

WAAS CH <b>86709</b> <b>W19D</b>	APP CRS <b>191°</b>	Rwy Idg TDZE <b>278</b> Apt Elev <b>312</b>	<b>9400</b>
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# RNAV (GPS) Y RWY 19R

WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

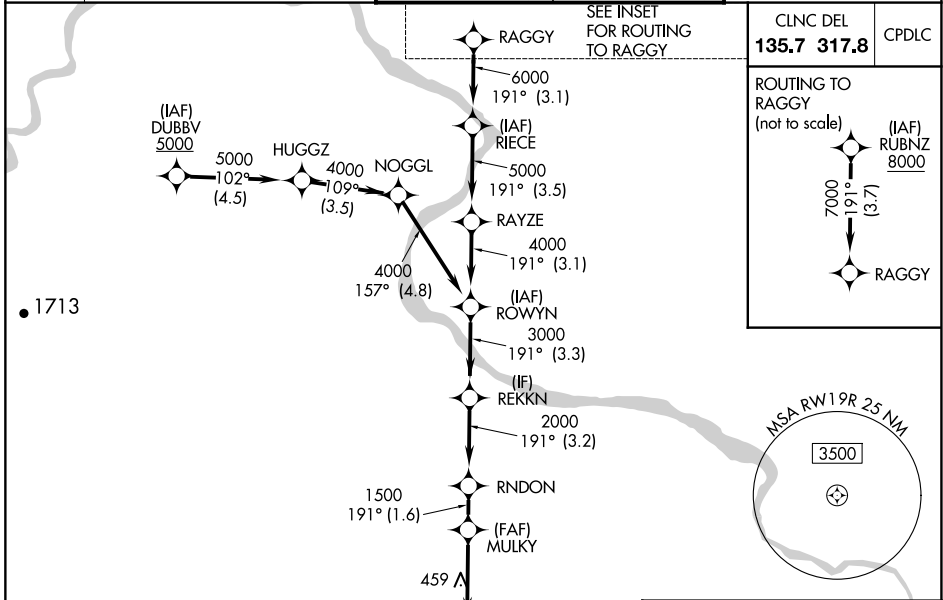
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSf-2

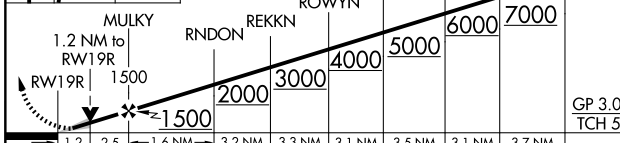


**MISSED APPROACH:** Climb to 800 then climbing right turn to 3000 direct AMOSS and hold.

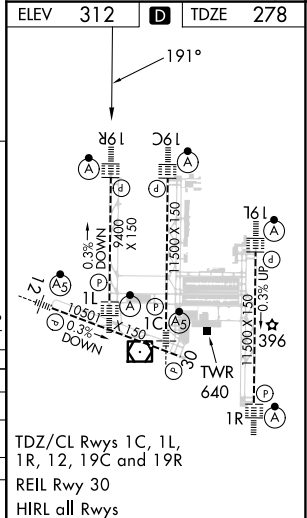
D-ATIS <b>134.85</b>	POTOMAC APP CON <b>120.45 306.925</b> (241°-330°) <b>128.525 306.925</b> (091°-240°) <b>126.1 338.25</b> (331°-090°)	DULLES TOWER <b>120.1 317.8</b> (Rwy 1R/19L) <b>120.25 348.6</b> (Rwy 1C/19C) <b>134.425 348.6</b> (Rwy 1L/19R and 12/30)	GND CON <b>121.9 317.8</b> (EAST) <b>121.625 348.6</b> (WEST)
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800 3000 AMOSS  
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 70).  
RUBNZ RAGGY 8000



CATEGORY	A	B	C	D
LPV DA		478/18	200 (200-1/2)	
LNAV/VNAV DA		708/40	430 (400-3/4)	
LNAV MDA	720/24	442 (500-1/2)	720/45	442 (500-3/4)
CIRCLING	940-1	628 (700-1)	940-1 3/4 628 (700-1 3/4)	1180-2 3/4 868 (900-2 3/4)



TDZ/CL Rwy 1C, 1L, 1R, 12, 19C and 19R  
REIL Rwy 30  
HIRL all Rwy

NE-3, 17 APR 2025 to 15 MAY 2025

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