

FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE ILS STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
IAD	ILS OR LOC RWY 1R ILS RWY 1R (CAT II) ILS RWY 1R (CAT III)	25	WASHINGTON	DC		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
312	312	ILS OR LOC RWY 1R	24C	07/15/2021	10W	2000
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-IAD		16 MAY 2024	ROUTINE			

TERMINAL ROUTES

THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 24-11.

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
ESPNN/I-IAD 25.00 DME/RADAR	IAF	ELLLA/I-IAD 21.30 DME/RADAR					010.67	3.71 (I-IAD)	7000
ELLLA/I-IAD 21.30 DME/RADAR		FAWLR/I-IAD 18.20 DME/RADAR					010.67	3.10 (I-IAD)	6000
FAWLR/I-IAD 18.20 DME/RADAR	IAF	TREAA/I-IAD 14.43 DME/RADAR					010.67	3.76 (I-IAD)	5000
TREAA/I-IAD 14.43 DME/RADAR		TWOOT/I-IAD 11.33 DME/RADAR					010.67	3.11 (I-IAD)	4000
TWOOT/I-IAD 11.33 DME/RADAR	IAF	ESTYN/I-IAD 8.04 DME/RADAR					010.67	3.29 (I-IAD)	3000
GNATZ	IAF	GRASK		TF	FB	1.00	098.62	7.41	5000
GRASK		LAZER		TF	FB	1.00	086.40	5.30	4000
LAZER		TWOOT/RADAR		TF	FB	1.00	062.15	6.86	4000
HUFFF	IAF	JMATZ		TF	FB	1.00	098.32	8.86	6000
JMATZ		LAWWS		TF	FB	1.00	089.53	5.62	6000
LAWWS		FAWLR/RADAR		TF	FB	1.00	074.56	4.62	6000
ESTYN/I-IAD 8.04 DME/RADAR	IF	EDSCO/I-IAD 4.89 DME/RADAR					010.67	3.15 (I-IAD)	2000
EDSCO/I-IAD 4.89 DME/RADAR		WAXIN/I-IAD 3.32 DME/RADAR	PFAF				010.67	1.57 (I-IAD)	1500

MISSED APPROACH

MAP:

ILS: DA
LOC: I-IAD 0.24 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 060 AND EMI VORTAC R-219 TO EMI VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	PROFILE STARTS AT ESPNN/I-IAD 25.00 DME/RADAR					
3.	FAC:	010.67	FAF:	WAXIN/I-IAD 3.32 DME/RADAR	DIST FAF TO MAP:	DIST FAF TO THLD: 3.56
4.	MIN ALT:	ESPNN/I-IAD 25.00 DME/RADAR 7000, ELLLA/I-IAD 21.30 DME/RADAR 7000, FAWLR/I-IAD 18.20 DME/RADAR 6000, TREAA/I-IAD 14.43 DME/RADAR 5000, TWOOT/I-IAD 11.33 DME/RADAR 4000, ESTYN/I-IAD 8.04 DME/RADAR 3000, EDSCO/I-IAD 4.89 DME/RADAR 2000, WAXIN/I-IAD 3.32 DME/RADAR 1500, TIBBY/I-IAD 1.43 DME 900				
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	200 HAT:	0.46 GS ANT: 1050
6.	MIN GS INCPT:	1500	GS ALT AT PFAF:	WAXIN/I-IAD 3.32 DME/RADAR 1500	OM:	MM: IM:
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	55.2
8.	MSA FROM:	AML VOR/DME 180-360 3500, 360-180 2500				

PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM GNATZ, OR HUFFF.

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.
DME REQUIRED FOR LOC ONLY.
RADAR REQUIRED FOR PROCEDURE ENTRY AT ESPNN.

NOTES:

CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 1R: CAT A, B, C, D, RA 94, RVR 1200, HAT 100, DA 412 MSL
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 1R: CAT A, B, C, D, RVR 600
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.

ADDITIONAL FLIGHT DATA:

CHART I-IAD DME ANTENNA IN PROFILE

HOLD S, LT, 359.00 INBOUND.
CHART FAS OBST: 434 TRANSMISSION_LINE (51-002387) 385402N/0772554W.
588 AAO 385157N/0772524W.
CHART R-6608A/B/C.
CHART VDP AT 0.75 DME.
DISTANCE VDP TO THLD 0.99 NM.
CHART AT OR ABOVE 7000 AT ESPNN.
CHART AT OR ABOVE 5000 AT GNATZ.
CHART AT OR ABOVE 6000 AT HUFFF.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT D 900-2 3/4



CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 01R	512	1800	200	512	1800	200	512	1800	200	512	1800	200			
S-LOC 01R	700	2400	388	700	2400	388	700	3500	388	700	3500	388			
CIRCLING	940	1	628	940	1	628	940	1 3/4	628	1180	2 3/4	868			

AIRPORT ID	PROCEDURE NAME	ORIGINAL/AMENDMENT	CITY	STATE
IAD	ILS OR LOC RWY 1R ILS RWY 1R (CAT II) ILS RWY 1R (CAT III)	25	WASHINGTON	DC

CHANGES - REASONS

1. MOVED PFAF WAXIN NORTH 1.2 NM, SHORTENED FINAL APPROACH COURSE FROM 4.76 NM TO 3.56 NM, AND ADJUSTED ALTITUDE FROM 1900 TO 1500 - REQUESTED BY ATC/FPT FOR NOISE ABATEMENT MITIGATION.
2. ADDED FINAL STEPDOWN FIX TIBBY AT 1.43 DME/1.67 TO RW01 - ALLOWED LOWERING OF MDA/HAT BY 60 FT.
3. REMOVED INITIAL SEGMENTS CSN VORTAC-MOSBY, DECES-MOSBY AND BRV VORTAC-DECES AND REMOVED INTERMEDIATE SEGMENT MOSBY-WAXIN - INTERMEDIATE AND INITIAL SEGMENTS REDESIGNED FOR NOISE ABATEMENT MITIGATION.
4. ADDED INTERMEDIATE SEGMENT ESTYN 3000 -EDSCO 2000 -WAXIN 1500 - NEW DESIGN FOR NOISE ABATEMENT MITIGATION.
5. ADDED INITIAL SEGMENT ESPNN 7000 -ELLLA 7000 -FAWLR 6000 -TREAA 5000 -TWOOT 4000 -ESTYN 3000 - NEW DESIGN FOR NOISE ABATEMENT MITIGATION.
6. ADDED INITIAL SEGMENT GNATZ 5000 -GRASK 5000 -LAZER 4000 -TWOOT 4000 -ESTYN 3000 - NEW DESIGN FOR NOISE ABATEMENT MITIGATION.
7. ADDED INITIAL SEGMENT HUFFF 6000 -JMATZ 6000 -LAWWS 6000 -FAWLER 6000 -TREAA 5000 -TWOOT 4000 -ESTYN 3000 - NEW DESIGN FOR NOISE ABATEMENT MITIGATION.
8. ADDED INITIAL SEGMENT FAWLR 6000 -TREAA 5000 -TWOOT 4000 -ESTYN 3000 - NEW DESIGN FOR NOISE ABATEMENT MITIGATION.
9. ADDED INITIAL SEGMENT TWOOT 4000 -ESTYN 3000 - NEW DESIGN FOR NOISE ABATEMENT MITIGATION.
10. CHANGED MISSED APPROACH FROM 'CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3000 VIA HEADING 060 AND AML VOR/DME R-051 TO BLITZ INT/AML 20.00 DME AND HOLD' TO 'CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 056 AND BAL VORTAC R-276 TO JCOBY/BAL 23.95 DME AND HOLD' - NEW DESIGN FOR NOISE ABATEMENT MITIGATION.
11. REMOVED MISSED HOLD PATTERN AT BLITZ AND REPLACED WITH HOLDING AT JCOBY, HOLD W, LT, 096.17 INBOUND - NEW DESIGN FOR NOISE ABATEMENT MITIGATION. LEFT TURNS TO AVOID KDCA AIRSPACE.
12. ALTERNATE MISSED INSTRUCTIONS: CHANGED 'VIA' HEADING TO 'ON' HEADING - LEGACY TERM REMOVED FROM CRITERIA.
13. PROFILE LINE 2: CHANGED FROM 'PROFILE STARTS AT MOSBY INT/I-IAD 12.05 DME' TO 'PROFILE STARTS AT ESPNN/I-IAD 25.00 DME/RADAR' - MOSBY INTERMEDIATE FIX REPLACED BY ESPNN INITIAL FIX.
14. PROFILE LINE 4: CHANGED FROM 'MOSBY 3000, WAXIN 1900' TO 'ESPNN 7000, ELLLA 7000, FAWLR 6000, TREAA 5000, TWOOT 4000, ESTYN 3000, EDSCO 2000, WAXIN 1500, TIBBY 900' - DEPICTS MINIMUM ALTITUDES OF NEW FINAL COURSE FIXES.
15. PROFILE LINE 6: CHANGED MIN GP INCPT AND GP ALT AT PFAF FROM 1900 TO 1500 - PFAF MOVED NORTH 1.2 NM WITH CORRESPONDING ALTITUDE CHANGE AT PFAF USING A 3.00 DEGREE GLIDEPATH.
