

LOC/DME I-OIU 110.75 Chan 44 (Y)	APP CRS 011°	Rwy ldg 9400 TDZE 296 Apt Elev 313
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ILS or LOC/DME RWY 1L
WASHINGTON DULLES INTL (IAD)

⚠ Simultaneous approach authorized with ILS or LOC/DME Rwy 1C, ILS Rwy 1C (Cat II), RNAV (GPS) Y Rwy 1C, ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III), RNAV (GPS) Y Rwy 1R.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

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
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ALTERNATE MISSED APCH FIX

OLIVR
LDN **14.9** → **114.3** LDN →
R-088
Chan 90

268°
R-002
Chan 110

116.3 CSN

D-ATIS
134.85

LOCALIZER **110.75**
I-OIU
Chan 44 (Y)

CPDLC

MISSED APCH FIX

OLIVR
AML **20** → R-270 → **113.5** AML
Chan 82

270°
R-002
Chan 110

116.3 CSN

CASANOVA
116.3 CSN
Chan 110

4000
088°
(18.3)

R-270

R-088

406

406

IM

478

444±

Δ 555 Δ 695

ARMEL
113.5 AML
Chan 82

MORCE
I-OIU **6.5**

BIGGZ
I-OIU **9.7**

(IF) FAZER
I-OIU **13.1**

(IAF) CINNA INT
I-OIU **17.5** RADAR

AML
R-190

191°

1498

Δ 1471

MSA AML 25 NM
180°
2500
360°
3400

DME or RADAR REQUIRED

CINNA INT
I-OIU **17.5** RADAR

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).
FAZER
I-OIU **13.1**

800

5000

AML R-270

OLIVR

4000

011°

3000

2900

1900

1900

BIGGZ
I-OIU **9.7**

MORCE
I-OIU **6.5**

I-OIU **2.6**

I-OIU **1.7**

IM

GS 3.00°
TCH 55

4.4 NM

3.5 NM

3.1 NM

3.9 NM

0.8 NM

0.1 NM

CATEGORY	A	B	C	D
S-ILS 1L	496/18 200 (200-½)			
S-LOC 1L	660/24 364 (400-½)		660/40 364 (400-¾)	
CIRCLING	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	1060-2½ 747 (800-2½)

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