NE-3, 03 APR 2014 to 01 MAY 2014

WASHINGTON, DC

LOC/DME I-SGC

110.1

Chan **38** 

TDŻE

Apt Elev

Rwy Idg 11500

302

313

MALSR

climbing left turn to 3000 on heading 010° and AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

POTOMAC APP CON ATIS 134.85 120.45 306.925

APP CRS

191°

**DULLES TOWER** 120.1 317.8 (Rwy 1R/19L) 120,25 348,6 (Rwy 1C/19C) 34.425 348.6 (Rwys 1L/19R and 12/30

GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL 135.7 317.8

VE-3, 03 APR 2014 to 01 MAY 2014

(IAF) ALTERNATE Λ<sup>1590</sup> 3000 0111° DADEY I-SGC 18.7 RADAR MISSED IAF APCH FIX MARTINSBURG 112.1 MRB ==:. 3000 191° (2) Chan 58 (IF) IZUM<u>I INT</u> 115.1 BAI I-SGC 16.7 Procedure NA for arrivals Chan 98 at MRB VORTAC on **ASPER** airway radials 088 CW 137. AML **ASPER** R-014 AML 14.7

6

AML R-023

^<sub>435 ±</sub>

**\**514

DOMSE INT 430 I-SGC (6.3) 398 Λ531 406**/**( ^ 498 ^<sup>545±</sup>

<sub>478</sub> ^

**ASPER** 

Δ

\* LOC only

AML

R-040

^682

2500 3400

191° 4.2 NM

from FAF

**(**)

I NK **J6**L

920

36

313

AML 25 NA

302 **TDZE** 

4

396

180

TWR

TWR = 0

1472<u>^</u> LOCALIZER 110.1 I-SGC <u>∺</u>:\_. Chan 38

1499

VGSI and ILS glidepath not coincident

800 3000 (VGSI Angle 3.00/TCH 75). hdg DADEY 010° I-SGC 18.7) IZUMI INT RADAR I-SGC 116.7 DOMSE INT

ARMEL

113.5 AML :\_\_\_.

Chan 82

I-SGC 6.3 3000 <del>-</del>191° <del>-</del> \* I-SGC I-SGC 1700 3.3 3000 2.1 GS 3.00° 1700 TCH 55 2 NM 10.4 NM 3 NM CATEGORY

\*\* 502/24 200 (200-1/2) 740/40 740/50 740/24 438 (500-1/2) 438 (500-3/4) 438 (500-1) 940-13/4 940-2 940-1 627 (700-1) 627 (700-134) 627 (700-2)

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

FAF to MAP 4.2 NM 150 90 120 Knots 60

Min:Sec 4:12 2:48 2:06 1:41 1:24 WASHINGTON DULLES INTL (IAD)ILS or LOC RWY 191

WASHINGTON, DC Amdt 15C 03APR14

S-ILS 19L

S-LOC 19L

CIRCLING

38°57′N-77°28′W