

## DME DME Assessment Results for CLTCH3 path KDCA:RW01:DER\_FLASK

### Results Summary

|                            |  |
|----------------------------|--|
| Flyability:                | Completed  |
| DME/DME:                   | Completed - No Critical DMEs   |
| Name:                      | Andrea J Chaney  |
| Project File:              | C:\Users\Andrea J Chaney\Desktop\TERPs\Andrea TERPs Work\DC\DC_DCA_SID_7-16-20\DCA_RSID_CLTCH_3\DC_KDCA_SID_CLTCH_THREE_RNAV_DATA\DCA_CLTCH3_RNAV_SID\KDCA_CLTCH_DME\CLTCH-DME.tgs |
| Output File:               | C:\Users\ANDREA~1\AppData\Local\Temp\dmePreview865507170766203473.pdf  |
| Procedure Name:            | CLTCH3   |
| Software:<br>DmeDmePlugin: | 6.0.0  |
| Date/Time:                 | 03/16/2020 14:28 EDT   |
| Databases:                 | AJVA DTED  |

### Failures

No Failures

### Warnings

No Warnings

### Notes For Flight Check

None

### Flight Plan

| Name          | Type | Lat/Lon                              | Altitude (ft) | VNAV Mode | Ground Speed (kts) | Turn Type | Leg Type |
|---------------|------|--------------------------------------|---------------|-----------|--------------------|-----------|----------|
| KDCA:RW01:DER | WP   | N38° 51' 40.29",<br>W077° 02' 19.41" | 12.1          | VNAV      | 130                | FLY_BY    | TF       |
| REVGE         | WP   | N38° 53' 59.46",<br>W077° 04' 14.24" | 1500          | VNAV      | 220                | FLY_BY    | TF       |
| BEBLE         | WP   | N38° 54' 55.81",<br>W077° 06' 26.92" | 1892.9        | VNAV      | 220                | FLY_BY    | TF       |
| RGIII         | WP   | N38° 58' 00.54",<br>W077° 08' 48.38" | 2609.7        | VNAV      | 220                | FLY_BY    | TF       |
| CUKLI         | WP   | N38° 59' 10.33",<br>W077° 16' 34.81" | 3000          | VNAV      | 220                | FLY_BY    | TF       |
| BRUTL         | WP   | N38° 43' 58.66",<br>W077° 30' 20.26" | 3000          | VNAV      | 220                | FLY_BY    | TF       |
| BUTRZ         | WP   | N38° 31' 35.70",<br>W077° 47' 40.45" | 3000          | VNAV      | 220                | FLY_BY    | TF       |
| CLTCH         | WP   | N38° 26' 51.62",<br>W077° 54' 20.14" | 4400          | VNAV      | 220                | FLY_BY    | TF       |
| KERRK         | WP   | N38° 10' 33.77",<br>W078° 23' 35.86" | 10000         | VNAV      | 220                | FLY_BY    | TF       |
| TEEMS         | WP   | N37° 41' 25.90",<br>W079° 11' 51.85" | 18000         | VNAV      | 240                | FLY_BY    | TF       |
| FLASK         | WP   | N37° 01' 03.92",<br>W080° 18' 58.62" | 18000         | VNAV      | 240                | FLY_BY    | TF       |

Climb Gradient:  
825.0 ft/NM up to 600.0 ft MSL  
200.0 ft/NM

## DME DME Assessment Results for CLTCH3 path KDCA:RW01:DER\_FLASK

| <b>Flyability</b>      |   |
|------------------------|---|
| Flight Type:           | SID   |
| Selected Airport:      | KDCA [IFPA]                                   |
| Climb Gradient:        | 825.0 ft/NM up to 600.0 ft MSL<br>200.0 ft/NM |
| Speeds:                | 130 at the Runway DER                         |
|                        | 145 at the end of the VA or VI leg            |
|                        | 200 Ground Speed to 11000 FT                  |
|                        | 240 Ground Speed to 18000 FT                  |
|                        | 260 Ground Speed to 24000 FT                  |
|                        | 340 Ground Speed above 24000 FT               |
| Descent During a Turn: | Allowed                                       |
| VNAV Mode:             | Flight Plan                                   |

| <b>DME/DME</b>                    |                      |
|-----------------------------------|----------------------|
| RNP:                              | RNP 2                |
| Flight Mode:                      | Manual               |
| Line of Sight (DTED Level 0 Max): | Evaluated            |
| Inertial Drift:                   | Enabled              |
| Initial Drift:                    | 0.558 NM             |
| INS Drift Rate:                   | 8.0 NM/Hour          |
| Range Mode:                       | OSV                  |
| RNP Edges:                        | Evaluated            |
| Min DME Range:                    | 3.0 NM               |
| DME Types:                        | DME, VOR-DME, VORTAC |
| DME Include Angles:               | 30 to 150            |
| Critical DMEs:                    | Allowed              |
| DoD Facilities:                   | Not included         |
| Foreign Facilities:               | Not included         |
| High DMEs:                        | Included             |
| Low DMEs:                         | Included             |
| Terminal DMEs:                    | Included             |
| Flight Check DMEs:                | Not selected         |
| Higher Altitudes:                 | Not Evaluated        |
| Near Maximum Altitude:            | Not Evaluated        |
| Automatic ESVs:                   | Not enabled          |
| Disabled DMEs:                    | PXT                  |

**DME DME Assessment Results for CLTCH3 path KDCA:RW01:DER\_FLASK**

| <b>DME/DME (Continued)</b> |             |                                      |               |              |             |               |                 |               |             |                 |
|----------------------------|-------------|--------------------------------------|---------------|--------------|-------------|---------------|-----------------|---------------|-------------|-----------------|
| <b>DMEs Used</b>           |             |                                      |               |              |             |               |                 |               |             |                 |
| <b>#</b>                   | <b>Name</b> | <b>Lat/Lon</b>                       | <b>MAGVAR</b> | <b>Range</b> | <b>Type</b> | <b>Source</b> | <b>Critical</b> | <b>Status</b> | <b>Time</b> | <b>Distance</b> |
| 1                          | RIC         | N37° 30' 08.46",<br>W077° 19' 13.00" | 9.0 W         | 130          | H           | IFPA          | NO              | Enabled       | 15.6 %      | 15.7 %          |
| 2                          | FAK         | N37° 31' 42.63",<br>W077° 49' 41.59" | 6.0 W         | 130          | H           | IFPA          | NO              | Enabled       | 45.2 %      | 45.7 %          |
| 3                          | CSN         | N38° 38' 28.33",<br>W077° 51' 55.80" | 6.0 W         | 130          | H           | IFPA          | NO              | Enabled       | 49.6 %      | 49 %            |
| 4                          | MOL         | N37° 54' 03.15",<br>W079° 06' 22.25" | 5.0 W         | 40           | L           | IFPA          | NO              | Enabled       | 28.9 %      | 29.3 %          |
| 5                          | LWB         | N37° 51' 49.91",<br>W080° 23' 30.54" | 8.0 W         | 130          | H           | IFPA          | NO              | Enabled       | 13.2 %      | 14.1 %          |
| 6                          | ADW         | N38° 48' 25.99",<br>W076° 51' 58.52" | 10.0 W        | 40           | L           | IFPA          | NO              | Enabled       | 12.3 %      | 12 %            |
| 7                          | GSO         | N36° 02' 44.49",<br>W079° 58' 34.95" | 3.0 W         | 130          | H           | IFPA          | NO              | Enabled       | 26.8 %      | 28.5 %          |
| 8                          | MRB         | N39° 23' 08.06",<br>W077° 50' 54.08" | 7.0 W         | 40           | L           | IFPA          | NO              | Enabled       | 1.2 %       | 1.2 %           |
| 9                          | OTT         | N38° 42' 21.14",<br>W076° 44' 41.09" | 10.0 W        | 40           | L           | IFPA          | NO              | Enabled       | 1 %         | 0.9 %           |
| 10                         | LDN         | N38° 51' 15.81",<br>W078° 12' 20.00" | 6.0 W         | 40           | L           | IFPA          | NO              | Enabled       | 2.7 %       | 2.6 %           |
| 11                         | ROA         | N37° 20' 36.47",<br>W080° 04' 13.43" | 4.0 W         | 40           | L           | IFPA          | NO              | Enabled       | 27.6 %      | 29.4 %          |
| 12                         | BAL         | N39° 10' 15.83",<br>W076° 39' 40.52" | 11.0 W        | 40           | L           | IFPA          | NO              | Enabled       | 12.3 %      | 11.9 %          |
| 13                         | BRV         | N38° 20' 10.53",<br>W077° 21' 10.32" | 9.0 W         | 40           | L           | IFPA          | NO              | Enabled       | 16 %        | 15.6 %          |
| 14                         | LYH         | N37° 15' 16.48",<br>W079° 14' 10.97" | 5.0 W         | 40           | L           | IFPA          | NO              | Enabled       | 30.5 %      | 31.8 %          |
| 15                         | GVE         | N38° 00' 48.96",<br>W078° 09' 10.90" | 6.0 W         | 130          | H           | IFPA          | NO              | Enabled       | 50.6 %      | 51.3 %          |
| 16                         | ESL         | N39° 13' 31.77",<br>W078° 59' 22.20" | 6.0 W         | 40           | L           | IFPA          | NO              | Enabled       | 0.4 %       | 0.4 %           |
| 17                         | PSK         | N37° 05' 15.74",<br>W080° 42' 46.44" | 6.0 W         | 130          | H           | IFPA          | NO              | Enabled       | 35.4 %      | 37.3 %          |
| 18                         | AML         | N38° 56' 04.54",<br>W077° 28' 00.13" | 8.0 W         | 40           | L           | IFPA          | NO              | Enabled       | 19.8 %      | 19.3 %          |
| 19                         | BKW         | N37° 46' 49.08",<br>W081° 07' 24.44" | 6.0 W         | 130          | H           | IFPA          | NO              | Enabled       | 34.1 %      | 36.1 %          |
| 20                         | DCA         | N38° 51' 34.03",<br>W077° 02' 11.17" | 9.0 W         | 40           | L           | IFPA          | NO              | Enabled       | 17.4 %      | 16.9 %          |
| 21                         | EMI         | N39° 29' 42.03",<br>W076° 58' 42.86" | 8.0 W         | 130          | H           | IFPA          | NO              | Enabled       | 8.5 %       | 8.3 %           |
| 22                         | PXT         | N38° 17' 16.28",<br>W076° 24' 00.83" | 10.0 W        | 40           | L           | IFPA          | NO              | Disabled      |             |                 |

