

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 07/09/2026	APWS Task ID: CBF82E10B9A841688421496A8EC0808B	APWS Project ID: B22A9C787821457A9029C9BBD52C1E0E
Procedure: HYPER ONE (RNAV) ARRIVAL		Enroute: YES	Specialist: Prassada, Parnell		Agreement Number:
Airport ID: KIAD			Airport City: WASHINGTON		State: DC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

ACTIVE DATA USED.

ADDED ENROUTE TRANSITION AT LRP.

FC REMARK: KMZ: DOES NOT REFLECT HOLDING CONTROLLING OBSTACLE; SEE STATIC MAP.

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

Digitally signed by  
**TARA N MARTINELLI**  
Apr 17, 2026



03/19/2026



## FIPC DME/DME FORM

<b>PROCEDURE:</b> HYPER (RNAV) ONE ARRIVAL		<b>AIRPORT NAME:</b> WASHINGTON DULLES INTL		<b>AIRPORT ID:</b> KIAD	<b>SPECIAL CONTROL NO:</b> YG-03-172-26
<b>FAC ID:</b> HYPER1		<b>CITY:</b> WASHINGTON		<b>ST:</b> DC	<b>ORIG CHART DATE:</b> 07/09/2026
<b>DFL TYPE:</b> PROC/D	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 1.0	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> CBF82E10B9A841688421496A8EC0808B	

### PREFLIGHT NOTES

<b>REVIEWER:</b> michael g campbell			<b>DATE:</b> 04/07/2026		
<b>COMMENTS:</b>			<b>CHECK ONE:</b>		
			<input checked="" type="checkbox"/> <b>FLT CK REQ</b> <input type="checkbox"/> <b>NFCR</b> <input type="checkbox"/> <b>REJECT</b>		
			<b>YES</b>	<b>NO</b>	
			<b>CPV COMPLETE?</b>		X

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 04/01/2026	<b>CREW #:</b> VN504	<b>N #:</b> N70	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> <b>SAT</b> <input type="checkbox"/> <b>SAT W/CHANGES</b> <input type="checkbox"/> <b>UNSAT</b>		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> <b>SAT</b> <input type="checkbox"/> <b>SAT/GOLD</b> <input type="checkbox"/> <b>UNSAT</b>	
<b>FLIGHT INSPECTOR SIGNATURE:</b> michael g campbell @ 04/07/2026 07:17			<b>PRINTED NAME:</b> CAMPBELL, MICHAEL GRANT			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**

<b>DME/DME STATUS:</b> <input checked="" type="checkbox"/> <b>SAT</b> <input type="checkbox"/> <b>UNSAT</b>	<b>SPECIALIST SIGNATURE:</b> david c-ctr cook @ 04/09/2026 08:53	<b>PRINTED NAME:</b> Dave Cook
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**SPECIALIST REMARKS:**  
Suitable for DME/DME/IRU flight and all ESVs recorded.

### IN-FLIGHT OBSTACLE REPORT

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

<b>PROCEDURE:</b> HYPER (RNAV) ONE ARRIVAL		<b>AIRPORT NAME:</b> WASHINGTON DULLES INTL	<b>AIRPORT ID:</b> KIAD	<b>SPECIAL CONTROL NO:</b> YG-03-172-26
<b>FAC ID:</b> HYPER1	<b>CITY:</b> WASHINGTON		<b>ST:</b> DC	<b>ORIG CHART DATE:</b> 07/09/2026
<b>DFL TYPE:</b> PROC/D	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 1.0	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> CBF82E10B9A841688421496A8EC0808B

### PREFLIGHT NOTES

<b>REVIEWER:</b> michael g campbell	<b>DATE:</b> 04/07/2026
<b>COMMENTS:</b>	<b>CHECK ONE:</b> <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	<b>YES</b> <b>NO</b>
	<b>CPV COMPLETE?</b> <input checked="" type="checkbox"/> X <input type="checkbox"/>

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 04/01/2026	<b>CREW #:</b> VN504	<b>N #:</b> N70	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
<b>FLIGHT INSPECTOR SIGNATURE:</b> michael g campbell @ 04/07/2026 07:17		<b>PRINTED NAME:</b> CAMPBELL, MICHAEL GRANT		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**

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

### IN-FLIGHT OBSTACLE REPORT

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

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## Memorandum

Date:

To: Instrument Flight Procedure Service Providers

From: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group

Subject: Waiver to FAA Order 8260.58C paragraph 1-2-5.c.(3), Maximum bank angle

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**Background:** The Performance Based Navigation (PBN) Aviation Rulemaking Committee (PARC) made a recommendation that the FAA adjust the turn parameters used in PBN instrument flight procedure (IFP) design to reflect modern avionics values. The Flight Procedures and Airspace Group analyzed current avionics specifications with the help of several FAA offices and RTCA SC-227 to identify the new bank angles necessary for current IFP design. The Flight Procedures and Airspace Group then conducted an Operational Safety Review (OSR) for this amendment to bank angle criteria. The outcome of the OSR was that no new hazard is introduced into the National Aerospace System (NAS).

**Purpose:** This memorandum waives FAA Order 8260.58C, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, paragraph 1-2-5.c.(3) and authorizes use of a maximum bank angle of 23 degrees above FL195 up to FL245 and a maximum bank angle of 16 degrees above FL245.

