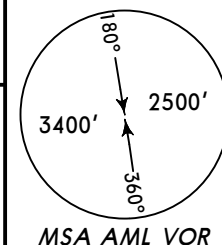
ROUTING

From GRAVZ on MRB R-045 to RIKTR, then to FSTER, then on heading 190°. EXPECT RADAR vectors to final approach course.

For non-GPS equipped aircraft, RAV DME must be operational.

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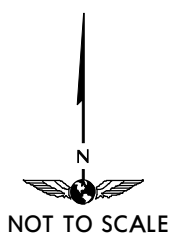
D-ATIS **134.85** *Apt Elev* **312'** Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. RADAR required.
 2. For turbojet aircraft only.



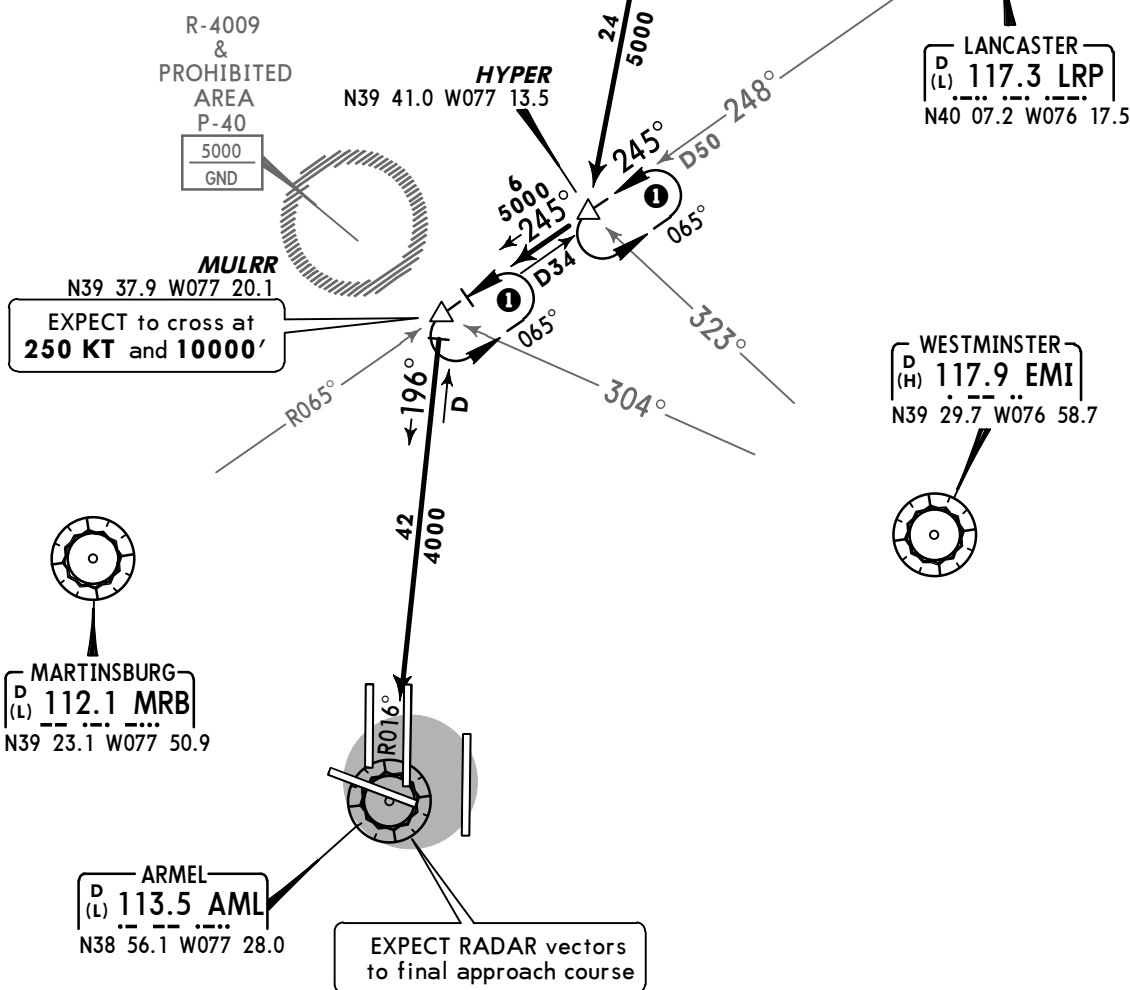
PHILIPSBURG TWO ARRIVAL (PSB.PSB2)

PHILIPSBURG
 D (H) **115.5 PSB**
 N40 55.0 W077 59.6

SELINGSGROVE
 D (L) **110.4 SEG**
 N40 47.5 W076 53.0



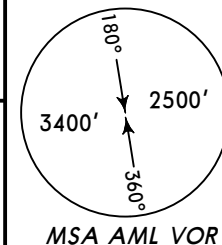
1 Max Hold **210 KT**
6001'-14000'



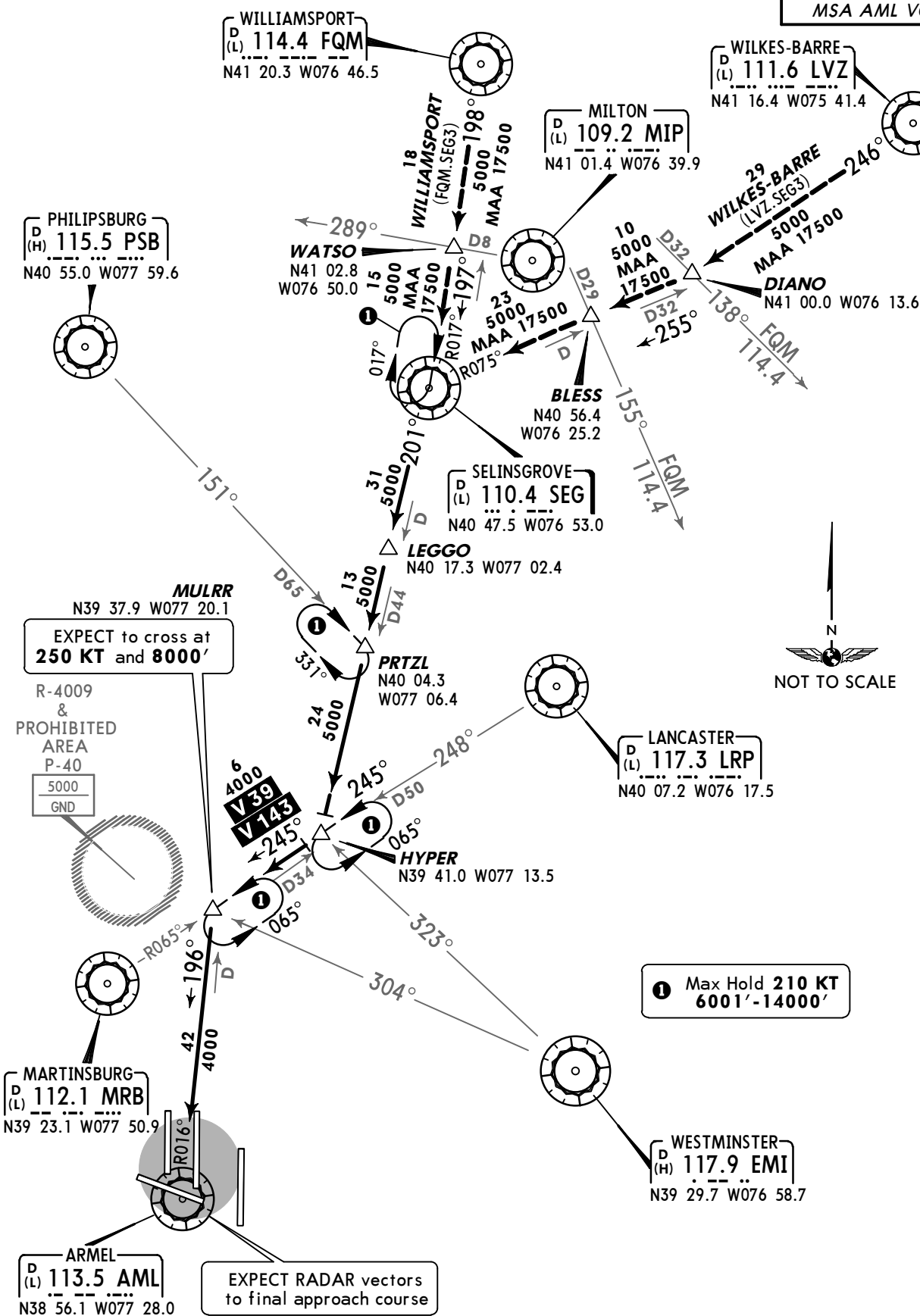
ROUTING

From over PSB via PSB R-151 to PRTZL. Then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. EXPECT RADAR vectors to final approach course.

D-ATIS **134.85** **Apt Elev** **313'** **Alt Set: INCHES** **Trans level: FL180** **Trans alt: 18000'**
1. RADAR required.
2. For non-turbojet aircraft capable of 180 KT or greater.



SELINGSGROVE THREE ARRIVAL (SEG.SEG3)

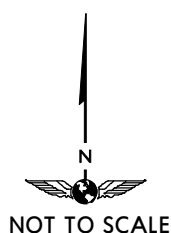


ROUTING

From over SEG via SEG R-201 to LEGGO, then via SEG R-201 to PRTZL, then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. EXPECT RADAR vectors to final approach course.

1. **RADAR required.** 2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**
4. **Turbojet aircraft only.** 5. **ATC assigned only.**

(RWYS 1L/C/R, 19L/C/R, 30)



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.

POTOMAC
Departure (R)
126.65

Apt Elev
312'

Trans level: FL180 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 LOULU, TIICE, WHYUU,
 BUNZZ or RAMAY.

BUNZZ TWO RNAV DEPARTURE (BUNZZ2.BUNZZ)

Direct distance from Washington Dulles Intl:
 (Rwys 1L/C/R, 30) to: LOULU 12 NM
 (Rwys 19L/C/R) to: TIICE 10 NM

INITIAL CLIMB

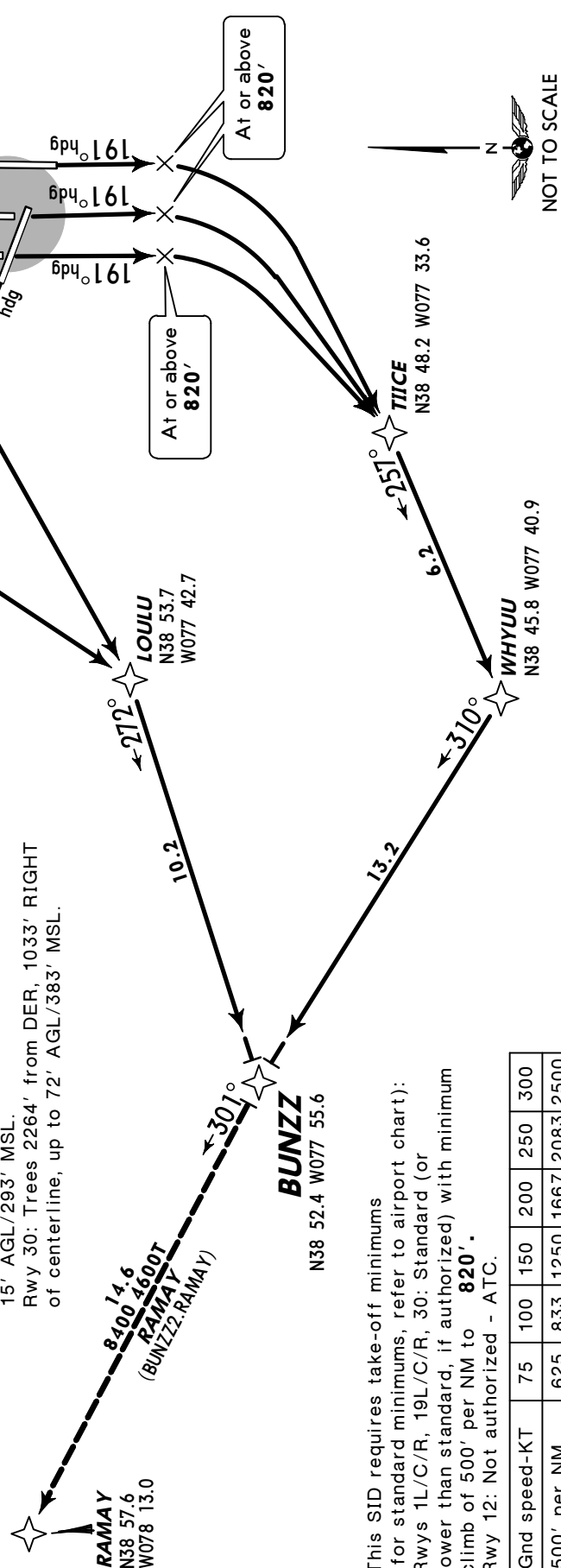
RWY	
1L/C/R	Climb heading 011° to 820°, then LEFT turn direct LOULU (or heading assigned by ATC), then on depicted course to BUNZZ.
19L/C/R	Climb heading 191° to 820°, then RIGHT turn direct TIICE (or heading assigned by ATC), then on depicted course to BUNZZ.
30	Climb heading 301° to 820°, then LEFT turn direct LOULU (or heading assigned by ATC), then on depicted course to BUNZZ.

ROUTING

MAINTAIN 3000'. EXPECT clearance to filed altitude within 10 minutes after departure.

OBSTACLES

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.



This SID requires take-off 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'.
 Rwy 12: Not authorized - ATC.

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

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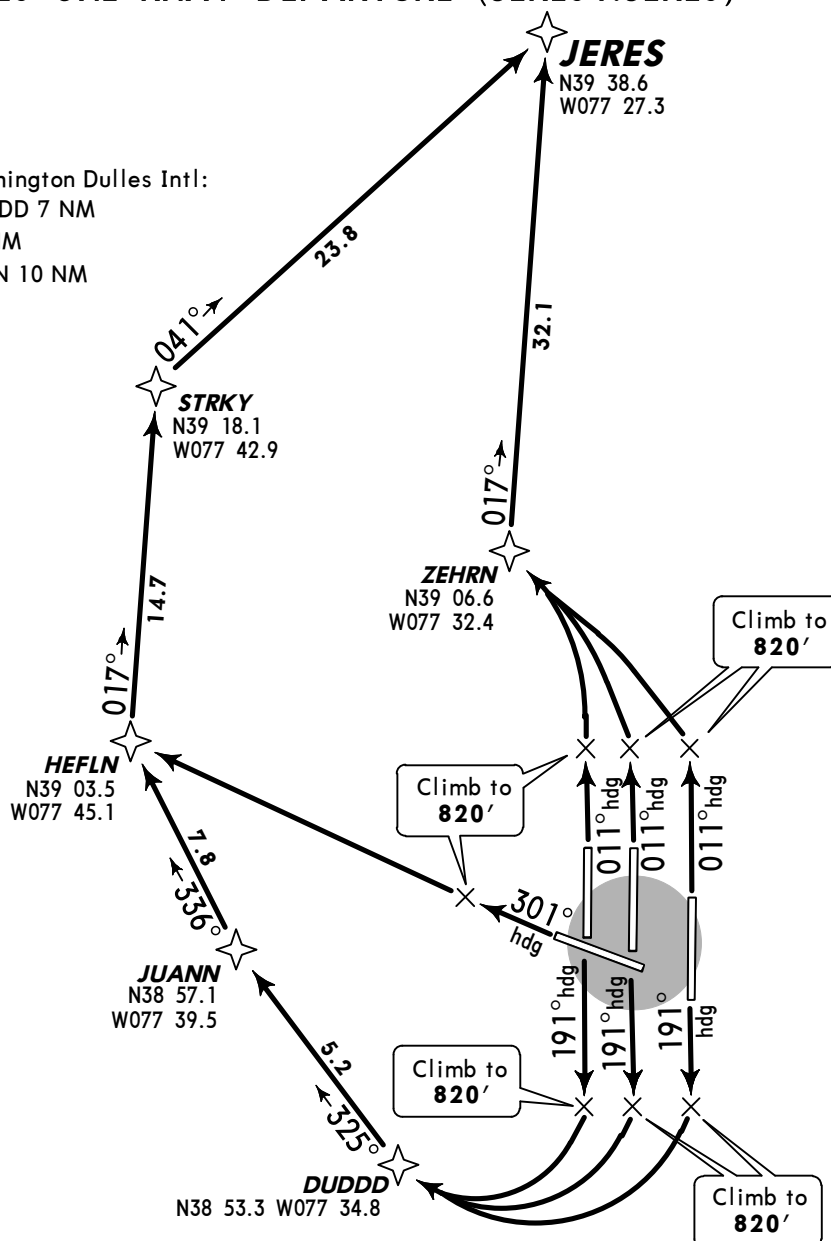
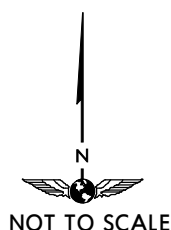
POTOMAC
 Departure (R)
125.05

Apt Elev
313'

Trans level: FL180 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 ZEHRN, DUDDD, JUANN, HEFLN, STRKY or JERES.

JERES ONE RNAV DEPARTURE (JERES1.JERES)

Direct distance from Washington Dulles Intl:
 (Rwys 19L/C/R) to: DUDDD 7 NM
 (Rwy 30) to: HEFLN 15 NM
 (Rwys 1L/C/R) to: ZEHRN 10 NM



OBSTACLES

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.

This SID requires take-off 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'.
 Rwy 12: Not authorized - ATC.

Gnd 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 climbing LEFT turn direct ZEHRN (or ATC assigned heading), then on track 017° to JERES.

19L/C/R

Climb heading 191° to 820', then climbing RIGHT turn direct DUDDD (or ATC assigned heading), then on depicted route to JERES.

30

Climb heading 301° to 820', then direct HEFLN (or ATC assigned heading), then on depicted route to JERES.

ROUTING

MAINTAIN 3000'. EXPECT clearance to filed altitude within 10 minutes after departure.

POTOMAC
Departure (R)
125.05

Apt Elev
313'

Trans level: FL180 Trans alt: 18000'

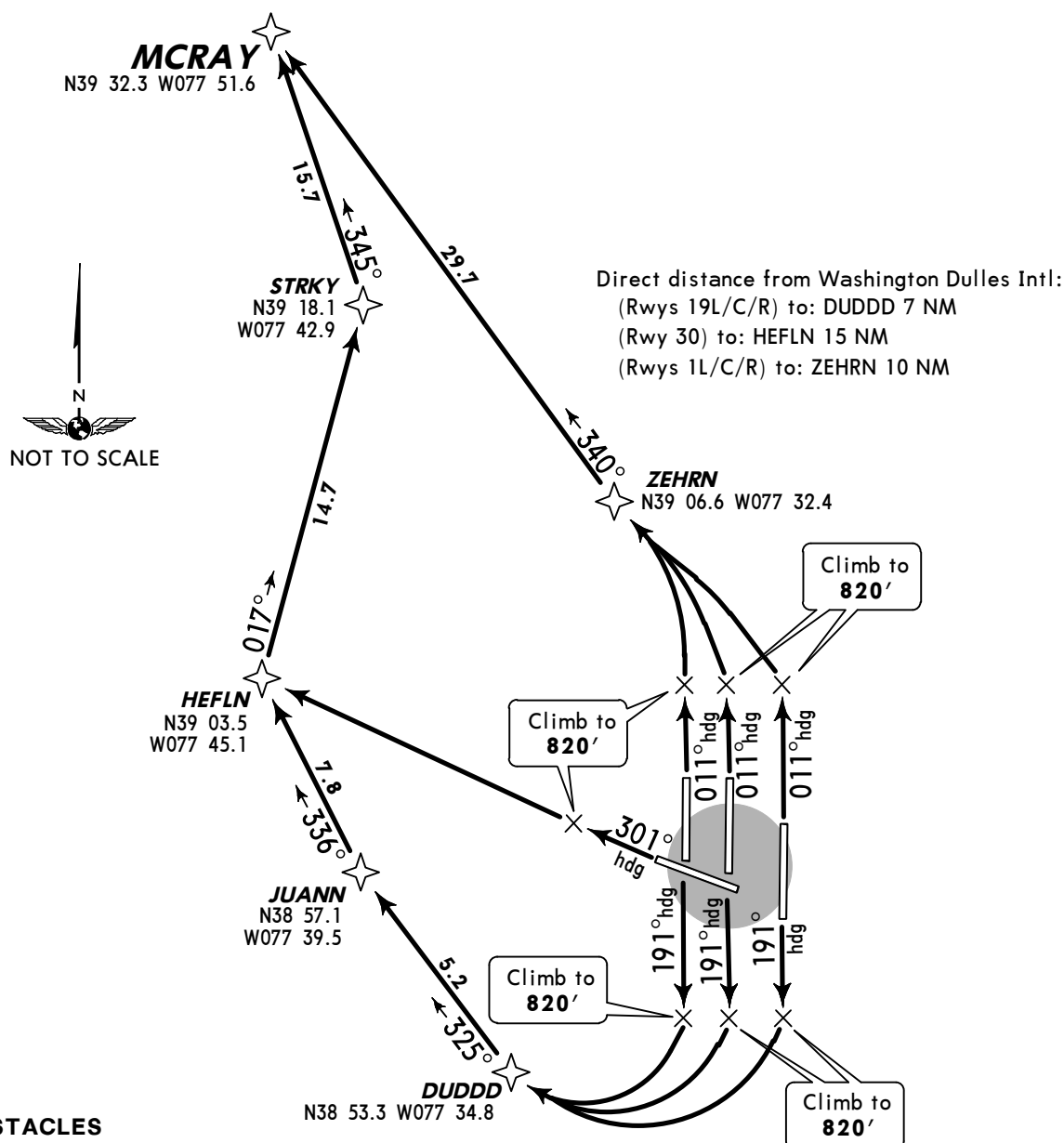
1. DME/DME/IRU or GPS required. 2. RNAV 1.

