RONALD REAGAN WASHINGTON NTL (See WASHINGTON on page 51)

SOUTH CAPITOL STREET HELIPORT (See WASHINGTON on page 52)

WASHINGTON

RONALD REAGAN WASHINGTON NTL (DCA)(KDCA) 3 S UTC–5(–4DT) N38°51.09´ W77°02.26´ **WASHINGTON COPTER**

14 B LRA Class I, ARFF Index C NOTAM FILE DCA **H–10H, 12I, L–29E, 34F, 36I, A IAP, AD**

RWY 01–19: H7169X150 (ASPH–GRVD) S–110, D–200, 2D–360 PCR 580 F/B/W/T HIRL CL

RWY 01: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 54´. RVR–TR Tower.

RWY 19: MALSF. PAPI(P4L)—GA 3.0° TCH 50´. RVR–TR Tree. Rgt tfc.

RWY 15–33: H5204X150 (ASPH–GRVD) S–110, D–200, 2D–360 PCR 540 F/B/W/T MIRL

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 36´. Trees. Rgt tfc.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 37´. Trees.

RWY 04–22: H5000X150 (ASPH–GRVD) S–110, D–200, 2D–360 PCR 420 F/B/W/T MIRL

RWY 04: REIL. PAPI(P4L)—GA 3.25° TCH 52´. Thld dsplcd 200´. Road.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 45´. Ground. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–6869 TODA–6869 ASDA–6869 LDA–6869

RWY 04: TORA–5000 TODA–5000 ASDA–5000 LDA–4800

RWY 15: TORA–5204 TODA–5204 ASDA–5204 LDA–5204

RWY 19: TORA–6869 TODA–6869 ASDA–6869 LDA–6869

RWY 22: TORA–4540 TODA–4540 ASDA–4400 LDA–4400

RWY 33: TORA–5204 TODA–5204 ASDA–5204 LDA–5204

ARRESTING GEAR/SYSTEM

RWY 04: EMAS

RWY 15: EMAS

RWY 33: EMAS

SERVICE: S2 **FUEL** JET A **LGT** Rwy 19 PAPI–4L consists of two PAPI–4L systems. Rwy 19 PAPI–4L is rotated 21 degs to right of cntrln. The rotated PAPI–4L system supports visual and instr apchs to Rwy 19. Adzy, acft on twy create tmpry obstn to PAPI–4L.

NOISE: NOTE: See Special Notices—District of Columbia Ronald Reagan Washington National Airport. Noise Abatement and Prohibited Area (P–56) Avoidance Procedures.

AIRPORT REMARKS: Attended continuously. Flocks of birds on and invof arpt; Fqt gull and geese and duck populations AB over adj river areas. Be advised some aircrews mistake Rwy 15 for Rwy 19. Left–hand turn–offs from Rwy 33 to Twy K prohibited. Ronald Reagan Washington National Arpt (KDCA) is an emerg use only fld for all DoD owned and opr acft. Lgt fm vehicle parking lot lctd 1000 ft SW of Rwy 01 could give false indications of being part of Rwy 01 apch lgt sys drg periods of reduced vis & low ceilings. Twy K ends at Gate 5. Acft arr/dep the general aviation parking area are prohibited from taxiing btn air carrier pushback ops and the gates. Trng flts that include multiple apchs and/or touch and go ops rqr prior permission from the arpt mgr. Rwy 19X exists to support the DCA LDA associated with the ILS. Twy N btn apch end Rwy 15 and Twy K clsd to acft wingspan more than 124 FT. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Ldg fees. NOTE: See Special Notices—Cautionary Area (CA) High Density of Helicopter and Fixed Wing Traffic. NOTE: See Special Notices—Arrival Alert.

AIRPORT MANAGER: 703-417-8050

WEATHER DATA SOURCES: ASOS 132.65 (276) 200–0159. LLWAS. TDWR.