This waiver remains in effect until rescinded. No additional waiver request action is required. Please direct all inquiries to Thomas J. Nichols, Standards Section Manager, Flight Procedures and Airspace Group at 405-954-1171 or [thomas.j.nichols@faa.gov](mailto:thomas.j.nichols@faa.gov)

INFORMATION ONLY



# Federal Aviation Administration

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## Memorandum

Date:

To: Instrument Flight Procedures Service Providers

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures  
Division

Subject: Waiver to FAA Order 8260.19, Flight Procedures and Airspace, STAR  
Termination Altitude

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This memorandum waives the requirement of FAA Order 8260.19 paragraph 4-5-2.j for an altitude to be specified at the termination fix at the STAR termination point [see memo dated July 18, 2023, subject: Waiver to FAA Order 8260.3, paragraph 2-2-7.f(2)].

When no altitude is specified at that fix, the lowest altitude that will be assigned by air traffic control at the termination fix must be used for descent gradient and obstacle clearance calculations and noted in the Remarks section of Form 8260-17.1. Example: LOWEST ASSIGNED ATC ALTITUDE AT GIZMO, 3000.

No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace, Standards Section (405) 954-1139 or [9-AWA-AVS-AFS420@faa.gov](mailto:9-AWA-AVS-AFS420@faa.gov).

INFORMATION ONLY



# Federal Aviation Administration

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## Memorandum

Date:

To: Instrument Flight Procedures Service Providers

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures  
Division

Subject: Waiver to FAA Order 8260.3, United States Standard for Terminal  
Instrument Procedures (TERPS), STAR Termination Altitude

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This memorandum waives the requirement of FAA Order 8260.3 paragraph 2-2-7.f(2) for Flight Standards approval when, due to an operational need, an altitude is not established at the termination fix on a STAR that does not join an approach.

Establishing an altitude at the termination fix on STAR that does not join an approach is beneficial for arrival descent planning purposes and is highly encouraged where practical. We recommend consulting Flight Standards, Flight Procedures and Airspace Group early in the design phase to assist in understanding how an altitude at a termination fix benefits operators.

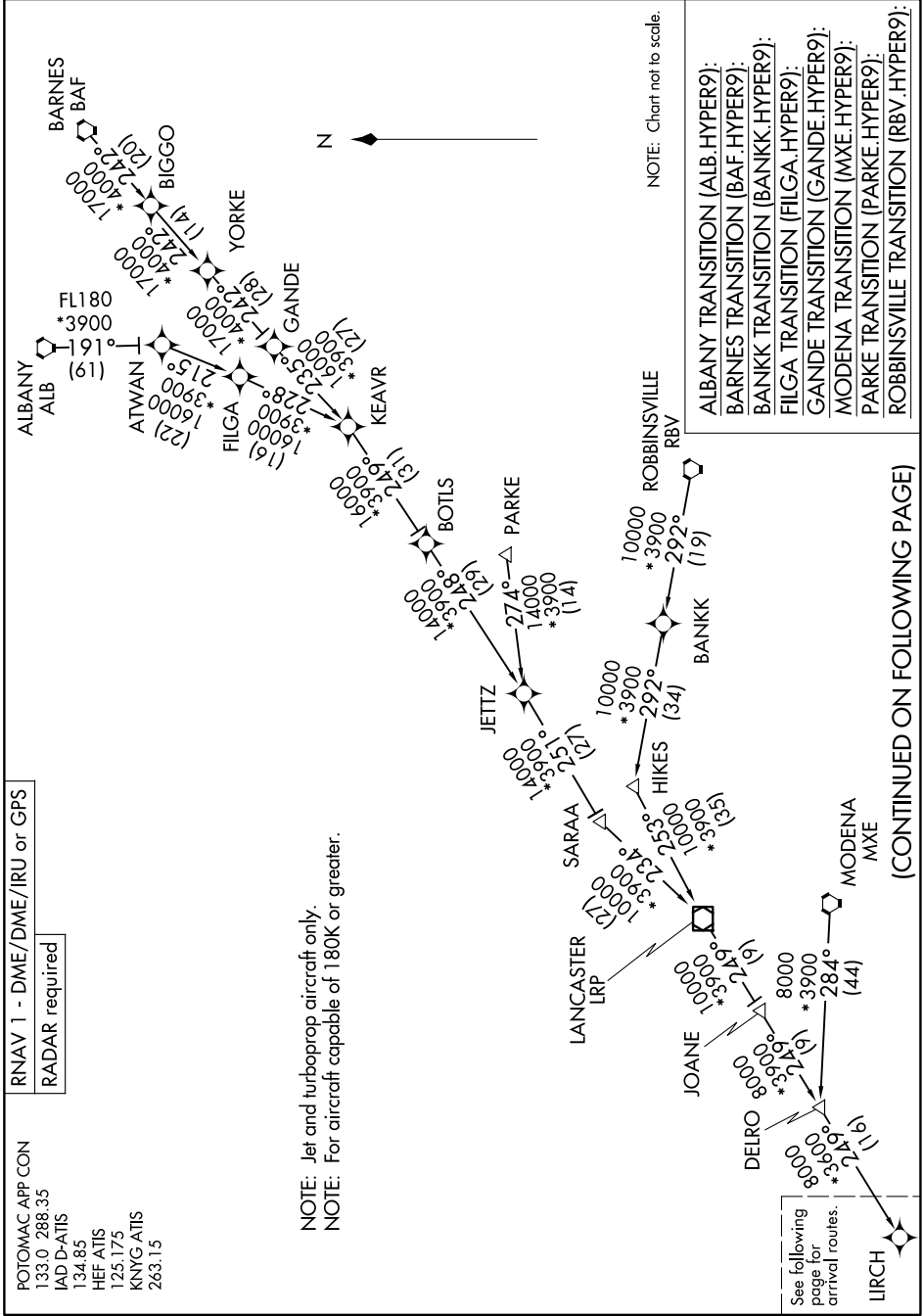
No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section (405) 954-1139 or [9-AWA-AVS-AFS420@faa.gov](mailto:9-AWA-AVS-AFS420@faa.gov).

