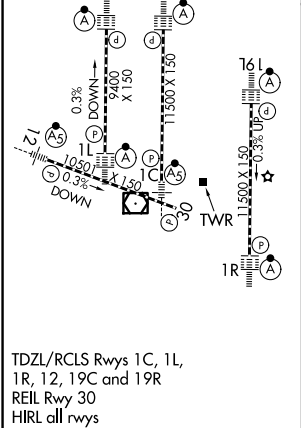
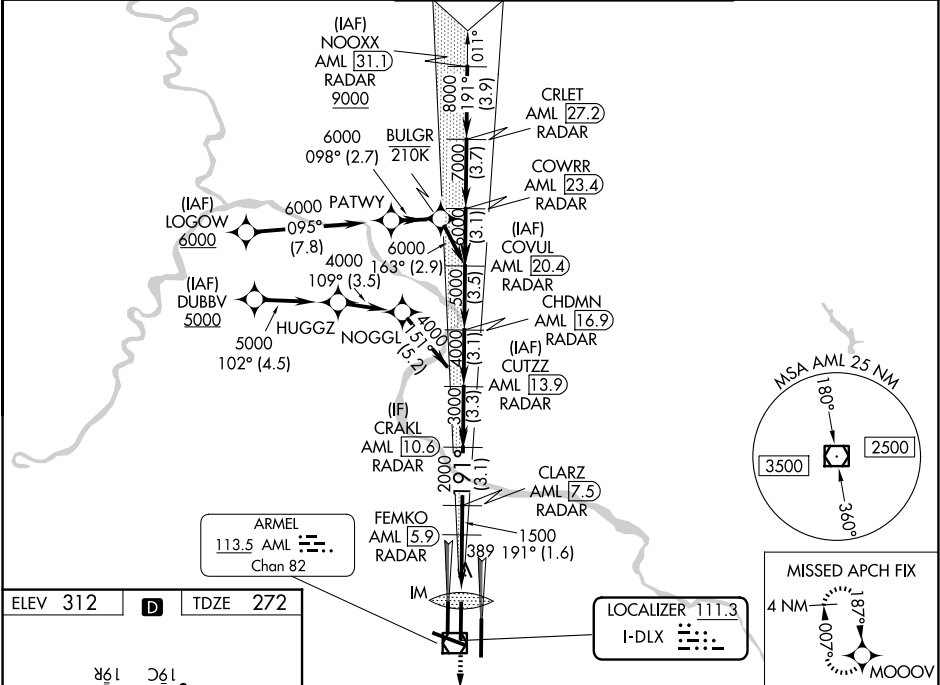


|                           |                        |                                                                |
|---------------------------|------------------------|----------------------------------------------------------------|
| LOC I-DLX<br><b>111.3</b> | APP CRS<br><b>191°</b> | Rwy Ldg <b>11089</b><br>TDZE <b>272</b><br>Apt Elev <b>312</b> |
|---------------------------|------------------------|----------------------------------------------------------------|

ILS RWY 19C (CAT II & III)  
WASHINGTON DULLES INTL (IAD)

|                                                                                                                       |                                                                                                                               |                                                                                                                                       |                                                                     |
|-----------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| RNP APCH - GPS.<br>RADAR required for procedure entry at NOOXX. DME or RADAR required.                                |                                                                                                                               | ALSIF-2                                                                                                                               | MISSED APPROACH:<br>Climb to 3000 direct<br>MOOOV and hold.         |
| Simultaneous approach authorized. DME from AML VOR/DME. DME use requires simultaneous reception of I-DLX and AML DME. |                                                                                                                               |                                                                                                                                       |                                                                     |
| D-ATIS<br><b>134.85</b>                                                                                               | POTOMAC APP CON<br><b>120.45 306.925</b> (241°-330°)<br><b>128.525 306.925</b> (091°-240°)<br><b>126.1 338.25</b> (331°-090°) | DULLES TOWER<br><b>120.1 317.8</b> (Rwys 1R/19L)<br><b>120.25 348.6</b> (Rwys 1C/19C)<br><b>134.425 348.6</b> (Rwys 1L/19R and 12/30) | GND CON<br><b>121.9 317.8</b> (EAST)<br><b>121.625 348.6</b> (WEST) |



|                                                                           |                                                                     |                      |                      |
|---------------------------------------------------------------------------|---------------------------------------------------------------------|----------------------|----------------------|
| 3000 MOOOV                                                                | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00° TCH 72). |                      | NOOXX AML 31.1 RADAR |
| FEMKO AML 5.9 RADAR                                                       | CLARZ AML 7.5 RADAR                                                 | CRKL AML 10.6 RADAR  | CUTZ AML 13.9 RADAR  |
| CHDMN AML 16.9 RADAR                                                      | COVUL AML 20.4 RADAR                                                | COWRR AML 23.4 RADAR | CRLET AML 27.2 RADAR |
| IM 368                                                                    | 1500                                                                | 2000                 | 3000                 |
| 1000                                                                      | 1500                                                                | 2000                 | 3000                 |
| 1.6 NM                                                                    | 3.1 NM                                                              | 3.3 NM               | 3.5 NM               |
| 3.1 NM                                                                    | 3.1 NM                                                              | 3.1 NM               | 3.1 NM               |
| 3.7 NM                                                                    | 3.7 NM                                                              | 3.7 NM               | 3.7 NM               |
| 3.9 NM                                                                    | 3.9 NM                                                              | 3.9 NM               | 3.9 NM               |
| CATEGORY                                                                  | A                                                                   | B                    | C                    |
| S-ILS 19C                                                                 | CAT II                                                              | RA 110/12            | 100 DA 372           |
| S-ILS 19C                                                                 | CAT IIIa                                                            | RVR 07               |                      |
| S-ILS 19C                                                                 | CAT IIIb                                                            | RVR 06               |                      |
| S-ILS 19C                                                                 | CAT IIIc                                                            | NA                   |                      |
| CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED |                                                                     |                      |                      |