

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> IAD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 19C ILS RWY 19C (CAT II) ILS RWY 19C (CAT III)	<u>ORIGINAL/AMENDMENT</u> 26	<u>CITY</u> WASHINGTON	<u>STATE</u> DC		
<u>AIRPORT ELEVATION</u> 312	<u>TDZE</u> 272	<u>SUPERSEDED</u> ILS OR LOC/DME RWY 19C ILS RWY 19C (CAT II) ILS RWY 19C (CAT III)	<u>ORIGINAL/AMENDMENT</u> 25B	<u>DATED</u> 07/15/2021	<u>MAG VAR</u> 10W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> I-DLX	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 16 MAY 2024	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
LOGOW	IAF	PATWY		TF	FB	1.00	095.19	7.84	6000
PATWY		BULGR		TF	FB	1.00	097.89	2.67	6000
BULGR		COVUL		TF	FB	1.00	162.80	2.87	6000
DUBBV	IAF	HUGGZ		TF	FB	1.00	101.90	4.50	5000
HUGGZ		NOGGL		TF	FB	1.00	108.57	3.50	4000
NOGGL		CUTZZ		TF	FB	1.00	150.50	5.20	4000
NOOXX/AML 31.09 DME/RADAR	IAF	CRLET/AML 27.17 DME/RADAR					190.65	3.92 (I-DLX)	8000
CRLET/AML 27.17 DME/RADAR		COWRR/AML 23.44 DME/RADAR					190.65	3.73 (I-DLX)	7000
COWRR/AML 23.44 DME/RADAR		COVUL/AML 20.35 DME/RADAR					190.65	3.09 (I-DLX)	6000
COVUL/AML 20.35 DME/RADAR	IAF	CHDMN/AML 16.90 DME/RADAR					190.65	3.45 (I-DLX)	5000
CHDMN/AML 16.90 DME/RADAR		CUTZZ/AML 13.85 DME/RADAR					190.65	3.05 (I-DLX)	4000
CUTZZ/AML 13.85 DME/RADAR	IAF	CRAKL/AML 10.58 DME/RADAR					190.65	3.27 (I-DLX)	3000
CRAKL/AML 10.58 DME/RADAR	IF	CLARZ/AML 7.45 DME/RADAR					190.65	3.14 (I-DLX)	2000
CLARZ/AML 7.45 DME/RADAR		FEMKO/AML 5.87 DME/RADAR					190.65	1.58 (I-DLX)	1500

MISSED APPROACH

MAP:

ILS: DA
LOC: 3.70 NM AFTER FEMKO/AML 5.87 DME/RADAR OR AT AML 2.19
DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT MOOOV AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	PROFILE STARTS AT NOOXX/AML 31.09 DME/RADAR					
3.	FAC:	190.65	FAF:	FEMKO/AML 5.87 DME/RADAR	DIST FAF TO MAP:	3.70
4.	MIN ALT:	NOOXX/AML 31.09 DME/RADAR 9000, CRLET/AML 27.17 DME/RADAR 8000, COWRR/AML 23.44 DME/RADAR 7000, COVUL/AML 20.35 DME/RADAR 6000, CHDMN/AML 16.90 DME/RADAR 5000, CUTZZ/AML 13.85 DME/RADAR 4000, CRAKL/AML 10.58 DME/RADAR 3000, CLARZ/AML 7.45 DME/RADAR 2000, FEMKO/AML 5.87 DME/RADAR 1500				
5.	DIST TO THLD FROM OM:	MM:	IM:	874.00	100 HAT:	942.00
6.	MIN GS INCPT:	1500	GS ALT AT PFAF:	FEMKO/AML 5.87 DME/RADAR 1500	OM:	MM:
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	54.0
8.	MSA FROM:	AML VOR/DME 180-360 3500, 360-180 2500				
					150 HAT:	GS ANT: 1030
						IM: 368

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY AT NOOOX.
DME OR RADAR REQUIRED.

NOTES:

- CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 19C: CAT A, B, C, D, RA 110, RVR 1200, HAT 100, DA 372 MSL.
- CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 19C: CAT IIIA CAT A, B, C, D, RVR 700.
- CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 19C: CAT IIIB CAT A, B, C, D, RVR 600.
- CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 19C: CAT IIIC CAT A, B, C, D, NA.