16. PROFILE LINE 7: CHANGED TCH FROM 52.6 TO I-IAD GLIDESLOPE DESIGN TCH 55.2 - PER AIRNAV.
17. ADDED PBN REQUIREMENTS NOTE 'RNP APCH - GPS. FROM GNATZ OR HUFFF' - PER 8260.19I IMPLEMENTATION MEMO TABLE 'PBN REQUIREMENT NOTES FOR PBN TO ILS'.
18. ADDED EQUIPMENT REQUIREMENT NOTES 'RADAR REQUIRED FOR PROCEDURE ENTRY AT ESPNN, DME OR RADAR REQUIRED, AND DME REQUIRED FOR LOC ONLY' - ALL FIXES EXCEPT FINAL STEPDOWN FIX, VDP, AND RWY THLD (DME ONLY) ARE DME/RADAR FIXES AND PER 8260.19I PARA. 8-6-8A.
19. CHANGED NOTE 'SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 1C OR 1L' TO 'SIMULTANEOUS APPROACH AUTHORIZED' - PER 8260.19I PARA. 8-6-11O(8)(A).
20. CHANGED NOTE FROM 'CAT III ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. S-ILS 1R: CAT IIIA RVR 700; CAT A, B, C, D. CAT IIIB RVR 600; CAT A, B, C, D. CAT IIIC NA' TO 'CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED: S-ILS 1R: CAT A, B, C, D, RVR 600' - PER 8260.19I PARA. 8-6-11M(5).
21. CHANGED FAS OBST 451 TOWER 385049N/0772601W TO 434 TRANSMISSION LINE (51-002387) 385402N/0772554W - NEW OBSTACLE FOUND IN STEPDOWN FIX TO RW01 SEGMENT.
22. ADDED 7:1 OBST 588 AAO 385157N/0772524W - FAF RELOCATION PICKED UP NEW 7:1 OBSTACLE.
23. CHARTED AT OR ABOVE ALTITUDES AT IAFS ESPNN, GNATZ, AND HUFFF - PER 8260.19I PARA. 8-6-10N.
24. ALTERNATE MINIMUMS CHANGED FROM STANDARD - CAT D 800-2 1/2 TO STANDARD - CAT D 900-2 3/4 - DUE TO INCREASE IN CIRCLING CAT D MINIMUMS.
25. LOWERED S-LOC 01R MDA/HAT FROM 760/448 TO 700/388 AND REDUCED CAT C RVR FROM 4000 TO 3500 AND CAT D RVR FROM 5000 TO 3500 - STEPDOWN FIX TIBBY ADDED AND RVR REDUCTION PER 8260.3E TABLE 3-3-1. APPROVED BY FPT/OIT.
26. VDP LOCATION CHANGED FROM '0.94 DME/1.18 NM TO THLD' TO '0.99 DME/0.75 NM TO THLD - ADJUSTED FOR LOWERED S-LOC 1R MDA/HAT.
27. RAISED CIRCLING CAT D MDA/HAA FROM 1060/747 TO 1180/868 AND INCREASED VISIBILITY FROM 2 1/2 TO 2 3/4 - NEW CONTROLLING OBSTACLE. VISIBILITY PER 8260.3E TABLE 3-3-7.
28. AIRPORT ELEVATION LOWERED FROM 313 TO 312 - DATA PULL FROM AIRNAV AND UPDATED AIRPORT SURVEY.
29. RAISED MSA 180-360 ALTITUDE FROM 3400 TO 3500 - NEW CONTROLLING OBSTRUCTION.

03/11/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/20/23.

1. REMOVED PRIMARY MISSED APPROACH AND HOLDING AT JCOBY/BAL 23.95 DME - FLIGHT INSPECTION REPORTED POOR RECEPTION OF BAL VORTAC R-276.
2. ELEVATED ALTERNATE MISSED APPROACH AND HOLDING AT EMI VORTAC TO PRIMARY MISSED APPROACH AND HOLDING - FLIGHT INSPECTION RECOMMENDATION.

04/03/2024: THIS IS AN CORRECTED COPY OF THE FORM APPROVED ON 03/13/24:

1. CHANGED CHART VDP FROM AT 0.99 DME TO AT 0.75 DME- CORRECT ADMINISTRATIVE ERROR
2. CHANGED DISTANCE VDP TO THLD FROM 0.75 NM TO 0.99 NM - CORRECT ADMINISTRATIVE ERROR



STATE
DC

QUALITY
10
CHECKED