3. RADAR required.

4. Turbojets only.

5. Aircraft may be RADAR vectored to ZEHRN, DUDD, JUANN, HEFLN, STRKY or MCRAV.

MCRAV ONE RNAV DEPARTURE (MCRAV1.MCRAV)



This SID requires take-off 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'.
Rwy 12: Not authorized - ATC.

Gnd 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 climbing LEFT turn direct ZEHRN (or ATC assigned heading), then on track 340° to MCRAV.

19L/C/R

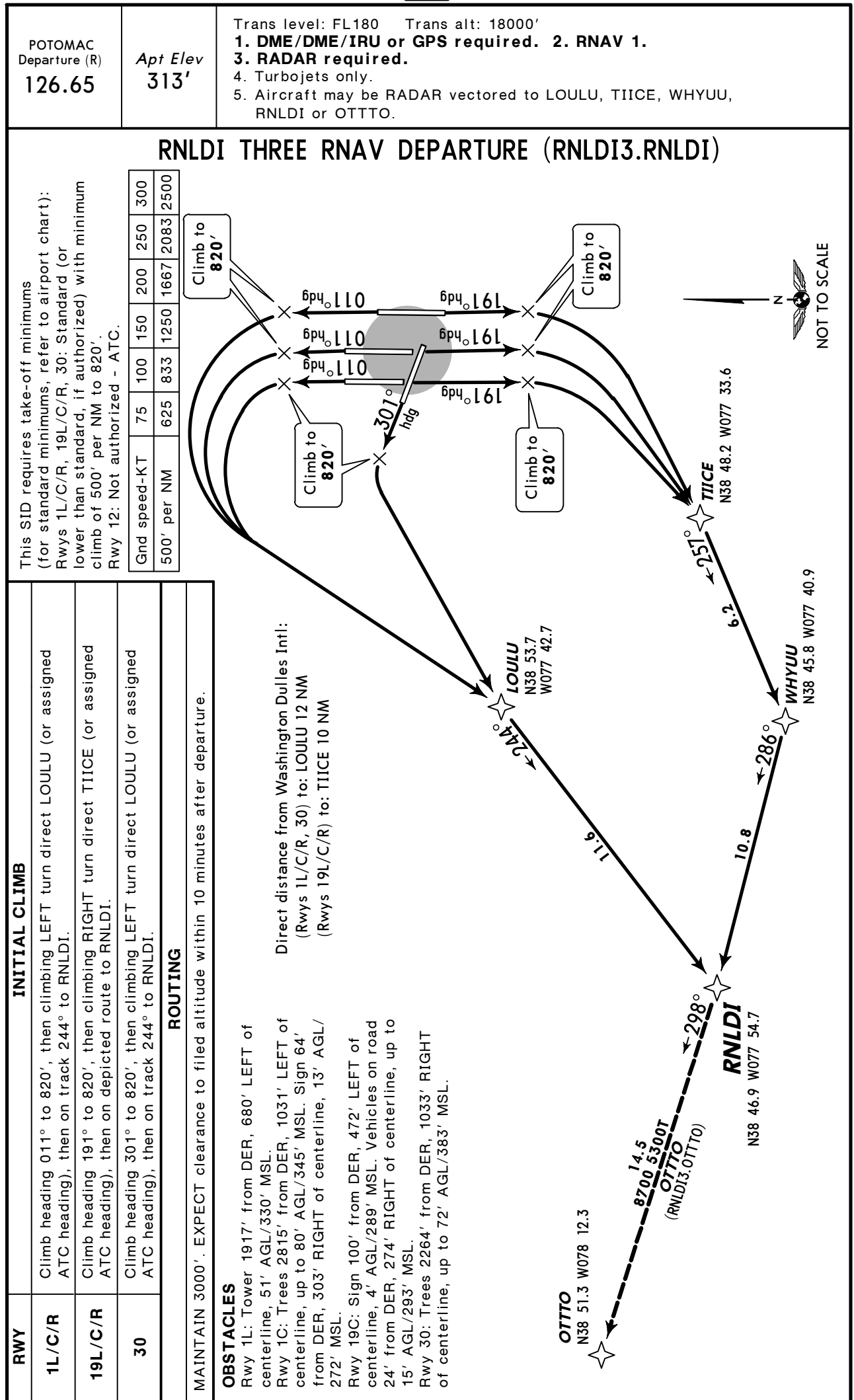
Climb heading 191° to 820', then climbing RIGHT turn direct DUDD (or ATC assigned heading), then on depicted route to MCRAV.

30

Climb heading 301° to 820', then direct HEFLN (or ATC assigned heading), then on depicted route to MCRAV.

ROUTING

MAINTAIN 3000'. EXPECT clearance to filed altitude within 10 minutes after departure.



	D-ATIS	ACARS: D-ATIS TWIP	DULLES Clearance	West	Ground	East
Rwys 1L/19R, 12/30	134.85		135.7	121.62		121.9
Rwys 1C/19C		Tower			POTOMAC Departure (R)	
134.42		120.25	120.1			126.65

RAMP CONTROL

NORTH AREA RAMP
(Taxilanes A & B)

MIDFIELD AREA RAMP
(Taxilanes C & D)

SOUTH AREA RAMP
(Taxilanes E & F)

119.12

129.55

130.55

MAIN TERMINAL K

RAMP TOWER A CONOURSE

RAMP TOWER C CONOURSE

For Parking Gates and Coordinates see 20-9B/C

MIDFIELD TERMINAL RAMP

D CONOURSE

C CONOURSE

R RAMP

R RAMP

E1

E2

E3

E4

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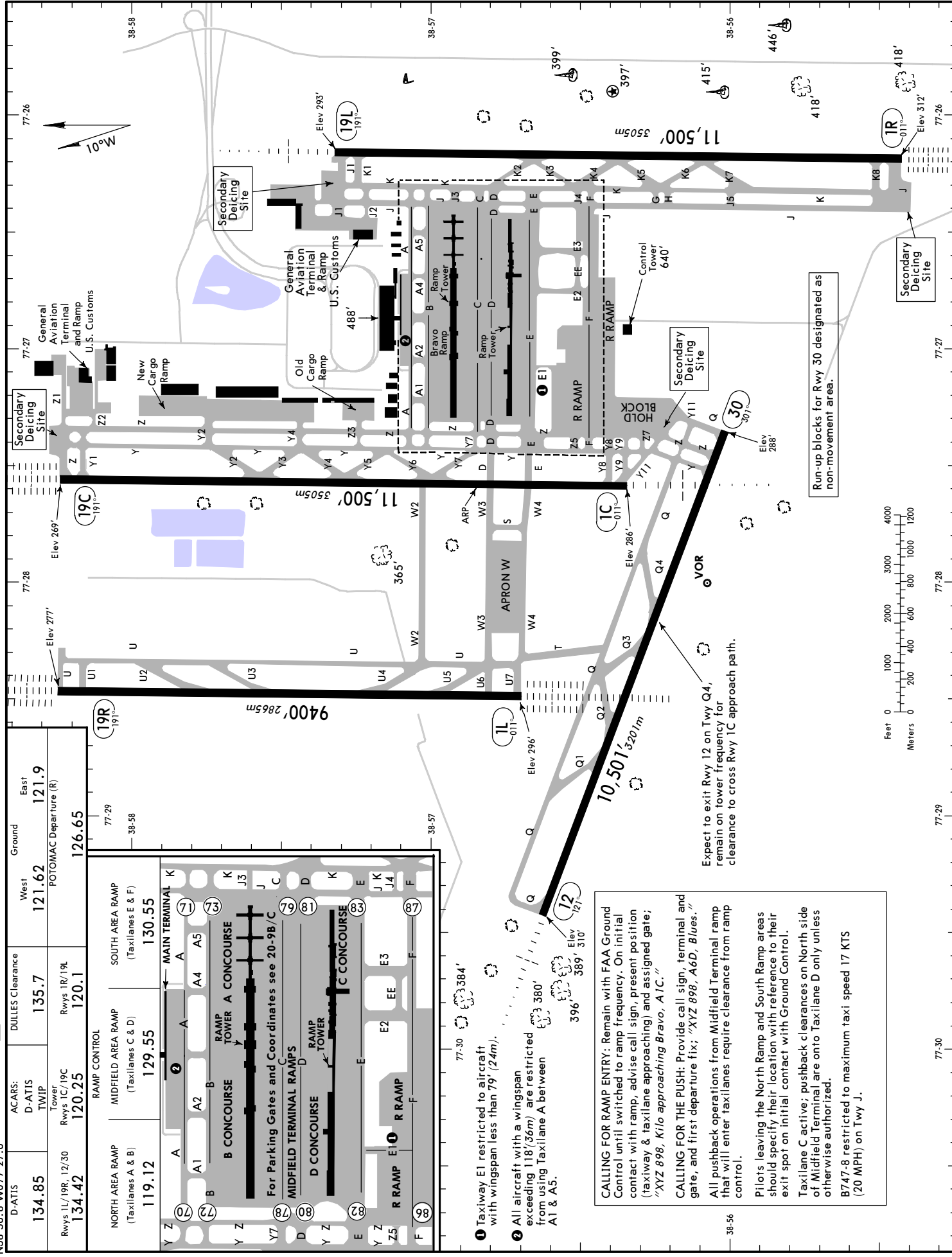
E281

E282

E283

E284

E285



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 & taxi lane approaching) and assigned gate; "XYZ 898, Kilo approaching Bravo, AIC." 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 taxi lanes 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. Taxi lane C active; pushback clearances on North side of Midfield Terminal are onto Taxi lane D only unless otherwise authorized. B747-8 restricted to maximum taxi speed 17 KTS (20 MPH) on Twy J.

GENERAL

ASDE-X surveillance system in use. Operate transponder with Mode C when on taxiways and runways.

Runway Status Lights in operation.

Deer and birds 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 push backs 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.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
1L	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR		8290' 2527m		150' 46m
19R			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		

② Angle 3.0°.

1R	HIRL CL ALSF-II TDZ ③ PAPI-R grooved RVR		10,450' 3185m		150' 46m
19L	HIRL CL MALSR ③ PAPI-L grooved RVR		10,501' 3201m		

③ Angle 3.0°.

12	HIRL CL TDZ MALSR ④ PAPI-R grooved RVR		9501' 2896m		150' 46m
30	HIRL CL REIL ④ PAPI-L grooved RVR				

④ Angle 3.0°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

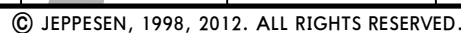
Rwys 1L/C/R, 12, 19L/C/R					Rwy 30				
2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD		Both RVRs are required & controlling.		Adequate Vis Ref	STD	
			3 & 4 Eng	1 & 2 Eng				3 & 4 Eng	1 & 2 Eng
CL & HIRL	CL, or RCLM & HIRL				CL & HIRL	CL, or RCLM & HIRL			
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid 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.

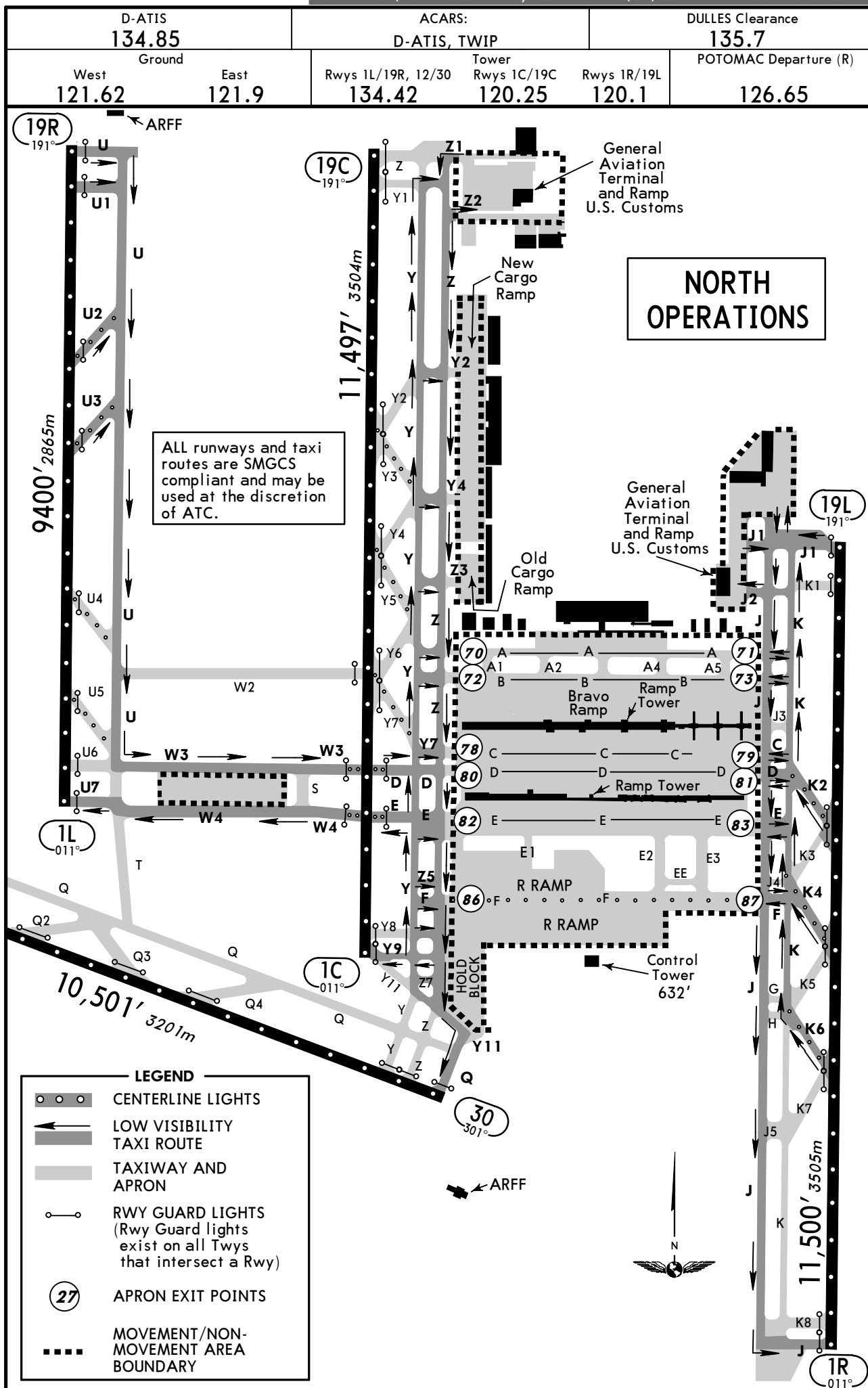
FOR FILING AS ALTERNATE

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



PARKING GATE COORDINATES

GATE No.	COORDINATES
A CONCOURSE	
1A thru 1C	N38 56.9 W077 26.5
1E, 1F	N38 56.9 W077 26.5
1G	N38 56.9 W077 26.4
2A thru 2C	N38 56.9 W077 26.5
2E, 2F	N38 56.9 W077 26.5
2G	N38 56.9 W077 26.4
3A thru 3G	N38 56.9 W077 26.5
4A thru 4G	N38 56.9 W077 26.5
5A thru 5G	N38 56.9 W077 26.6
6A thru 6E, 6G	N38 56.9 W077 26.6
A14 thru A16, A19, A20, A22, A23	N38 56.9 W077 26.7
A24 thru A26, A31, A32	N38 56.9 W077 26.8
B CONCOURSE	
B37, B38, B40 thru B42	N38 56.9 W077 26.9
B43 thru B48	N38 56.9 W077 27.0
B49 thru B51, B62 thru B65	N38 56.9 W077 27.1
B66, B67, B70 thru B72	N38 56.9 W077 27.2
B73 thru B76, B78, B79	N38 56.9 W077 27.3
C CONCOURSE	
C1 thru C4	N38 56.7 W077 26.5
C5 thru C9	N38 56.7 W077 26.6
C11	N38 56.7 W077 26.7
C12	N38 56.7 W077 26.6
C14, C17, C18, C18R	N38 56.7 W077 26.7
C19	N38 56.7 W077 26.8
C20, C20R	N38 56.7 W077 26.7
C22, C22R, C23, C24, C24R, C26, C26R, C27, C28	N38 56.7 W077 26.8
C28R, C28X	N38 56.7 W077 26.9
D CONCOURSE	
D1, D2	N38 56.7 W077 26.9
D3	N38 56.7 W077 27.0
D4	N38 56.7 W077 26.9
D5 thru D8, D10	N38 56.7 W077 27.0
D11, D12, D14 thru D16, D18	N38 56.7 W077 27.1
D19 thru D21, D23, D24, D26	N38 56.7 W077 27.2
D29, D30, D32	N38 56.7 W077 27.3
R RAMP	
R3, R5, R7	N38 56.5 W077 26.8
R9	N38 56.5 W077 26.9
R11	N38 56.5 W077 27.0
R12	N38 56.6 W077 27.0
R13	N38 56.5 W077 27.1
R14	N38 56.6 W077 27.1
R15	N38 56.5 W077 27.1
R16	N38 56.6 W077 27.1
R17, R19	N38 56.5 W077 27.2
R22	N38 56.6 W077 27.2
R24, R26, R28	N38 56.6 W077 27.3
Z GATES	
Z6, Z7	N38 57.1 W077 26.7
Z9, Z10	N38 57.1 W077 26.8



KIAD/IAD

JEPPESSEN

SMGCS

WASHINGTON DULLES INTL

26 APR 13

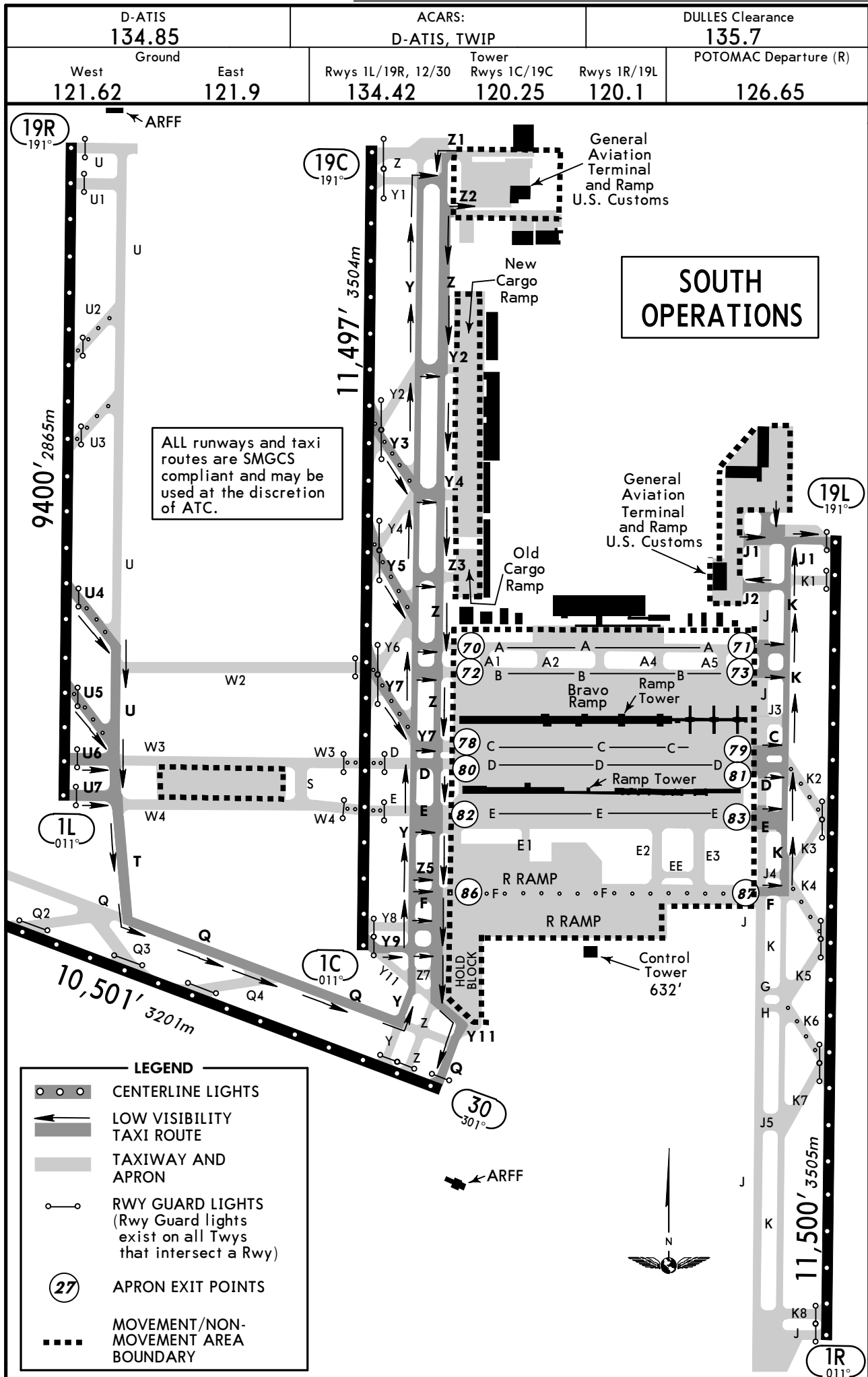
20-9E

WASHINGTON, DC (VA)