COMMUNICATIONS: D–ATIS 132.65 (703) 419–3917 **UNICOM** 122.95

WASHINGTON RCO 122.2

Ⓡ **POTOMAC APP CON** 119.85 (West/South) 124.2 (East) 124.7

WASHINGTON TOWER 119.1 (121.275 Helicopters) **GND CON** 121.7 **CLNC DEL/PRE TAXI CLNC** 128.25

Ⓡ **POTOMAC DEP CON** 118.95 (West) 125.65 (East) 124.7

CPDLC (LOGON KUSA)

PDC

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WASHINGTON (L) (L) VORW/DME 111.0 DCA Chan 47 N38º51.57´ W77º02.19´ at fld. 10/9W.

VOR unusable:

026º–070º byd 20 NM blo 5,000´
071º–075º byd 20 NM blo 7,000´
076º–105º byd 20 NM blo 5,000´
106º–111º byd 10 NM blo 2,500´
106º–125º byd 20 NM blo 8,000´
126º–145º byd 20 NM blo 5,500´
146º–155º byd 20 NM blo 6,000´
156º–170º blo 5,500´
171º–177º byd 20 NM blo 5,000´
178º–240º byd 20 NM blo 4,500´
241º–247º byd 20 NM blo 10,000´
248º–260º byd 20 NM blo 4,500´
261º–275º byd 20 NM blo 6,000´
276º–283º byd 20 NM blo 7,000´
284º–300º byd 20 NM blo 6,000´
301º–025º byd 20 NM blo 4,500´

DME unusable:

090º–165º byd 30 NM blo 3,000´
241º–247º byd 20 NM blo 10,000´
250º–270º byd 20 NM blo 2,500´
340º–040º byd 30 NM blo 2,500´

GEORGETOWN NDB (MHW) 323 GTN N38º55.79´ W77º07.45´ 148º 6.2 NM to fld. 104/9W.

ILS/DME 109.9 I–DCA Chan 36 Rwy 01. Class IIE.

LDA/DME 111.35 I–VWH Chan 50(Y) Rwy 19X. LOC offset angle 40 deg.

COMM/NAV/WEATHER REMARKS: Lcl flow tfc management turbo jet arr Ronald Reagan Washington National Twr in conjunction with the Washington ARTCC, has implemented a metering plan designed to minimize low alt holding, reduce radar vectors and speeds rqrg the extn of flaps and to provide for an orderly flow of tfc to the final apch crs. Dependent upon the arpt acceptance rate, in–trail spacing btn successive arr may necessitate using speed adjustments prior to reaching the Washington Terminal Area. Descent, under most cond, will be from arr fixes established 30 to 36 miles from the rwy end. Advance ntc as to where to exp descent and when to exp base leg should be given. It is imperative that pilots ctl their descent at a uniform rate to preclude intermediate alt restrictions. Procedures are based on a near idle thrust, 300´ per mile descent in still air cond.

SOUTH CAPITOL STREET HELIPORT (Ø9W) 0 N UTC–5(–4DT) N38º52.12´ W77º00.45´ 10 B NOTAM FILE DCA

WASHINGTON COPTER

HELIPAD H1: H60X60 (ASPH) PERIMETER LGTS

HELIPAD H1: RLLS.

SERVICE: **FUEL** JET A LGT SS–SR. Helipad H1 perimeter.

HELIPORT REMARKS: Attended Mon–Fri 1200–0000Z‡ Sat– Sun 1600–0000Z‡. Open holidays upon reservation. Large loose grvl south and west of pavement. Helipad H1 75´ lgtd bridge 500´ east; 50´ stack 400´ west; 40´ bldg 60´ northeast. Ingress and egress routes northeast and southwest over Anacostia River.

AIRPORT MANAGER: 202-484-8616

COMMUNICATIONS: CTAF/UNICOM 123.05

CLEARANCE DELIVERY PHONE: For CD ctc Potomac Apch at 866-599-3874.