INFORMATION ONLY

# HYPER NINE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

NE-3, 25 DEC 2025 to 22 JAN 2026



# HYPER NINE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

NE-3, 25 DEC 2025 to 22 JAN 2026

(CONTINUED ON FOLLOWING PAGE)

# HYPER NINE ARRIVAL (RNAV)

WASHINGTON, DC

## EXISTING

### ARRIVAL ROUTE DESCRIPTION

KIAD: From LIRCH on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K.

LANDING KIAD RWY 1C/R: From HYPER on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° 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 KIAD RWY 1L, 30: From HYPER on track 228° to cross CRAIN at 6000, then on track 188° to KUKSE, then on track 191° to ELISN, then on track 191°. Expect RADAR vectors to final approach course.

LANDING KIAD RWY 19L/C/R: From HYPER on track 233° to cross PHATT at 9000, then on track 230°. Expect RADAR vectors to final approach course.

LANDING ALL SATELLITE AIRPORTS: From LIRCH on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K, then on track 233° to cross PHATT at 9000, then on track 230°. Expect RADAR vectors to final approach course.

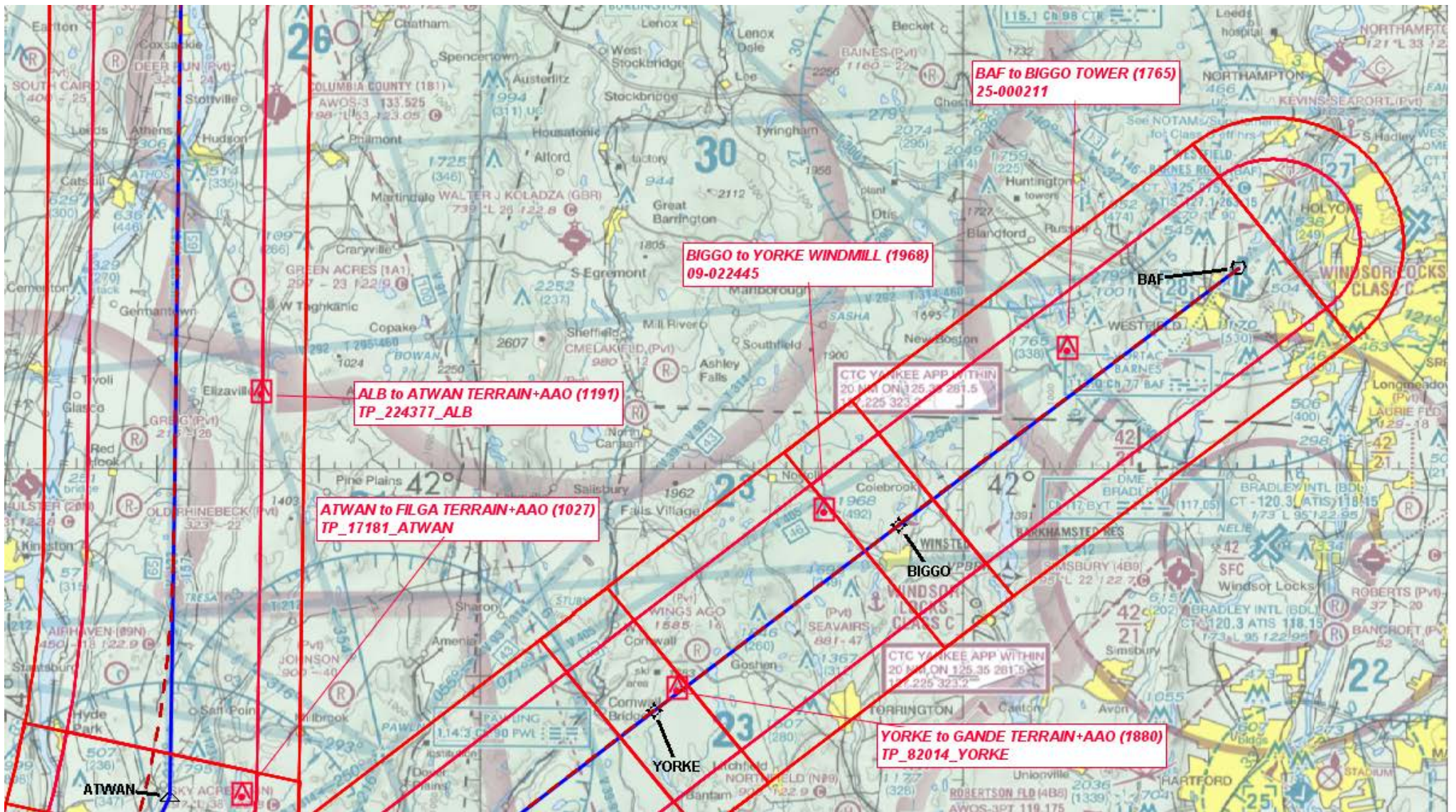
NE-3, 25 DEC 2025 to 22 JAN 2026

NE-3, 25 DEC 2025 to 22 JAN 2026

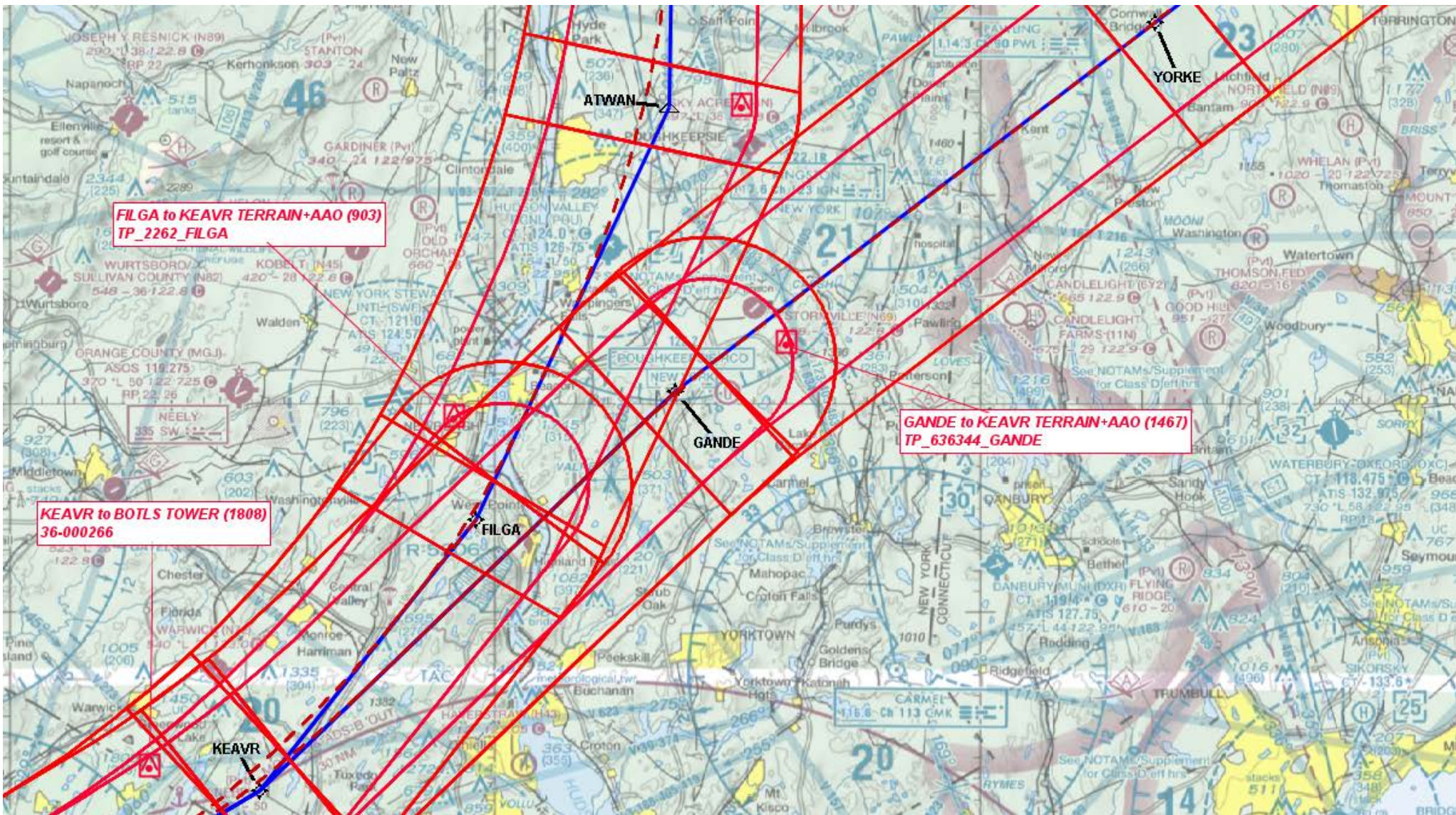
# HYPER NINE ARRIVAL (RNAV)

