

D-ATIS  
132.65  
CLNC DEL  
128.25  
CPDLC  
GND CON  
121.7 257.6  
WASHINGTON TOWER  
119.1 257.6

△ JERES

**TOP ALTITUDE:  
5000**

WEST DEP CON

118.95 257.2

WESTMINSTER  
117.9 EMI  
Chan 126

SOOKI

△ SWANN

△ WOOLY

HORTO

AGARD  
△

PALEO  
△

DOCTR

NOTE: RADAR required.

NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in Airport/Facility Directory special notices.

NOTE: ATC assigned only.

**PROHIBITED AREA P-56 1.5 NM  
NORTH OF AIRPORT**

✧ RAMAY

△ GINYA

LINDEN  
114.3 LDN  
Chan 90

CASANOVA  
116.3 CSN  
Chan 110

EAST DEP CON  
125.65 348.725

✧ OTTO

△ FLUKY

ARMEL  
113.5 AML  
Chan 82

WASHINGTON  
111.0 DCA  
Chan 47

✧ DAILY

✧ CLTCH

✧ SCRAM

△ HAFNR

✧ WHINO

△ PAUKI

✧ JDUBB

△ COLIN

MONTEBELLO  
115.3 MOL  
Chan 100

GORDONSVILLE  
115.6 GVE  
Chan 103

**TAKEOFF MINIMUMS**

Rwy 1: 600-2 with minimum climb of 275' per NM to 1500 or standard with minimum climb of 460' per NM to 800.

Rwy 4: 300-2 or standard with minimum climb of 210' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

Rwy 15: 300-1¼ or standard with minimum climb of 215' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

Rwy 19: 300-1½ or standard with minimum climb of 205' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

Rwy 22: 500-2¾ or standard with minimum climb of 305' per NM to 600.

Rwy 33: Standard with minimum climb of 285' per NM to 700.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing left turn as soon as practical to intercept DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .

TAKEOFF RUNWAY 4: Climbing right turn as soon as practical to intercept DCA VOR/DME R-070 to 5000 or as assigned, thence . . . .

TAKEOFF RUNWAY 15: Climbing right turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .

TAKEOFF RUNWAY 19: Climb on DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .

TAKEOFF RUNWAY 22: Climbing left turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .

TAKEOFF RUNWAY 33: Climb on DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .

. . . . expect RADAR vectors to filed/assigned fix. Maintain 5000 or assigned alititude, expect clearance to filed altitude ten (10) minutes after departure.

NE-3, 27 NOV 2025 to 25 DEC 2025

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