LESS THAN RVR 1200 TO 600

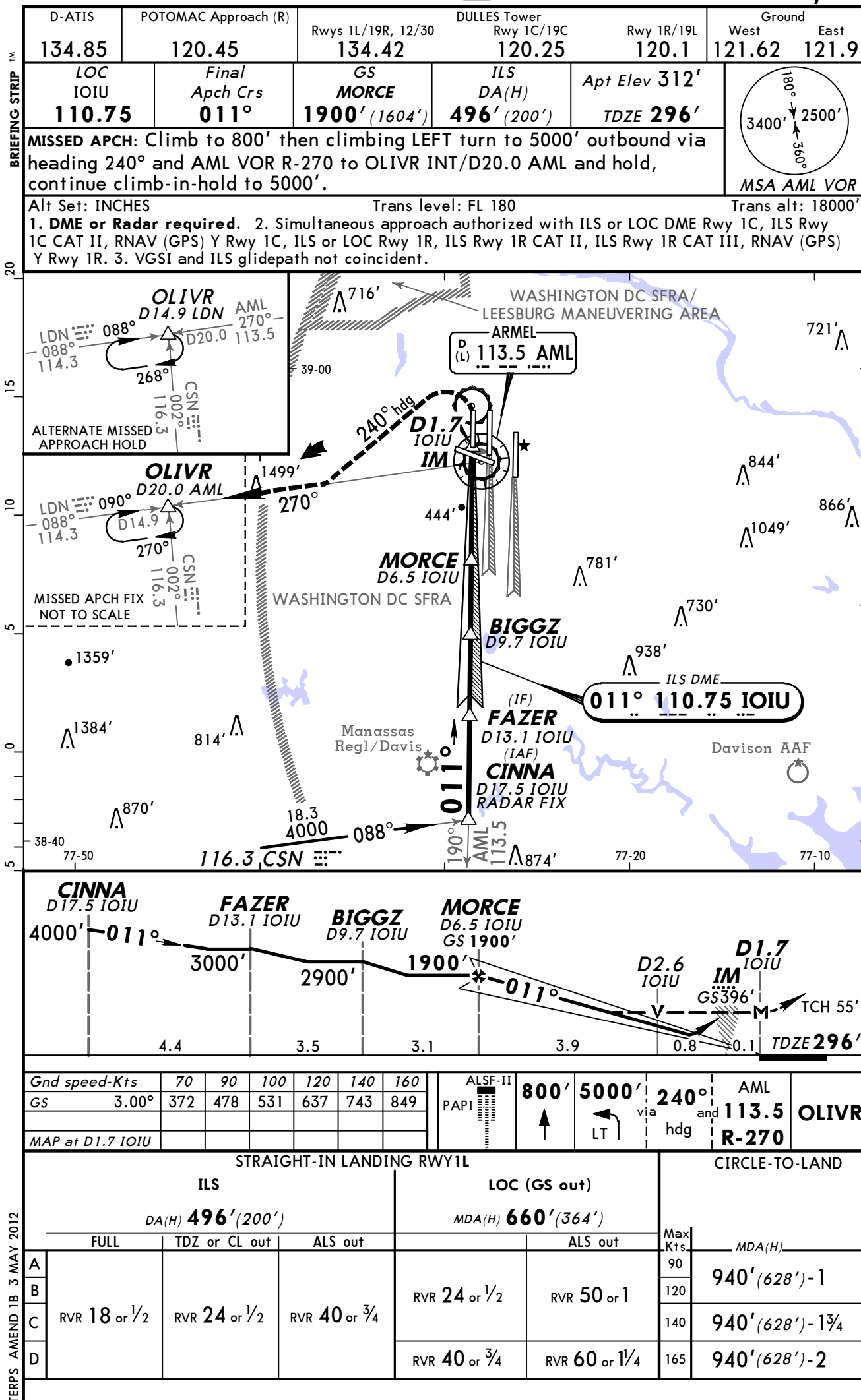
LOW VISIBILITY TAXI ROUTES

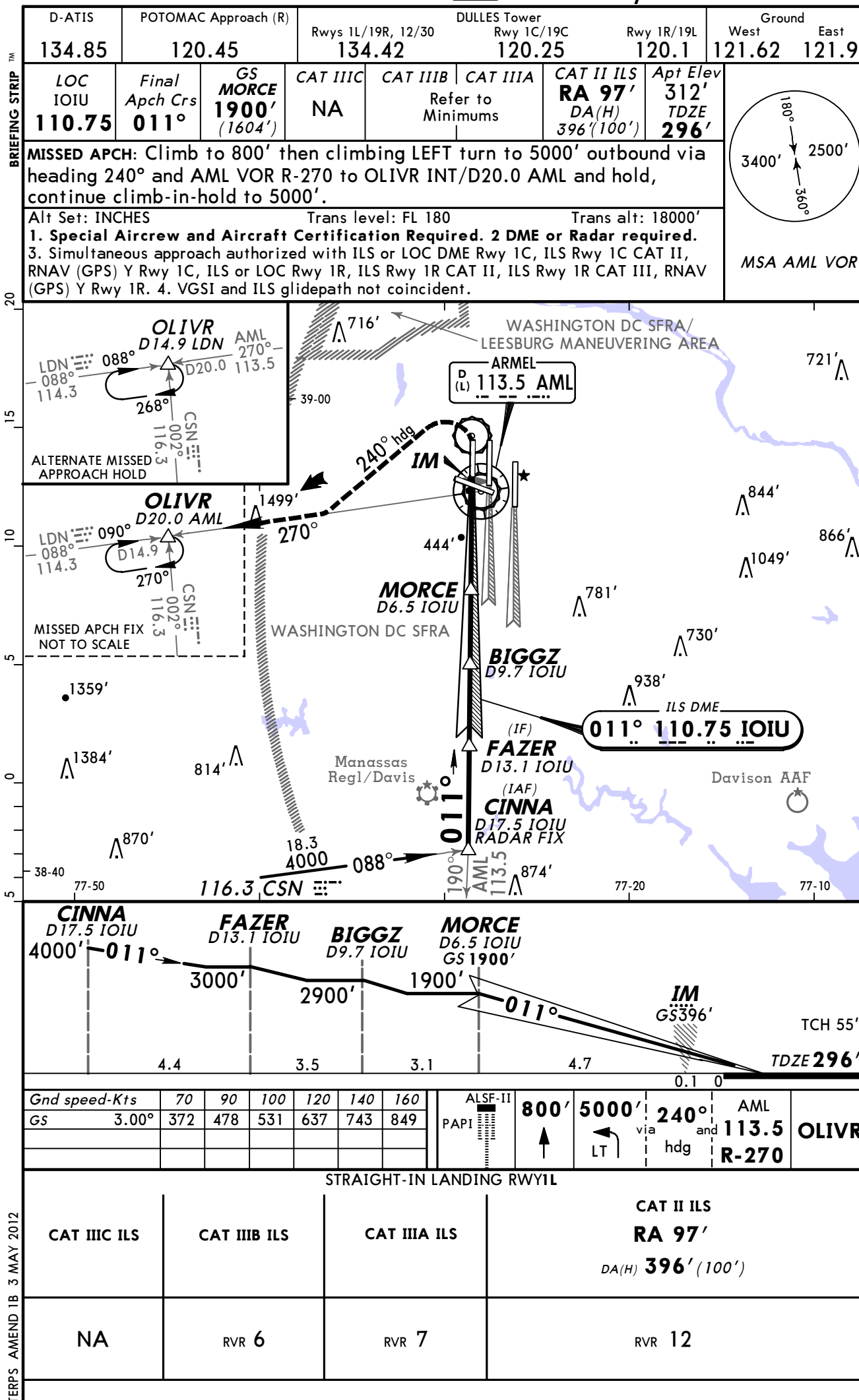
RWY 19L & 30 DEPARTURE, RWY 19C/R ARRIVAL



CHANGES: Twy centerline lights.

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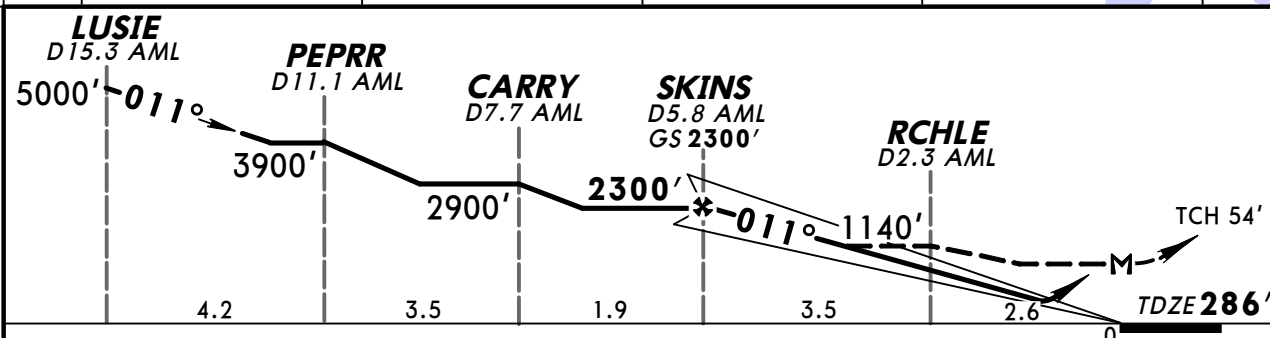
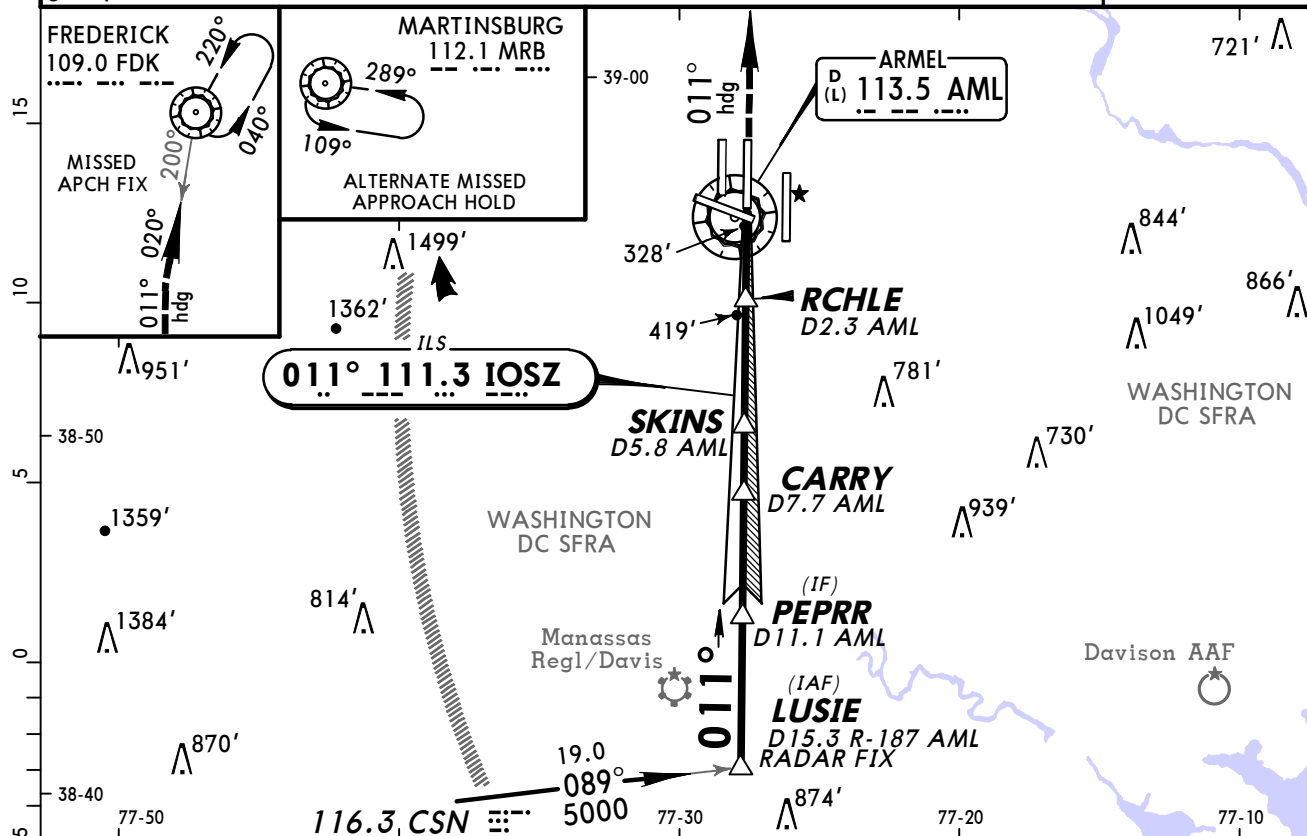
KIAD/IAD WASHINGTON DULLES INTL **JEPPESEN** WASHINGTON, DC (VA) ILS or LOC DME Rwy 1C

28 MAR 14
Eff 3 Apr

(21-2)

BRIEFING STRIP™

D-ATIS	POTOMAC Approach (R)	Rwy 1C/19C	DULLES Tower Rwys 1L/19R, 12/30	Rwy 1R/19L	Ground WestEast
134.85	120.45	120.25	134.42	120.1	121.62121.9
LOC IOSZ 111.3	Final Apch Crs 011°	GS SKINS 2300' (2014')	ILS DA(H) 486' (200')	Apt Elev 313' TDZE 286'	180°250°360° MSA AML VOR
MISSED APCH: Climb to 3000' on heading 011° and inbound FDK VOR R-200 to FDK VOR and hold; or as directed by ATC.					
Alt Set: INCHESTrans level: FL 180Trans alt: 18000' 1. DME required. 2. DME from AML VOR. Simultaneous reception of IOSZ and AML DME required. 3. 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. 4. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' on 011° and FDK R-200 FDK 109.0	FDK 109.0
GS	3.00°	372	478	531	637	743		
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) 580' (294')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out		ALS out		
A					90	940' (627') - 1
B					120	
C	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	140	940' (627') - 1 3/4
D			RVR 40 or 3/4	RVR 50 or 1	165	940' (627') - 2

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

CHANGES: APT elevation.

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TERPS AMEND 2B 3 APR 2014

Apt Elev 313
TDZE **286'**



Trans alt: 18000'

1. **Special Aircrew and Aircraft Certification Required.**
 2. **DME required. 3. DME from AML VOR. Simultaneous reception of IOSZ and AML DME required.**
 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.



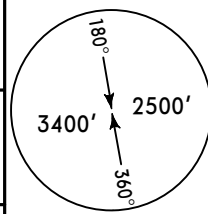
3000'	011°	FDK	FDK
↑	on	and 109.0	109.0
	hdg	R-200	

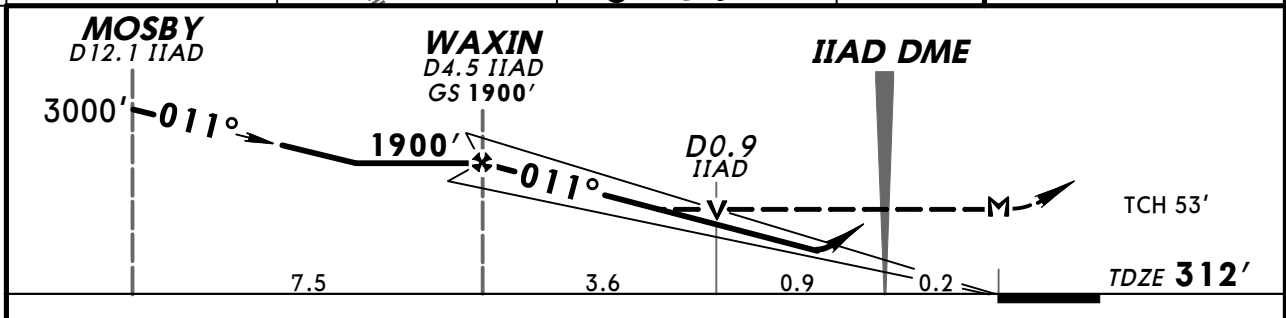
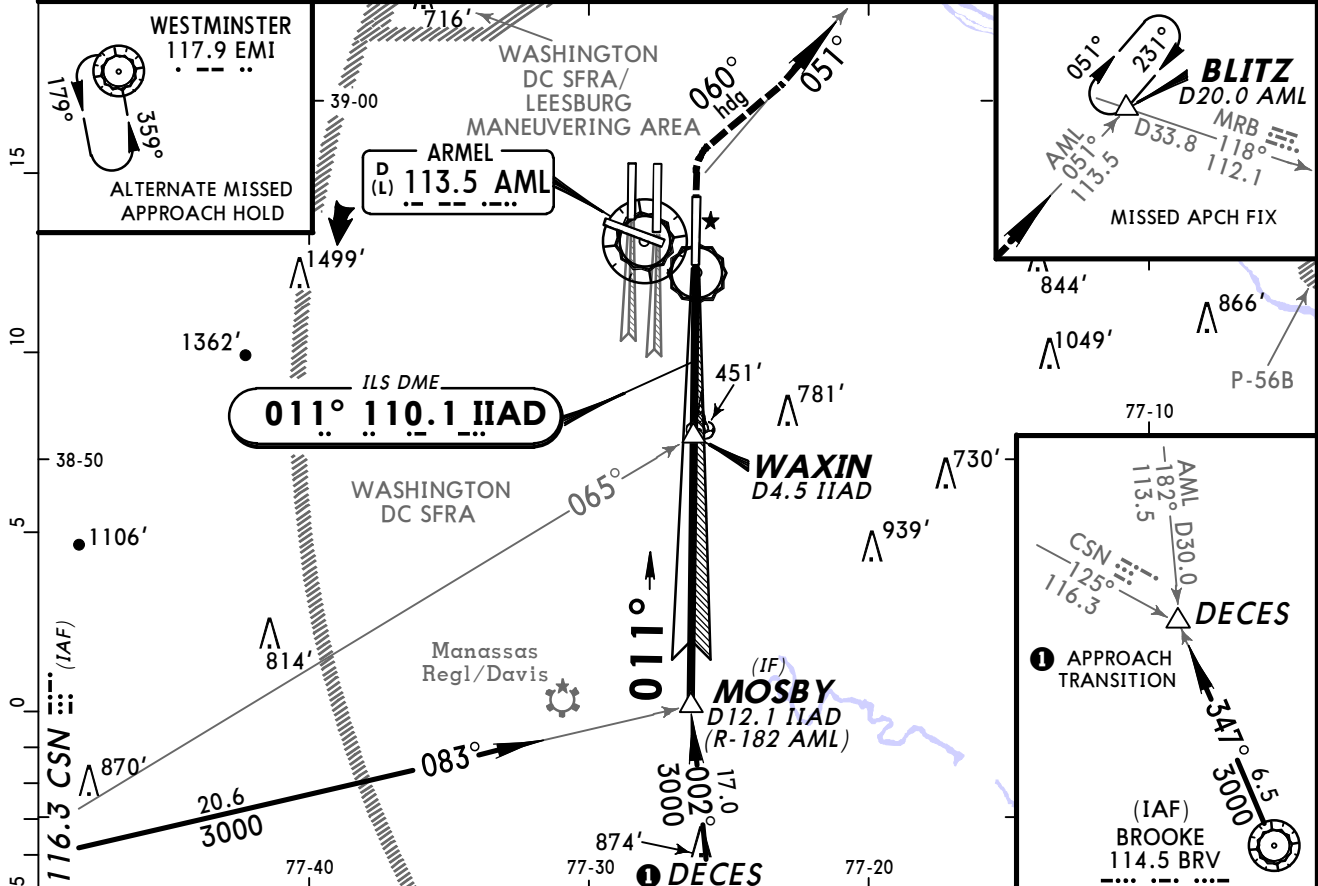
DA(H) **386'** (100')

RVR 12

CHANGES: Procedure title, minimums.

