

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 07/09/2026	APWS Task ID: 4A7D5FFDD58F4265A3A540E70588FC1A	APWS Project ID: C7FCBF39C26348C793EFC006AF66EBB3
Procedure: STAR WAYNZ TWO (RNAV) WASHINGTON DC KIAD		Enroute: YES	Specialist: Baggett, Jay		Agreement Number:
Airport ID: KIAD			Airport City: WASHINGTON		State: DC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

FIX ADDED BETWEEN MAPEL AND KUKSE TO MAINTAIN INTERVAL, AND ADDED NEW COMMON ROUTE FOR CJR/FRR/HWY/JYO/MRB/OKV AIRPORTS.

- (1) APPROVAL REQUEST: KIAD WAYNZ Standard Terminal Arrival Route (STAR): DAFIX to OVIEE Deceleration Distance.
- (2) APPROVAL REQUEST: KIAD WAYNZ Standard Terminal Arrival Route (STAR): DAFIX to WAYNZ Deceleration Distance.

POC: CASIMIR TABAKA (MANAGER), AJV-A432, 405-954-7931.

Digitally signed by
TARA N MARTINELLI
May 05, 2026

03/19/2026
QUALITY
14
CHECKED

QUALITY
38
CHECKED

FIPC DME/DME FORM

PROCEDURE: WAYNZ (RNAV) TWO ARRIVAL		AIRPORT NAME: WASHINGTON DULLES INTL	AIRPORT ID: KIAD	SPECIAL CONTROL NO: YG-03-258-26
FAC ID: WAYNZ2	CITY: WASHINGTON		ST: DC	ORIG CHART DATE: 07/09/2026
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 4A7D5FFDD58F4265A3A540E70588FC1A

PREFLIGHT NOTES

REVIEWER: michael g campbell	DATE: 04/06/2026
COMMENTS:	CHECK ONE: <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	YES NO
	CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/>

PROCEDURE RESULTS

INSPECTION DATE: 04/02/2026	CREW #: VN504	N #: N70	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: michael g campbell @ 04/06/2026 11:43		PRINTED NAME: CAMPBELL, MICHAEL GRANT		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:

DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE: david c-ctr cook @ 04/09/2026 08:55	PRINTED NAME: Dave Cook
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SPECIALIST REMARKS:
Sutiable for DME/DME/IRU flight, all ESVs recorded.

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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FIPC DME/DME FORM

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FAC ID: WAYNZ2	CITY: WASHINGTON		ST: DC	ORIG CHART DATE: 07/09/2026
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 4A7D5FFDD58F4265A3A540E70588FC1A

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FLIGHT INSPECTOR SIGNATURE: michael g campbell @ 04/06/2026 11:43		PRINTED NAME: CAMPBELL, MICHAEL GRANT		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:

DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:	PRINTED NAME:
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SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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Federal Aviation Administration

Memorandum

Date: January 27, 2026

To: Christopher Hope, Manager, Flight Technologies and Procedures Division
THRU: Romana Wolf, Manager, Flight Procedures and Airspace Group

From: Bev Bordy, Manager, Instrument Flight Procedures Coordination Team, AJV-A45

Prepared by: Miles H. Carpenter, Sr. ATC Specialist, NAVTAC CTR Support

Subject: Approval Request: Washington, DC, Dulles International (KIAD) WAYNZ
RNAV STAR

KIAD WAYNZ Standard Terminal Arrival Route (STAR): DAFIX to OVIEE Deceleration Distance.

FAAO 8260.3G, PARA 2-2-10 prescribes the allowable deceleration distances for STAR development. The length of the segment from DAFIX to OVIEE is 10.54 NM. Based on current TARGETS criteria this segment must be at least 12.06 NM long due to descent from 12,000 ft MSL to 10,000 feet MSL and deceleration from 310 KIAS to 250 KIAS. Flight Standards approval is required.

The WAYNZ STAR serves Washington, DC, Dulles International Airport (KIAD), along with several regional airports. The altitude and speed restrictions on the WAYNZ STAR were designed to ensure separation from adjacent airspace and other traffic. These constraints are essential for maintaining the safe and orderly flow of air traffic in an operationally complex and congested area of airspace.

