

LOC/DME I-OIU <b>110.75</b>	APP CRS <b>011°</b>	Rwy Ldg <b>9400</b>
Chan <b>44</b> (Y)		TDZE <b>296</b>
		Apt Elev <b>312</b>

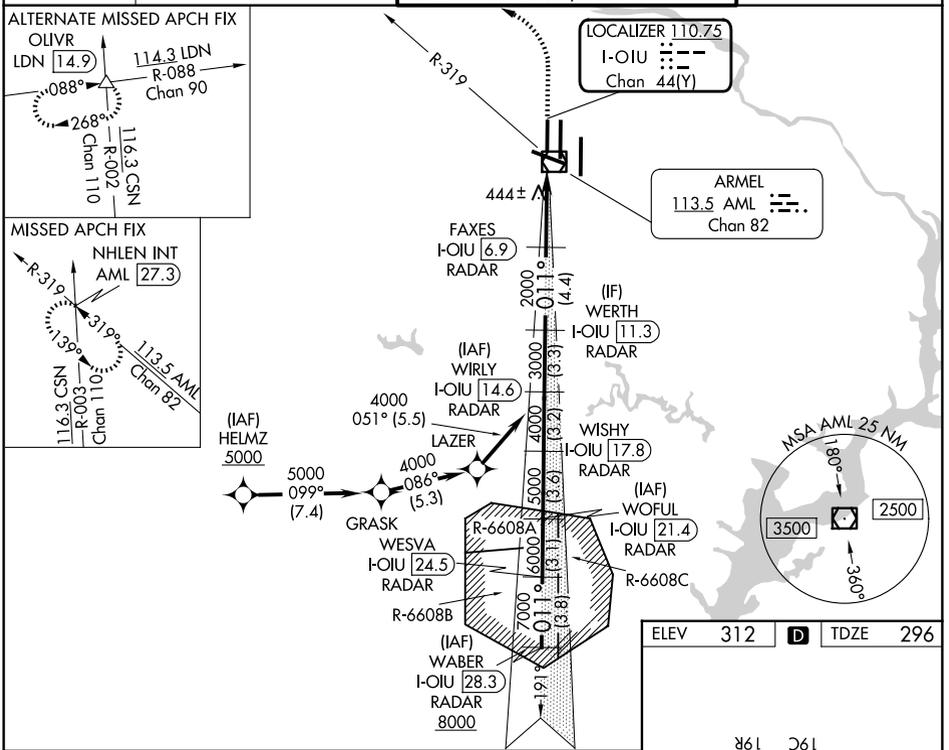
# ILS RWY 1L (CAT II & III)

## WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS. From HELMZ.  
DME or RADAR required.  
RADAR required for procedure entry at WABER.  
Simultaneous approach authorized.

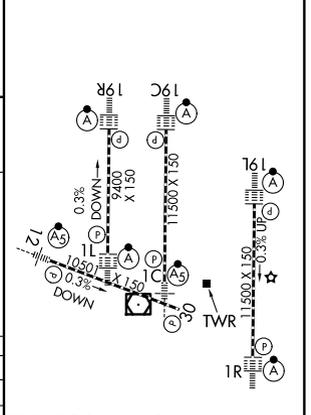
ALSIF-2  
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 276° and on AML VOR/DME R-319 to NHLEN INT/AML 27.3 DME and hold.

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> (Rwys 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</b> (EAST) <b>121.625 348.6</b> (WEST)
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WABER I-OIU 28.3 RADAR	WOFUL I-OIU 21.4 RADAR	WIRLY I-OIU 14.6 RADAR	800	3000	AML R-319	NHLEN INT
WESVA I-OIU 24.5 RADAR	WISHY I-OIU 17.8 RADAR	WERTH I-OIU 11.3 RADAR	7000	6000	5000	4000
3.8 NM	3.1 NM	3.6 NM	3.2 NM	3.3 NM	4.4 NM	5.2 NM
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70). GS 3.00° TCH 55 2000 1108						

ELEV 312	<b>D</b>	TDZE 296
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CATEGORY	A	B	C	D
S-ILS 1L	CAT II RA 97/12		100 DA 396	
S-ILS 1L	CAT III RVR 06			

### CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R  
REIL Rwy 30  
HIRL all rwys

NE-3, 19 FEB 2026 to 19 MAR 2026

NE-3, 19 FEB 2026 to 19 MAR 2026