BRIEFING STRIP

D-ATIS	POTOMAC Approach (R)	DULLES Tower			Ground	
134.85	120.45	Rwy 1R/19L 120.1	Rwy 1C/19C 120.25	Rwys 1L/19R, 12/30 134.42	West 121.62	East 121.9
LOC IIAD 110.1	Final Apch Crs 011°	GS WAXIN 1900' (1588')	ILS DA(H) 512' (200')	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.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 1C or 1L. 2. VGSI and ILS glidepath not coincident.						
MSA AML VOR						

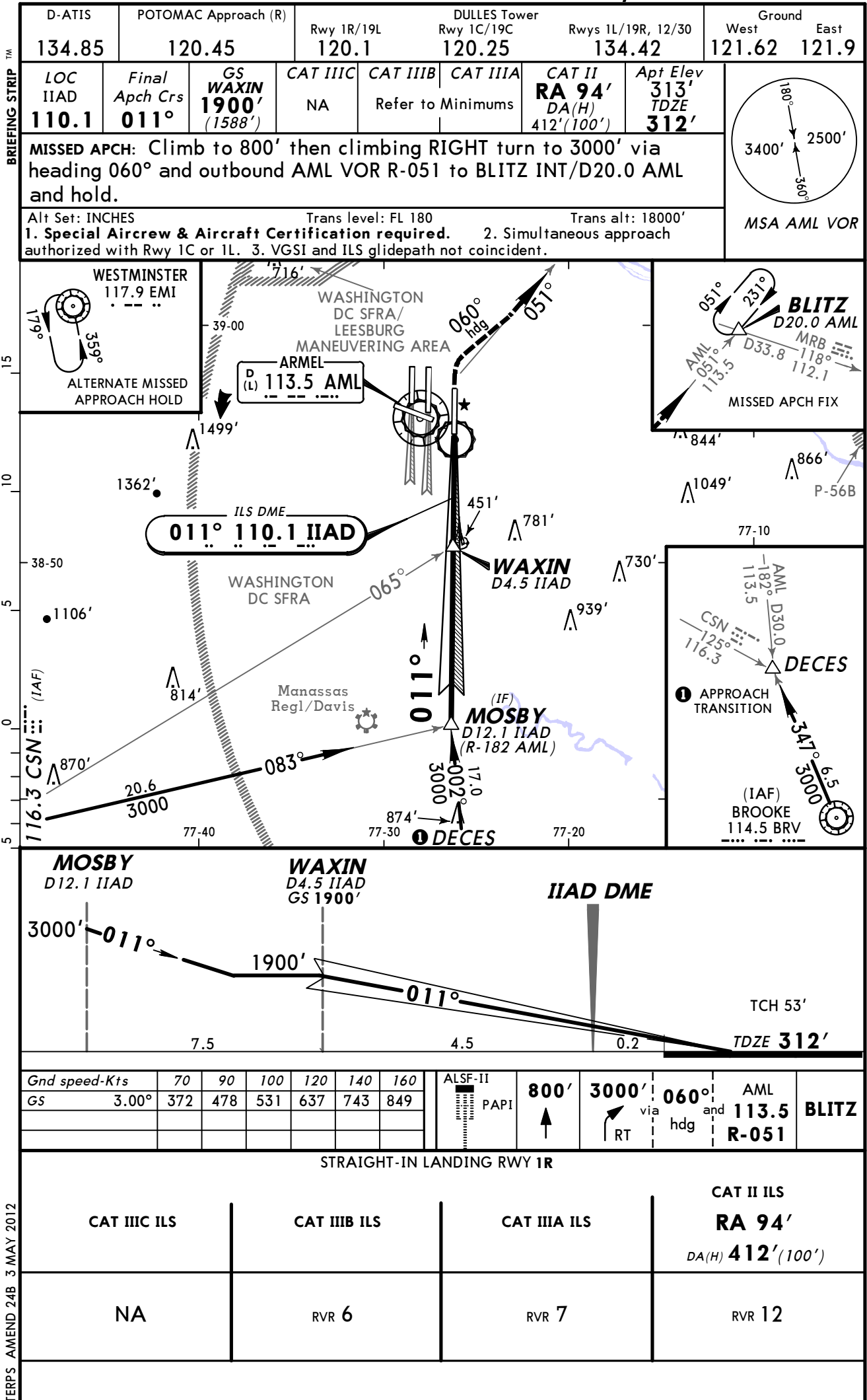


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	800'	3000'	060°	AML	BLITZ
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	via	113.5	R-051
WAXIN to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48					

STRAIGHT-IN LANDING RWY 1R					CIRCLE-TO-LAND	
ILS DA(H) 512' (200')			LOC (GS out) MDA(H) 760' (448')		Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out		ALS out	90	940' (627') - 1
A			RVR 24 or 1/2	RVR 50 or 1	120	
B			RVR 40 or 3/4	RVR 60 or 1/4	140	940' (627') - 1 3/4
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	165	
D			RVR 50 or 1	1 1/2		940' (627') - 2

TERPS AMEND 24B 3 MAY 2012

KIAD/IAD **JEPPESSEN WASHINGTON, DC (VA)** WASHINGTON DULLES INTL 27 SEP 13 **(21-3A)** ILS Rwy 1R CAT II & III



TERPS AMEND 24B 3 MAY 2012

CHANGES: Inner marker removed.

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KIAD/IAD

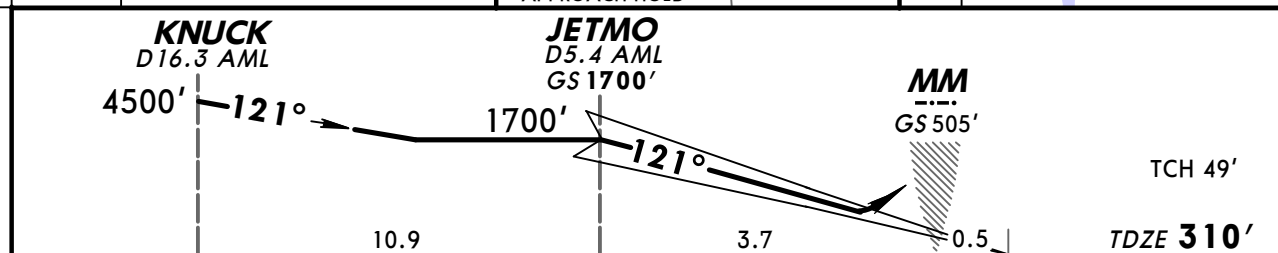
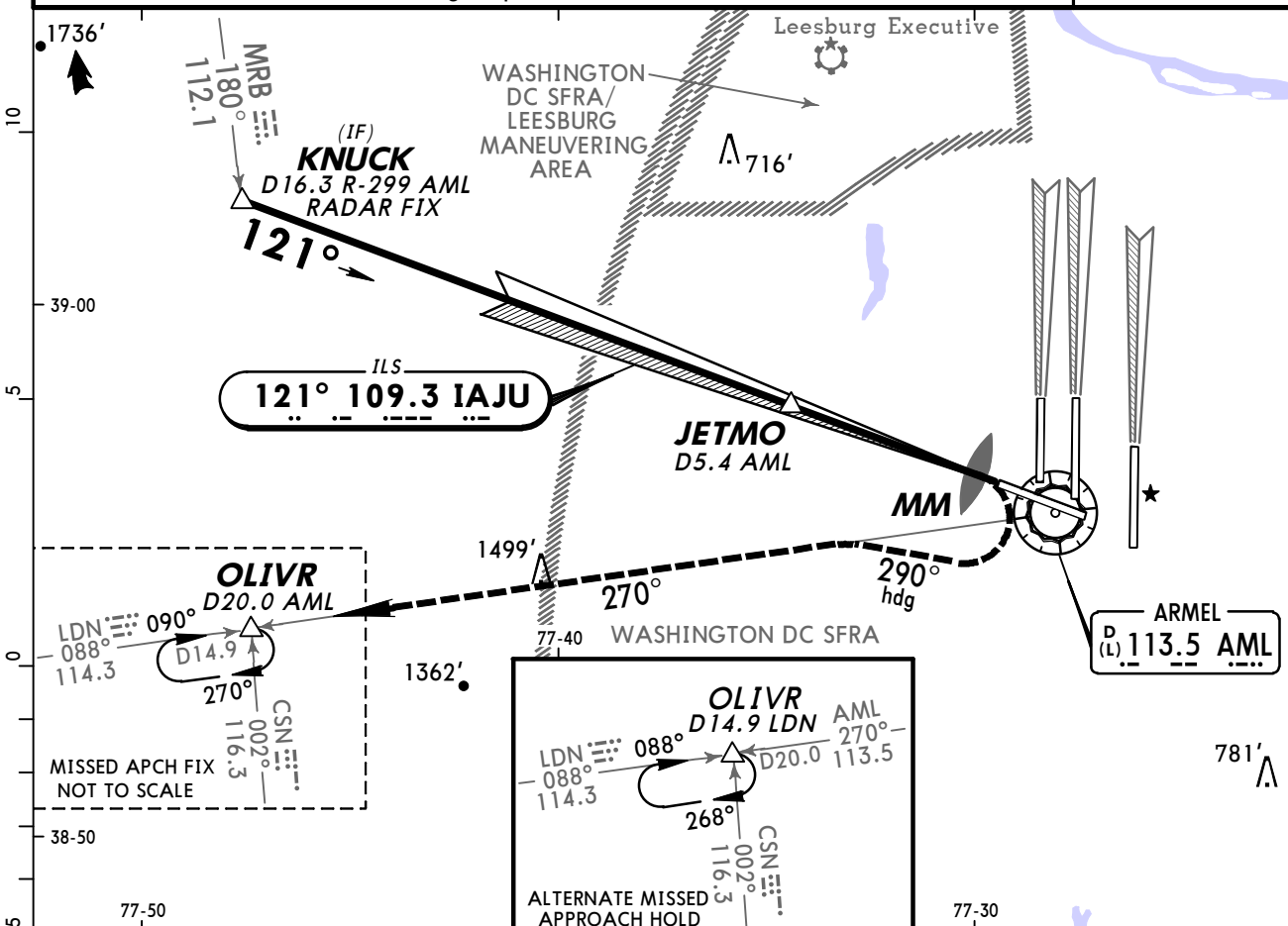
WASHINGTON DULLES INTL

1 FEB 13

(21-5)

WASHINGTON, DC (VA) CONVERGING ILS Rwy 12

D-ATIS	POTOMAC Approach (R)	Rwys 1L/19R, 12/30	DULLES Tower Rwy 1C/19C	Rwy 1R/19L	Ground West East
134.85	120.45	134.42	120.25	120.1	121.62 121.9
LOC IAJU	Final Apch Crs	GS JETMO	ILS DA(H)	Apt Elev 312'	
109.3	121°	1700' (1390')	910' (600')	TDZE 310'	
MISSED APCH: 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' 1. Radar required. 2. Simultaneous converging approaches authorized with Rwys 19L or 19C or 19R. 3. VGSI and ILS glidepath not coincident.					MSA AML VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5000'	290°	AML	
GS	3.00°	372	478	531	637	743	PAPI	via	hdg	and	OLIVR
								RT			R-270

STRAIGHT-IN LANDING RWY12

ILS

DA(H) 910' (600')

FULL

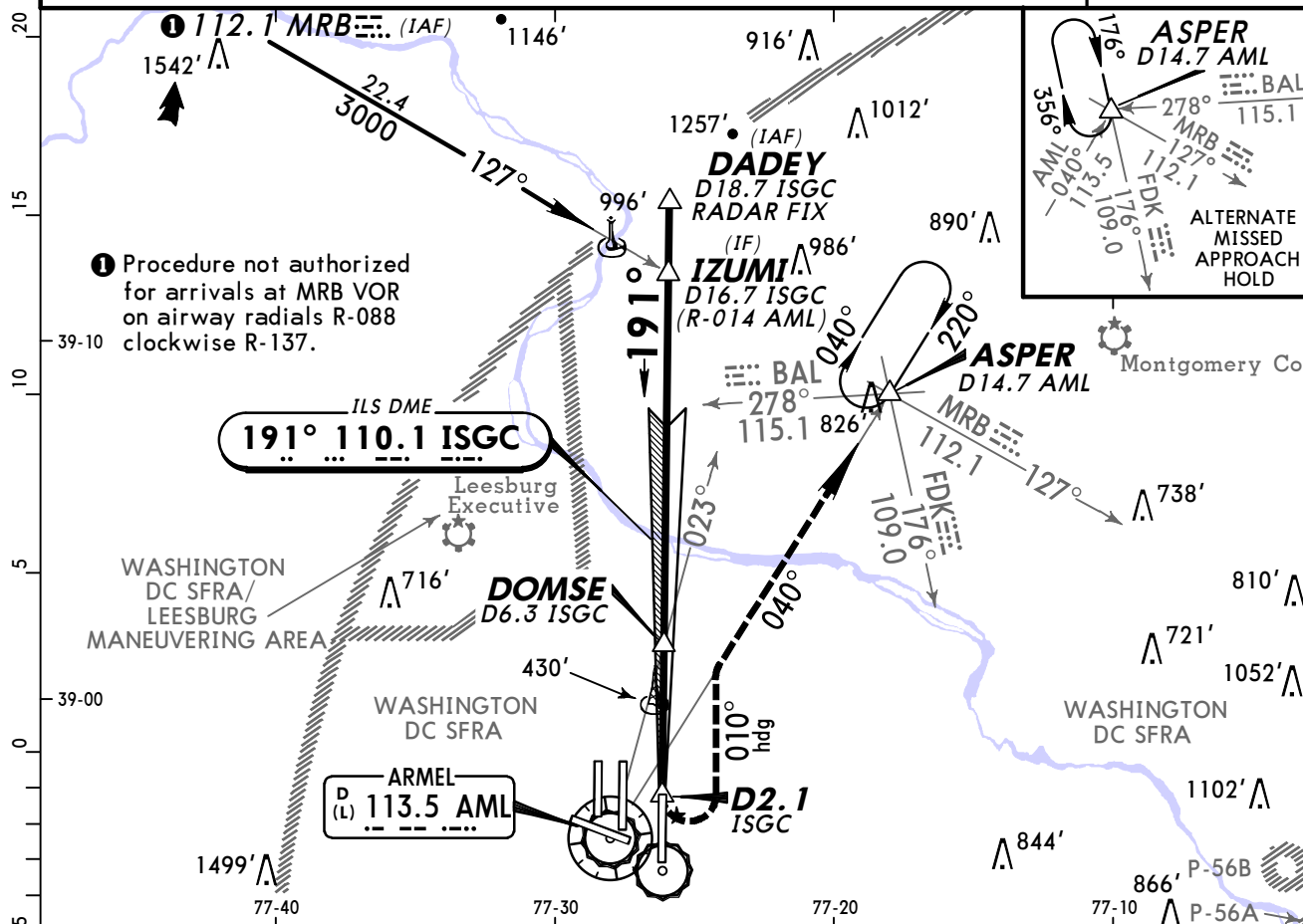
RAIL or ALS out

A		
B		
C	1½	2
D		

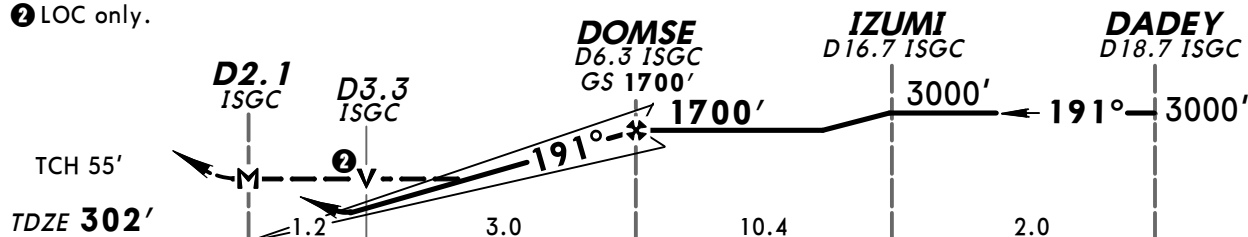
CHANGES: Ground frequencies.

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D-ATIS	POTOMAC Approach (R)	Rwy 1R/19L	DULLES Tower	Rwys 1L/19R, 12/30	Ground
134.85	120.45	120.1	120.25	134.42	West East
LOC ISGC 110.1	Final Apch Crs 191°	GS DOMSE 1700' (1398')	ILS DA(H) 502' (200')	Apt Elev 313' TDZE 302'	121.62 121.9
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.					MSA AML VOR



② LOC only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	3000'	010°	AML	ASPER
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	on hdg	113.5 R-040
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

CIRCLE-TO-LAND

ILS		LOC (GS out)			Max Kts	MDA(H)		
DA(H) 502' (200')		MDA(H) 740' (438')						
FULL		RAIL or ALS out	RAIL out	ALS out				
A	I RVR 24 or 1½	RVR 40 or ¾	RVR 24 or 1½	RVR 40 or ¾	RVR 50 or 1	90	940' (627') - 1	
B						120		
C				RVR 40 or ¾	RVR 60 or 1¼		140	940' (627') - 1¾
D				RVR 50 or 1	1½		165	940' (627') - 2

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

CHANGES: APT elevation.

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D-ATIS

134.85

POTOMAC Approach (R)

120.45

Rwy 1R/19L

120.1

DULLES Tower

Rwy 1C/19C

120.25

Rwys 1L/19R, 12/30

134.42

Ground

West

121.62

East

121.9

LOC

ISGC

110.1

Final

Apch Crs

191°

GS

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 Aircraft Certification Required.

2. Simultaneous approach authorized with Rwy 19C or 19R.

3. VGSI and ILS glidepath not coincident.

180°

2500'

360°

3400'

MSA AML VOR

D-ATIS

134.85

POTOMAC Approach (R)

120.45

Rwy 1R/19L

120.1

DULLES Tower

Rwy 1C/19C

120.25

Rwys 1L/19R, 12/30

134.42

Ground

West

121.62

East

121.9

LOC

ISGC

110.1

Final

Apch Crs

191°

GS

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 Aircraft Certification Required.

2. Simultaneous approach authorized with Rwy 19C or 19R.

3. VGSI and ILS glidepath not coincident.

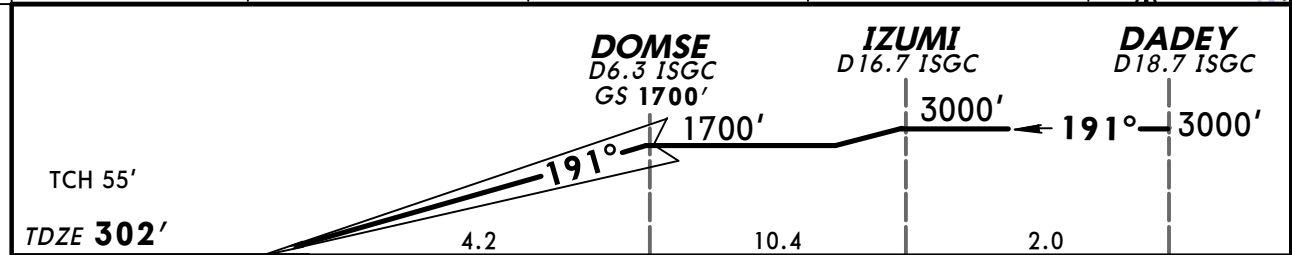
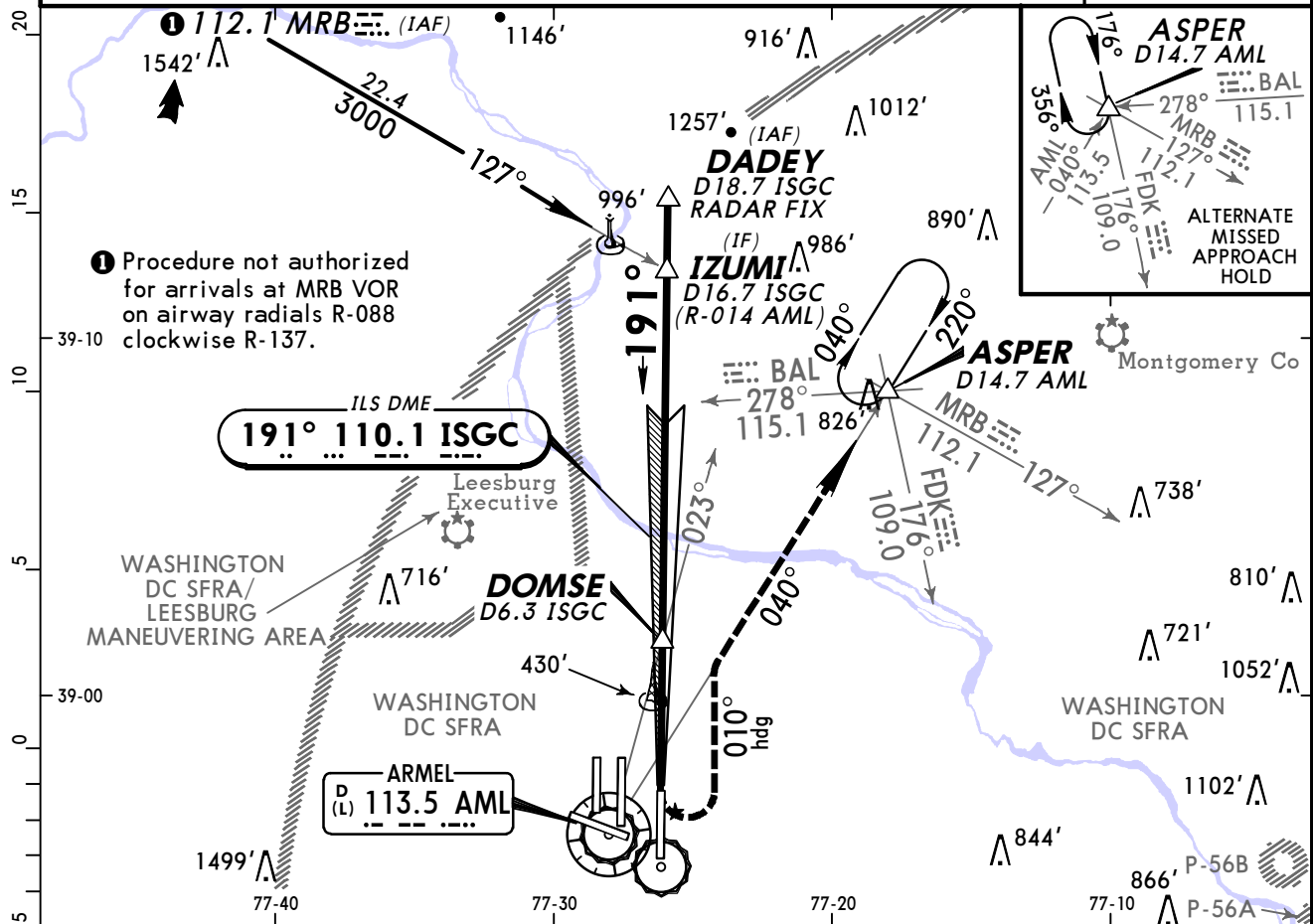
180°

2500'

360°

3400'

MSA AML VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	3000'	010°	AML	
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	on	113.5	ASPER
										hdg	R-040	

STRAIGHT-IN LANDING RWY 19L

SA CAT II ILS

RA 102'