Industry flight data indicates aircraft will initiate the deceleration phase prior to DAFIX to cross OVIEE at 250 KIAS. The deceleration of aircraft is not dependent upon the distance between two waypoints, but rather the distance between two speed restrictions. Industry has verified the leg lengths designed for the WAYNZ STAR are sufficient to meet both the altitude and speed restrictions.

Therefore, ZDC is requesting a Letter of Approval to utilize the leg length of 10.54 from DAFIX to OVIEE segment as designed with mandatory altitudes, and speed restrictions for publication.

Federal Aviation Administration

Memorandum

Date: October 4, 2022

To: Christopher Hope, Manager, Flight Technologies and Procedures Division
Thru: Romana Wolf, Manager, Flight Procedures and Airspace Group

From: Bev Bordy, Manager, Instrument Flight Procedures (IFP) Coordination Team, AJV-A45

Prepared by: Dave Cook, Sr. ATC Specialist, NAVTAC CTR Support

Subject: Approval Request: Washington, DC, Dulles International (KIAD) WAYNZ RNAV STAR
Deceleration DAFIX-WAYNZ

KIAD WAYNZ Standard Terminal Arrival Route (STAR): DAFIX to WAYNZ Deceleration Distance.

The requirements stated in Order 8260.3E, paragraph 2-2-10.a. are:

“2-2-10. Deceleration. Sufficient distance and a reduced descent gradient are required prior to any fix with a speed restriction. STARs not meeting the requirements of this paragraph may be authorized with Flight Standards approval (see paragraph 1-4-2).

a. Where deceleration is required but descent is not permitted (for example, between two fixes with the same mandatory altitudes) or is not required (for example, between two fixes with the same minimum altitudes), provide a minimum distance of at least 4 NM prior to a fix with a speed reduction of 40 KIAS or less. For deceleration greater than 40 KIAS, allow 1 NM between fixes for every 10 knots of deceleration required. For example, a deceleration of 10, 20, 30, or 40 KIAS requires a minimum length of 4 NM; a deceleration of 50 KIAS requires a minimum length of 5 NM; a deceleration of 60 KIAS requires 6 NM.

Paragraph 1-4-2. ...states in part:

“Nonstandard IFP. ...obstacles, navigation information, or traffic congestion may require special consideration where justified by operational requirements. In such cases, nonstandard IFPs that deviate from these criteria may be approved, provided they are documented and an equivalent level of safety exists...”

Currently, FAAO 8260.3E, PARA 2-2-10 prescribes allowable deceleration distances for STAR development. The length of the leg from DAFIX to WAYNZ IS 10.54 NM. This leg must be at least 12.06 NM long due to deceleration from 310.0 KIAS to 250.0 KIAS between 12,000 ft MSL to 10,000 ft MSL. Deceleration = $(ALT\ 1 - ALT\ 2) / G + K$, WHERE $(12000 - 10000) / 330 + 6 = 12.06\text{NM}$. Flight Standards approval is required.

