

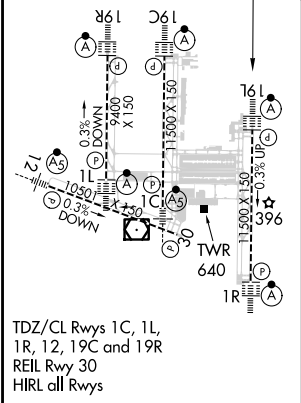
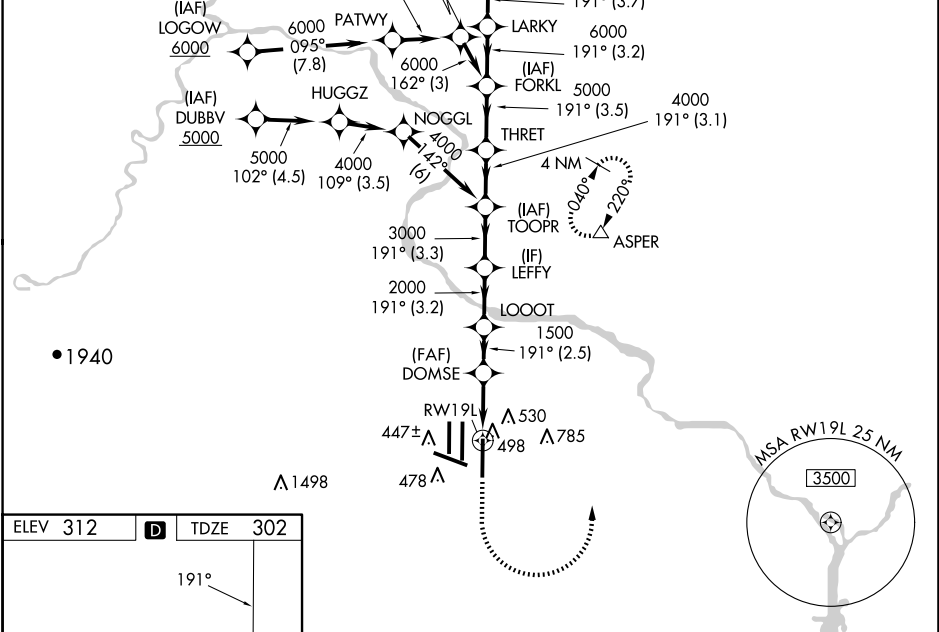
| | | |
|--|------------------------|--|
| WAAS CH 58105 W19A | APP CRS 191° | Rwy ldg 11500 TDZE 302 Apt Elev 312 |
|--|------------------------|--|

RNAV (GPS) Y RWY 19L
WASHINGTON DULLES INTL (IAD)

| | | |
|---|--------|--|
| RNP APCH - GPS. | ALSF-2 | MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct ASPER and hold. |
| Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. * RVR 1800 authorized with use of FD or AP or HUD to DA. | | |

| | | | |
|---|---|---|--------------------------------|
| POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°) | DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30) | GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST) | CLNC DEL 135.7 317.8 |
|---|---|---|--------------------------------|

| | |
|-------------------------|-------|
| D-ATIS 134.85 | CPDLC |
|-------------------------|-------|



| | | | | |
|-----------------|--------------------|-------|--|-------|
| 800 | 3000 | ASPER | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75). | LEMUI |
| DOMSE | | | | |
| 1.2 NM 1500 | | | | |
| RW19L | | | | |
| 1.500 | | | | |
| LOOOT | | | | |
| TOOPR | | | | |
| THRET | | | | |
| LEFFY | | | | |
| FORKL | | | | |
| LARKY | | | | |
| LEMUI | | | | |
| 7000 | | | | |
| GP 3.00° TCH 55 | | | | |
| CATEGORY | A | B | C | D |
| LPV DA* | 502/24 200 (200-½) | | | |
| LNAV/VNAV DA | 760/45 458 (500-¾) | | | |
| LNAV MDA | 760/24 458 (500-½) | | 760/45 458 (500-¾) | |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) 1180-2¾ 868 (900-2¾) | |

NE-3, 10 JUL 2025 to 07 AUG 2025

NE-3, 10 JUL 2025 to 07 AUG 2025