**DME DME Assessment Results for CLTCH3 path KDCA:RW01:DER\_FLASK**

| <b>Flight Check DME Selection</b> |                      |     |     |     |     |                  |
|-----------------------------------|----------------------|-----|-----|-----|-----|------------------|
| <b>Distance [NM]</b>              | <b>Selected DMEs</b> |     |     |     |     | <b>Alternate</b> |
| 0.0                               |                      |     |     |     |     |                  |
| 0.8                               | OTT                  | BAL | ADW |     |     |                  |
| 2.4                               | BAL                  | ADW |     |     |     |                  |
| 3.3                               | BAL                  | DCA | OTT | CSN | ADW |                  |
| 3.7                               | BAL                  | DCA | CSN | ADW | EMI |                  |
| 4.3                               | BAL                  | DCA | ADW | EMI |     |                  |
| 7.9                               | BAL                  | DCA | AML | EMI | ADW |                  |
| 14.1                              | ADW                  | EMI | DCA | CSN | BAL |                  |
| 20.3                              | CSN                  | ADW | BAL | DCA |     |                  |
| 21.9                              | BRV                  | DCA | ADW | AML | CSN | BAL              |
| 22.7                              | BRV                  | DCA | ADW | BAL | CSN |                  |
| 24.9                              | AML                  | CSN | BRV | DCA | ADW |                  |
| 25.0                              | AML                  | CSN | BRV | DCA |     |                  |
| 29.1                              | BRV                  | DCA | CSN |     |     |                  |
| 37.6                              | BRV                  | CSN |     |     |     |                  |
| 43.4                              |                      |     |     |     |     |                  |
| 47.9                              | GVE                  | CSN | BRV |     |     |                  |
| 50.2                              | GVE                  | CSN |     |     |     |                  |
| 51.6                              | BRV                  | GVE | AML | CSN |     |                  |
| 52.5                              | AML                  | CSN |     |     |     |                  |
| 53.8                              |                      |     |     |     |     |                  |
| 61.6                              | RIC                  | AML | LDN | GVE | CSN | FAK              |
| 61.9                              | AML                  | LDN | GVE | FAK | CSN |                  |
| 63.1                              | FAK                  | AML |     |     |     |                  |
| 63.3                              | RIC                  | AML | LDN | CSN | GVE | FAK              |
| 63.9                              | AML                  | LDN | FAK | CSN |     |                  |
| 64.0                              | RIC                  | AML | CSN | GVE | FAK |                  |
| 66.7                              | BRV                  | GVE | FAK | CSN | AML |                  |
| 67.3                              | BRV                  | GVE | LDN | CSN |     |                  |
| 69.8                              | BRV                  | GVE | FAK | CSN | AML |                  |
| 72.9                              | BRV                  | GVE | CSN |     |     |                  |
| 73.7                              | FAK                  | AML | CSN | GVE |     |                  |
| 79.9                              | FAK                  | AML | CSN | GVE | LDN |                  |
| 80.0                              | FAK                  | AML | GVE | CSN |     |                  |
| 85.2                              | AML                  | GVE | CSN | FAK | MOL |                  |
| 88.1                              | GVE                  | CSN | FAK | MOL |     |                  |
| 88.6                              | FAK                  | MOL | GVE |     |     |                  |
| 90.2                              | ESL                  | MOL | FAK | GVE |     |                  |
| 91.1                              | FAK                  | MOL | GVE |     |     |                  |
| 92.6                              | FAK                  | MOL |     |     |     |                  |
| 94.7                              | FAK                  | MOL | GVE |     |     |                  |
| 98.0                              | FAK                  | MOL |     |     |     |                  |
| 99.6                              |                      |     |     |     |     |                  |
| 116.5                             | RIC                  | CSN |     |     |     |                  |
| 116.7                             | FAK                  | CSN | RIC | GVE |     |                  |
| 117.3                             | FAK                  | CSN | MOL | RIC | GVE |                  |
| 144.8                             | LYH                  | GVE | ROA | PSK | FAK | MOL              |
| 162.1                             | BKW                  | GSO | LYH | ROA | FAK | PSK              |
| 174.6                             | LYH                  | GSO | PSK | LWB | ROA | BKW              |
| 184.1                             | PSK                  | ROA | GSO | LWB | BKW |                  |

**DME DME Assessment Results for CLTCH3 path KDCA:RW01:DER\_FLASK**

| <b>Inertial Drift Segments</b> |                                   |                                   |             |
|--------------------------------|-----------------------------------|-----------------------------------|-------------|
| #                              | Start Location                    | End Location                      | Length [NM] |
| 1                              | N38° 51' 42.44", W077° 02' 19.62" | N38° 52' 26.54", W077° 02' 33.63" | 0.7868      |
| 2                              | N38° 37' 06.77", W077° 39' 58.11" | N38° 34' 04.01", W077° 44' 13.58" | 4.517       |
| 3                              | N38° 30' 05.13", W077° 49' 48.03" | N38° 25' 06.15", W077° 57' 30.79" | 7.8496      |
| 4                              | N38° 02' 48.74", W078° 36' 33.33" | N37° 52' 33.15", W078° 53' 34.68" | 16.9191     |

| <b>Available DMEs by Waypoints</b> |                |   |
|------------------------------------|----------------|---|
| Waypoint Before                    | Waypoint After | DME List  |
| KDCA:RW01:DER                      | REVGE          | ADW, BAL, OTT   |
| REVGE                              | BEBLE          | EMI, DCA, ADW, BAL, OTT, CSN                          |
| BEBLE                              | RGIII          | EMI, AML, DCA, ADW, BAL                               |
| RGIII                              | CUKLI          | AML, EMI, DCA, ADW, BAL, CSN                          |
| CUKLI                              | BRUTL          | AML, EMI, DCA, ADW, BRV, MRB, BAL, CSN                |
| BRUTL                              | BUTRZ          | DCA, BRV, GVE, CSN                                    |
| BUTRZ                              | CLTCH          | AML, GVE, BRV, CSN                                    |
| CLTCH                              | KERRK          | AML, FAK, LDN, GVE, BRV, MOL, RIC, CSN                |
| KERRK                              | TEEMS          | AML, FAK, GVE, PSK, LYH, MOL, RIC, CSN, ESL, BKW      |
| TEEMS                              | FLASK          | FAK, GSO, ROA, LWB, GVE, PSK, LYH, MOL, RIC, BKW, CSN |