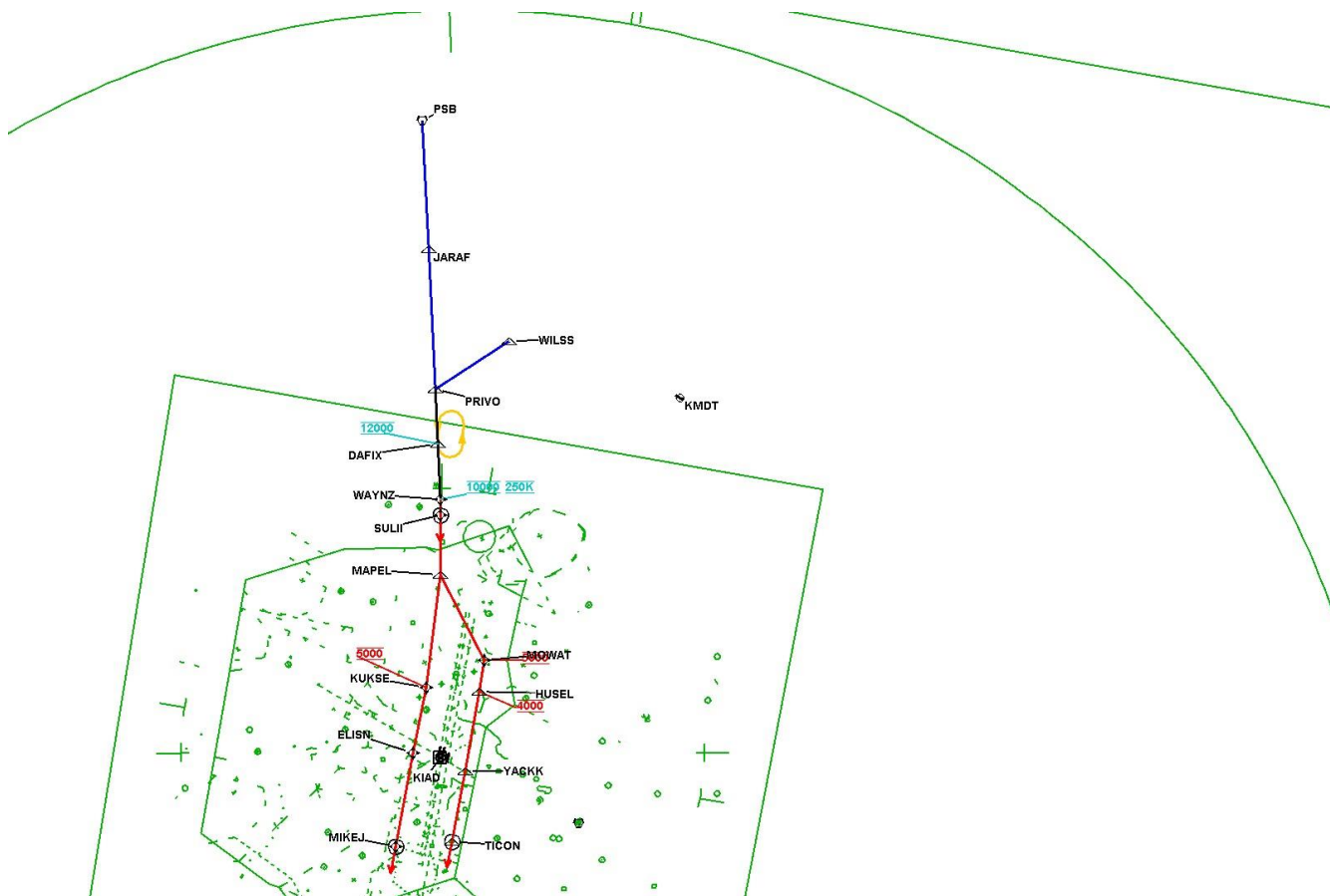
The segment with the restrictions of at 12000 at DAFIX followed by at 10000 250K IAS at WAYNZ requires a 12.06 NM length, per the 8260.3E paragraph 2-2-10 a, for a reduction of 10-40Kts. The deceleration required by the DAFIX-WAYNZ segment is 60Kts. The reduction from 310Kts to 250Kts from DAFIX to WAYNZ is 10.54 NM. The KIAD WAYNZ STAR has been in publication for several years as the MAPEL STAR and there have been no instances where aircraft could not make this restriction reported.

Consideration was given to removing and or changing the restrictions at DAFIX and or WAYNZ. However, to allow aircraft to be configured for the segments following WAYNZ the restrictions remained unchanged since there has never been a reported difficulty and was not an impediment to the safety or profile of the procedure.

Therefore, ZDC is requesting a Letter of Approval to utilize the leg length of 10.54 NM at DAFIX to WAYNZ segment as designed with mandatory altitudes, and speed restrictions for publication.