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: DME FROM AML VOR/DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-DLX AND AML DME.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 19C CAT C AND D VISIBILITY TO RVR 5500.
CHART SPEED ICON IN PLANVIEW AT BULGR: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART LOC RWY 19L
CHART LOC RWY 19R
HOLD N, RT, 187.14 INBOUND.
CHART FAS OBST: 389 ANTENNA (11-020190) 385945N/0772716W.
470 AAO 390156N/0772709W.
CHART VDP AT 3.12 DME.
DISTANCE VDP TO THLD 0.94 NM.
CHART AT OR ABOVE 6000 AT LOGOW.
CHART AT OR ABOVE 5000 AT DUBBV.
CHART AT OR ABOVE 9000 AT NOOXX.



AIRPORT ID
IAD

PROCEDURE NAME
ILS OR LOC RWY 19C
ILS RWY 19C (CAT II)
ILS RWY 19C (CAT III)

ORIGINAL/AMENDMENT
26

CITY
WASHINGTON

STATE
DC

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT D 900-2 3/4

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 19C	472	1800	200	472	1800	200	472	1800	200	472	1800	200			
S-LOC 19C	640	2400	368	640	2400	368	640	3500	368	640	3500	368			
CIRCLING	940	1	628	940	1	628	940	1 3/4	628	1180	2 3/4	868			



