

|           |            |
|-----------|------------|
| D-ATIS    | 132.65     |
| CLNC DEL  | 128.25     |
| CPDLC     |            |
| GND CON   | 21.7 257.6 |
| ON TOWER  | 19.1 257.6 |
| C DEP CON | 65 348.725 |

WASHINGTON TOWER  
119.1 257.6  
POTOMAC DEP CON  
125.65 348.725

DUPONT  
DQO

10000

11400  
094° → Δ AGARD  
(16)

DOCT  
5000

NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: Turbo-jets only.  
NOTE: DQO transition ATC assigned only.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.  
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 007°, turn left as soon as practical to intercept course 331° to REVGE.  
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.  
NOTE: Do not exceed 220K until REVGE.  
NOTE: If unable to accept climb rate, advise ATC on initial contact.

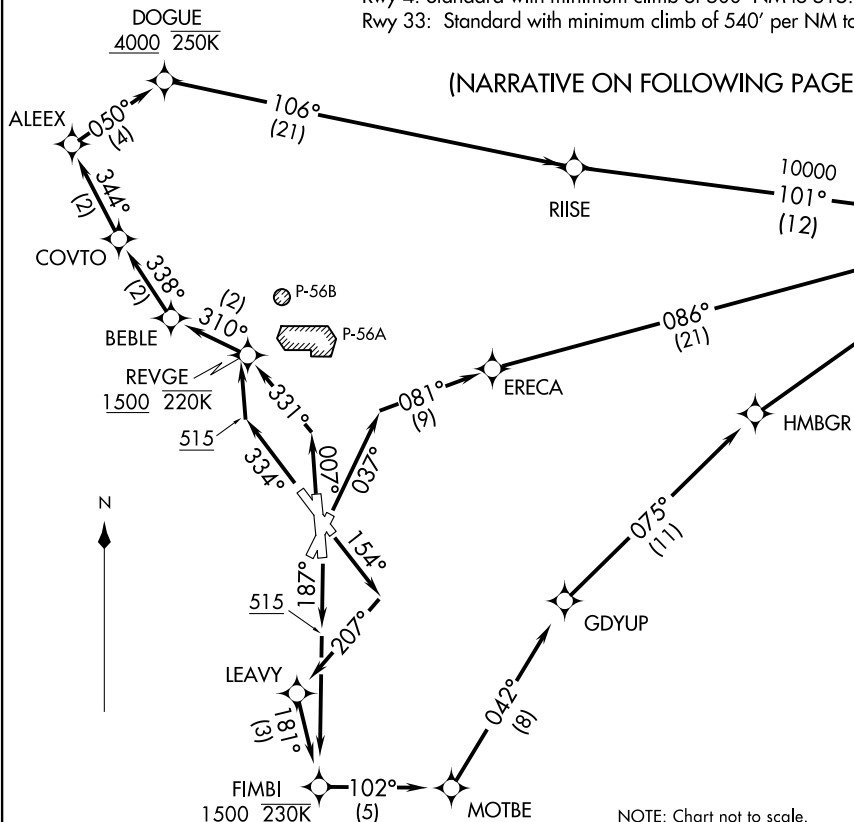
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS:

Rwy 1: Standard with minimum climb of 825' per NM to 600.  
Rwys 15, 19: Standard with minimum climb of 500' per NM to 515.  
Rwy 4: Standard with minimum climb of 500' NM to 515.  
Rwy 33: Standard with minimum climb of 540' per NM to 640.

**TOP ALTITUDE:**  
**5000**



DOCTR FIVE DEPARTURE (RNAV)  
(DOCTR5.DOCTR) 31DEC20

WASHINGTON, DC  
RONALD REAGAN WASHINGTON NTL (DCA)

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| ▼                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| DEPARTURE ROUTE DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| <p><u>TAKEOFF RUNWAY 1:</u> Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344 to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000, thence....</p> <p><u>TAKEOFF RUNWAY 4:</u> Climb on heading 037° to intercept course 081° to ERECA, then on track 086° to DOCTR, cross DOCTR at or above 5000, thence....</p> <p><u>TAKEOFF RUNWAY 15:</u> Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000, thence....</p> <p><u>TAKEOFF RUNWAY 19:</u> Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230 K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000, thence....</p> <p><u>TAKEOFF RUNWAY 33:</u> Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 339° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000, thence....</p> <p>....on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.</p> <p><u>AGARD TRANSITION (DOCTR5.AGARD)</u></p> <p><u>DUPONT TRANSITION (DOCTR5.DQO)</u></p> |  |