Manager Plans and Procedures, PATOMOC TRACON

KIAD WAYNZ STAR



(PRIVO.WAYNZ1) 24081

AL-5100 (FAA)

EXISTING

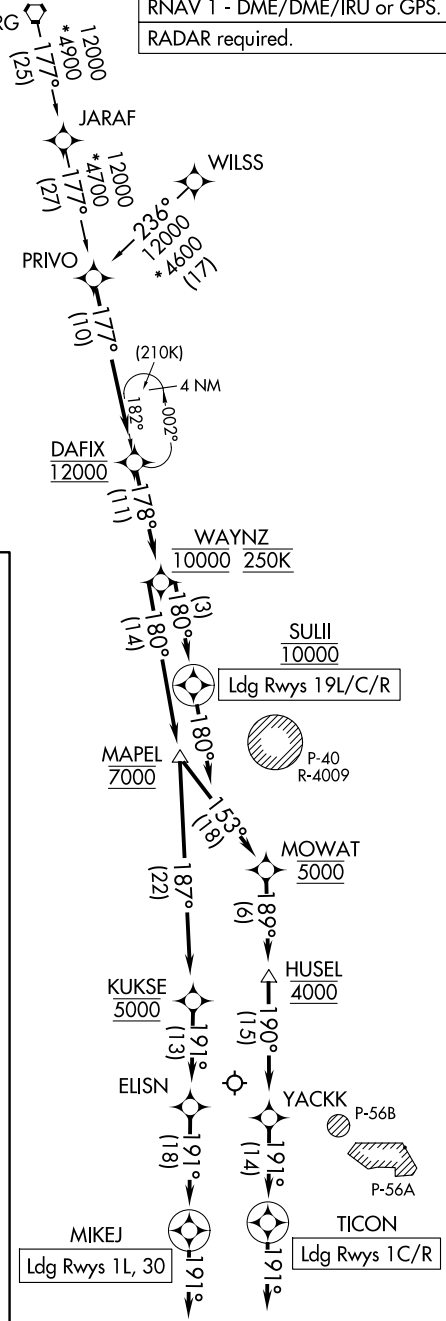
WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

WAYNZ ONE ARRIVAL (RNAV)

POTOMAC APP CON
120.45 306.925 (241°-330°)
128.525 306.925 (091°-240°)
126.1 338.25 (331°-090°)
D-ATIS
134.85

PHILIPSBURG
PSB

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



NOTE: Jet aircraft only.
NOTE: Maintain last assigned altitude until
"Cleared to descend via WAYNZ1 STAR".

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

PHILIPSBURG TRANSITION (PSB.WAYNZ1)
WILSS TRANSITION (WILSS.WAYNZ1)

From PRIVO on track 177° to cross DAFIX at 12000, then on track 178° to cross WAYNZ at 10000 and at 2500.

LANDING RUNWAYS 1C/R: From WAYNZ on track 180° to cross MAPEL at 7000, then on track 153° to cross MOWAT at 5000, then on track 187° to cross HUSEL at 4000, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 1L, 30: From WAYNZ on track 180° to cross MAPEL at 7000, then on track 187° to cross KUKSE at 5000, then on track 191° to ELISN, then on track 191° to MIKEJ, then on track 191°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/C/R: From WAYNZ on track 180° to cross SULI at 10000, then on track 180°. Expect RADAR vectors to final approach course.