CHANGES - REASONS

1. THIS AMENDMENT IS A COMPLETE REDESIGN. THE ONLY FIX THAT REMAINS IS FEMKO. INITIAL HOOSR TO BOYDS TO ARKAY, INTERMEDIATE ARKAY TO ENEDE TO FEMKO HAVE BEEN REPLACED WITH NEW ROUTING. – FPT/ATC REDESIGN.
2. FEEDER MRB VORTAC HAS BEEN REMOVED AND WILL NOT BE REPLACED. – FPT/ATC REDESIGN.
3. MISSED APPROACH CHANGED FROM CONVENTIONAL: CLIMB TO 3000 VIA HEADING 191 AND AML VOR/DME R-187 TO ERACE INT/AML 13.3 DME AND HOLD. TO RNAV: CLIMB TO 3000 DIRECT MOOOV AND HOLD. – FPT/ATC REDESIGN, AML VOR/DME RECEPTION NOT AVAILABLE TO COMPLY WITH TRIPLE PARALLEL RUNWAY OPERATIONS..
4. ALTERNATE MISSED APPROACH HAS BEEN REMOVED. – FPT/ATC REDESIGN.
5. PROFILE LINE 2 CHANGED FROM PROFILE STARTS AT HOOSR/AML 17.49 DME/RADAR TO PROFILE STARTS AT NOOXX/AML 31.09 DME/RADAR. – FPT/ATC REDESIGN.
6. PROFILE LINE 3 CHANGED FROM FAF: FEMKO/AML 5.83 DME, THLD: 3.66 TO FEMKO/AML 5.87 DME/RADAR, DIST FAF TO MAP 3.70, DIST FAF TO THLD: 3.70. – FPT/ATC REDESIGN, ADDED TIMING TABLE.
7. PROFILE LINE 4 CHANGED FROM MIN ALT: HOOSR 5000, BOYDS 4500, ARKAY 3700, ENEDE 2700, FEMKO 1500 TO NOOXX/AML 31.09 DME/RADAR 9000, PATWY/RADAR 6000, CRLET/AML 27.17 DME/RADAR 8000, COWRR/AML 23.44 DME/RADAR 7000, COVUL/AML 20.35 DME/RADAR 6000, CRAKL/AML 10.58 DME/RADAR 3000, CHDMN/AML 16.90 DME/RADAR 5000, CUTZZ/AML 13.85 DME/RADAR 4000, CLARZ/AML 7.45 DME/RADAR 2000, FEMKO 1500. – FPT/ATC REDESIGN.
8. PROFILE LINE 5 CHANGED FROM IM: 880, 100 HAT: 941 TO IM: 874, 100 HAT: 942. – UPDATED SURVEY/NEW EVALUATION.
9. PROFILE LINE 6 CHANGED FROM FS ALT AT FAF: FEMKO/AML 5.83 DME/RADAR 1500 TO FEMKO/AML 5.87 DME/RADAR 1500. - FEMKO MOVED SLIGHTLY TO ALIGN WITH ILS DESIGN TCH.
10. PROFILE LINE 8 CHANGED FROM AML VOR/DME 360-180 2500, 180-360 3500 TO AML VOR/DME 180-360 3500, 360-180 2500. – NEW CONTROLLING OBSTACLE IN SECTOR 180-360.
11. PBN REQUIREMENT NOTE ADDED: RNP APCH-GPS – 8260.19I COMPLIANCE/RNAV INITIALS AND RNAV MISSED APPROACH ADDED.
12. EQUIPMENT REQUIREMENTS NOTE ADDED: RADAR REQUIRED FOR PROCEDURE ENTRY AT NOOXX. – 8260.19I COMPLIANCE.
13. NOTE DELETED : SIMULTANEOUS APPROACH AUTHORIZED WITH ILS OR LOC RWY 19L, ILS RWY 19L CAT (II), ILS OR LOC/DME RWY 19R, ILS RWY 19R CAT (II), ILS RWY 19R CAT (III). – 8260.19I/7110.803 COMPLIANCE.
14. NOTE DELETED: DME FROM AML VOR/DME. SIMULTANEOUS RECEPTION OF I-DLX AND AML DME REQUIRED. – 8260.19I COMPLIANCE.
15. NOTE ADDED: DME FROM AML VOR/DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-DLX AND AML DME. – 8260.19I COMPLIANCE.
16. NOTE ADDED: SIMULTANEOUS APPROACH AUTHORIZED. – 8260.19I COMPLIANCE.
17. NOTE ADDED: CHART SPEED ICON IN PLANVIEW AT BULGR: MAX 210 KIAS. – SPEED REQUIRED FOR 8260.58C TURN CONSTRUCTION COMPLIANCE.
18. NOTE ADDED: FOR INOPERATIVE ALS, INCREASE S-LOC-19C CAT C/D VISIBILITY TO RVR 5500. – INCREASE IN VISIBILITY ABOVE INOP TABLE.
19. ADDITIONAL FLIGHT DATA: DELETED CHART MRB VORTAC 20.64 DME AT HOOSR. – FPT/ATC REDESIGN.
20. ADDITIONAL FLIGHT DATA: DELETED CHART ALTERNATE MA HOLDING, HOLD NE CSN VORTAC. – ALTERNATE HOLDING REMOVED PER FPT/ATC.
21. ADDITIONAL FLIGHT DATA: REPLACED RT, 187.27 INBOUND WITH HOLD N, RT, 187.14 INBOUND. – NEW HOLDING FIX PER FPT/ATC REDESIGN.
22. ADDITIONAL FLIGHT DATA: REPLACED FAS OBST 405 TREE 385923N/0772714W WITH 389 ANTENNA (11-020190) 385945N/0772716W. – NEW EVALUATION
23. ADDITIONAL FLIGHT DATA: ADDED 7:1 OBST 470 AAO 390156N/0772709W. – 8260.19I COMPLIANCE.
24. ADDITIONAL FLIGHT DATA: DELETED CHART IN PLANVIEW: CSN VORTAC. – NO LONGER USED.
25. ADDITIONAL FLIGHT DATA: ADDED CHART VDP AT 3.12 – VDP ADDED
26. ADDITIONAL FLIGHT DATA: ADDED DISTANCE VDP TO THLD 0.94 NM. – 8260.19I COMPLIANCE.
27. ADDITIONAL FLIGHT DATA: CHART AT OR ABOVE 6000 AT LOGOW. - FPT/ATC REDESIGN/8260.19I COMPLIANCE.
28. ADDITIONAL FLIGHT DATA: CHART AT OR ABOVE 5000 AT DUBBV. - FPT/ATC REDESIGN/8260.19I COMPLIANCE.
29. ADDITIONAL FLIGHT DATA: CHART AT OR ABOVE 9000 AT NOOXX. - FPT/ATC REDESIGN/8260.19I COMPLIANCE.
30. MINIMUMS ALTERNATE CHANGED FROM LOC: STANDARD – CAT D 800 2 1/2: LOC: STANDARD – CAT D 900-2 1/2. – 8260.19I COMPLIANCE.
31. MINIMUMS S-ILS 19C CHANGED DA FROM 471 TO 472. – TDZE INCREASE BY FROM 271 TO 272.
32. MINIMUMS S-LOC 19C CHANGED MDA ALL CATS FROM 660 TO 640 VISIBILITY CAT C/D FROM 24/40 TO 3500. – NEW EVALUATION AND CONTROLLING OBSTACLE/8260.3E COMPLIANCE.
33. MINIMUMS CIRCLING CAT D MDA/VIS/HAA CHANGED FROM 1060/ 2 1/2 /747 TO 1180/ 2 3/4 /868. – CLEAR T-NOTAM 3/1787.
34. AIRPORT ELEVATION CHANGED FROM 313 TO 312. - AIRNAV DATA PULL.
35. TDZE CHANGED FROM 271 TO 272. - AIRNAV DATA PULL.
36. CIRCLING CAT A/B/C HAA CHANGED FROM 627 TO 628. - AIRPORT ELEVATION CHANGED FROM 313 TO 312.
37. CAT II ILS RA CHANGED FROM 108 TO 110. - TARGETS TERRAIN EVALUATION.

