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| WAAS CH 97509 W01B | APP CRS 011° | Rwy Ldg 11500 TDZE 286 Apt Elev 312 |
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RNAV (GPS) Y RWY 1C

WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

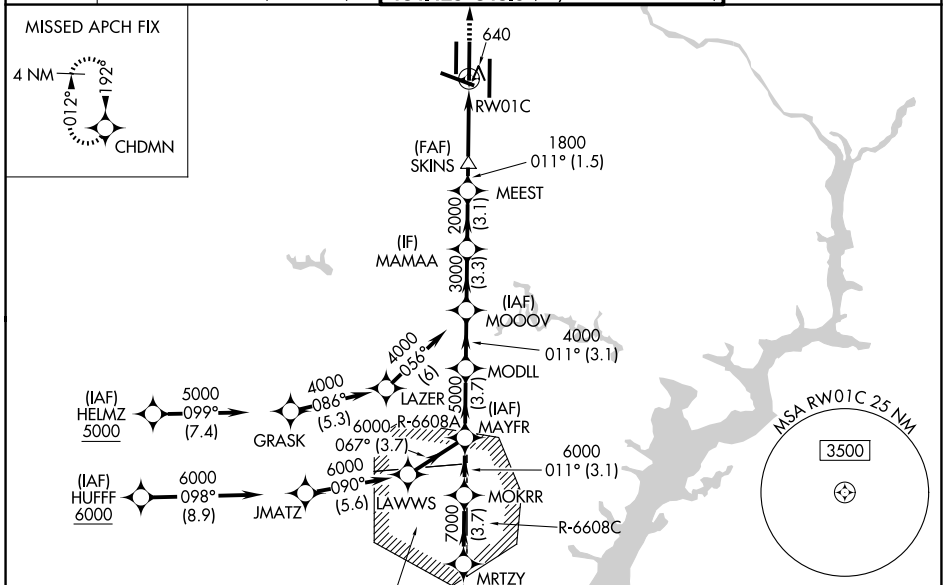
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.
⚠ Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized. For incop ALR, increase LNAV/VNAV all Cats visibility to 1½ SM. Increase LNAV Cat C/D visibility to 1¼ SM.

MALSR



MISSED APPROACH:
Climb to 4000 direct CHDMN and hold, continue climb-in-hold to 4000.

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|-------------------------|---|---|---|
| D-ATIS 134.85 | POTOMAC APP CON 120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°) | DULLES TOWER 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30) | GND CON 121.9 317.8 (EAST) 121.625 348.6 (WEST) |
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NE-3, 14 MAY 2026 to 11 JUN 2026

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| ELEV 312 | D | TDZE 286 |
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TDZL/RCLS Rwys 1C, 1L, 1R, 12, 19C and 19R
 REIL Rwy 30
 HIRL all rwys

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

| | | | | | | | | | |
|--------------|--------|--------|-------------|-------------|--------|--------|--------------|--------------|--------------|
| BROYD | MRTZY | MOKRR | MAYFR | MODLL | MOOOV | MAMAA | MEEST | SKINS | RWY 1C |
| 9000 | 7000 | 6000 | 5000 | 4000 | 3000 | 2000 | 1800 | 1800 | 1800 |
| GP 3.00° | | | | | | | | | |
| TCH 54 | | | | | | | | | |
| | 4.9 NM | 3.7 NM | 3.1 NM | 3.7 NM | 3.1 NM | 3.3 NM | 3.1 NM | 1.5 NM | 2.9 NM |
| CATEGORY | A | | | B | | | C | | D |
| LPV DA | 486/18 | | | 200 (200-½) | | | | | |
| LNAV/VNAV DA | 801/55 | | | 515 (500-1) | | | | | |
| LNAV MDA | 900/24 | | | 614 (600-½) | | 900-1¾ | | 614 (600-1¾) | |
| CIRCLING | 940-1 | | 628 (700-1) | | 940-1¾ | | 628 (700-1¾) | | 1180-2¾ |
| | | | | | | | | | 868 (900-2¾) |

