

ILS RWY 19R (CAT II & III)

LOC I-MXK <u>111.5</u>	APCH CRS 190°	Rwy Idg 10,309 TDZE 274 Arpt Elev 280
----------------------------------	-------------------------	--

[USAF]

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

RADAR or DME required



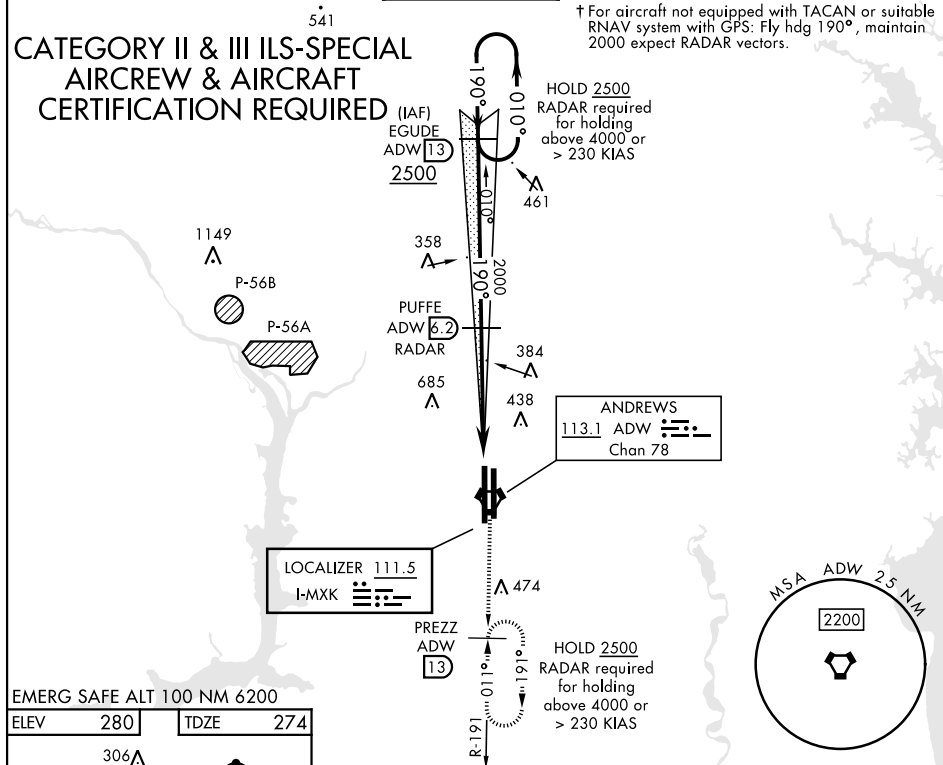
† MISSED APPROACH: Climbing to 2500, intercept
ADW VORTAC R-191 to PREZZ and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

CATEGORY II & III ILS-SPECIAL
AIRCREW & AIRCRAFT
CERTIFICATION REQUIRED (IA)

† For aircraft not equipped with TACAN or suitable RNAV system with GPS: Fly hdg 190°, maintain 2000 expect RADAR vectors.

OLD 2500
AR required
or holding
ve 4000 or
230 KIAS



EMERG SAFE ALT 100 NM 6200

ELEV	280		TDZE	274
------	-----	--	------	-----

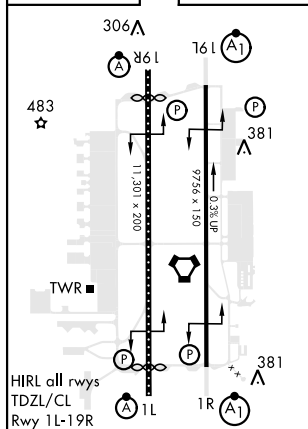


Diagram illustrating the S-ILS 19R approach procedure. The diagram shows the glide path (GS 3.00° TCH 55) and the VGSB (Visual Glide Slope Boundary) and ILS (Instrument Landing System) glidepath. The VGSB and ILS glidepath are not coincident, with a VGSB Angle of 3.00°/TCH 71. The diagram also shows the VGSB and ILS glidepath not coincident (VGSB Angle 3.00/TCH 71). The diagram includes a scale bar for 5.2 NM and a 1099' elevation marker. The diagram also shows the VGSB and ILS glidepath not coincident (VGSB Angle 3.00/TCH 71).

CAMP SPRINGS, MARYLAND

38°49'N-76°52'W

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Orig 06OCT22

ILS RWY 19R (CAT II & III)

NE-3, 07 AUG 2025 to 04 SEP 2025

NE-3, 07 AUG 2025 to 04 SEP 2025