MIKEJ
Ldg Rwys 1L, 30

TICON
Ldg Rwys 1C/R

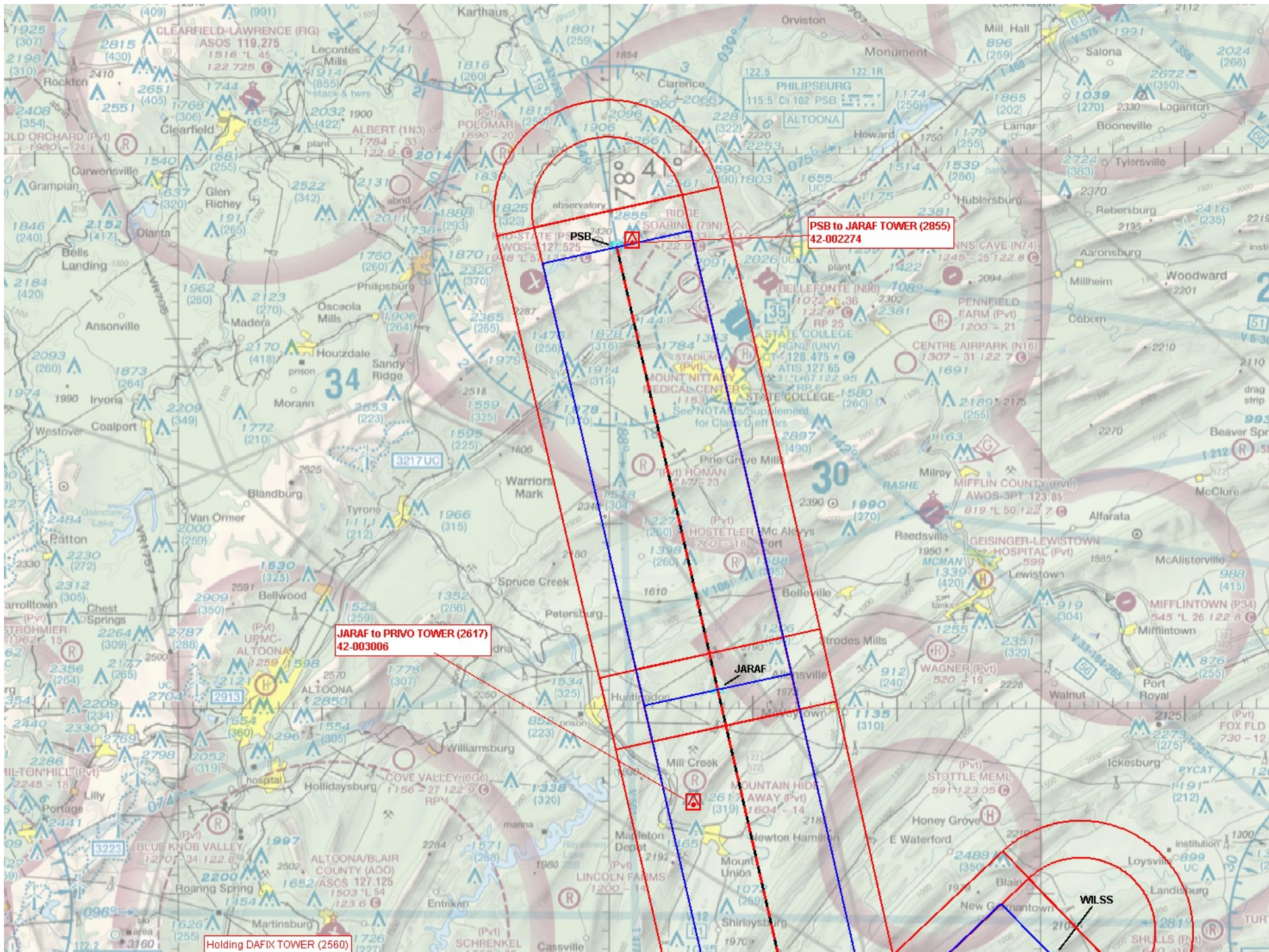
NE-3, 25 DEC 2025 to 22 JAN 2026

NE-3, 25 DEC 2025 to 22 JAN 2026

WAYNZ ONE ARRIVAL (RNAV)

(PRIVO.WAYNZ1) 21MAR24

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)



