

LOC/DME I-SU 110.75 Chan 44 (Y)	APP CRS 191°	Rwy Ldg 9400 TDZE 278 Apt Elev 312
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ILS or LOC RWY 19R
WASHINGTON DULLES INTL (IAD)

RNP APCH-GPS. From DUBBV.

DME or RADAR required. RADAR required for procedure entry at RUBNZ.

T Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 280° and AML VOR/DME R-264 to AMOSS INT/AML 20.4 DME and hold.

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

ALTERNATE MISSED
APCH FIX

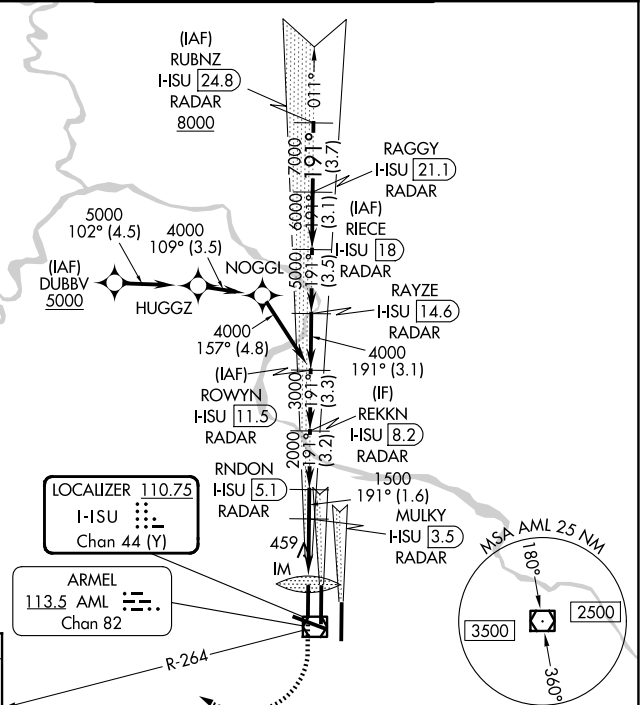
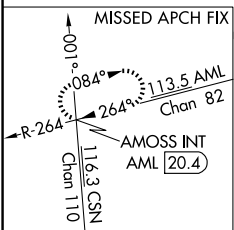
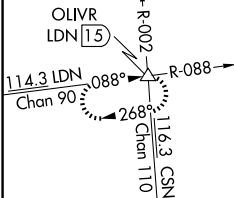


Diagram illustrating the FAF to MAP 3.7 NM approach for Runway 30. The diagram shows a 191° heading, a 19R runway, and various navigation aids including VORTAC (A), TWR, and various altitudes (190, 19C, 1500, 1300, 1050, 1000, 940, 150, 161, 150, 100, 50). It also indicates TDZL/RCLS Rwy 1C, 1L, 1R, 12, 19C and 19R, REIL Rwy 30, and HIRL all rwy.

800 3000 ↑ hdg 280° AML R-264 AMOSS INT REKKN H-<u>8.2</u> RADAR RAYZE H-<u>14.6</u> RADAR RAGGY H-<u>21.1</u> RADAR RUBNZ H-<u>24.8</u> RADAR MULKY H-<u>3.5</u> RADAR RNDON H-<u>5.1</u> RADAR ROWYN H-<u>11.5</u> RADAR RICE H-<u>18</u> RADAR I-<u>0.2</u> IM I-<u>1</u> 1500 I-<u>3.5</u> 1500 I-<u>5.1</u> 1500 I-<u>11.5</u> 1500 I-<u>18</u> 1500 I-<u>21.1</u> 1500 I-<u>24.8</u> 1500 1500 2000 3000 4000 5000 6000 7000 GS 3.00° TCH 55' VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 70)				
CATEGORY	A B C D			
S-ILS 19R	478/18 200 (200-½)			
S-LOC 19R	720/24 442 (500-½)		720/45 442 (500-¾)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)