**User Data Files**

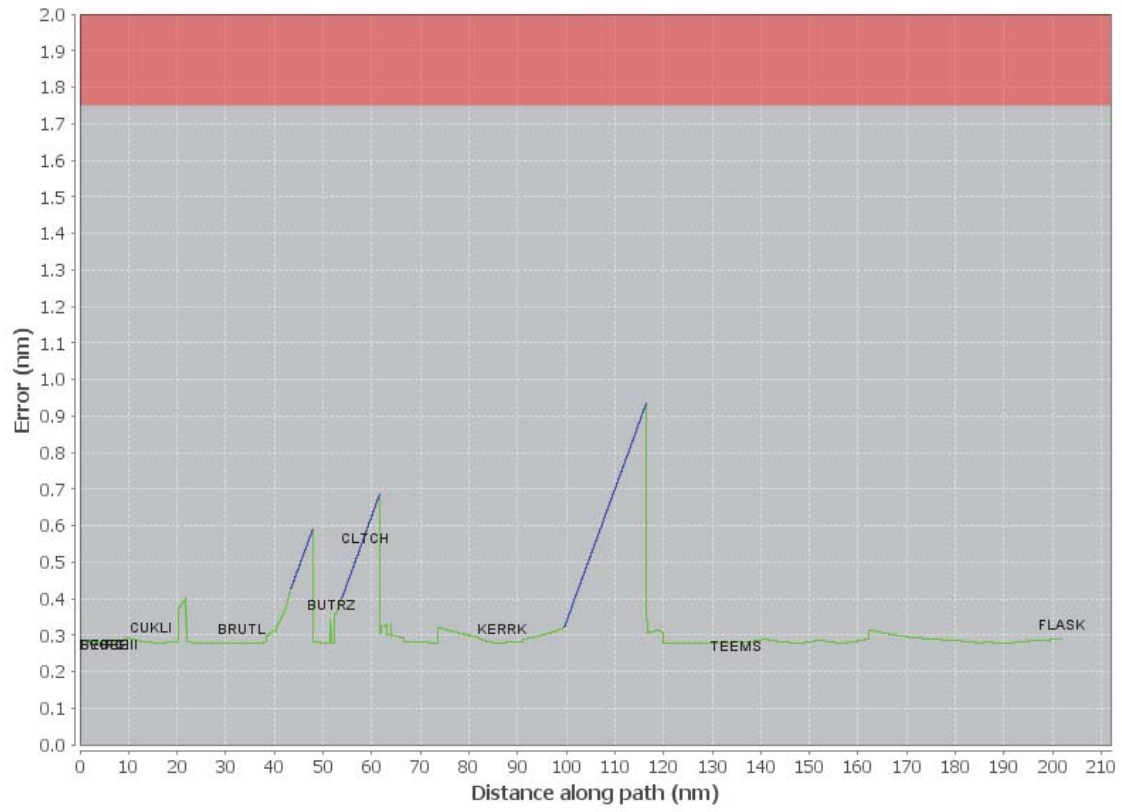
| # | File Name |
|---|-----------|
|   | None      |

**User DMEs**

| # | Name                            | Lat/Lon   | MAGVAR | Range  | Elevation [ft] | Frequency | Replaces          | Status |
|---|---------------------------------|---|--------|--|----------------|-----------|-------------------|--------|
| 1 | RIC FAA 704161-21<br>RIC [IFPA] | N37° 30' 08.46",<br>W077° 19' 13.00"                                | 9.0 W  | 130  | 167.3          | 114.1     | RIC FAA 704161-21 |        |
|   | ESV:                            | Bearing [True]: 285.0° to 9.0°<br>Bearing [Mag]: 294.0° to 18.0°    |        | Arc Distance: Out to 65.0 NM<br>Altitude: 5000.0 to 16000.0 ft |                |           |                   |        |
| 2 | ESL FAA 703995-18<br>ESL [IFPA] | N39° 13' 31.77",<br>W078° 59' 22.20"                                | 6.0 W  | 40   | 2611.5         | 110.8     | ESL FAA 703995-18 |        |
|   | ESV:                            | Bearing [True]: 128.0° to 201.0°<br>Bearing [Mag]: 134.0° to 207.0° |        | Arc Distance: Out to 70.0 NM<br>Altitude: 7000.0 to 14000.0 ft |                |           |                   |        |
| 3 | AML FAA 732650-41<br>AML [IFPA] | N38° 56' 04.54",<br>W077° 28' 00.13"                                | 8.0 W  | 40   | 298.6          | 113.5     | AML FAA 732650-41 |        |
|   | ESV:                            | Bearing [True]: 172.0° to 242.0°<br>Bearing [Mag]: 180.0° to 250.0° |        | Arc Distance: Out to 65.0 NM<br>Altitude: 5000.0 to 20000.0 ft |                |           |                   |        |
| 4 | FAK FAA 698146-14<br>FAK [IFPA] | N37° 31' 42.63",<br>W077° 49' 41.59"                                | 6.0 W  | 130  | 460            | 113.3     | FAK FAA 698146-14 |        |
|   | ESV:                            | Bearing [True]: 309.0° to 3.0°<br>Bearing [Mag]: 315.0° to 9.0°     |        | Arc Distance: Out to 86.0 NM<br>Altitude: 5000.0 to 16000.0 ft |                |           |                   |        |
| 5 | RIC FAA 704161-24<br>RIC [IFPA] | N37° 30' 08.46",<br>W077° 19' 13.00"                                | 9.0 W  | 130  | 167.3          | 114.1     | RIC FAA 704161-24 |        |
|   | ESV:                            | Bearing [True]: 290.0° to 339.0°<br>Bearing [Mag]: 299.0° to 348.0° |        | Arc Distance: Out to 65.0 NM<br>Altitude: 6500.0 to 16000.0 ft |                |           |                   |        |

# DME DME Assessment Results for CLTCH3 path KDCA:RW01:DER\_FLASK

## DME Error



## DME DME Assessment Results for CLTCH3 path KDCA:RW15:DER\_BUTRZ

### Results Summary

|                            |  |
|----------------------------|--|
| Flyability:                | Completed  |
| DME/DME:                   | Completed - No Critical DMEs   |
| Name:                      | Andrea J Chaney  |
| Project File:              | C:\Users\Andrea J Chaney\Desktop\TERPs\Andrea TERPs Work\DC\DC_DCA_SID_7-16-20\DCA_RSID_CLTCH_3\DC_KDCA_SID_CLTCH_THREE_RNAV_DATA\DCA_CLTCH3_RNAV_SID\KDCA_CLTCH_DME\CLTCH-DME.tgs |
| Output File:               | C:\Users\ANDREA~1\AppData\Local\Temp\dmePreview5284821476747361304.pdf   |
| Procedure Name:            | CLTCH3   |
| Software:<br>DmeDmePlugin: | 6.0.0  |
| Date/Time:                 | 03/16/2020 14:17 EDT   |
| Databases:                 | AJVA DTED  |

### Failures

No Failures

### Warnings

No Warnings

### Notes For Flight Check

None

### Flight Plan

| Name          | Type | Lat/Lon                              | Altitude (ft) | VNAV Mode | Ground Speed (kts) | Turn Type | Leg Type |
|---------------|------|--------------------------------------|---------------|-----------|--------------------|-----------|----------|
| KDCA:RW15:DER | WP   | N38° 50' 59.29",<br>W077° 01' 55.95" | 10.3          | VNAV      | 130                | FLY_OVER  | TF       |
| CAPVC         | WP   | N38° 44' 58.80",<br>W077° 02' 04.96" | 1415.9        | VNAV      | 200                | FLY_BY    | TF       |
| GAITE         | WP   | N38° 44' 40.12",<br>W077° 07' 44.97" | 2304.8        | VNAV      | 200                | FLY_BY    | TF       |
| DMKRT         | WP   | N38° 42' 34.33",<br>W077° 13' 24.61" | 3000          | VNAV      | 200                | FLY_BY    | TF       |
| BUTRZ         | WP   | N38° 31' 35.70",<br>W077° 47' 40.45" | 3000          | VNAV      | 220                | FLY_BY    | TF       |

Climb Gradient:  
500.0 ft/NM up to 515.0 ft MSL  
200.0 ft/NM

### Flyability

|                        |   |
|------------------------|---|
| Flight Type:           | SID   |
| Selected Airport:      | KDCA [IFPA]                                   |
| Climb Gradient:        | 500.0 ft/NM up to 515.0 ft MSL<br>200.0 ft/NM |
| Speeds:                | 130 at the Runway DER                         |
|                        | 145 at the end of the VA or VI leg            |
|                        | 200 Ground Speed to 11000 FT                  |
|                        | 240 Ground Speed to 18000 FT                  |
|                        | 260 Ground Speed to 24000 FT                  |
|                        | 340 Ground Speed above 24000 FT               |
| Descent During a Turn: | Allowed                                       |
| VNAV Mode:             | Flight Plan                                   |

**DME DME Assessment Results for CLTCH3 path KDCA:RW15:DER\_BUTRZ**

| <b>DME/DME</b>                    |                      |
|-----------------------------------|----------------------|
| RNP:                              | RNP 2                |
| Flight Mode:                      | Manual               |
| Line of Sight (DTED Level 0 Max): | Evaluated            |
| Inertial Drift:                   | Enabled              |
| Initial Drift:                    | 0.558 NM             |
| INS Drift Rate:                   | 8.0 NM/Hour          |
| Range Mode:                       | OSV                  |
| RNP Edges:                        | Evaluated            |
| Min DME Range:                    | 3.0 NM               |
| DME Types:                        | DME, VOR-DME, VORTAC |
| DME Include Angles:               | 30 to 150            |
| Critical DMEs:                    | Allowed              |
| DoD Facilities:                   | Not included         |
| Foreign Facilities:               | Not included         |
| High DMEs:                        | Included             |
| Low DMEs:                         | Included             |
| Terminal DMEs:                    | Included             |
| Flight Check DMEs:                | Not selected         |
| Higher Altitudes:                 | Not Evaluated        |
| Near Maximum Altitude:            | Not Evaluated        |
| Automatic ESVs:                   | Not enabled          |
| Disabled DMEs:                    | PXT                  |

