

WAAS CH 40305 W19B	APP CRS 191°	Rwy Ldg 11089 TDZE 272 Apt Elev 312
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RNAV (GPS) Y RWY 19C
WASHINGTON DULLES INTL (IAD)

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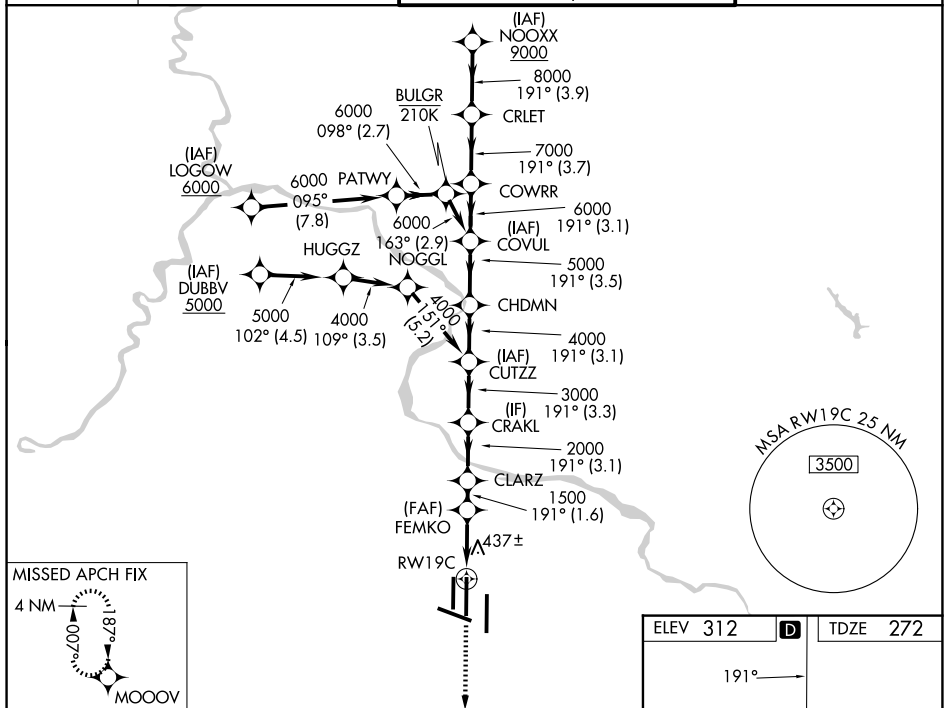
T Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
A Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

ALSF-2



MISSED APPROACH:
Climb to 3000 direct
MOOOV and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
120.45	306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)
134.85	128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)
	126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)	



CATEGORY	A B C D
LPV DA	472/18 200 (200-½)
RNAV/ VNAV DA	700/40 428 (400-¾)
RNAV MDA	700/24 428 (400-½) 700/40 428 (400-¾)
CIRCLING	940-1 628 (700-1) 940-1¾ 628 (700-1¾) 1180-2¾ 868 (900-2¾)

Diagram illustrating the layout of the TDZL/RCLS Rwy 30 and REIL Rwy 30 HIRL lighting systems. The diagram shows two parallel runway centerlines, one labeled 191° and the other labeled TWR. The left centerline (191°) has a series of lights labeled 1R, 1L, 19C, and 19R. The right centerline (TWR) has a series of lights labeled 1R, 1L, 19C, and 19R. The diagram also shows a 30' marker on the left centerline and a 30' marker on the right centerline. The diagram is labeled ELEV 312 and TDZE 272.