

LOC/DME I-SGC <b>110.1</b> Chan <b>38</b>	APP CRS <b>191°</b>	Rwy Idg <b>11500</b> TDZE <b>302</b> Apt Elev <b>313</b>
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## ILS or LOC RWY 19L

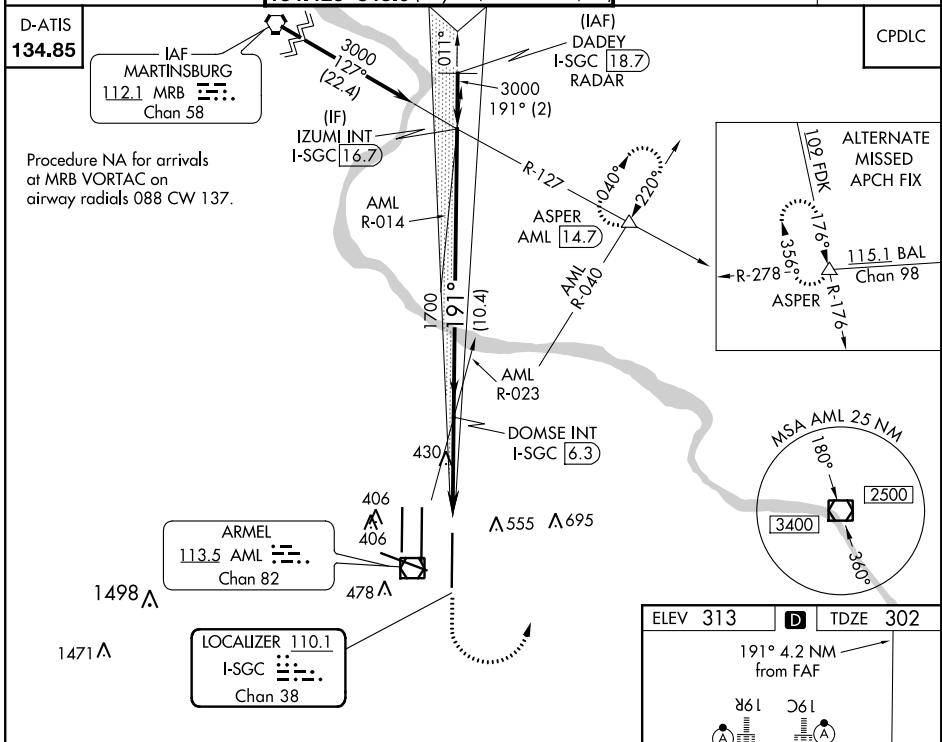
WASHINGTON DULLES INTL (IAD)

**▲** Simultaneous approach authorized with Rwy 19C or 19R.  
\*\*1800 RVR authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then 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 <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwys 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)	CLNC DEL <b>135.7 317.8</b>
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VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 75).		800	3000	AML R-040	ASPER $\Delta$
DADEY I-SGC <b>18.7</b> RADAR	IZUMI INT I-SGC <b>16.7</b>	DOMSE INT I-SGC <b>6.3</b>	*I-SGC <b>3.3</b>	I-SGC <b>2.1</b>	*LOC only.
3000 — 191° — 3000		1700			
GS 3.00° TCH 55	2 NM		10.4 NM	3 NM	1.2 NM
CATEGORY	A	B	C	D	
S-ILS 19L	**502/24 200 (200-½)				
S-LOC 19L	740/24	438 (500-½)	740/40	438 (500-¾)	740/50
TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R REIL Rwy 30 HIRL all Rwys FAF to MAP 4.2 NM Knots: 60 90 120 150 180 Min:Sec: 4:12 2:48 2:06 1:41 1:24					

NE-3, 26 MAR 2020 to 23 APR 2020

NE-3, 26 MAR 2020 to 23 APR 2020