

WAAS CH 58105 W19A	APP CRS 191°	Rwy Ldg 11500 TDZE 302 Apt Elev 312
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RNAV (GPS) Y RWY 19L
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

T Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
A For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
 Use of FD or AP required during simultaneous operations.
 * RVR 1800 authorized with use of FD or AP or HUD to DA.

ALSF-2



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)	

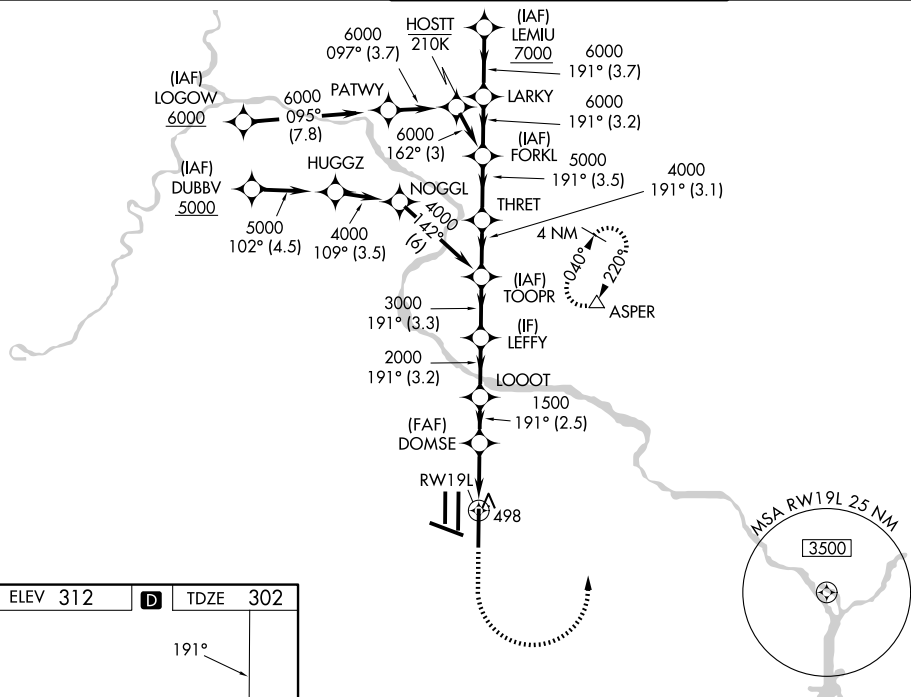


Figure 1: Example of a 4D chart. The left side shows a plan view of the runway layout with Runways 1C, 1L, 1R, 12, 19C, and 19R. The right side shows a 4D profile view of the runway with various flight path parameters. The profile view includes a table with columns for CATEGORY, A, B, C, and D, and rows for LPV DA*, LNAV/VNAV DA, LNAV MDA, and CIRCLING. The table data is as follows:

CATEGORY	A	B	C	D
LPV DA*	502/24	200 (200- $\frac{1}{2}$)		
LNAV/VNAV DA	760/45	458 (500- $\frac{7}{8}$)		
LNAV MDA	760/24 458 (500- $\frac{1}{2}$)	760/45 458 (500- $\frac{7}{8}$)		
CIRCLING	940-1 628 (700-1)	940-1 $\frac{3}{4}$ 628 (700-1 $\frac{3}{4}$)	1180-2 $\frac{3}{4}$ 868 (900-2 $\frac{3}{4}$)	