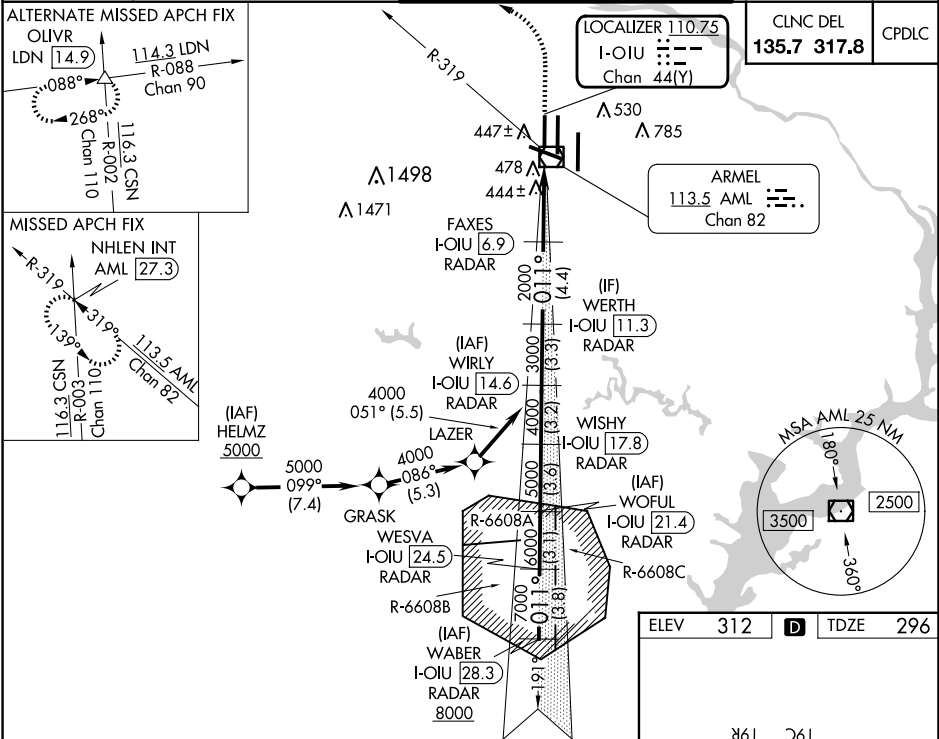


LOC/DME I-OIU <b>110.75</b> Chan <b>44</b> (Y)	APP CRS <b>011°</b>	Rwy Idg TDZE Apt Elev <b>9400</b> <b>296</b> <b>312</b>
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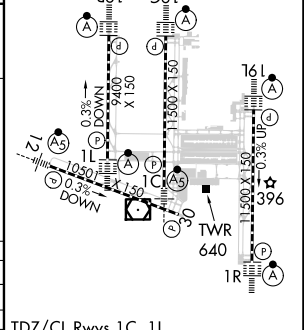
ILS RWY 1L (CAT II & III)  
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS. From HELMZ. DME or RADAR required. RADAR required for procedure entry at WABER. Simultaneous approach authorized.	ALSIF-2 	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 276° and on AML VOR/DME R-319 to NHLEN INT/AML 27.3 DME and hold.
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D-ATIS <b>134.85</b>	POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwys 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)
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WABER I-OIU 28.3 RADAR		WOFUL I-OIU 21.4 RADAR		WIRLY I-OIU 14.6 RADAR		<div><div>800</div><div>↑</div></div>		<div><div>3000</div><div>hdg 276°</div></div>		AML R-319		NHLEN INT			
WESVA I-OIU 24.5 RADAR		WISHY I-OIU 17.8 RADAR		WERTH I-OIU 11.3 RADAR		FAXES I-OIU 6.9 RADAR		VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 70).							
<div><div>8000</div><div>011°</div><div>7000</div><div>6000</div><div>5000</div><div>4000</div><div>3000</div><div>2000</div><div>2000</div></div>															
GS 3.00° TCH 55															
3.8 NM		3.1 NM		3.6 NM		3.2 NM		3.3 NM		4.4 NM		5.2 NM		1108'	
CATEGORY		A				B				C				D	
S-ILS 1L		CAT II RA 97/12										100 DA 396			
S-ILS 1L		CAT III RVR 06													



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

NE-3, 10 JUL 2025 to 07 AUG 2025

NE-3, 10 JUL 2025 to 07 AUG 2025