| <b>DME/DME (Continued)</b> |      |                                      |        |       |      |        |          |          |        |          |
|----------------------------|------|--------------------------------------|--------|-------|------|--------|----------|----------|--------|----------|
| <b>DMEs Used</b>           |      |                                      |        |       |      |        |          |          |        |          |
| #                          | Name | Lat/Lon                              | MAGVAR | Range | Type | Source | Critical | Status   | Time   | Distance |
| 1                          | OTT  | N38° 42' 21.14",<br>W076° 44' 41.09" | 10.0 W | 40    | L    | IFPA   | NO       | Enabled  | 22.1 % | 20.4 %   |
| 2                          | BAL  | N39° 10' 15.83",<br>W076° 39' 40.52" | 11.0 W | 40    | L    | IFPA   | NO       | Enabled  | 30.9 % | 29.6 %   |
| 3                          | BRV  | N38° 20' 10.53",<br>W077° 21' 10.32" | 9.0 W  | 40    | L    | IFPA   | NO       | Enabled  | 68.3 % | 69.5 %   |
| 4                          | CSN  | N38° 38' 28.33",<br>W077° 51' 55.80" | 6.0 W  | 130   | H    | IFPA   | NO       | Enabled  | 63.9 % | 66.7 %   |
| 5                          | GVE  | N38° 00' 48.96",<br>W078° 09' 10.90" | 6.0 W  | 130   | H    | IFPA   | NO       | Enabled  | 6.3 %  | 6.7 %    |
| 6                          | AML  | N38° 56' 04.54",<br>W077° 28' 00.13" | 8.0 W  | 40    | L    | IFPA   | NO       | Enabled  | 48.3 % | 50.3 %   |
| 7                          | ADW  | N38° 48' 25.99",<br>W076° 51' 58.52" | 10.0 W | 40    | L    | IFPA   | NO       | Enabled  | 1.8 %  | 1.4 %    |
| 8                          | DCA  | N38° 51' 34.03",<br>W077° 02' 11.17" | 9.0 W  | 40    | L    | IFPA   | NO       | Enabled  | 48.9 % | 50.6 %   |
| 9                          | PXT  | N38° 17' 16.28",<br>W076° 24' 00.83" | 10.0 W | 40    | L    | IFPA   | NO       | Disabled |        |          |



**DME DME Assessment Results for CLTCH3 path KDCA:RW15:DER\_BUTRZ**

| Flight Check DME Selection |               |     |     |     |     |           |
|----------------------------|---------------|-----|-----|-----|-----|-----------|
| Distance [NM]              | Selected DMEs |     |     |     |     | Alternate |
| 0.0                        |               |     |     |     |     |           |
| 1.6                        | OTT           | BAL | ADW |     |     |           |
| 2.3                        | OTT           | BAL |     |     |     |           |
| 2.9                        | BRV           | OTT | BAL |     |     |           |
| 4.6                        | BRV           | OTT | BAL | DCA |     |           |
| 6.3                        | BRV           | OTT | BAL |     |     |           |
| 7.2                        | BRV           | OTT | BAL | CSN |     |           |
| 7.4                        | OTT           | DCA | CSN | BRV | BAL |           |
| 10.8                       | BRV           | CSN |     |     |     |           |
| 11.5                       | AML           | BAL | DCA | BRV | CSN |           |
| 15.7                       | AML           | DCA | BRV | CSN |     |           |
| 29.2                       | AML           | CSN | BRV |     |     |           |
| 34.0                       |               |     |     |     |     |           |
| 41.6                       | GVE           | CSN |     |     |     |           |

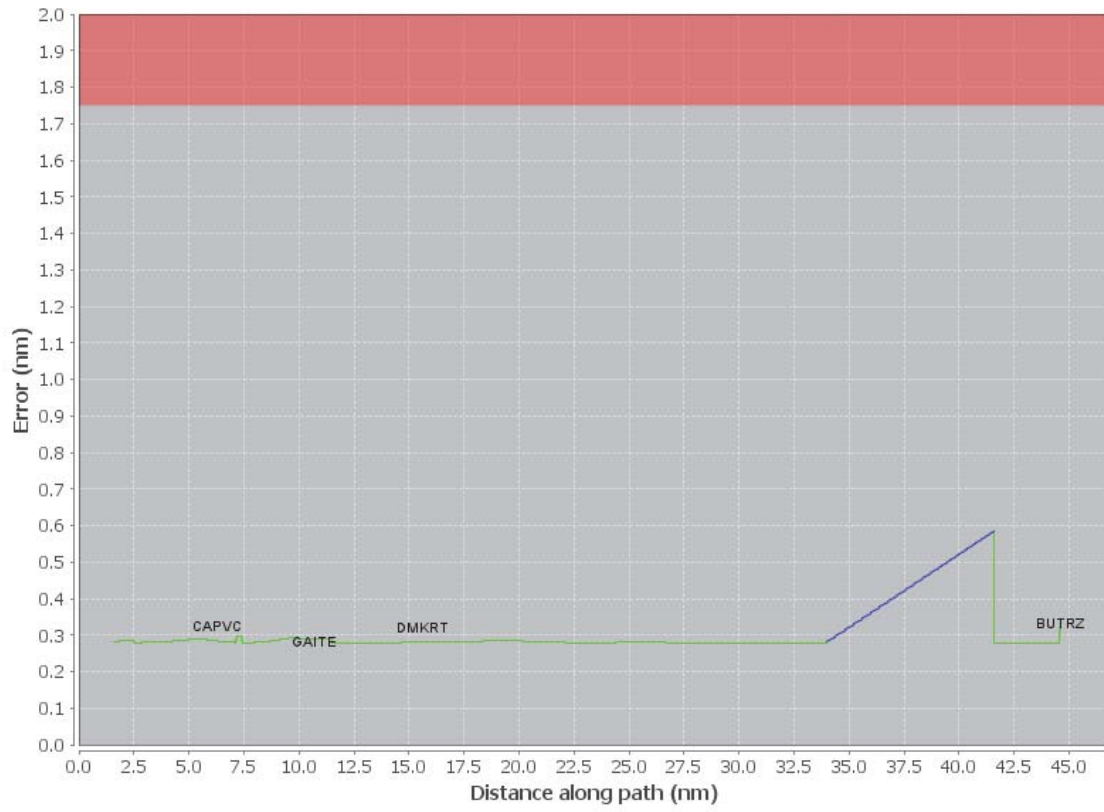
| Inertial Drift Segments |                                   |                                   |             |
|-------------------------|-----------------------------------|-----------------------------------|-------------|
| #                       | Start Location                    | End Location                      | Length [NM] |
| 1                       | N38° 50' 57.57", W077° 01' 54.27" | N38° 49' 35.34", W077° 01' 15.35" | 1.5742      |
| 2                       | N38° 35' 37.40", W077° 35' 10.87" | N38° 32' 44.17", W077° 44' 08.67" | 7.5984      |

| Available DMEs by Waypoints |                |                              |
|-----------------------------|----------------|------------------------------|
| Waypoint Before             | Waypoint After | DME List                     |
| KDCA:RW15:DER               | CAPVC          | DCA, ADW, BRV, BAL, OTT      |
| CAPVC                       | GAITE          | DCA, BRV, BAL, OTT, CSN      |
| GAITE                       | DMKRT          | AML, DCA, BRV, BAL, CSN      |
| DMKRT                       | BUTRZ          | AML, DCA, BRV, GVE, BAL, CSN |

| User Data Files |                                 |   |        |       |                |  |                   |        |
|-----------------|---------------------------------|---|--------|-------|----------------|--|-------------------|--------|
| #               | File Name                       |   |        |       |                |  |                   |        |
| None            |                                 |   |        |       |                |  |                   |        |
| User DMEs       |                                 |   |        |       |                |  |                   |        |
| #               | Name                            | Lat/Lon   | MAGVAR | Range | Elevation [ft] | Frequency  | Replaces          | Status |
| 1               | RIC FAA 704161-21<br>RIC [IFPA] | N37° 30' 08.46",<br>W077° 19' 13.00"                                | 9.0 W  | 130   | 167.3          | 114.1  | RIC FAA 704161-21 |        |
| ESV:            |                                 | Bearing [True]: 285.0° to 9.0°<br>Bearing [Mag]: 294.0° to 18.0°    |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 5000.0 to 16000.0 ft |                   |        |
| 2               | ESL FAA 703995-18<br>ESL [IFPA] | N39° 13' 31.77",<br>W078° 59' 22.20"                                | 6.0 W  | 40    | 2611.5         | 110.8  | ESL FAA 703995-18 |        |
| ESV:            |                                 | Bearing [True]: 128.0° to 201.0°<br>Bearing [Mag]: 134.0° to 207.0° |        |       |                | Arc Distance: Out to 70.0 NM<br>Altitude: 7000.0 to 14000.0 ft |                   |        |
| 3               | AML FAA 732650-41<br>AML [IFPA] | N38° 56' 04.54",<br>W077° 28' 00.13"                                | 8.0 W  | 40    | 298.6          | 113.5  | AML FAA 732650-41 |        |
| ESV:            |                                 | Bearing [True]: 172.0° to 242.0°<br>Bearing [Mag]: 180.0° to 250.0° |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 5000.0 to 20000.0 ft |                   |        |
| 4               | FAK FAA 698146-14<br>FAK [IFPA] | N37° 31' 42.63",<br>W077° 49' 41.59"                                | 6.0 W  | 130   | 460            | 113.3  | FAK FAA 698146-14 |        |
| ESV:            |                                 | Bearing [True]: 309.0° to 3.0°<br>Bearing [Mag]: 315.0° to 9.0°     |        |       |                | Arc Distance: Out to 86.0 NM<br>Altitude: 5000.0 to 16000.0 ft |                   |        |
| 5               | RIC FAA 704161-24<br>RIC [IFPA] | N37° 30' 08.46",<br>W077° 19' 13.00"                                | 9.0 W  | 130   | 167.3          | 114.1  | RIC FAA 704161-24 |        |
| ESV:            |                                 | Bearing [True]: 290.0° to 339.0°<br>Bearing [Mag]: 299.0° to 348.0° |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 6500.0 to 16000.0 ft |                   |        |