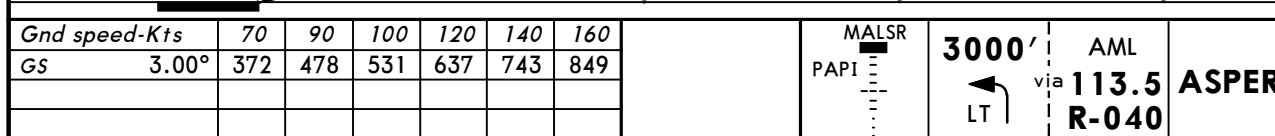
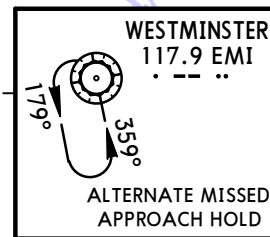
DA(H) 402' (100')

A	
B	
C	
D	RVR 12

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

WASHINGTON, DC (VA)

CONVERGING ILS Rwy 19L



ILS

 $DA(H) \mathbf{902'} (600')$

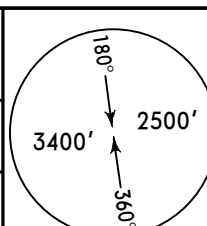
FULL

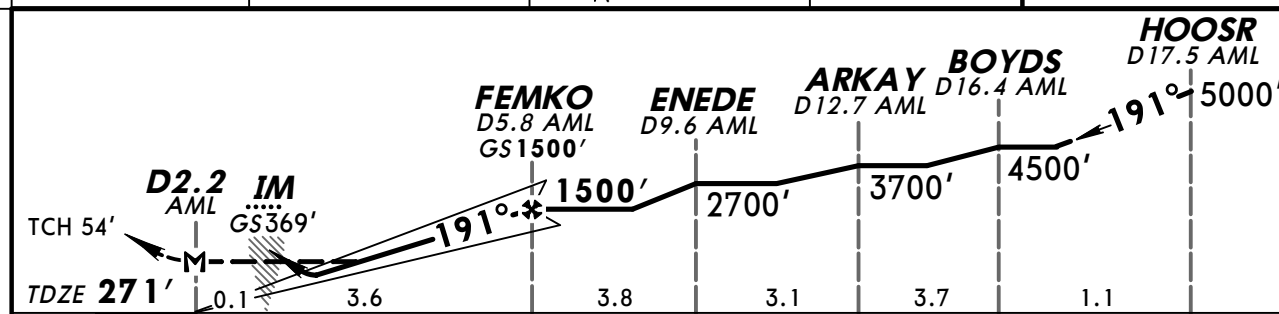
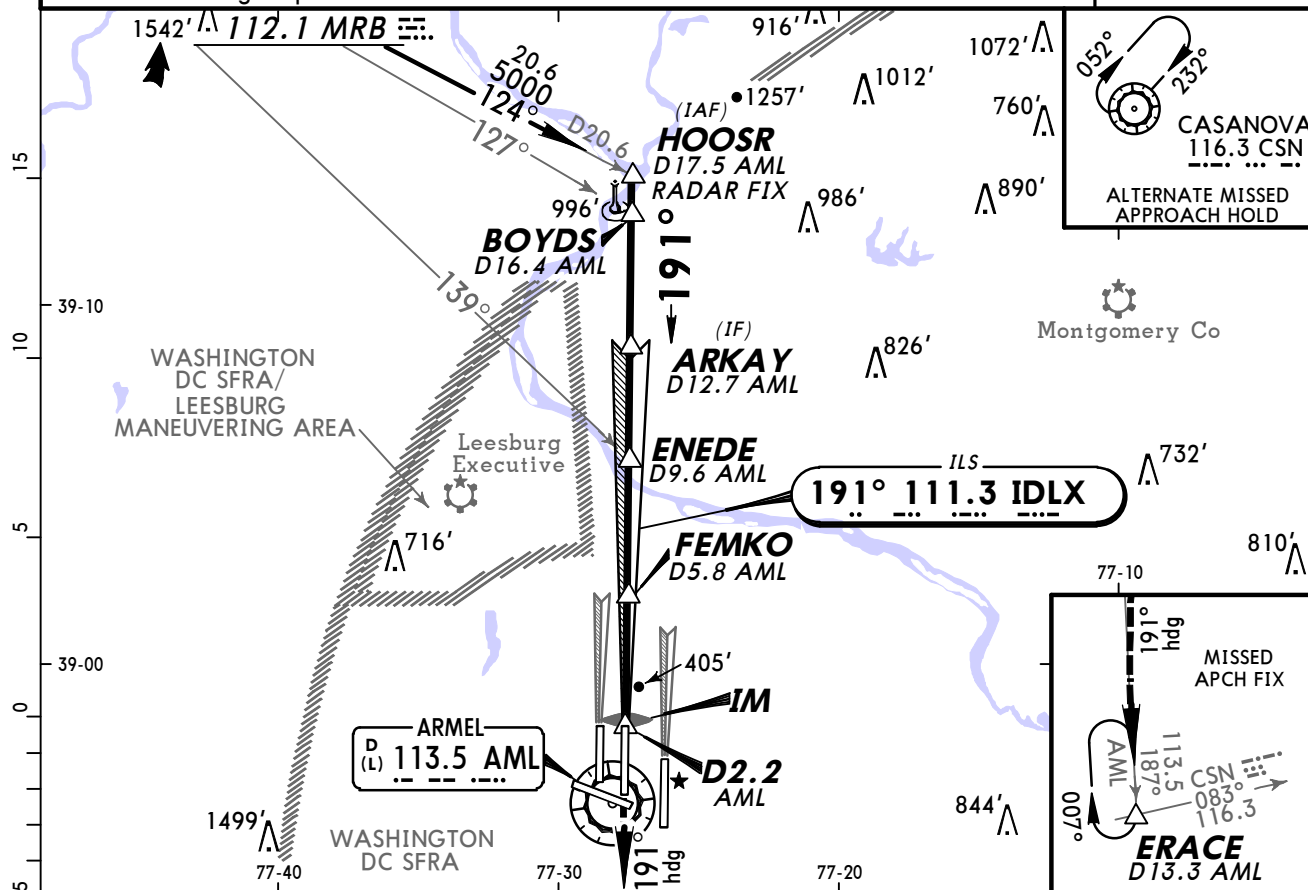
RAIL or ALS out

A		
B		
C	1½	2
D		

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KIAD/IAD WASHINGTON, DC (VA) WASHINGTON DULLES INTL 1 FEB 13 **(21-8)** ILS or LOC DME Rwy 19C

D-ATIS	POTOMAC Approach (R)	Rwy 1C/19C	DULLES Tower	Rwys 1L/19R, 12/30	Ground
134.85	120.45	120.25	120.1	134.42	West East 121.62 121.9
LOC IDLX 111.3	Final Apch Crs 191°	GS FEMKO 1500' (1229')	ILS DA(H) 471' (200')	Apt Elev 312' 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 DME Rwy 19R, ILS Rwy 19R CAT II & III. 4. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	via 191°	AML	ERACE
GS	3.00°	372	478	531	637	743	PAPI	↑	hdg	and 113.5	R-187
MAP at D2.2 AML											

STRAIGHT-IN LANDING RWY19C						CIRCLE-TO-LAND	
ILS			LOC (GS out)			Max Kts	MDA(H)
DA(H) 471' (200')			MDA(H) 660' (389')				
FULL	TDZ or CL out	ALS out		ALS out			
A						90	940' (628') - 1
B						120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	140	940' (628') - 1 3/4
D				RVR 40 or 3/4	RVR 60 or 1 1/4	165	940' (628') - 2

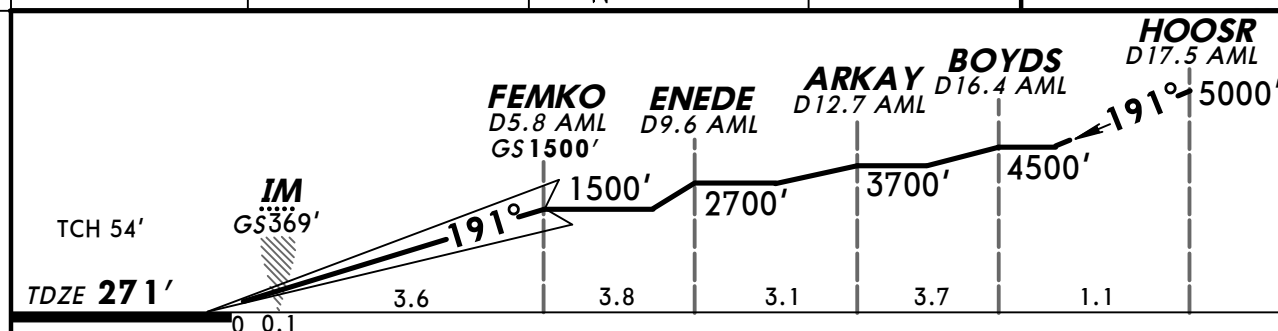
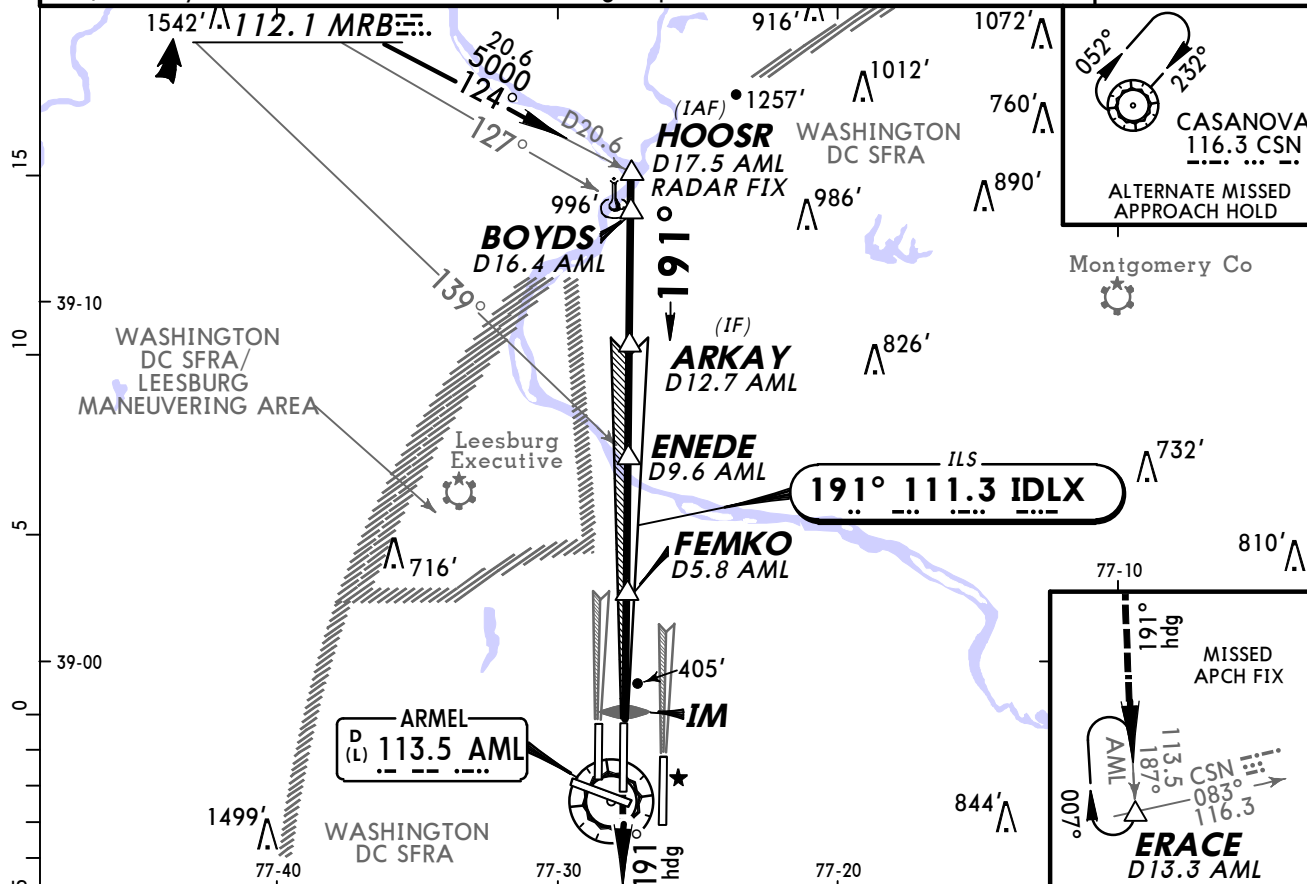
CHANGES: Ground frequencies.

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TERPS AMEND 25A 8 MAR 2012

KIAD/IAD WASHINGTON, DC (VA) WASHINGTON DULLES INTL 1 FEB 13 **(21-8A)** ILS Rwy 19C CAT II & III

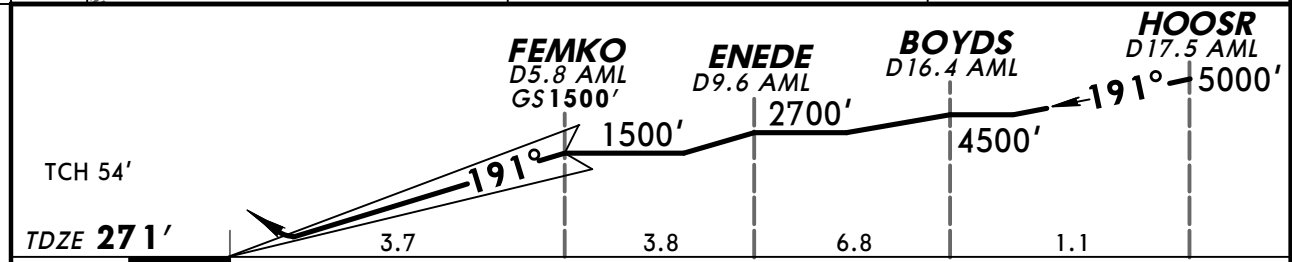
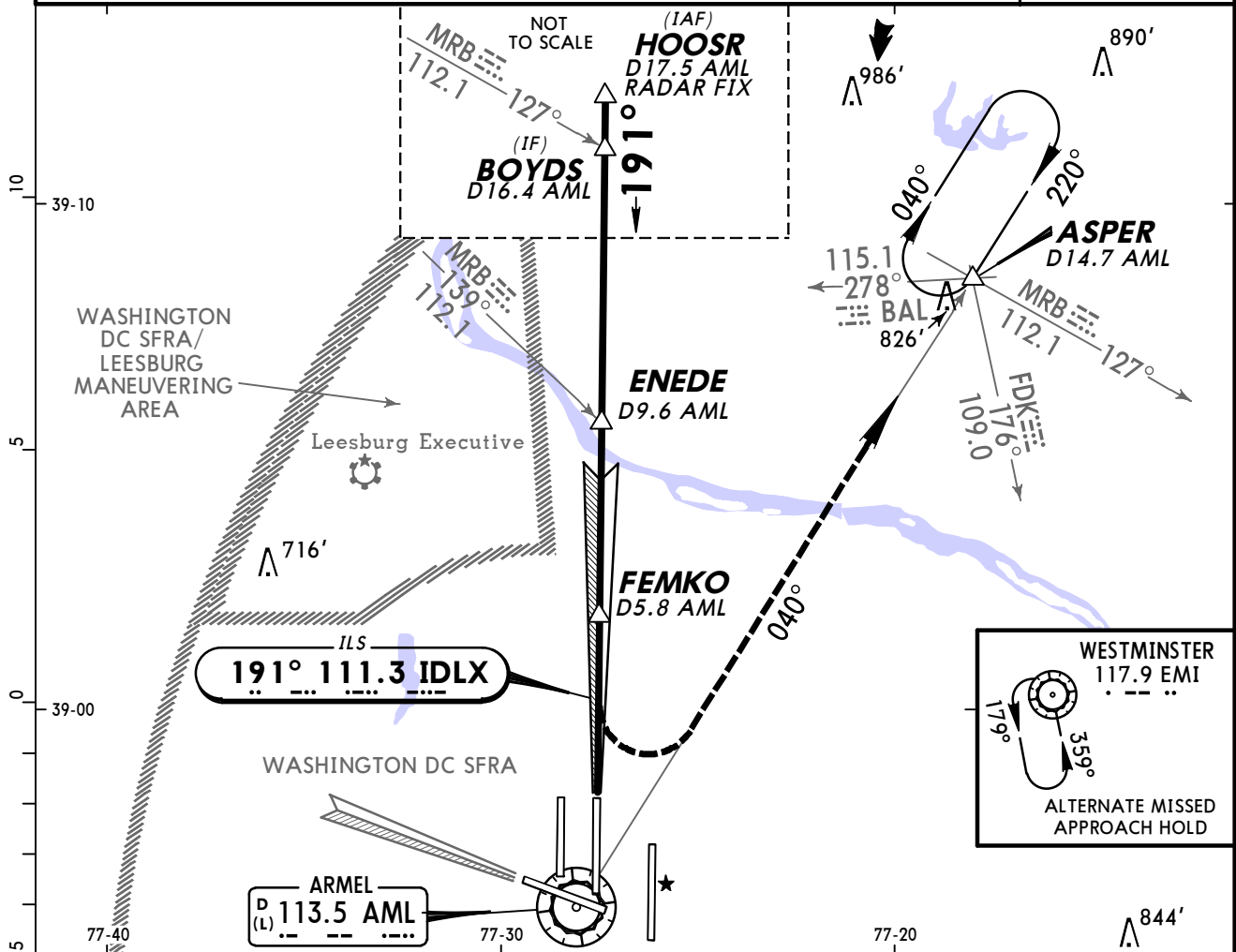
D-ATIS 134.85	POTOMAC Approach (R) 120.45	Rwy 1C/19C 120.25	DULLES Tower Rwy 1R/19L 120.1	Rwys 1L/19R, 12/30 134.42	Ground West 121.62	East 121.9
LOC IDLX 111.3	Final Apch Crs 191°	GS FEMKO 1500' (1229')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIA RA 108' DA(H) 371'(100')	Apt Elev 312' TDZE 271'
MISSED 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. VGSI and ILS glidepath not coincident.						MSA AML VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000'	via 191° and 113.5 AML	ERACE
GS	3.00°	372	478	531	637	743	849			

STRAIGHT-IN LANDING RWY19C			
CAT IIIC ILS	CAT IIIB ILS	CAT IIA ILS	CAT II ILS RA 108' DA(H) 371'(100')
NA	RVR 6	RVR 7	RVR 12

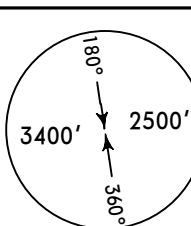
D-ATIS	POTOMAC Approach (R)	Rwy 1C/19C	DULLES Tower Rwy 1R/19L	Rwys 1L/19R, 12/30	Ground West East
134.85	120.45	120.25	120.1	134.42	121.62 121.9
LOC IDLX	Final Apch Crs	GS FEMKO	ILS DA(H)	Apt Elev 312'	
111.3	191°	1500' (1229')	871' (600')	TDZE 271'	
MISSED APCH: Climbing LEFT turn to 3000' outbound via AML VOR R-040 to ASPER INT/D14.7 AML and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous converging approaches authorized with Rwy 12. 3. VGSI and ILS glidepath not coincident.					MSA AML VOR

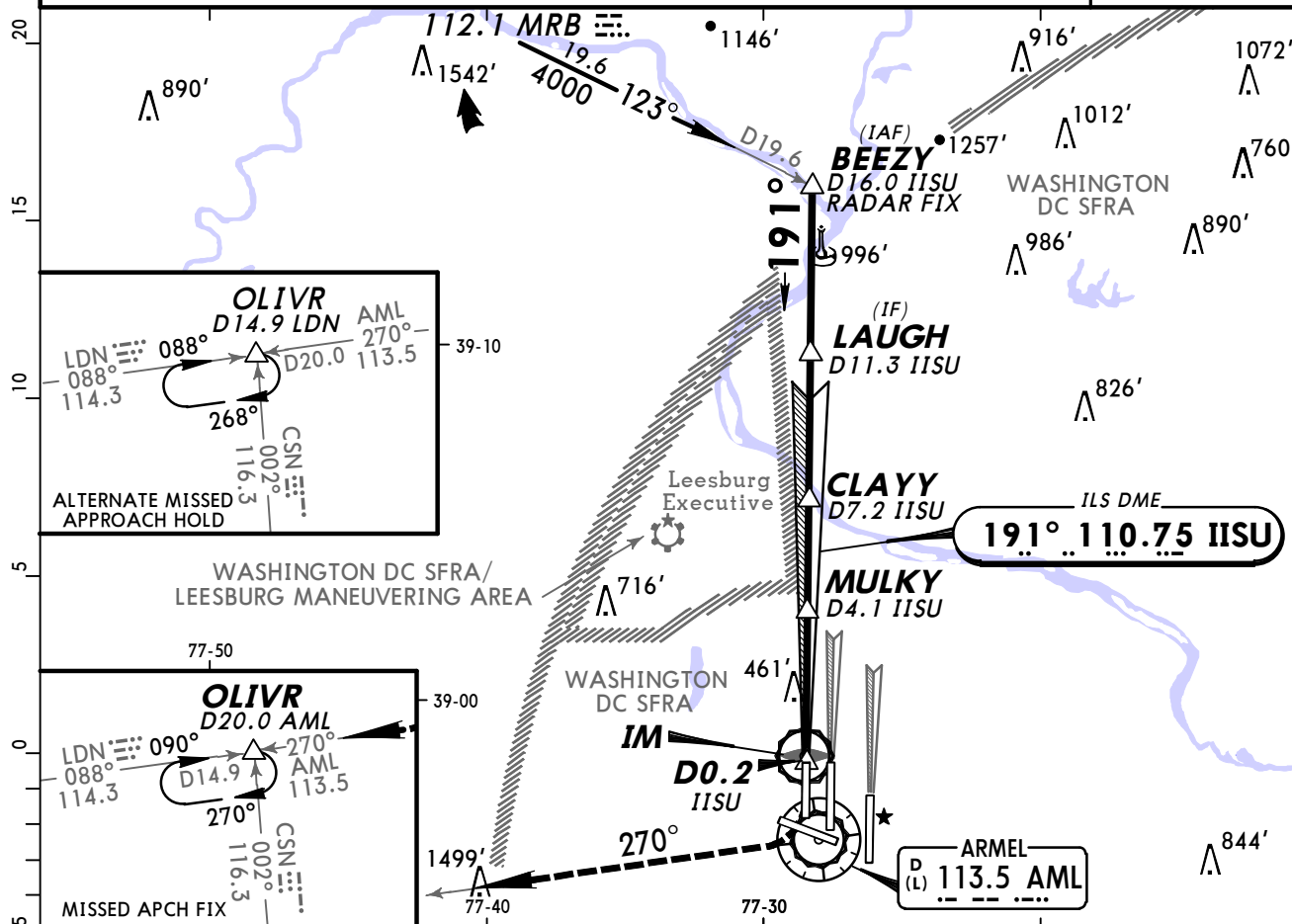


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	AML	
GS	3.00°	372	478	531	637	743	PAPI	LT	via 113.5	ASPER
									R-040	

