

WAAS CH 99309 W01D	APP CRS 011°	Rwy Idg 9400 TDZE 296 Apt Elev 312
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RNAV (GPS) Y RWY 1L

WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS

- T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized.
- A** For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. Increase LNAV Cat C/D visibility to 1½ SM.

ALSF-2



MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct NHLEN and hold.

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

MISSED APCH FIX



Λ1498

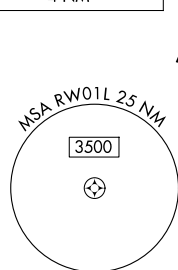
Λ 530

$\Delta 78.5$

CLNC DE

135.7 31

CPDLC



A 1471

ROUTING
TO WOFUL
(not to scale)

(IAF)

WOFUL

1

6000
011° (3 1)

WESVA 

TABLE 1

ELEV 3

□

TDZE 296

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 70).

VGSB and RNAV glidepath not coincident (VGSB Angle 3.00/TCH 70).

WABER WESVA WOFUL WISHY WIRLY WERTH FAXES

8000 7000 6000 5000 4000 3000 2000

GP 3.00° TCH 55

3.2 NM 3.1 NM 3.6 NM 3.2 NM 3.3 NM 4.4 NM 4 NM

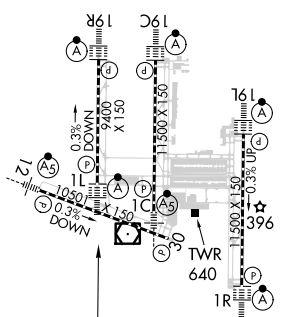
1.2 NM to RW01L

RW01L

800 3000 NHLEN

↑ ↪

CATEGORY	U.S. F-16	S. F-16	S. F-16	B	C	D
LPV DA	496/18			200 (200-½)		
INAV/ VNAV DA	658/35			362 (400-¾)		
INAV MDA	760/24 464 (500-½)			760/50 464 (500-1)		
CIRCLING	940-1 628 (700-1)			940-1¾ 628 (700-1¾)		1180-2¾ 868 (900-2¾)



TDZ/CL Rwy 1C, 1L,
1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwy's