

WAAS CH 86310 W12A	APP CRS 121°	Rwy Ldg 10501 TDZE 310 Apt Elev 312
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RNAV (GPS) RWY 12
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.			MISSED APPROACH: Climb to 5000 direct OTSUE and on track 199° to ZULKA and right turn on track 298° to OLIVR and hold.	
 For inop ALS, increase LNAV Cats C/D visibility to RVR 6000.  For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.				
D-ATIS	POTOMAC APP CON	DULLES TOWER		GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)		121.9 317.8 (EAST) 121.625 348.6 (WEST)

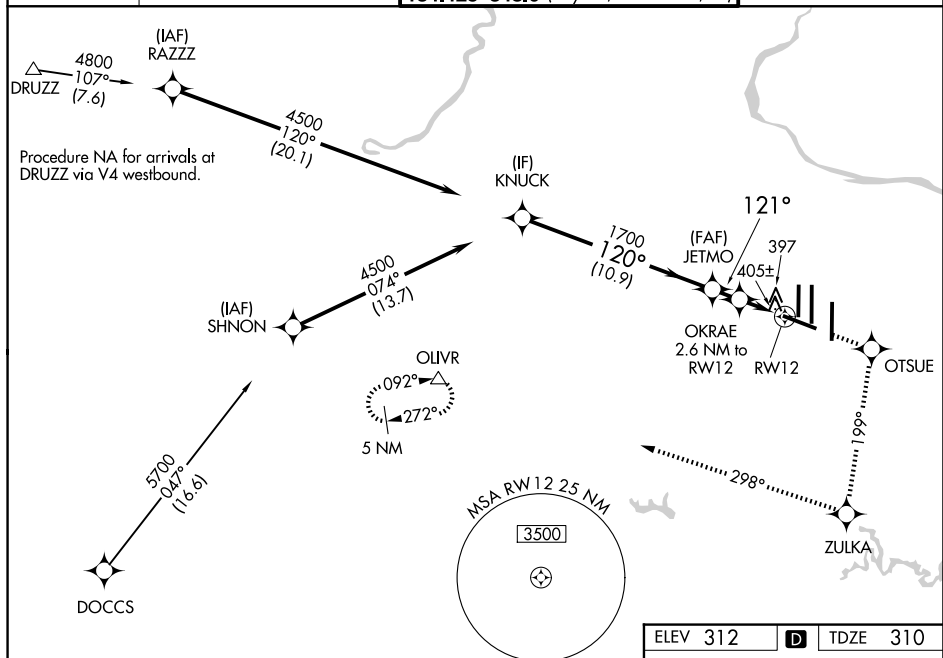


Diagram 1: Non-parallel glidepath

Diagram 1 illustrates a non-parallel glidepath. The diagram shows a horizontal line representing the ground, with a vertical line representing the glidepath. The glidepath is labeled "5000" and "120°". The horizontal line is labeled "1700" and "121°". The vertical line is labeled "1700" and "121°". The horizontal line is labeled "1700" and "121°". The vertical line is labeled "1700" and "121°". The horizontal line is labeled "1700" and "121°". The vertical line is labeled "1700" and "121°".

Category	A	B	C	D
LPV DA	510/18	200 (200-½)		
RNAV/DA	737/50	427 (500-1)		
RNAV MDA	720/24	410 (500-½)	720/40	410 (500-¾)
CIRCLING	940-1	628 (700-1)	940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

Diagram 2: Parallel glidepath

Diagram 2 illustrates a parallel glidepath. The diagram shows a horizontal line representing the ground, with a vertical line representing the glidepath. The glidepath is labeled "5000" and "120°". The horizontal line is labeled "1700" and "121°". The vertical line is labeled "1700" and "121°". The horizontal line is labeled "1700" and "121°". The vertical line is labeled "1700" and "121°". The horizontal line is labeled "1700" and "121°". The vertical line is labeled "1700" and "121°".