STRAIGHT-IN LANDING RWY19C										
ILS										
DA(H) 871' (600')										
FULL						ALS out				
A										
B										
C	1½					2				
D										

KIAD/IAD WASHINGTON DULLES INTL 1 FEB 13 (21-10) ILS or LOC DME Rwy 19R

D-ATIS 134.85	POTOMAC Approach (R) 120.45	Rwys 1L/19R, 12/30 134.42	DULLES Tower Rwy 1C/19C 120.25	Rwy 1R/19L 120.1	Ground West 121.62	East 121.9
LOC IISU 110.75	Final Apch Crs 191°	GS MULKY 1700' (1422')	ILS DA(H) 478' (200')	Apt Elev 312' 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. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC DME Rwy 19C, ILS Rwy 19C CAT II & III, Rwy 19L. 3. VGSI and ILS glidepath not coincident.						MSA AML VOR



D0.2 IISU	IISU DME	MULKY D4.1 IISU GS1700'	CLAYY D7.2 IISU	LAUGH D11.3 IISU	BEEZY D16.0 IISU		
TCH 55'	IM GS378'	D1.0 IISU	1700'	2700'	3000'		
TDZE 278'	0.1	0.1	1.0	3.1	3.1	4.1	4.7
		191°*		191°		4000	

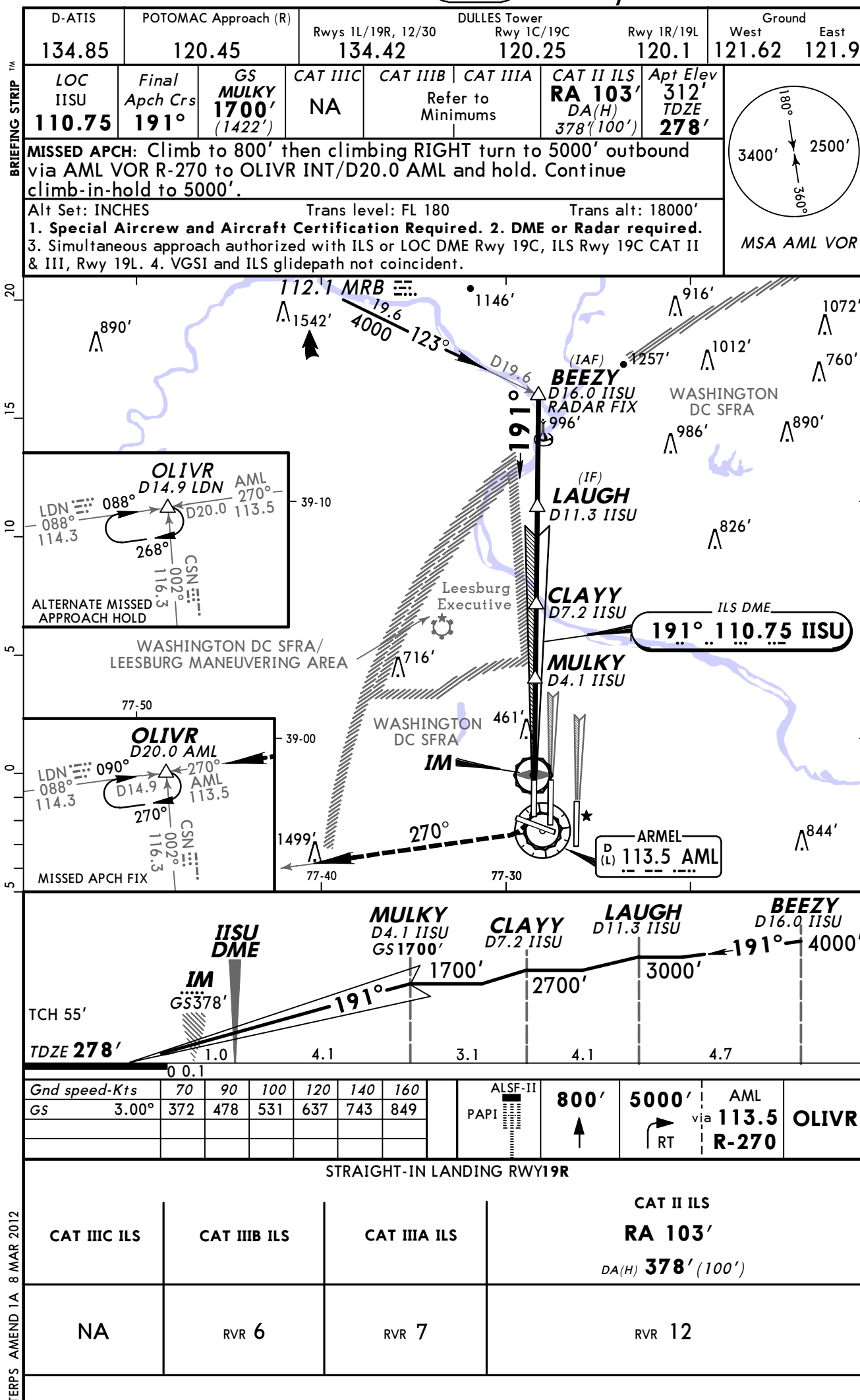
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	800'	5000'	AML	OLIVR
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	via 113.5 R-270	
MAP at D0.2 IISU											

STRAIGHT-IN LANDING RWY 19R						CIRCLE-TO-LAND	
ILS			LOC (GS out)			Max Kts	MDA(H)
DA(H) 478' (200')			MDA(H) 720' (442')				
FULL	TDZ or CL out	ALS out	ALS out				
A			RVR 24 or 1/2	RVR 50 or 1		90	940' (628') - 1
B						120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4		140	940' (628') - 1 3/4
D			RVR 50 or 1	1 1/2		165	940' (628') - 2

CHANGES: Ground frequencies.

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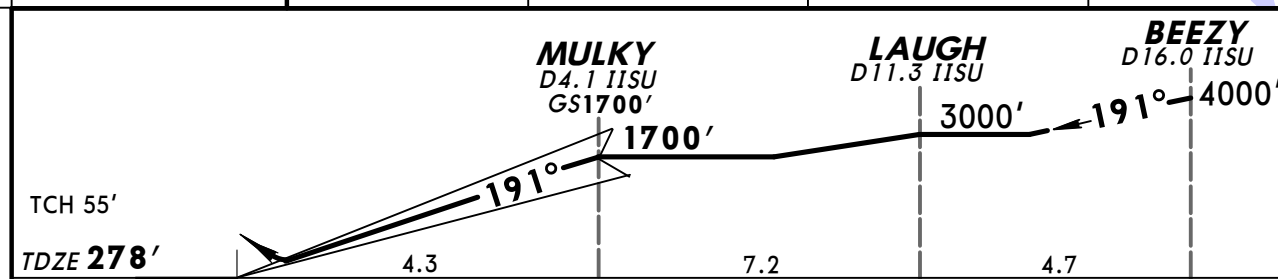
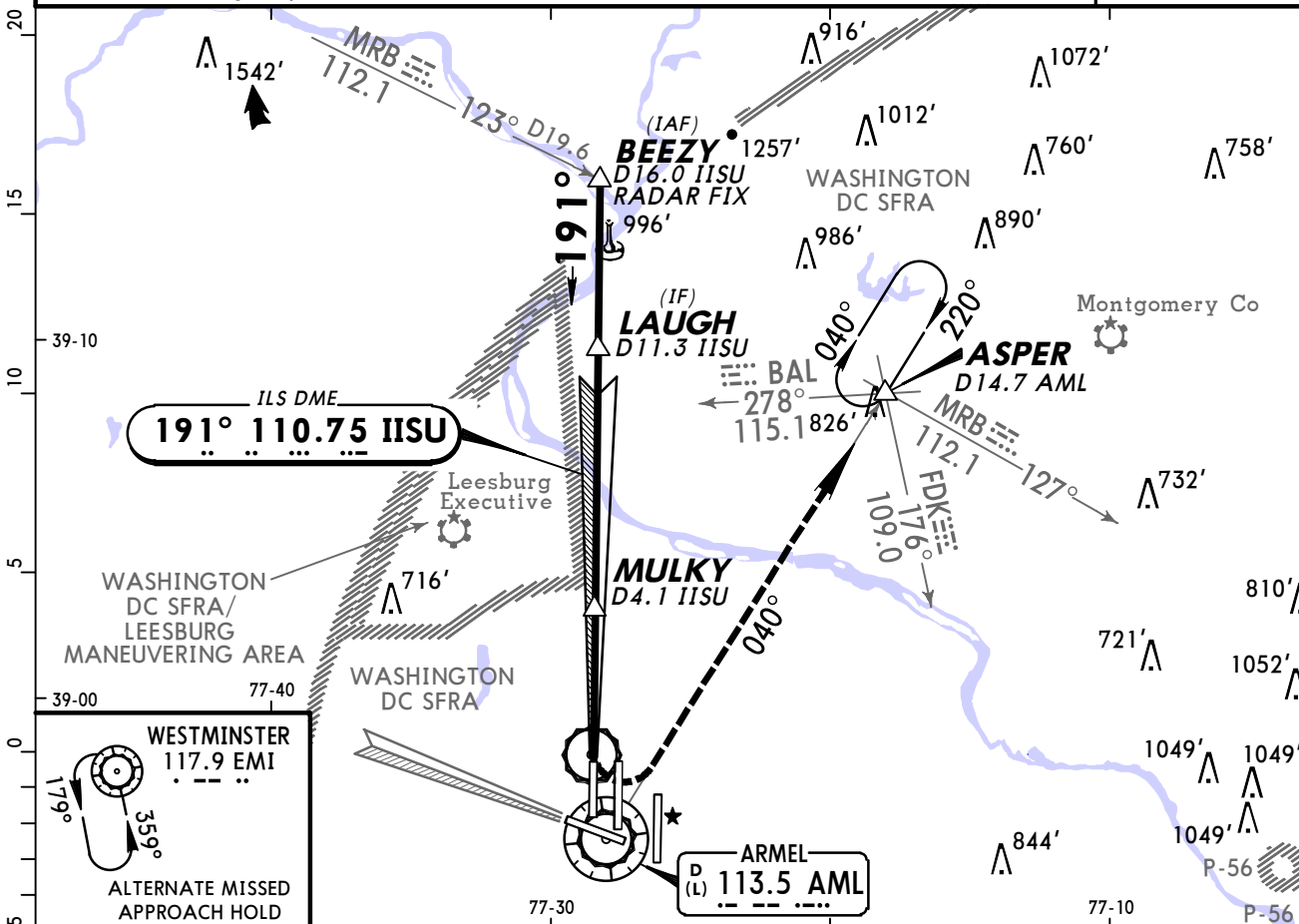
TERPS AMEND 1A 8 MAR 2012



KIAD/IAD WASHINGTON DULLES INTL 1 FEB 13 (21-11) WASHINGTON, DC (VA) CONVERGING ILS Rwy 19R

BRIEFING STRIP™

D-ATIS	POTOMAC Approach (R)	DULLES Tower			Ground	
Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	West	East		
134.85	120.45	134.42	120.25	120.1	121.62 121.9	
LOC IISU 110.75	Final Apch Crs 191°	GS MULKY 1700' (1422')	ILS DA(H) 1078' (800')	Apt Elev 312' TDZE 278'	180° 2500' 360° 3400' MSA AML VOR	
MISSED APCH: Climbing LEFT turn to 3000' outbound via AML VOR R-040 to ASPER INT/D14.7 AML and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Radar required. 2. Simultaneous converging approaches authorized with Rwy 12. 3. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000' via 113.5 LT R-040	AML 113.5 R-040	ASPER
GS	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING RWY19R										
ILS										
DA(H) 1078' (800')										
FULL						ALS out				

TERPS	A								
	B								
	C	2 1/4				2 3/4			
	D								

CHANGES: Ground frequencies.

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KIAD/IAD

WASHINGTON DULLES INTL

1 FEB 13

(22-1)

WASHINGTON, DC (VA)

RNAV (GPS) Rwy 1L

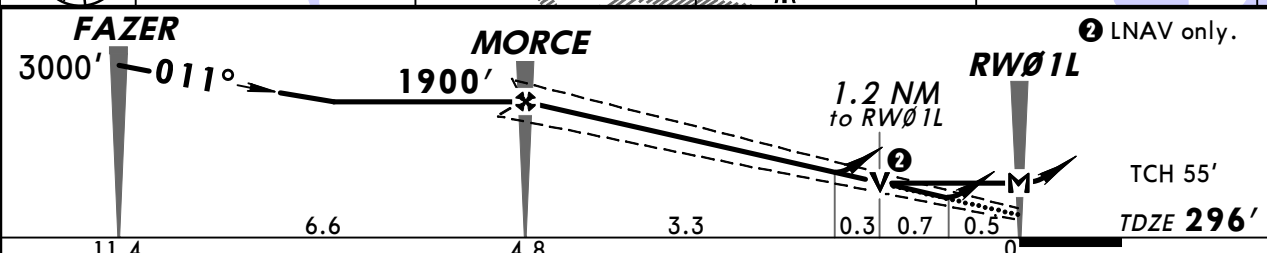
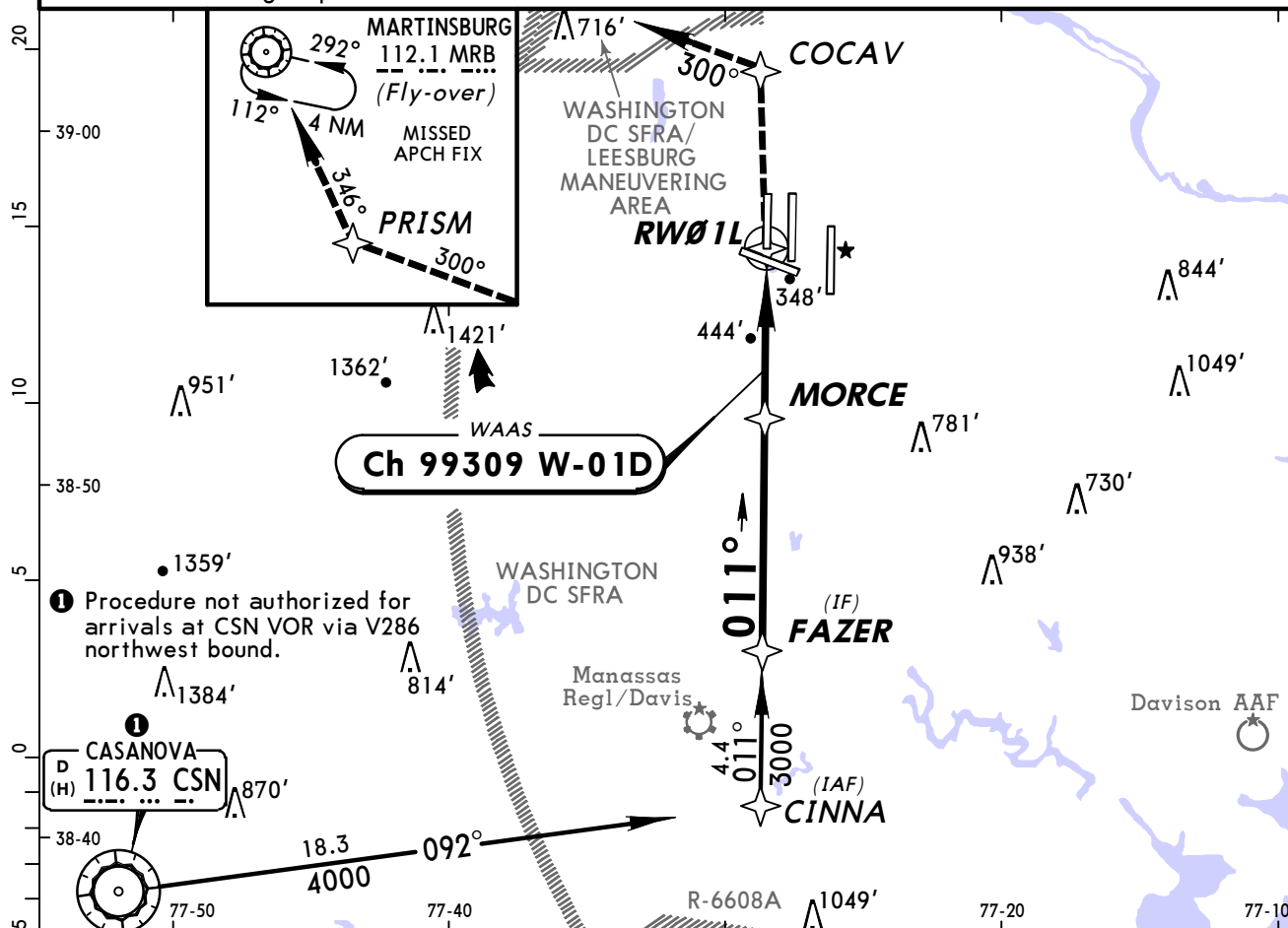
D-ATIS	POTOMAC Approach (R)	Rwys 1L/19R, 12/30	DULLES Tower Rwy 1C/19C	Rwy 1R/19L	Ground West East
134.85	120.45	134.42	120.25	120.1	121.62 121.9
WAAS Ch 99309 W-01D	Final Apch Crs 011°	Minimum Alt MORCE 1900' (1604')	LPV DA(H) 496' (200')	Apt Elev 312' TDZE 296'	3400'
MISSED APCH: Climb to 4000' direct COCAV and via 300° track to PRISM and via 346° track to MRB VOR and hold.					MSA RW01L

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. 3. Simultaneous approach authorized with ILS or LOC Rwy 1R, ILS Rwy 1R CAT II & III. 4. LNAV procedure not authorized during simultaneous operations. 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
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW01L						

ALSF-II

PAPI

STRAIGHT-IN LANDING RWY1L							CIRCLE-TO-LAND			
LPV			LNAV/VNAV		LNAV		Max Kts	MDA(H)		
DA(H) 496' (200')			DA(H) 828' (532')		MDA(H) 740' (444')					
ALS out			ALS out		ALS out					
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4	RVR 24 or 1/2	RVR 50 or 1	90	940' (628') - 1		
B							120			
C							RVR 40 or 3/4	RVR 60 or 1 1/4	140	940' (628') - 1 3/4
D							RVR 50 or 1	1 1/2	165	940' (628') - 2

CHANGES: Ground frequencies.