WASHINGTON, DC

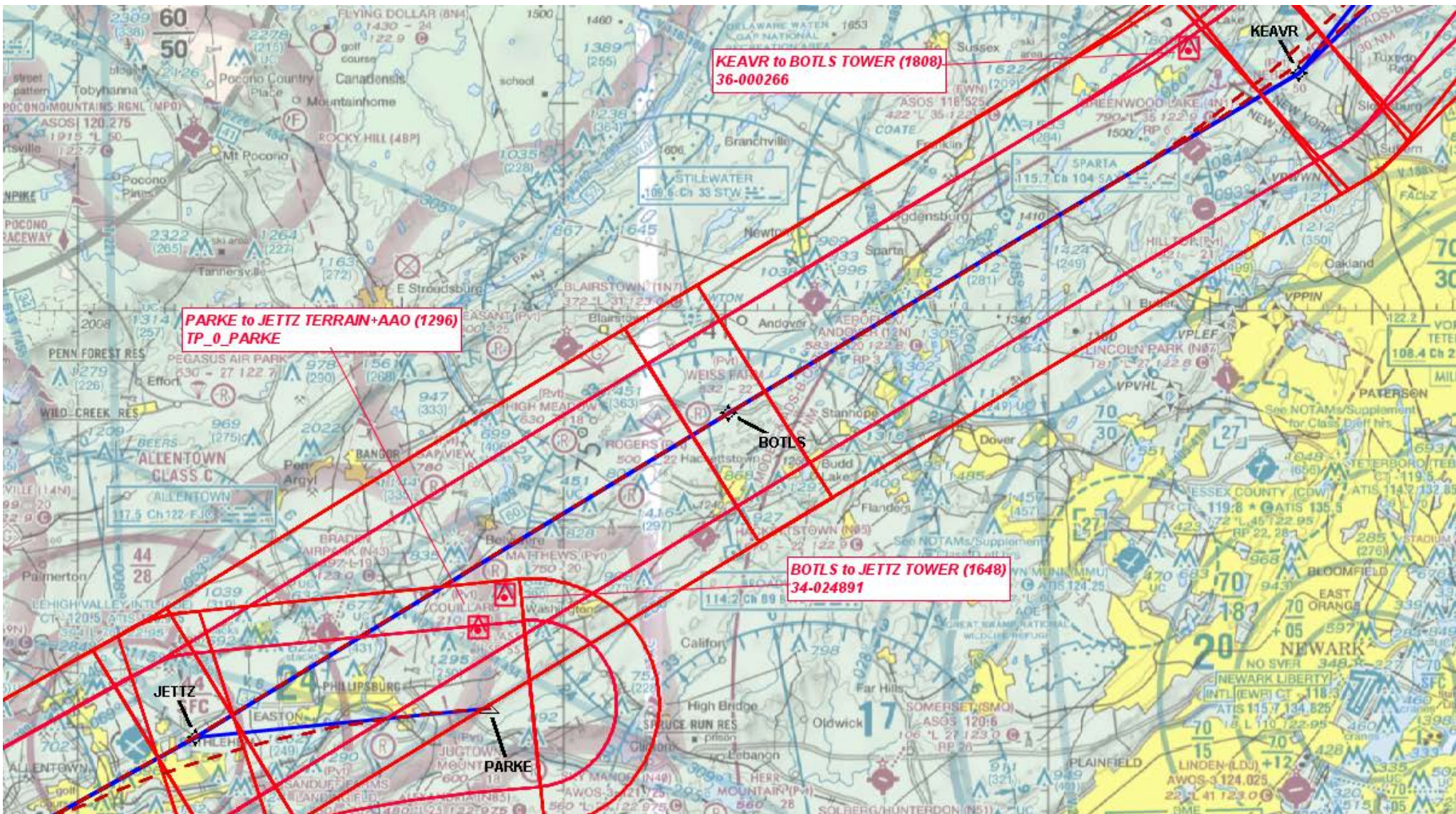




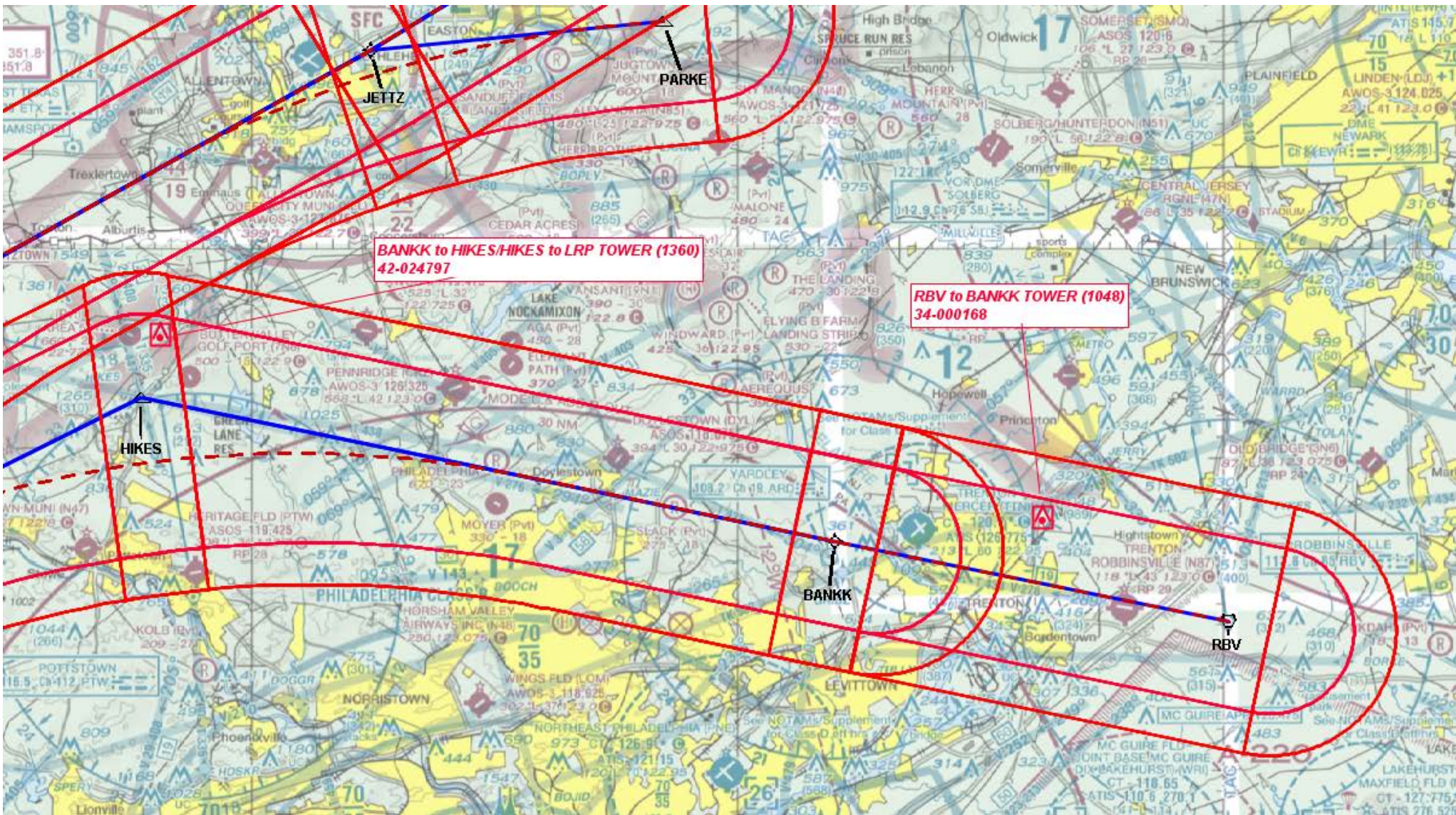
