

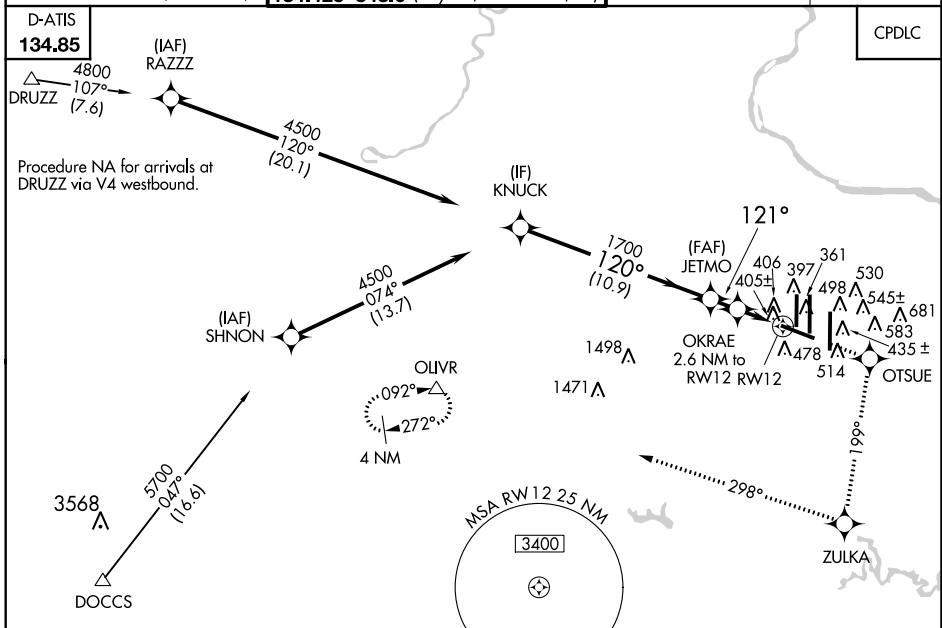
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|--|------------------------|--|
| WAAS CH 86310 W12A | APP CRS 121° | Rwy Idg 10501 TDZE 310 Apt Elev 312 |
|--|------------------------|--|

RNAV (GPS) RWY 12

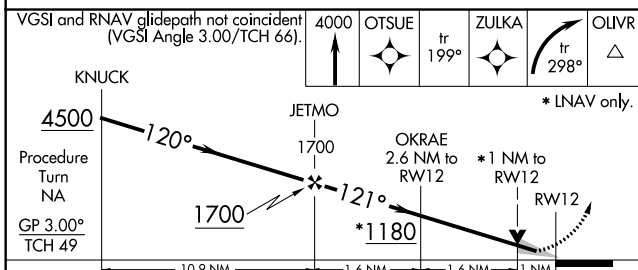
WASHINGTON DULLES INTL (IAD)

| | | |
|---|-------------|---|
| <p>▼ For inoperative MALS, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.</p> | <p>MALS</p> | <p>MISSED APPROACH: Climb to 4000 direct OTSUE and via 199° track to ZULKA and right turn via 298° track to OLIVR and hold.</p> |
|---|-------------|---|

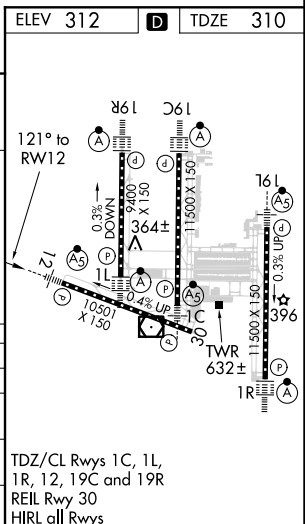
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|---|--|--|--|
| <p>POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)</p> | <p>DULLES TOWER 120.1 317.8 (Rwys 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)</p> | <p>GND CON 121.9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



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|----------|----------|----------|
| ELEV 312 | D | TDZE 310 |
|----------|----------|----------|



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|---|-----------------|--------------------|----------------|---------------------|
| <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).</p> | <p>4000</p> | <p>OTSUE</p> | <p>ZULKA</p> | <p>OLIVR</p> |
| <p>Procedure Turn NA</p> | <p>GP 3.00°</p> | <p>TCH 49</p> | <p>10.9 NM</p> | <p>1.6 NM</p> |
| <p>1700</p> | <p>1180</p> | <p>1700</p> | <p>1 NM</p> | <p>1 NM</p> |
| <p>CATEGORY</p> | <p>A</p> | <p>B</p> | <p>C</p> | <p>D</p> |
| <p>LPV DA</p> | <p>510/18</p> | <p>200 (200-½)</p> | <p>680/24</p> | <p>370 (400-½)</p> |
| <p>LNAV/VNAV DA</p> | <p>737/50</p> | <p>427 (500-1)</p> | <p>680/50</p> | <p>370 (400-1)</p> |
| <p>LNAV MDA</p> | <p>940-1</p> | <p>628 (700-1)</p> | <p>940-1¾</p> | <p>628 (700-1¾)</p> |
| <p>CIRCLING</p> | <p>940-1</p> | <p>628 (700-1)</p> | <p>940-2</p> | <p>628 (700-2)</p> |



NE-3, 31 JAN 2019 to 28 FEB 2019

NE-3, 31 JAN 2019 to 28 FEB 2019