

LOC/DME I-HSU <b>110.75</b> Chan <b>44 (Y)</b>	APP CRS <b>191°</b>	Rwy ldg TDZE Apt Elev	<b>9400</b> <b>278</b> <b>312</b>
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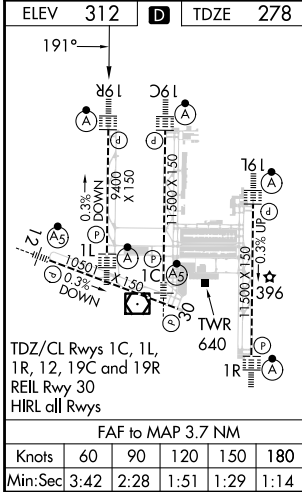
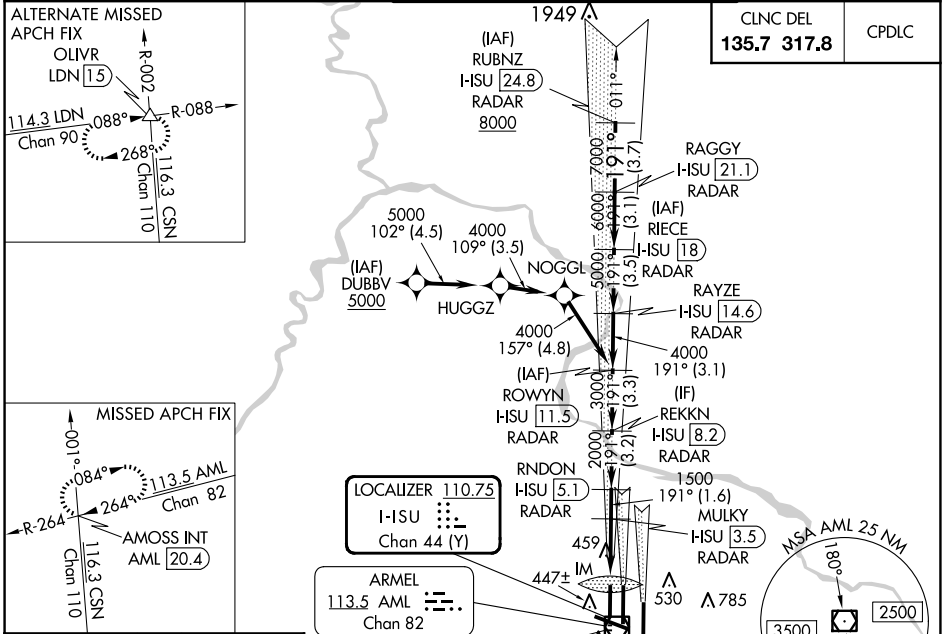
# ILS or LOC RWY 19R

WASHINGTON DULLES INTL (IAD)

RNP APCH-GPS. From DUBBV.  
DME or RADAR required. RADAR required for procedure entry at RUBNZ.  
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 <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> (Rwys 1L/19R and 12/30)	GND CON <b>121.9 317.8 (EAST)</b> <b>121.625 348.6 (WEST)</b>
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ELEV 312	TDZE 278	LOCALIZER 110.75 I-HSU Chan 44 (Y)		ARMEL 113.5 AML Chan 82	
<p>191°</p> <p>800 3000</p> <p>hdg R-264 280°</p> <p>AMOSS INT</p> <p>REKKN I-HSU 8.2 RADAR</p> <p>RAYZE I-HSU 14.6 RADAR</p> <p>RAGGY I-HSU 21.1 RADAR</p> <p>RUBNZ I-HSU 24.8 RADAR</p> <p>ROWYN I-HSU 11.5 RADAR</p> <p>RNDON I-HSU 5.1 RADAR</p> <p>MULKY I-HSU 3.5 RADAR</p> <p>I-HSU DME ANTENNA</p> <p>I-HSU 0.2</p> <p>I-HSU 1 1500</p> <p>I-HSU 3.5 RADAR</p> <p>I-HSU 5.1 RADAR</p> <p>I-HSU 8.2 RADAR</p> <p>I-HSU 11.5 RADAR</p> <p>I-HSU 18 RADAR</p> <p>I-HSU 21.1 RADAR</p> <p>I-HSU 24.8 RADAR</p> <p>8000</p> <p>6000 7000</p> <p>GS 3.00°</p> <p>TCH 55</p> <p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).</p>					
<p>0.1 1.1 2.5 -1.6 NM -3.2 -3.3 -3.1 -3.5 -3.1 -3.7</p>		<p>CATEGORY A B C D</p>			
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 1180-2¾ 628 (700-1¾) 868 (900-2¾)	

NE-3, 20 MAR 2025 to 17 APR 2025

NE-3, 20 MAR 2025 to 17 APR 2025