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KIAD/IAD

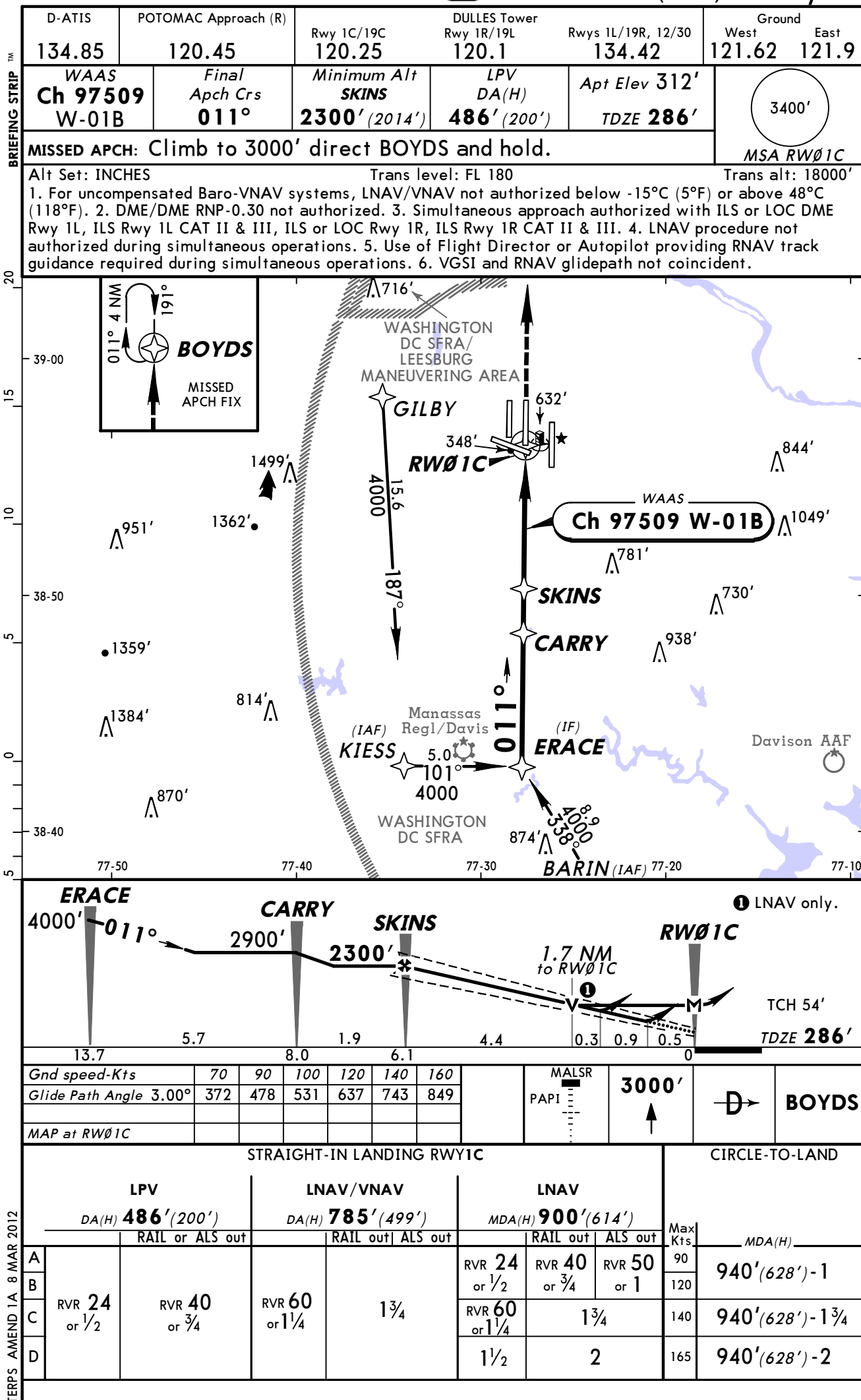
WASHINGTON DULLES INTL

1 FEB 13

(22-2)

WASHINGTON, DC (VA)

RNAV (GPS) Y Rwy 1C



KIAD/IAD

WASHINGTON DULLES INTL

1 FEB 13

(22-3)

WASHINGTON, DC (VA)

RNAV (GPS) Y Rwy 1R

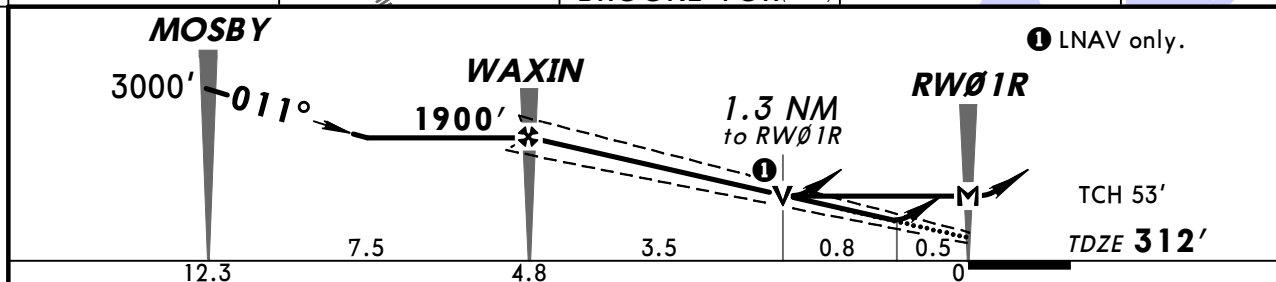
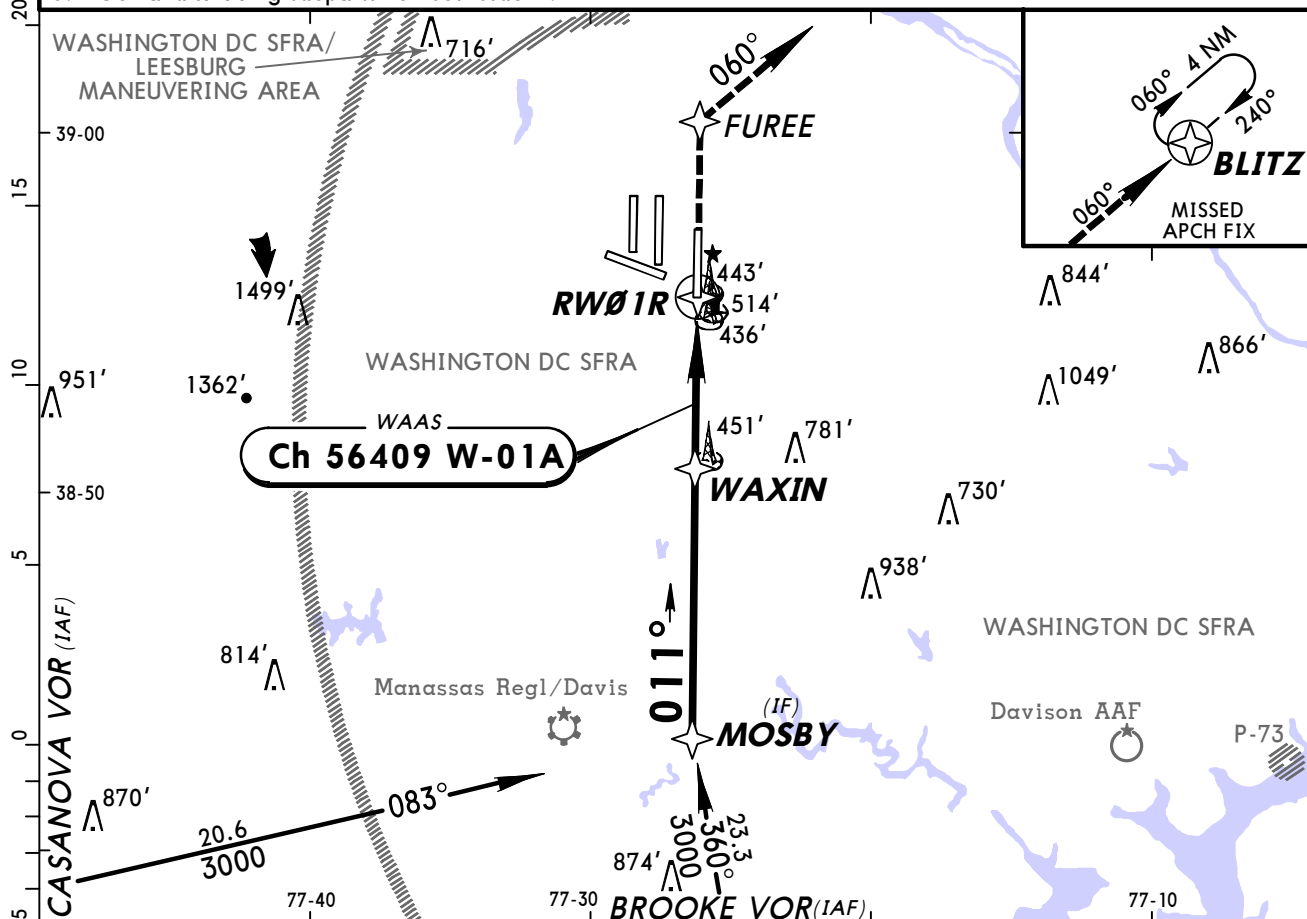
D-ATIS	POTOMAC Approach (R)	Rwy 1R/19L	DULLES Tower Rwy 1C/19C	Rwys 1L/19R, 12/30	Ground West East
134.85	120.45	120.1	120.25	134.42	121.62 121.9
WAAS Ch 56409 W-01A	Final Apch Crs 011°	Minimum Alt WAXIN 1900' (1588')	LPV DA(H) 512' (200')	Apt Elev 312' TDZE 312'	3400' MSA RWØ1R
MISSED APCH: Climb to 3000' direct FUREE and via 060° track to BLITZ 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. 3. Simultaneous approach authorized with ILS or LOC DME Rwy 1L, ILS Rwy 1L CAT II & III. 4. LNAV procedure not authorized during simultaneous operations. 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	ALSF-II PAPI	3000'	➔	FUREE
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RWØ1R										

STRAIGHT-IN LANDING RWY1R							CIRCLE-TO-LAND	
LPV <i>DA(H)</i> 512' (200')			LNAV/VNAV <i>DA(H)</i> 764' (452')		LNAV <i>MDA(H)</i> 800' (488')		Max Kts	<i>MDA(H)</i> _____
ALS out		ALS out		ALS out				
A	RVR 24 or ¹ / ₂	RVR 40 or ³ / ₄	RVR 50 or 1	1 ¹ / ₂	RVR 24 or ¹ / ₂	RVR 50 or 1	90	940' (628') - 1
B					RVR 40 or ³ / ₄	RVR 60 or 1 ¹ / ₄	120	
C							140	940' (628') - 1 ³ / ₄
D							165	940' (628') - 2

CHANGES: Ground frequencies.

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KIAD/IAD

WASHINGTON DULLES INTL

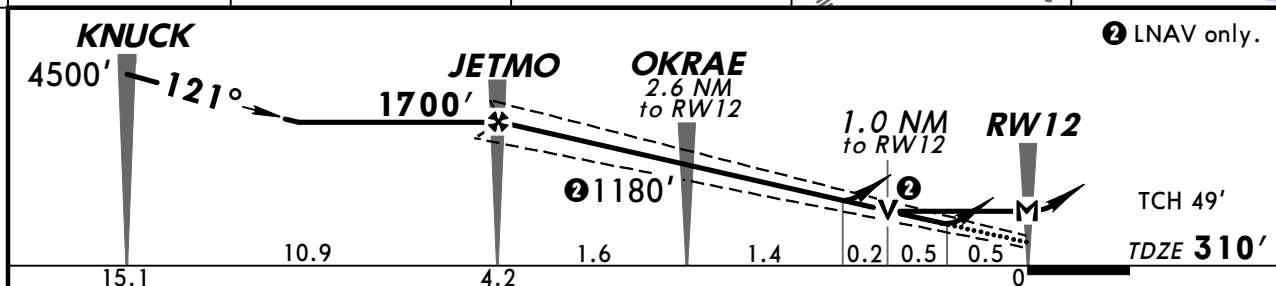
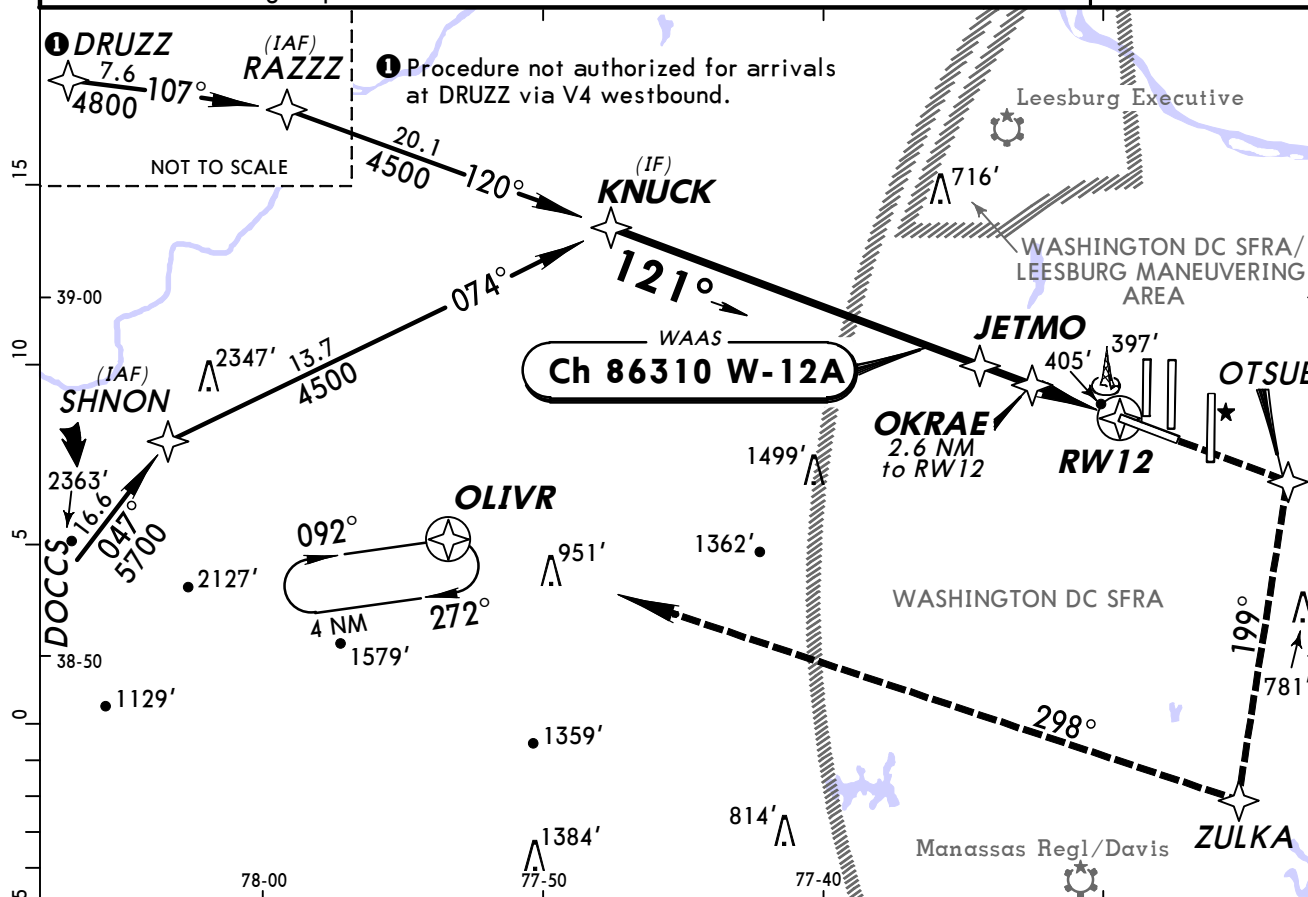
1 FEB 13

(22-4)

WASHINGTON, DC (VA)

RNAV (GPS) Rwy 12

BRIEFING STRIP™	D-ATIS	POTOMAC Approach (R)	DULLES Tower			Ground	
			Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	West	East
	134.85	120.45	134.42	120.25	120.1	121.62	121.9
	WAAS Ch 86310 W-12A	Final Apch Crs 121°	Minimum Alt JETMO 1700' (1390')	LPV DA(H) 510' (200')	Apt Elev 312' TDZE 310'	3400' MSA RW12	
	MISSED APCH: Climb to 4000' direct OTSUE and via 199° track to ZULKA and RIGHT turn via 298° track to OLIVR 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. 3. 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								

STRAIGHT-IN LANDING RWY12								CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV			Max Kts	MDA(H)	
DA(H) 510'(200')		DA(H) 729'(419')		MDA(H) 680'(370')					
RAIL or ALS out		RAIL out ALS out		RAIL out		ALS out			
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24	RVR 40	RVR 50	90	940'(628')-1
B					or 1/2	or 3/4	or 1	120	
C								140	940'(628')-1 3/4
D					RVR 50 or 1	RVR 60 or 1 1/4		165	940'(628')-2

CHANGES: Ground frequencies.

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KIAD/IAD

WASHINGTON DULLES INTL

19 JUL 13

(22-5)

JEPPESEN WASHINGTON, DC (VA)

RNAV (GPS) Y Rwy 19L

D-ATIS	POTOMAC Approach (R)	Rwy 1R/19L	DULLES Tower Rwy 1C/19C	Rwys 1L/19R, 12/30	Ground West East
134.85	120.45	120.1	120.25	134.42	121.62 121.9
WAAS Ch 58105 W-19A	Final Apch Crs 191°	Minimum Alt DOMSE 1700' (1398')	LPV DA(H) 502' (200')	Apt Elev 312' TDZE 302'	3400'

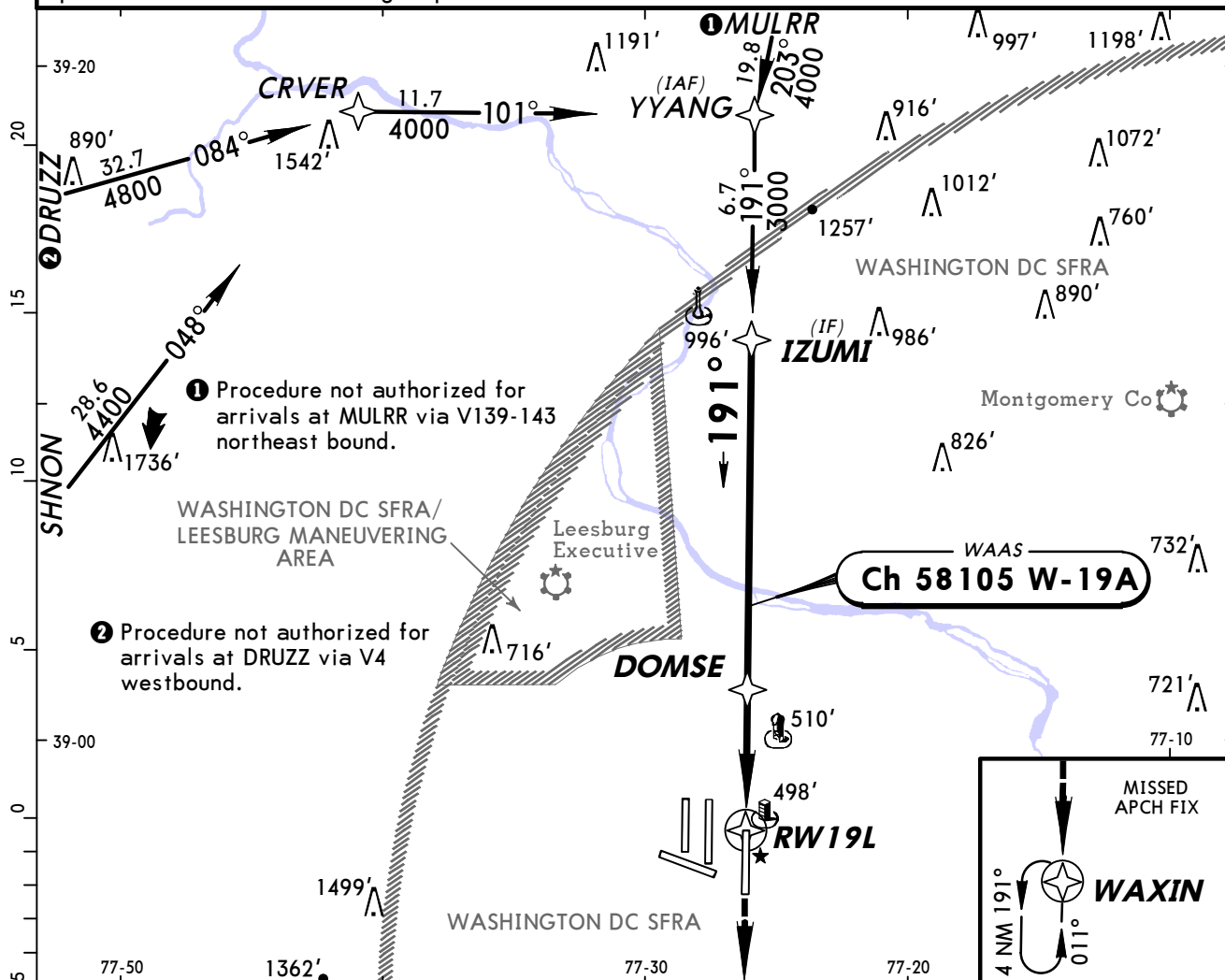
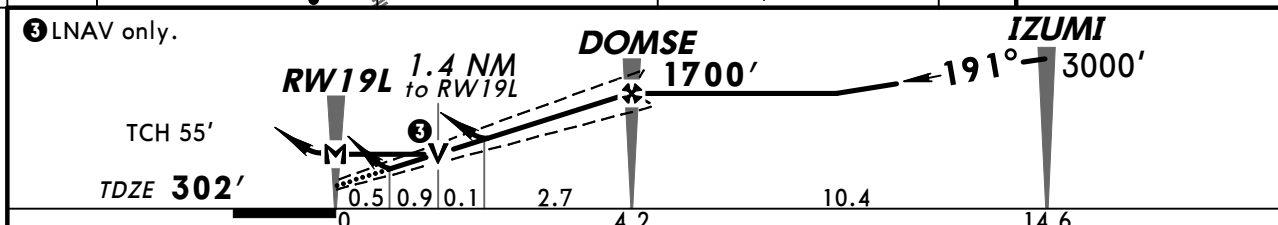
MISSED APCH: Climb to 2000' direct WAXIN and hold.
MSA RW19L

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. 3. Simultaneous approach authorized with ILS or LOC DME Rwy 19R, ILS Rwy 19R CAT II & III. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.


③ LNAV only.


Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	WAXIN
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
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)
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out			90	940' (628') - 1
A						RVR 24 or 1/2	120	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4		RVR 40 or 3/4		
C						RVR 50 or 1	140	940' (628') - 1 3/4
D						RVR 60 or 1 1/4	165	940' (628') - 2

CHANGES: None.