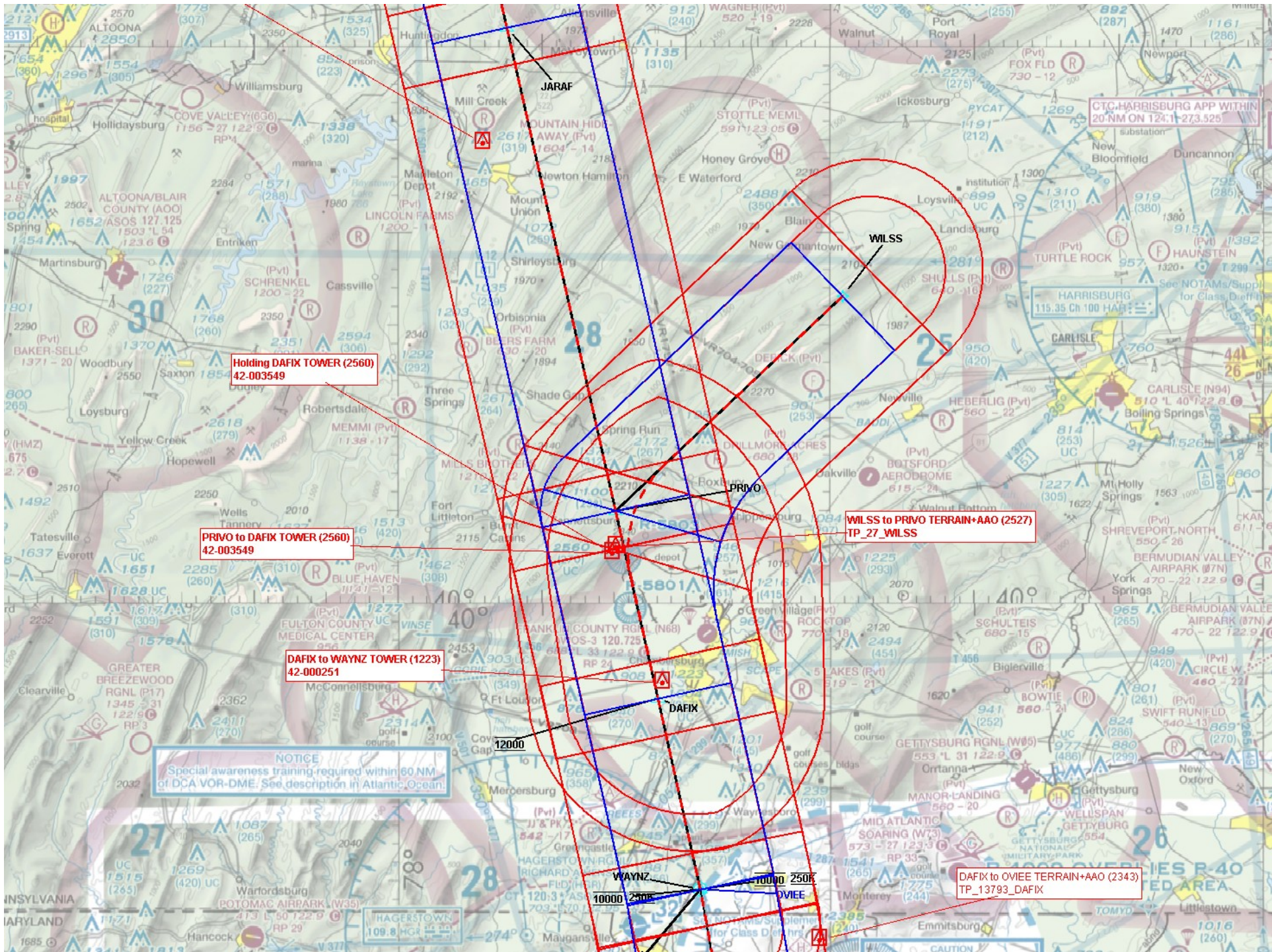
PSB to JARAF TOWER (2655)
42-002274

JARAF to PRIMO TOWER (2617)
42-003006

JARAF

WLSS

Holding DAFIX TOWER (2580)



CTC HARRISBURG APP WITHIN 20 NM ON 124.1-273.525

Holding DAFIX TOWER (2560)
42-003549

PRIVO to DAFIX TOWER (2560)
42-003549

DAFIX to WAYNZ TOWER (1223)
42-000251

WILSS to PRIVO TERRAIN+AAO (2527)
TP_27_WILSS

DAFIX to OVIEE TERRAIN+AAO (2343)
TP_13793_DAFIX