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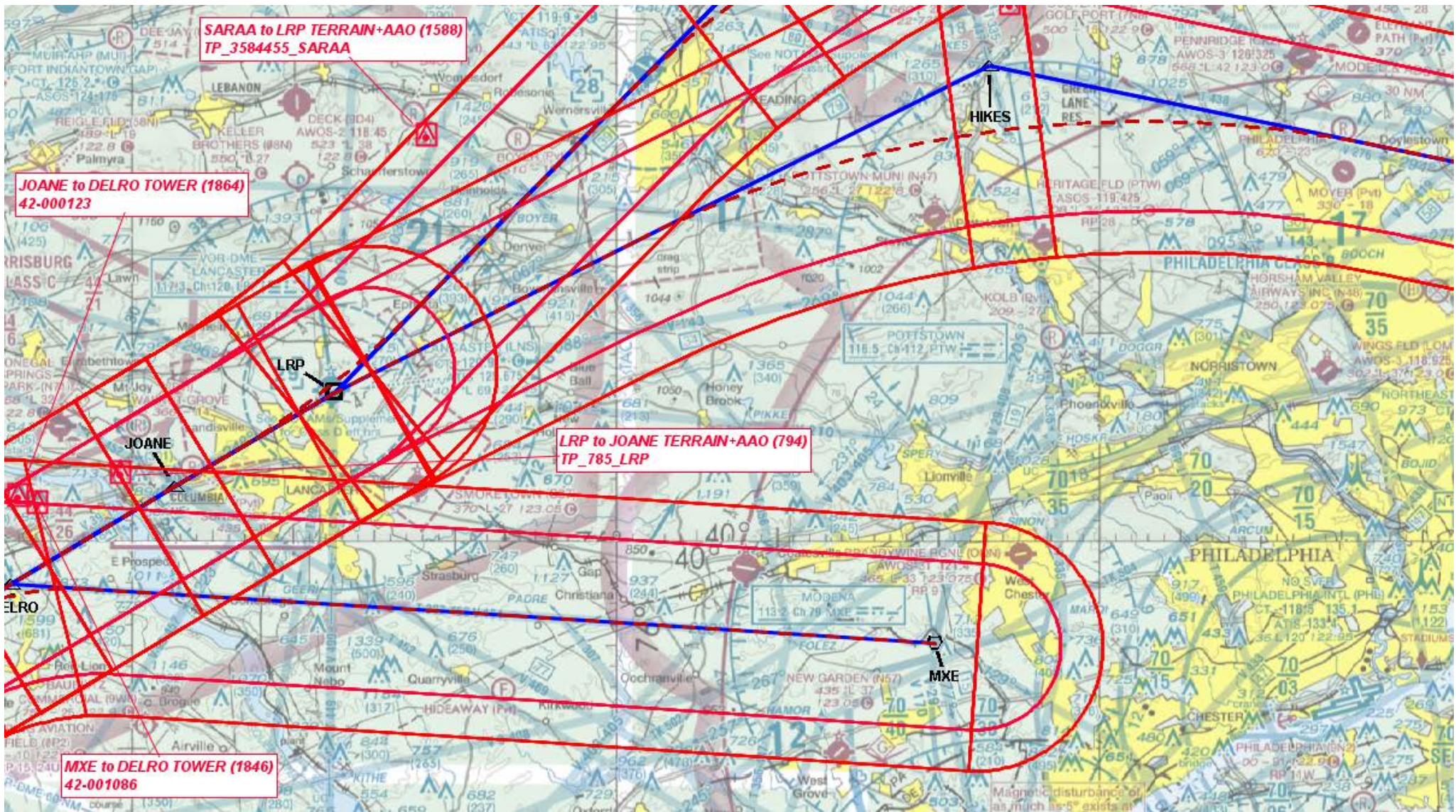