# DME DME Assessment Results for CLTCH3 path KDCA:RW15:DER\_BUTRZ

## DME Error



## DME DME Assessment Results for CLTCH3 path KDCA:RW19:DER\_CAPVC

| Results Summary            |  |
|----------------------------|--|
| Flyability:                | Completed  |
| DME/DME:                   | Completed - No Critical DMEs   |
| Name:                      | Andrea J Chaney  |
| Project File:              | C:\Users\Andrea J Chaney\Desktop\TERPs\Andrea TERPs Work\DC\DC_DCA_SID_7-16-20\DCA_RSID_CLTCH_3\DC_KDCA_SID_CLTCH_THREE_RNAV_DATA\DCA_CLTCH3_RNAV_SID\KDCA_CLTCH_DME\CLTCH-DME.tgs |
| Output File:               | C:\Users\ANDREA~1\AppData\Local\Temp\dmePreview4111734608653784827.pdf   |
| Procedure Name:            | CLTCH3   |
| Software:<br>DmeDmePlugin: | 6.0.0  |
| Date/Time:                 | 03/16/2020 14:15 EDT   |
| Databases:                 | AJVA DTED  |

| Failures    |
|-------------|
| No Failures |

| Warnings    |
|-------------|
| No Warnings |

| Notes For Flight Check |
|------------------------|
| None                   |

| Flight Plan  |      |                                      |               |           |                    |           |          |
|--|------|--------------------------------------|---------------|-----------|--------------------|-----------|----------|
| Name   | Type | Lat/Lon                              | Altitude (ft) | VNAV Mode | Ground Speed (kts) | Turn Type | Leg Type |
| KDCA:RW19:DER  | WP   | N38° 50' 29.65",<br>W077° 02' 12.29" | 11.4          | VNAV      | 130                | FLY_OVER  | TF       |
| CAPVC  | WP   | N38° 44' 58.80",<br>W077° 02' 04.96" | 1415.9        | VNAV      | 200                | FLY_BY    | TF       |
| Climb Gradient:<br>500.0 ft/NM up to 515.0 ft MSL<br>200.0 ft/NM |      |                                      |               |           |                    |           |          |

| Flyability             |   |
|------------------------|---|
| Flight Type:           | SID   |
| Selected Airport:      | KDCA [IFPA]                                   |
| Climb Gradient:        | 500.0 ft/NM up to 515.0 ft MSL<br>200.0 ft/NM |
| Speeds:                | 130 at the Runway DER                         |
|                        | 145 at the end of the VA or VI leg            |
|                        | 200 Ground Speed to 11000 FT                  |
|                        | 240 Ground Speed to 18000 FT                  |
|                        | 260 Ground Speed to 24000 FT                  |
|                        | 340 Ground Speed above 24000 FT               |
| Descent During a Turn: | Allowed                                       |
| VNAV Mode:             | Flight Plan                                   |

## DME DME Assessment Results for CLTCH3 path KDCA:RW19:DER\_CAPVC

| DME/DME                           |                      |
|-----------------------------------|----------------------|
| RNP:                              | RNP 2                |
| Flight Mode:                      | Manual               |
| Line of Sight (DTED Level 0 Max): | Evaluated            |
| Inertial Drift:                   | Enabled              |
| Initial Drift:                    | 0.558 NM             |
| INS Drift Rate:                   | 8.0 NM/Hour          |
| Range Mode:                       | OSV                  |
| RNP Edges:                        | Evaluated            |
| Min DME Range:                    | 3.0 NM               |
| DME Types:                        | DME, VOR-DME, VORTAC |
| DME Include Angles:               | 30 to 150            |
| Critical DMEs:                    | Allowed              |
| DoD Facilities:                   | Not included         |
| Foreign Facilities:               | Not included         |
| High DMEs:                        | Included             |
| Low DMEs:                         | Included             |
| Terminal DMEs:                    | Included             |
| Flight Check DMEs:                | Not selected         |
| Higher Altitudes:                 | Not Evaluated        |
| Near Maximum Altitude:            | Not Evaluated        |
| Automatic ESVs:                   | Not enabled          |
| Disabled DMEs:                    | PXT                  |

| DME/DME (Continued) |      |                                      |        |       |      |        |          |          |        |          |
|---------------------|------|--------------------------------------|--------|-------|------|--------|----------|----------|--------|----------|
| DMEs Used           |      |                                      |        |       |      |        |          |          |        |          |
| #                   | Name | Lat/Lon                              | MAGVAR | Range | Type | Source | Critical | Status   | Time   | Distance |
| 1                   | OTT  | N38° 42' 21.14",<br>W076° 44' 41.09" | 10.0 W | 40    | L    | IFPA   | NO       | Enabled  | 62 %   | 65.7 %   |
| 2                   | BAL  | N39° 10' 15.83",<br>W076° 39' 40.52" | 11.0 W | 40    | L    | IFPA   | NO       | Enabled  | 62 %   | 65.7 %   |
| 3                   | BRV  | N38° 20' 10.53",<br>W077° 21' 10.32" | 9.0 W  | 40    | L    | IFPA   | NO       | Enabled  | 48 %   | 52.5 %   |
| 4                   | ADW  | N38° 48' 25.99",<br>W076° 51' 58.52" | 10.0 W | 40    | L    | IFPA   | NO       | Enabled  | 3.1 %  | 2.9 %    |
| 5                   | DCA  | N38° 51' 34.03",<br>W077° 02' 11.17" | 9.0 W  | 40    | L    | IFPA   | NO       | Enabled  | 21.7 % | 25.5 %   |
| 6                   | PXT  | N38° 17' 16.28",<br>W076° 24' 00.83" | 10.0 W | 40    | L    | IFPA   | NO       | Disabled |        |          |

| Flight Check DME Selection |               |     |     |     |  |           |
|----------------------------|---------------|-----|-----|-----|--|-----------|
| Distance [NM]              | Selected DMEs |     |     |     |  | Alternate |
| 0.0                        |               |     |     |     |  |           |
| 1.9                        | OTT           | BAL | ADW |     |  |           |
| 1.9                        | DCA           | ADW | OTT | BAL |  |           |
| 2.1                        | OTT           | BAL |     |     |  |           |
| 2.6                        | BRV           | OTT | BAL |     |  |           |
| 4.2                        | BRV           | OTT | DCA | BAL |  |           |

| Inertial Drift Segments |                                   |                                   |             |
|-------------------------|-----------------------------------|-----------------------------------|-------------|
| #                       | Start Location                    | End Location                      | Length [NM] |
| 1                       | N38° 50' 27.49", W077° 02' 12.08" | N38° 48' 36.20", W077° 02' 05.98" | 1.8571      |