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KIAD/IAD

WASHINGTON DULLES INTL

19 JUL 13

(22-6)

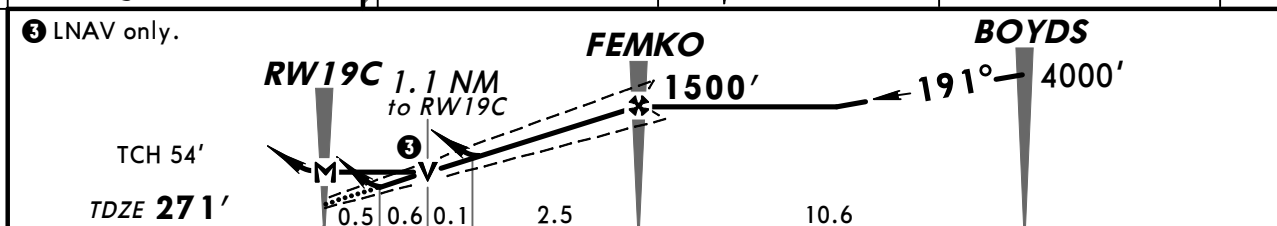
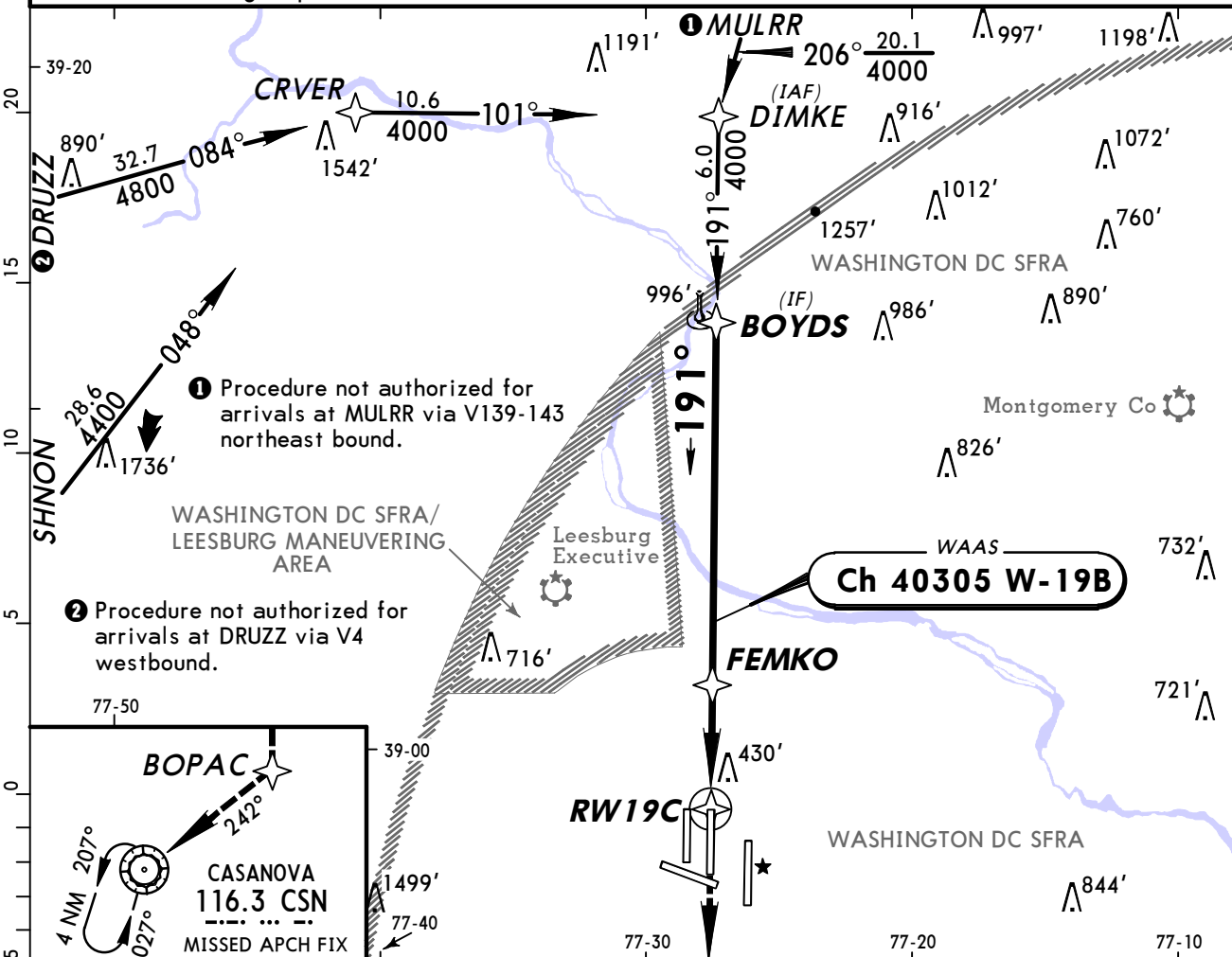
JEPPESSEN WASHINGTON, DC (VA)

RNAV (GPS) Y Rwy 19C

D-ATIS	POTOMAC Approach (R)	Rwy 1C/19C	DULLES Tower Rwy 1R/19L	Rwys 1L/19R, 12/30	Ground West East
134.85	120.45	120.25	120.1	134.42	121.62 121.9
WAAS Ch 40305 W-19B	Final Apch Crs 191°	Minimum Alt FEMKO 1500' (1229')	LPV DA(H) 471' (200')	Apt Elev 312' TDZE 271'	3400'
MISSED APCH: Climb to 4000' direct BOPAC and on 242° track to CSN VOR and hold.					MSA RW19C

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 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L CAT II. 4. LNAV procedure not authorized during simultaneous operations. 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	ALS-F-II	4000'	BOPAC
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
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')		Max Kts	MDA(H)
ALS out		ALS out		ALS out		90	940' (628')-1
A						120	
B						140	940' (628')-1 3/4
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 40 or 3/4	1 1/4	940' (628')-1 3/4
D					RVR 50 or 1	1 1/2	940' (628')-2

CHANGES: LNAV minimums.

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TERPS AMEND 3C 25 JUL 2013

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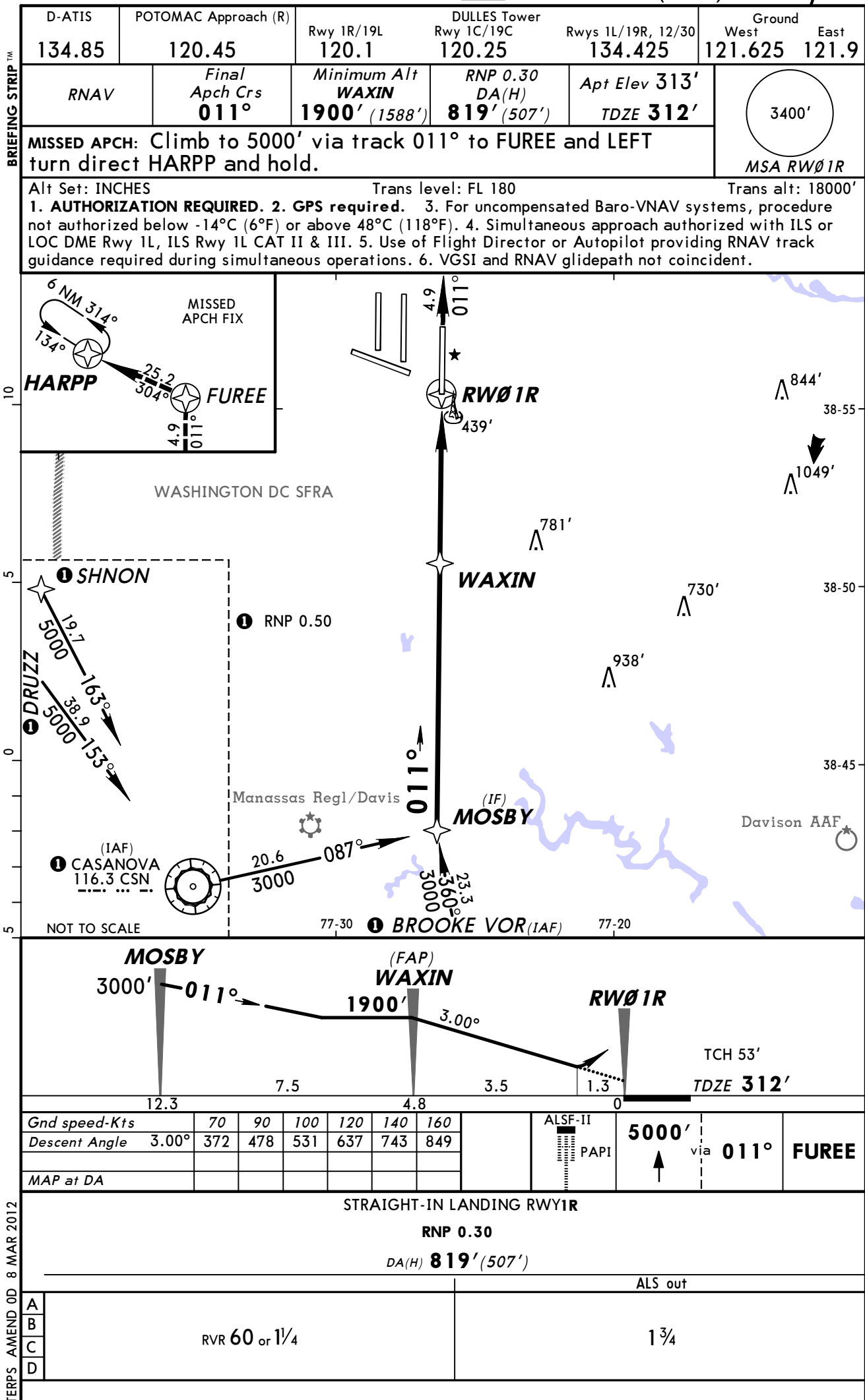
WASHINGTON DULLES INTL

20 JUN 14

(22-21)

WASHINGTON, DC (VA)

RNAV (RNP) Z Rwy 1R



KIAD/IAD

WASHINGTON DULLES INTL

1 FEB 13

(22-22)

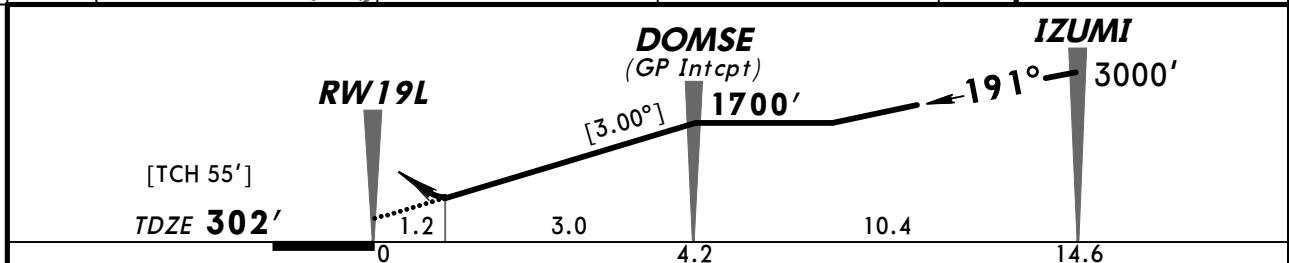
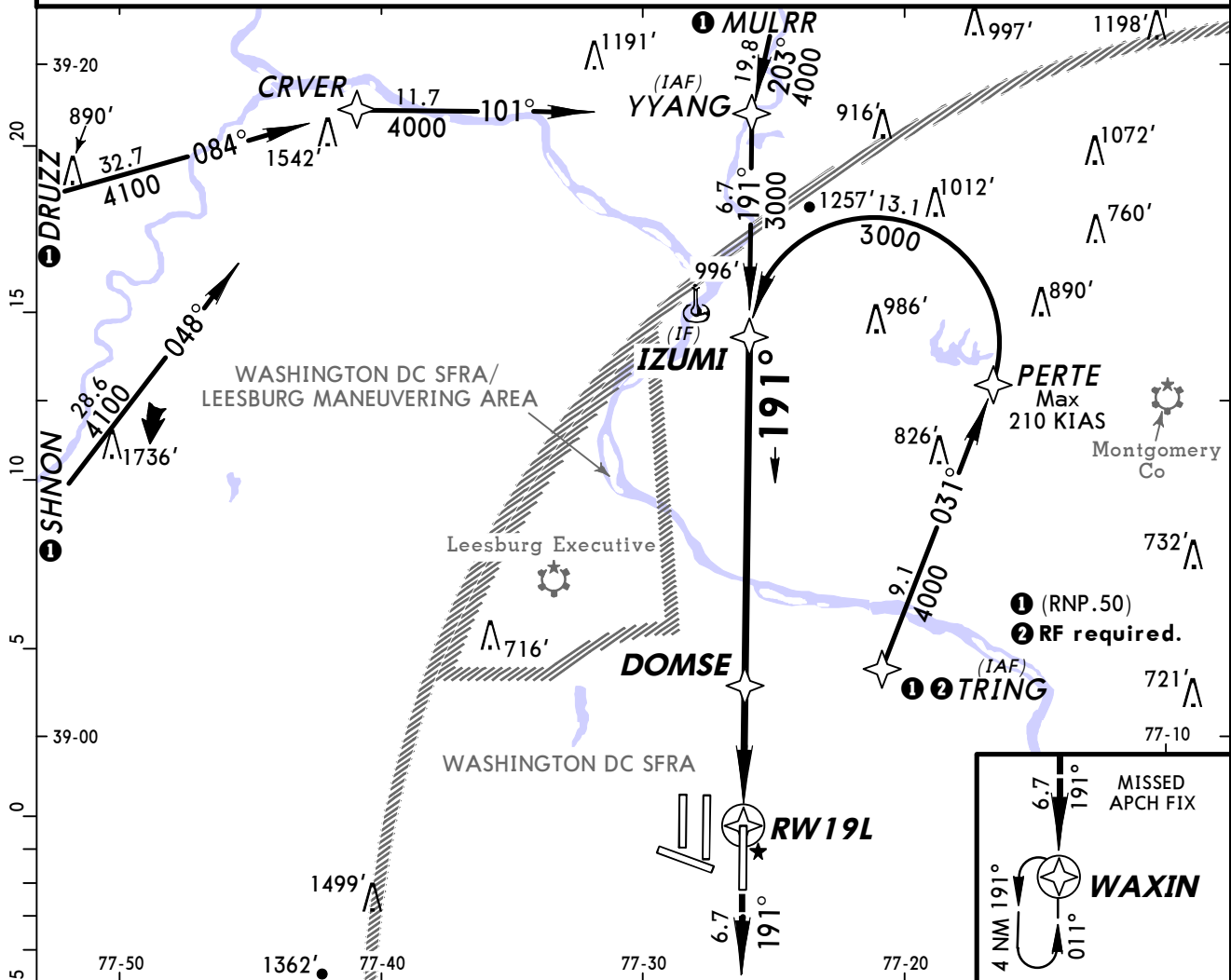
JEPPESEN WASHINGTON, DC (VA)

RNAV (RNP) Z Rwy 19L

D-ATIS	POTOMAC Approach (R)	Rwy 1R/19L	DULLES Tower Rwy 1C/19C	Rwys 1L/19R, 12/30	Ground West East
134.85	120.45	120.1	120.25	134.42	121.62 121.9
RNAV	Final Apch Crs	Minimum Alt DOMSE	RNP 0.30 DA(H)	Apt Elev 312' TDZE 302'	3400'
	191°	1700' (1398')	743' (441')		MSA RW19L
MISSED APCH: Climb to 2000' via track 191° to WAXIN 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 47°C (118°F). 4. Simultaneous approach authorized with ILS or LOC DME Rwy 19R, ILS Rwy 19R 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
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

STRAIGHT-IN LANDING RWY 19L

RNP 0.30

DA(H) 743' (441')

RAIL or ALS out	
A	
B	
C	RVR 50 or 1
D	1 1/2

CHANGES: Ground frequencies.

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TERPS AMEND 0C 8 MAR 2012

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KIAD/IAD

WASHINGTON DULLES INTL

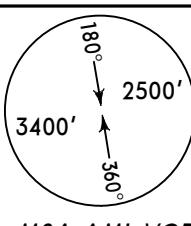
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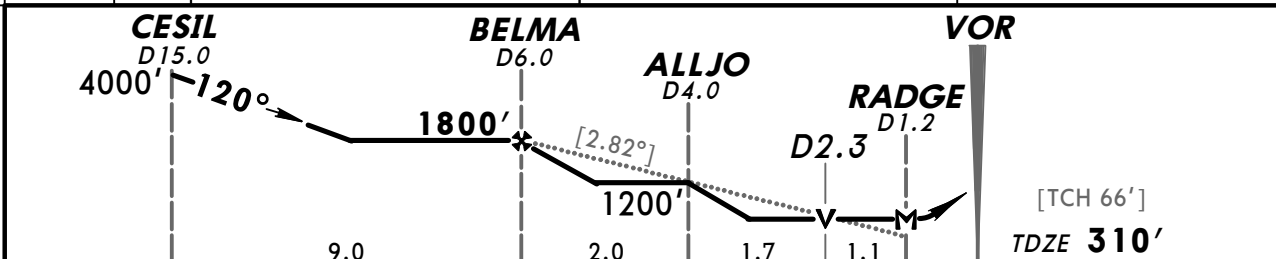
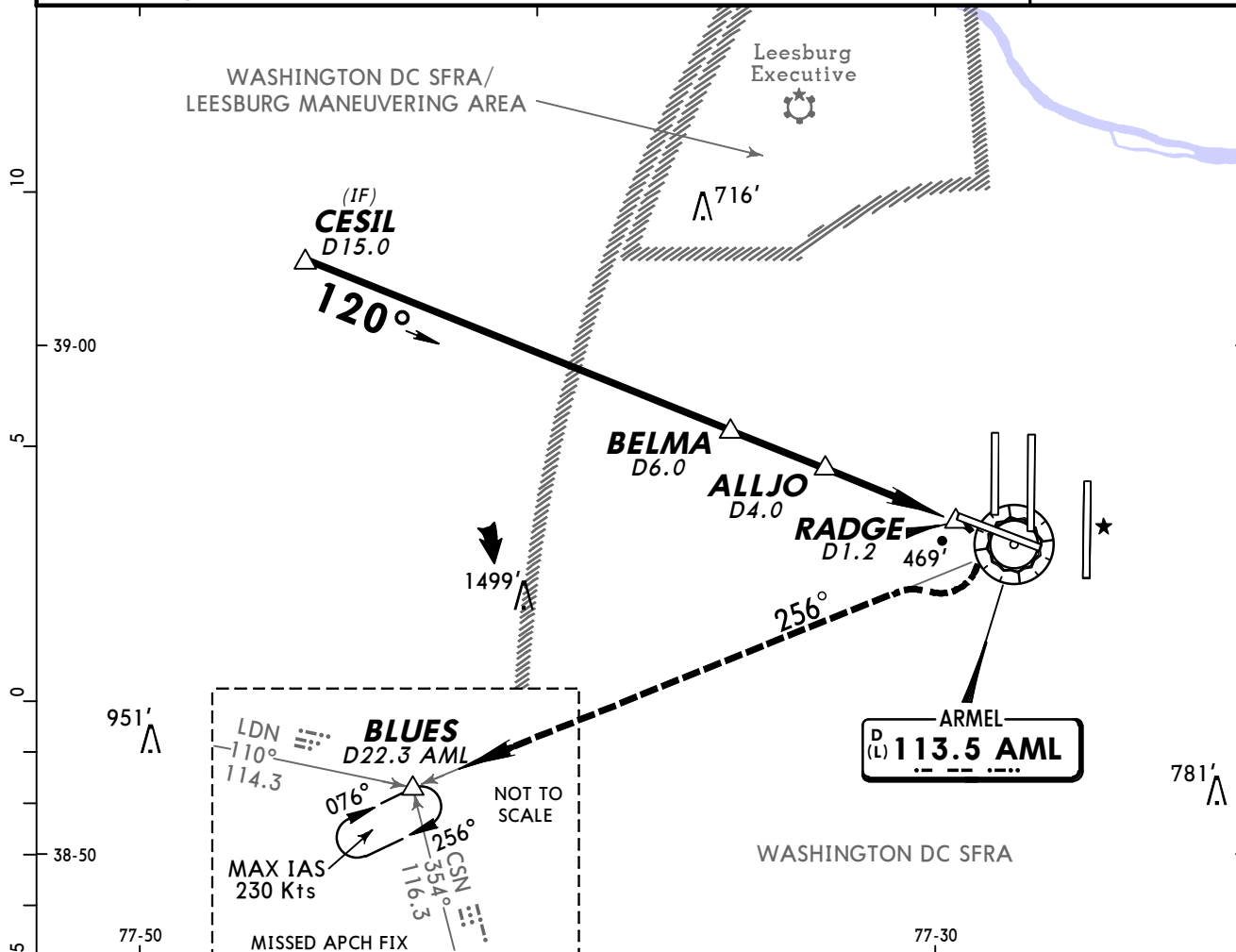
20 JUN 14

(23-1)

WASHINGTON, DC (VA)

VOR DME Rwy 12

BRIEFING STRIP™	D-ATIS	POTOMAC Approach (R)	DULLES Tower			Ground	
			Rwys 1L/19R, 12/30	Rwy 1C/19C	Rwy 1R/19L	West	East
	134.85	120.45	134.425	120.25	120.1	121.625	121.9
	VOR AML 113.5	Final Apch Crs 120°	Minimum Alt BELMA 1800' (1490')	MDA(H) 720' (410')	Apt Elev 313' TDZE 310'		
	MISSED APCH: Climbing RIGHT turn to 4000' outbound on AML VOR R-256 to BLUES INT/D22.3 AML and hold.						
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Radar required.						MSA AML VOR	



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 4000' AML on 113.5 R-256 BLUES
Descent Angle [2.82°]	349	449	499	599	698	798	
MAP at RADGE							

TERPS STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
MDA(H) 720' (410')				MDA(H)			
A B C D	RAIL out	ALS out		Max Kts			
		RVR 40 or 3/4	RVR 55 or 1	90	940' (627') - 1		
	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8	120			
				140	940' (627') - 1 3/4		
				165	940' (627') - 2		

CHANGES: Tower & Ground frequencies, TDZE, profile note removed.

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WASHINGTON, VA (WASHINGTON DULLES INTL - KIAD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KIAD