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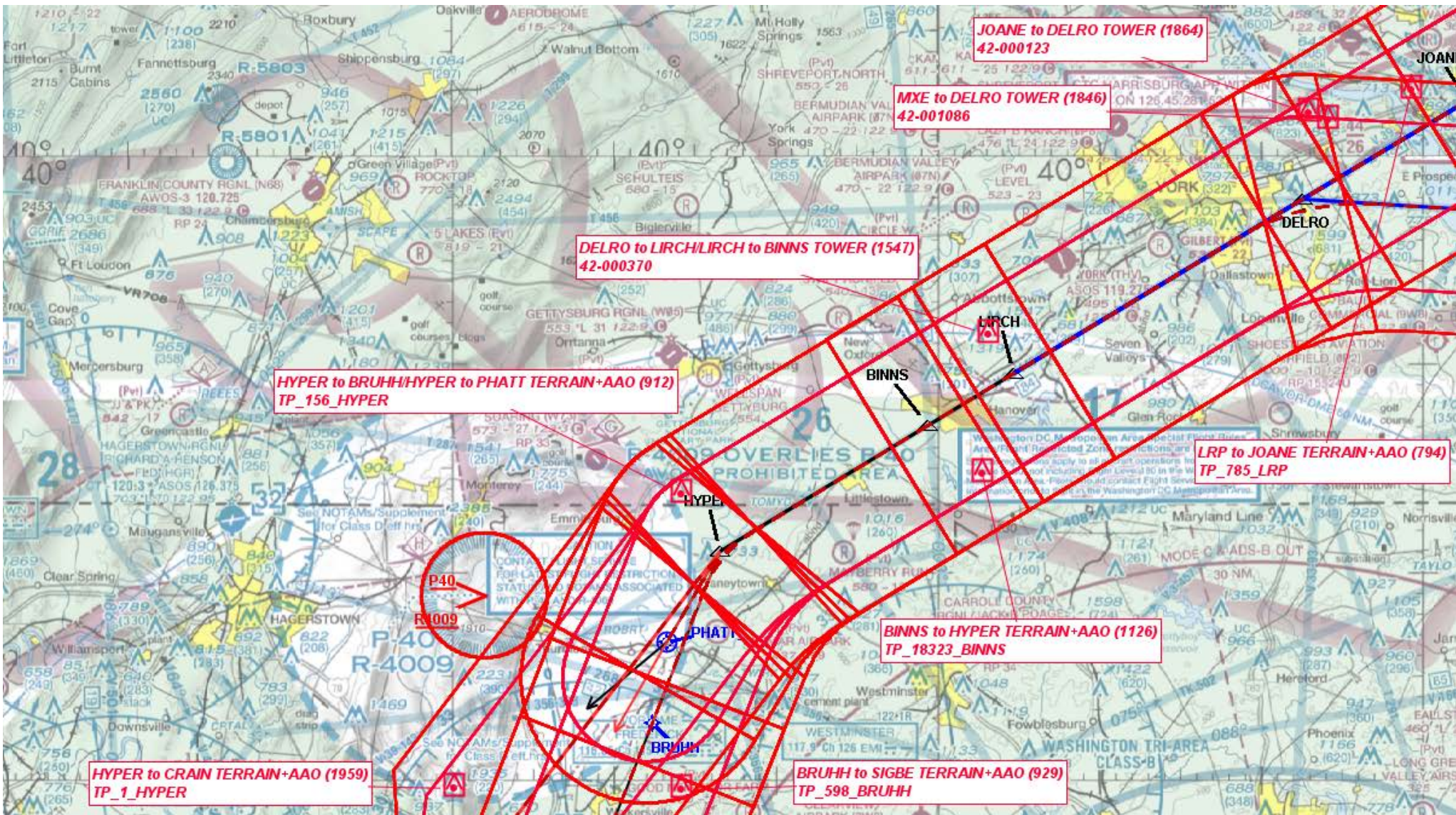
HYPER (RNAV)