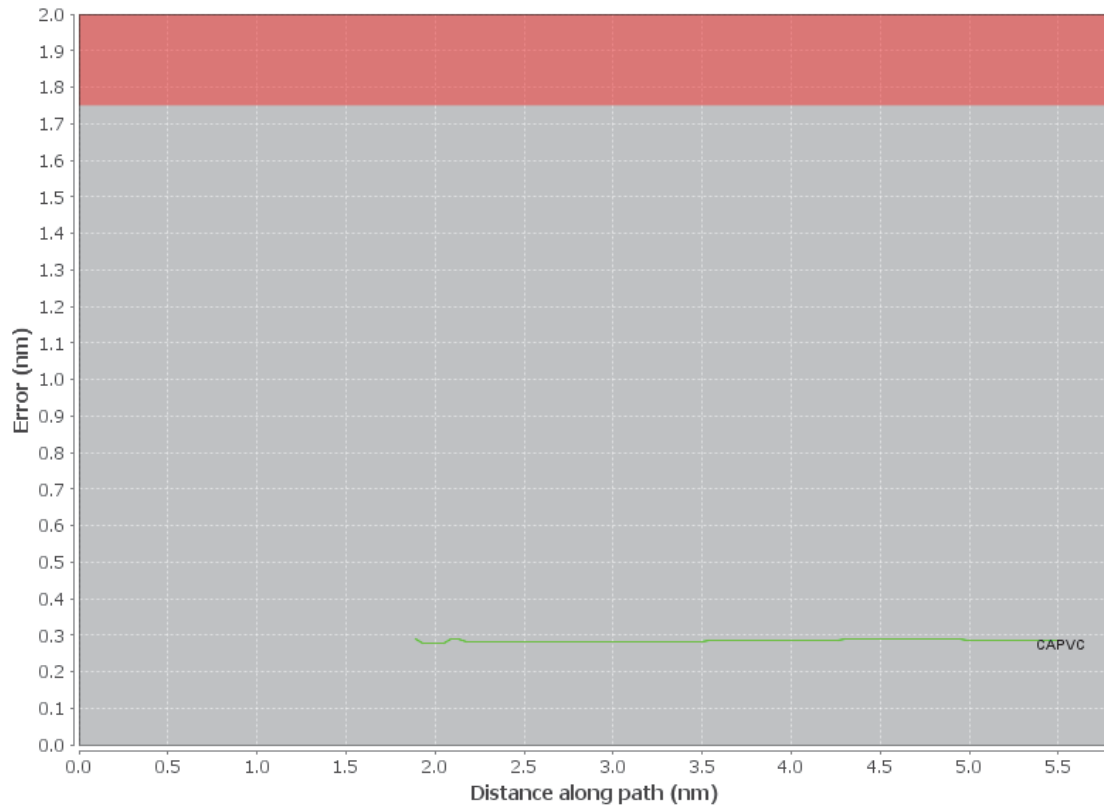
| Available DMEs by Waypoints |                |                         |
|-----------------------------|----------------|-------------------------|
| Waypoint Before             | Waypoint After | DME List                |
| KDCA:RW19:DER               | CAPVC          | DCA, ADW, BRV, BAL, OTT |

**DME DME Assessment Results for CLTCH3 path KDCA:RW19:DER\_CAPVC**

| <b>User Data Files</b> |                                 |   |        |       |                |  |                   |        |
|------------------------|---------------------------------|---|--------|-------|----------------|--|-------------------|--------|
| #                      | File Name                       |   |        |       |                |  |                   |        |
| None                   |                                 |   |        |       |                |  |                   |        |
| <b>User DMEs</b>       |                                 |   |        |       |                |  |                   |        |
| #                      | Name                            | Lat/Lon   | MAGVAR | Range | Elevation [ft] | Frequency  | Replaces          | Status |
| 1                      | RIC FAA 704161-21<br>RIC [IFPA] | N37° 30' 08.46",<br>W077° 19' 13.00"                                | 9.0 W  | 130   | 167.3          | 114.1  | RIC FAA 704161-21 |        |
| ESV:                   |                                 | Bearing [True]: 285.0° to 9.0°<br>Bearing [Mag]: 294.0° to 18.0°    |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 5000.0 to 16000.0 ft |                   |        |
| 2                      | ESL FAA 703995-18<br>ESL [IFPA] | N39° 13' 31.77",<br>W078° 59' 22.20"                                | 6.0 W  | 40    | 2611.5         | 110.8  | ESL FAA 703995-18 |        |
| ESV:                   |                                 | Bearing [True]: 128.0° to 201.0°<br>Bearing [Mag]: 134.0° to 207.0° |        |       |                | Arc Distance: Out to 70.0 NM<br>Altitude: 7000.0 to 14000.0 ft |                   |        |
| 3                      | AML FAA 732650-41<br>AML [IFPA] | N38° 56' 04.54",<br>W077° 28' 00.13"                                | 8.0 W  | 40    | 298.6          | 113.5  | AML FAA 732650-41 |        |
| ESV:                   |                                 | Bearing [True]: 172.0° to 242.0°<br>Bearing [Mag]: 180.0° to 250.0° |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 5000.0 to 20000.0 ft |                   |        |
| 4                      | FAK FAA 698146-14<br>FAK [IFPA] | N37° 31' 42.63",<br>W077° 49' 41.59"                                | 6.0 W  | 130   | 460            | 113.3  | FAK FAA 698146-14 |        |
| ESV:                   |                                 | Bearing [True]: 309.0° to 3.0°<br>Bearing [Mag]: 315.0° to 9.0°     |        |       |                | Arc Distance: Out to 86.0 NM<br>Altitude: 5000.0 to 16000.0 ft |                   |        |
| 5                      | RIC FAA 704161-24<br>RIC [IFPA] | N37° 30' 08.46",<br>W077° 19' 13.00"                                | 9.0 W  | 130   | 167.3          | 114.1  | RIC FAA 704161-24 |        |
| ESV:                   |                                 | Bearing [True]: 290.0° to 339.0°<br>Bearing [Mag]: 299.0° to 348.0° |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 6500.0 to 16000.0 ft |                   |        |

# DME DME Assessment Results for CLTCH3 path KDCA:RW19:DER\_CAPVC

## DME Error



## DME DME Assessment Results for CLTCH3 path KDCA:RW33:DER\_REVGE

| Results Summary            |  |
|----------------------------|--|
| Flyability:                | Completed  |
| DME/DME:                   | Completed - No Critical DMEs   |
| Name:                      | Andrea J Chaney  |
| Project File:              | C:\Users\Andrea J Chaney\Desktop\TERPs\Andrea TERPs Work\DC\DC_DCA_SID_7-16-20\DCA_RSID_CLTCH_3\DC_KDCA_SID_CLTCH_THREE_RNAV_DATA\DCA_CLTCH3_RNAV_SID\KDCA_CLTCH_DME\CLTCH-DME.tgs |
| Output File:               | C:\Users\ANDREA~1\AppData\Local\Temp\dmePreview3575181642690404765.pdf   |
| Procedure Name:            | CLTCH3   |
| Software:<br>DmeDmePlugin: | 6.0.0  |
| Date/Time:                 | 03/16/2020 14:30 EDT   |
| Databases:                 | AJVA DTED  |

| Failures    |
|-------------|
| No Failures |

| Warnings    |
|-------------|
| No Warnings |

| Notes For Flight Check |
|------------------------|
| None                   |

| Flight Plan  |      |                                      |               |           |                    |           |          |
|--|------|--------------------------------------|---------------|-----------|--------------------|-----------|----------|
| Name   | Type | Lat/Lon                              | Altitude (ft) | VNAV Mode | Ground Speed (kts) | Turn Type | Leg Type |
| KDCA:RW33:DER  | WP   | N38° 51' 40.18",<br>W077° 02' 35.87" | 14            | VNAV      | 130                | FLY_OVER  | TF       |
| REVGE  | WP   | N38° 53' 59.46",<br>W077° 04' 14.24" | 1500          | VNAV      | 220                | FLY_BY    | TF       |
| Climb Gradient:<br>540.0 ft/NM up to 640.0 ft MSL<br>200.0 ft/NM |      |                                      |               |           |                    |           |          |

| Flyability             |   |
|------------------------|---|
| Flight Type:           | SID   |
| Selected Airport:      | KDCA [IFPA]                                   |
| Climb Gradient:        | 540.0 ft/NM up to 640.0 ft MSL<br>200.0 ft/NM |
| Speeds:                | 130 at the Runway DER                         |
|                        | 145 at the end of the VA or VI leg            |
|                        | 200 Ground Speed to 11000 FT                  |
|                        | 240 Ground Speed to 18000 FT                  |
|                        | 260 Ground Speed to 24000 FT                  |
|                        | 340 Ground Speed above 24000 FT               |
| Descent During a Turn: | Allowed                                       |
| VNAV Mode:             | Flight Plan                                   |

## DME DME Assessment Results for CLTCH3 path KDCA:RW33:DER\_REVGE

| DME/DME                           |                      |
|-----------------------------------|----------------------|
| RNP:                              | RNP 2                |
| Flight Mode:                      | Manual               |
| Line of Sight (DTED Level 0 Max): | Evaluated            |
| Inertial Drift:                   | Enabled              |
| Initial Drift:                    | 0.558 NM             |
| INS Drift Rate:                   | 8.0 NM/Hour          |
| Range Mode:                       | OSV                  |
| RNP Edges:                        | Evaluated            |
| Min DME Range:                    | 3.0 NM               |
| DME Types:                        | DME, VOR-DME, VORTAC |
| DME Include Angles:               | 30 to 150            |
| Critical DMEs:                    | Allowed              |
| DoD Facilities:                   | Not included         |
| Foreign Facilities:               | Not included         |
| High DMEs:                        | Included             |
| Low DMEs:                         | Included             |
| Terminal DMEs:                    | Included             |
| Flight Check DMEs:                | Not selected         |
| Higher Altitudes:                 | Not Evaluated        |
| Near Maximum Altitude:            | Not Evaluated        |
| Automatic ESVs:                   | Not enabled          |
| Disabled DMEs:                    | PXT                  |

| DME/DME (Continued) |      |                                      |        |       |      |        |          |          |      |          |
|---------------------|------|--------------------------------------|--------|-------|------|--------|----------|----------|------|----------|
| DMEs Used           |      |                                      |        |       |      |        |          |          |      |          |
| #                   | Name | Lat/Lon                              | MAGVAR | Range | Type | Source | Critical | Status   | Time | Distance |
| 1                   | BAL  | N39° 10' 15.83",<br>W076° 39' 40.52" | 11.0 W | 40    | L    | IFPA   | NO       | Enabled  | 47 % | 56.5 %   |
| 2                   | ADW  | N38° 48' 25.99",<br>W076° 51' 58.52" | 10.0 W | 40    | L    | IFPA   | NO       | Enabled  | 47 % | 56.5 %   |
| 3                   | PXT  | N38° 17' 16.28",<br>W076° 24' 00.83" | 10.0 W | 40    | L    | IFPA   | NO       | Disabled |      |          |

| Flight Check DME Selection |               |     |  |  |  |           |
|----------------------------|---------------|-----|--|--|--|-----------|
| Distance [NM]              | Selected DMEs |     |  |  |  | Alternate |
| 0.0                        |               |     |  |  |  |           |
| 1.2                        | BAL           | ADW |  |  |  |           |

| Inertial Drift Segments |                                   |                                   |             |
|-------------------------|-----------------------------------|-----------------------------------|-------------|
| #                       | Start Location                    | End Location                      | Length [NM] |
| 1                       | N38° 51' 41.88", W077° 02' 37.53" | N38° 52' 37.13", W077° 03' 26.47" | 1.1232      |

| Available DMEs by Waypoints |                |          |
|-----------------------------|----------------|----------|
| Waypoint Before             | Waypoint After | DME List |
| KDCA:RW33:DER               | REVGE          | ADW, BAL |

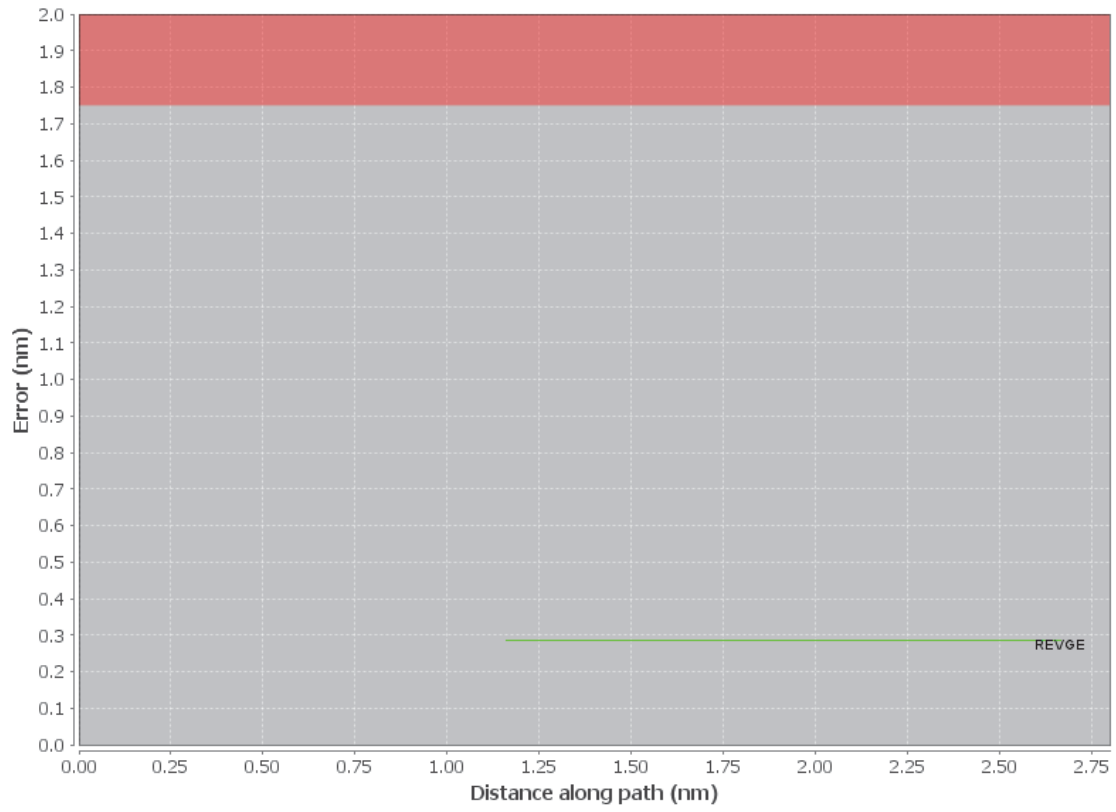


**DME DME Assessment Results for CLTCH3 path KDCA:RW33:DER\_REVGE**

| <b>User Data Files</b> |                                 |   |        |       |                |  |                   |        |
|------------------------|---------------------------------|---|--------|-------|----------------|--|-------------------|--------|
| #                      | File Name                       |   |        |       |                |  |                   |        |
| None                   |                                 |   |        |       |                |  |                   |        |
| <b>User DMEs</b>       |                                 |   |        |       |                |  |                   |        |
| #                      | Name                            | Lat/Lon   | MAGVAR | Range | Elevation [ft] | Frequency  | Replaces          | Status |
| 1                      | RIC FAA 704161-21<br>RIC [IFPA] | N37° 30' 08.46",<br>W077° 19' 13.00"                                | 9.0 W  | 130   | 167.3          | 114.1  | RIC FAA 704161-21 |        |
| ESV:                   |                                 | Bearing [True]: 285.0° to 9.0°<br>Bearing [Mag]: 294.0° to 18.0°    |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 5000.0 to 16000.0 ft |                   |        |
| 2                      | ESL FAA 703995-18<br>ESL [IFPA] | N39° 13' 31.77",<br>W078° 59' 22.20"                                | 6.0 W  | 40    | 2611.5         | 110.8  | ESL FAA 703995-18 |        |
| ESV:                   |                                 | Bearing [True]: 128.0° to 201.0°<br>Bearing [Mag]: 134.0° to 207.0° |        |       |                | Arc Distance: Out to 70.0 NM<br>Altitude: 7000.0 to 14000.0 ft |                   |        |
| 3                      | AML FAA 732650-41<br>AML [IFPA] | N38° 56' 04.54",<br>W077° 28' 00.13"                                | 8.0 W  | 40    | 298.6          | 113.5  | AML FAA 732650-41 |        |
| ESV:                   |                                 | Bearing [True]: 172.0° to 242.0°<br>Bearing [Mag]: 180.0° to 250.0° |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 5000.0 to 20000.0 ft |                   |        |
| 4                      | FAK FAA 698146-14<br>FAK [IFPA] | N37° 31' 42.63",<br>W077° 49' 41.59"                                | 6.0 W  | 130   | 460            | 113.3  | FAK FAA 698146-14 |        |
| ESV:                   |                                 | Bearing [True]: 309.0° to 3.0°<br>Bearing [Mag]: 315.0° to 9.0°     |        |       |                | Arc Distance: Out to 86.0 NM<br>Altitude: 5000.0 to 16000.0 ft |                   |        |
| 5                      | RIC FAA 704161-24<br>RIC [IFPA] | N37° 30' 08.46",<br>W077° 19' 13.00"                                | 9.0 W  | 130   | 167.3          | 114.1  | RIC FAA 704161-24 |        |
| ESV:                   |                                 | Bearing [True]: 290.0° to 339.0°<br>Bearing [Mag]: 299.0° to 348.0° |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 6500.0 to 16000.0 ft |                   |        |

# DME DME Assessment Results for CLTCH3 path KDCA:RW33:DER\_REVGE

## DME Error



## DME DME Assessment Results for CLTCH3 path KERRK\_MAU LS

### Results Summary

|                            |  |
|----------------------------|--|
| Flyability:                | Completed  |
| DME/DME:                   | Completed - No Critical DMEs   |
| Name:                      | Andrea J Chaney  |
| Project File:              | C:\Users\Andrea J Chaney\Desktop\TERPs\Andrea TERPs Work\DC\DC_DCA_SID_7-16-20\DCA_RSID_CLTCH_3\DC_KDCA_SID_CLTCH_THREE_RNAV_DATA\DCA_CLTCH3_RNAV_SID\KDCA_CLTCH_DME\CLTCH-DME.tgs |
| Output File:               | C:\Users\ANDREA~1\AppData\Local\Temp\dmePreview7889243826289642001.pdf   |
| Procedure Name:            | CLTCH3   |
| Software:<br>DmeDmePlugin: | 6.0.0  |
| Date/Time:                 | 03/16/2020 14:31 EDT   |
| Databases:                 | AJVA DTED  |

### Failures

No Failures

### Warnings

No Warnings

### Notes For Flight Check

None

### Flight Plan

| Name  | Type | Lat/Lon                              | Altitude (ft) | VNAV Mode | Ground Speed (kts) | Turn Type | Leg Type |
|-------|------|--------------------------------------|---------------|-----------|--------------------|-----------|----------|
| KERRK | WP   | N38° 10' 33.77",<br>W078° 23' 35.86" | 10000         | VNAV      | 220                | FLY_BY    | TF       |
| MAULS | WP   | N37° 52' 49.36",<br>W079° 19' 49.19" | 18000         | VNAV      | 240                | FLY_BY    | TF       |