HYPER (RNAV)

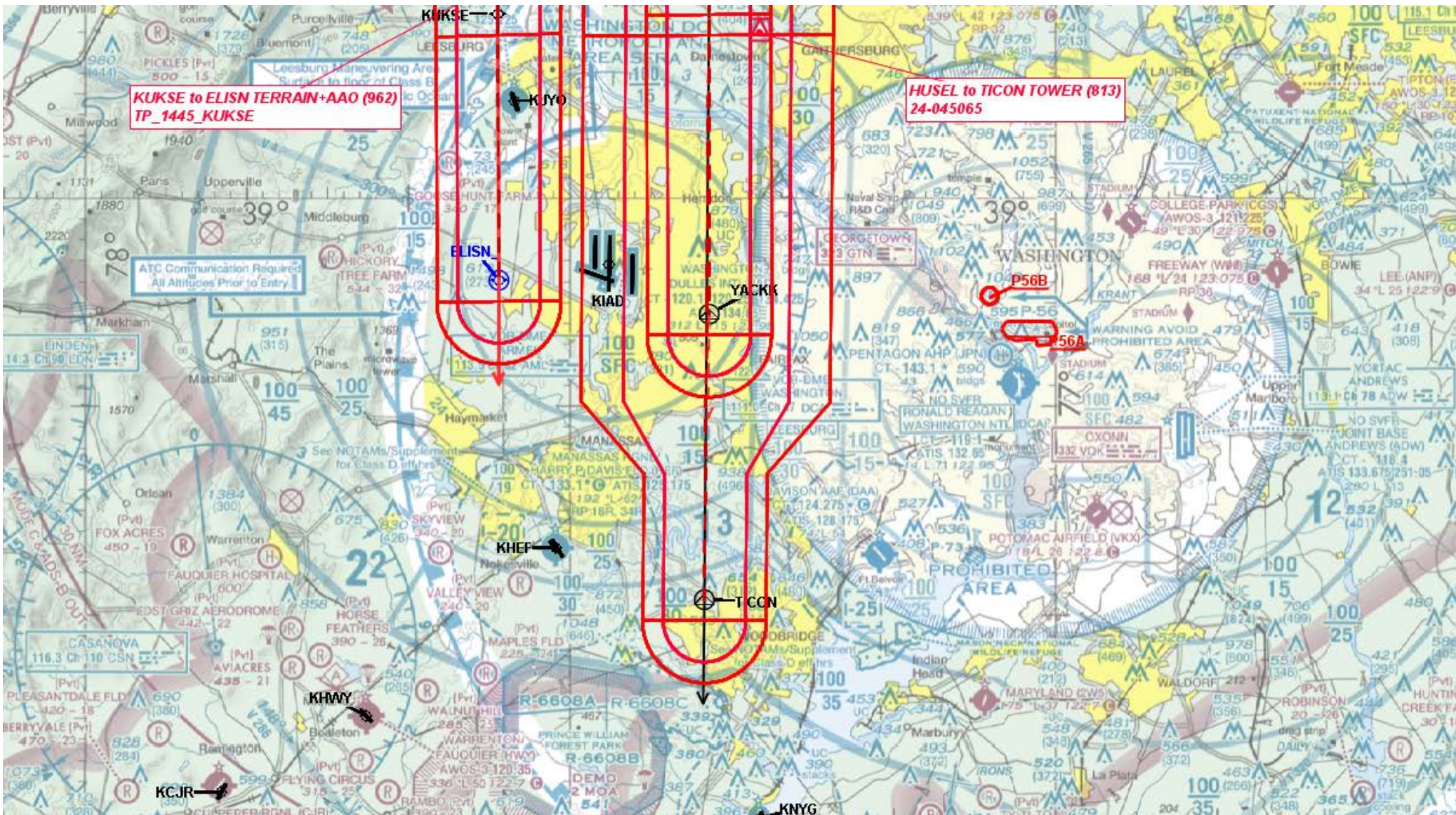


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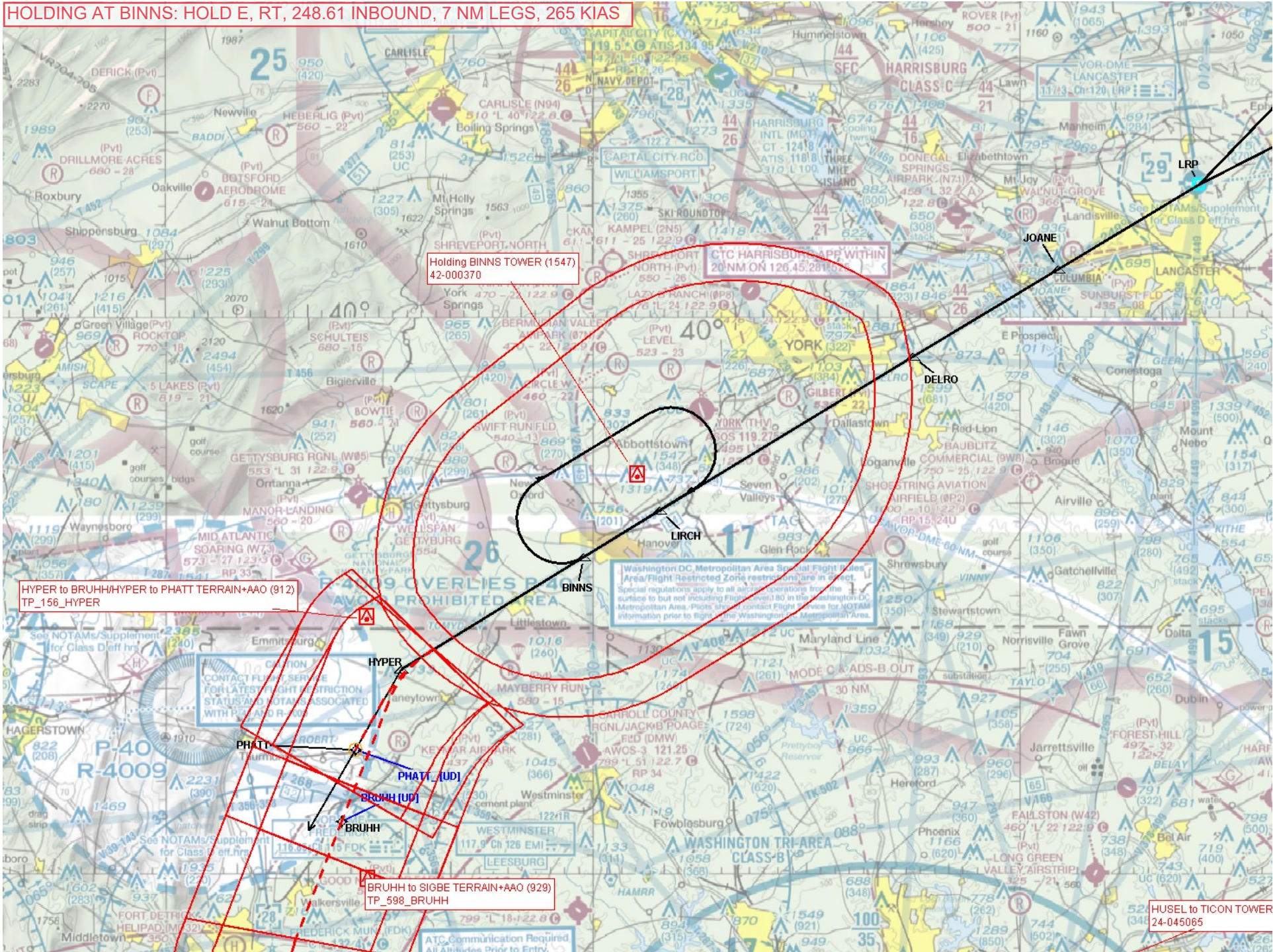
HYPER (RNAV)





HYPER (RNAV)

HOLDING AT BINNS: HOLD E, RT, 248.61 INBOUND, 7 NM LEGS, 265 KIAS



Holding BINNS TOWER (1547)  
42-000370

CTC HARRISBURG APP WITHIN  
20 NM ON 126.45/281.85

HYPER to BRUHH/HYPER to PHATT TERRAIN+AAO (912)  
TP\_156\_HYPER

Washington DC Metropolitan Area Special Flight Rules  
Area/Flight Restricted Zone restrictions are in effect.  
Special regulations apply to all aircraft operations from the  
surface to but not including Flight Level 80 in the Washington DC  
Metropolitan Area. Pilots should consult Flight Service for NOTAM  
information prior to flight in the Washington DC Metropolitan Area.

BRUHH to SIGBE TERRAIN+AAO (929)  
TP\_598\_BRUHH

HUSEL to TICON TOWER  
24-045065