### Flyability

|                        |                                    |
|------------------------|------------------------------------|
| Flight Type:           | SID                                |
| Selected Airport:      | KDCA [IFPA]                        |
| Climb Gradient:        | None assigned                      |
| Speeds:                | 130 at the Runway DER              |
|                        | 145 at the end of the VA or VI leg |
|                        | 200 Ground Speed to 11000 FT       |
|                        | 240 Ground Speed to 18000 FT       |
|                        | 260 Ground Speed to 24000 FT       |
|                        | 340 Ground Speed above 24000 FT    |
| Descent During a Turn: | Allowed                            |
| VNAV Mode:             | Flight Plan                        |

**DME DME Assessment Results for CLTCH3 path KERRK\_MAU LS**

| <b>DME/DME</b>                    |                      |
|-----------------------------------|----------------------|
| RNP:                              | RNP 2                |
| Flight Mode:                      | Manual               |
| Line of Sight (DTED Level 0 Max): | Evaluated            |
| Inertial Drift:                   | Enabled              |
| Initial Drift:                    | 0.558 NM             |
| INS Drift Rate:                   | 8.0 NM/Hour          |
| Range Mode:                       | OSV                  |
| RNP Edges:                        | Evaluated            |
| Min DME Range:                    | 3.0 NM               |
| DME Types:                        | DME, VOR-DME, VORTAC |
| DME Include Angles:               | 30 to 150            |
| Critical DMEs:                    | Allowed              |
| DoD Facilities:                   | Not included         |
| Foreign Facilities:               | Not included         |
| High DMEs:                        | Included             |
| Low DMEs:                         | Included             |
| Terminal DMEs:                    | Included             |
| Flight Check DMEs:                | Not selected         |
| Higher Altitudes:                 | Not Evaluated        |
| Near Maximum Altitude:            | Not Evaluated        |
| Automatic ESVs:                   | Not enabled          |
| Disabled DMEs:                    | PXT                  |

| <b>DME/DME (Continued)</b> |      |                                      |        |       |      |        |          |          |        |          |
|----------------------------|------|--------------------------------------|--------|-------|------|--------|----------|----------|--------|----------|
| <b>DMEs Used</b>           |      |                                      |        |       |      |        |          |          |        |          |
| #                          | Name | Lat/Lon                              | MAGVAR | Range | Type | Source | Critical | Status   | Time   | Distance |
| 1                          | RIC  | N37° 30' 08.46",<br>W077° 19' 13.00" | 9.0 W  | 130   | H    | IFPA   | NO       | Enabled  | 40.4 % | 40.4 %   |
| 2                          | FAK  | N37° 31' 42.63",<br>W077° 49' 41.59" | 6.0 W  | 130   | H    | IFPA   | NO       | Enabled  | 65.2 % | 65.3 %   |
| 3                          | GVE  | N38° 00' 48.96",<br>W078° 09' 10.90" | 6.0 W  | 130   | H    | IFPA   | NO       | Enabled  | 28.8 % | 28.7 %   |
| 4                          | CSN  | N38° 38' 28.33",<br>W077° 51' 55.80" | 6.0 W  | 130   | H    | IFPA   | NO       | Enabled  | 39.4 % | 39.5 %   |
| 5                          | ESL  | N39° 13' 31.77",<br>W078° 59' 22.20" | 6.0 W  | 40    | L    | IFPA   | NO       | Enabled  | 8.8 %  | 8.8 %    |
| 6                          | PSK  | N37° 05' 15.74",<br>W080° 42' 46.44" | 6.0 W  | 130   | H    | IFPA   | NO       | Enabled  | 16.9 % | 17 %     |
| 7                          | MOL  | N37° 54' 03.15",<br>W079° 06' 22.25" | 5.0 W  | 40    | L    | IFPA   | NO       | Enabled  | 43.6 % | 43.6 %   |
| 8                          | AML  | N38° 56' 04.54",<br>W077° 28' 00.13" | 8.0 W  | 40    | L    | IFPA   | NO       | Enabled  | 0.5 %  | 0.5 %    |
| 9                          | BKW  | N37° 46' 49.08",<br>W081° 07' 24.44" | 6.0 W  | 130   | H    | IFPA   | NO       | Enabled  | 9.1 %  | 9.2 %    |
| 10                         | PXT  | N38° 17' 16.28",<br>W076° 24' 00.83" | 10.0 W | 40    | L    | IFPA   | NO       | Disabled |        |          |

**DME DME Assessment Results for CLTCH3 path KERRK\_MAULS**

| Flight Check DME Selection |               |     |     |     |     |           |
|----------------------------|---------------|-----|-----|-----|-----|-----------|
| Distance [NM]              | Selected DMEs |     |     |     |     | Alternate |
| 0.0                        | GVE           | CSN | AML | FAK | MOL |           |
| 0.3                        | GVE           | CSN | FAK | MOL |     |           |
| 0.8                        | FAK           | MOL | GVE |     |     |           |
| 3.5                        | ESL           | MOL | FAK | GVE |     |           |
| 7.8                        | FAK           | MOL |     |     |     |           |
| 13.2                       |               |     |     |     |     |           |
| 28.0                       | MOL           | RIC |     |     |     |           |
| 29.7                       | MOL           | RIC | CSN | GVE |     |           |
| 29.7                       | MOL           | FAK | CSN | RIC | GVE |           |
| 35.7                       | FAK           | CSN | RIC |     |     |           |
| 39.7                       | FAK           | CSN | PSK | RIC |     |           |
| 43.4                       | FAK           | CSN | PSK | RIC | BKW |           |
| 47.3                       | PSK           | FAK | CSN | BKW |     |           |

| Inertial Drift Segments |                                   |                                   |             |
|-------------------------|-----------------------------------|-----------------------------------|-------------|
| #                       | Start Location                    | End Location                      | Length [NM] |
| 1                       | N38° 05' 42.83", W078° 39' 09.14" | N38° 00' 14.43", W078° 56' 32.31" | 14.7816     |

| Available DMEs by Waypoints |                |   |
|-----------------------------|----------------|---|
| Waypoint Before             | Waypoint After | DME List                                    |
| KERRK                       | MAULS          | AML, FAK, GVE, PSK, MOL, RIC, CSN, ESL, BKW |

| User Data Files |                                 |   |        |       |                |  |                   |        |
|-----------------|---------------------------------|---|--------|-------|----------------|--|-------------------|--------|
| #               | File Name                       |   |        |       |                |  |                   |        |
| None            |                                 |   |        |       |                |  |                   |        |
| User DMEs       |                                 |   |        |       |                |  |                   |        |
| #               | Name                            | Lat/Lon   | MAGVAR | Range | Elevation [ft] | Frequency  | Replaces          | Status |
| 1               | RIC FAA 704161-21<br>RIC [IFPA] | N37° 30' 08.46",<br>W077° 19' 13.00"                                | 9.0 W  | 130   | 167.3          | 114.1  | RIC FAA 704161-21 |        |
| ESV:            |                                 | Bearing [True]: 285.0° to 9.0°<br>Bearing [Mag]: 294.0° to 18.0°    |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 5000.0 to 16000.0 ft |                   |        |
| 2               | ESL FAA 703995-18<br>ESL [IFPA] | N39° 13' 31.77",<br>W078° 59' 22.20"                                | 6.0 W  | 40    | 2611.5         | 110.8  | ESL FAA 703995-18 |        |
| ESV:            |                                 | Bearing [True]: 128.0° to 201.0°<br>Bearing [Mag]: 134.0° to 207.0° |        |       |                | Arc Distance: Out to 70.0 NM<br>Altitude: 7000.0 to 14000.0 ft |                   |        |
| 3               | AML FAA 732650-41<br>AML [IFPA] | N38° 56' 04.54",<br>W077° 28' 00.13"                                | 8.0 W  | 40    | 298.6          | 113.5  | AML FAA 732650-41 |        |
| ESV:            |                                 | Bearing [True]: 172.0° to 242.0°<br>Bearing [Mag]: 180.0° to 250.0° |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 5000.0 to 20000.0 ft |                   |        |
| 4               | FAK FAA 698146-14<br>FAK [IFPA] | N37° 31' 42.63",<br>W077° 49' 41.59"                                | 6.0 W  | 130   | 460            | 113.3  | FAK FAA 698146-14 |        |
| ESV:            |                                 | Bearing [True]: 309.0° to 3.0°<br>Bearing [Mag]: 315.0° to 9.0°     |        |       |                | Arc Distance: Out to 86.0 NM<br>Altitude: 5000.0 to 16000.0 ft |                   |        |
| 5               | RIC FAA 704161-24<br>RIC [IFPA] | N37° 30' 08.46",<br>W077° 19' 13.00"                                | 9.0 W  | 130   | 167.3          | 114.1  | RIC FAA 704161-24 |        |
| ESV:            |                                 | Bearing [True]: 290.0° to 339.0°<br>Bearing [Mag]: 299.0° to 348.0° |        |       |                | Arc Distance: Out to 65.0 NM<br>Altitude: 6500.0 to 16000.0 ft |                   |        |

# DME DME Assessment Results for CLTCH3 path KERRK\_MAULS

## DME Error

