WASHINGTON DULLES INTL (IAD)(KIAD) 20 W UTC–5(–4DT) N38°56.85´ W77°27.60´ **WASHINGTON COPTER**
312 B LRA Class I, ARFF Index E NOTAM FILE IAD **H–10H, 12I, L–29E, 34E, 36I, A IAP, AD**
RWY 01C–19C: H11500X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCR 1089/R/B/W/T HIRL CL
RWY 01C: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 70´. RVR–TMR
RWY 19C: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72´. RVR–TMR
RWY 01R–19L: H11500X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCR 1005/R/B/W/U HIRL CL
RWY 01R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72´. RVR–TMR
RWY 19L: ALSF2. PAPI(P4L)—GA 3.0° TCH 75´. RVR–TMR Pole. 0.3% up.
RWY 12–30: H10501X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCR 1108/R/B/W/T HIRL CL
RWY 12: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 66´. RVR–TR 0.3% down.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 84´. RVR–TR
RWY 01L–19R: H9400X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCR 1045/R/B/W/T HIRL CL
RWY 01L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70´. RVR–TMR 0.3% down.
RWY 19R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70´. RVR–TMR
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01C: TORA–11500 TODA–11500 ASDA–11500 LDA–11500
RWY 01L: TORA–9400 TODA–9400 ASDA–9400 LDA–9400
RWY 01R: TORA–11500 TODA–11500 ASDA–11500 LDA–11500
RWY 12: TORA–10501 TODA–10501 ASDA–10501 LDA–10501
RWY 19C: TORA–11500 TODA–11500 ASDA–11500 LDA–11089
RWY 19L: TORA–11500 TODA–11500 ASDA–11500 LDA–11500
RWY 19R: TORA–9400 TODA–9400 ASDA–9400 LDA–9400
RWY 30: TORA–10501 TODA–10501 ASDA–10501 LDA–10501
SERVICE: S4 **FUEL** 100LL, JET A **OX** 1, 3 **LGT** Rwy status lgts are in opn.
AIRPORT REMARKS: Attended continuously. Large flocks of birds on and invof arpt/deer invof arpt. Pilots conducting EFVS ops; be aware LED ALS in use Rwy 01C. During periods of acft saturation long term parking may not be available. Services for fuel and go only will be available. Flt trng btn 0300–1200Z‡ prohibited. Itnrnt acft ctc FBO on 122.95 or 129.77 for svcs. ACR push backs and pwr from all apron positions rqr clnc from MWAA Ramp twr. B747–8 rstd to max taxi speed 17 kt (20 MPH) on Twy J. All acft with wingspan exceeding 118´ are rstd from using Taxilane A btn Taxilane A1 and A5. Txl E1 clsd to acft wingspan more than 118 ft. Engine run–ups btn 2200L and 0700L rqr prior apvl from arpt ops. Runup blx for Rwy 30 dsgnd as non–movement area. Taxilane C active, pushback clncs on North side of midfld terminal are onto Taxilane D only unless otherwise authorized. All 180° turns out of apron positions shall be made using minimum pwr. Rwy 30 departures use upper antenna for ATC communications. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Ldg fee. Flight Notification Service (ADCUS) available.
AIRPORT MANAGER: 703-572-2730
WEATHER DATA SOURCES: ASOS 134.85 (571) 250–7817. TDWR.
COMMUNICATIONS: D–ATIS 134.85 571–323–6374. **UNICOM** 122.95
Ⓡ **POTOMAC APP CON** 128.525 (091°–240°) 126.1 (331°–090°) 120.45 (241–330°) Air surveillance radar unavbl abv 15,000´.
TOWER 120.1 (Rwy 01R–19L) 120.25 (Rwy 01C–19C) 134.425 (Rwy 01L–19R, Rwy 12–30)
MIDFIELD RAMP CON 129.55
GND CON 121.625 (West) 121.9 (East) **CLNC DEL** 135.7
Ⓡ **POTOMAC DEP CON** 126.65 (190°–300°) 125.05 (300°–010°) Air surveillance radar unavbl abv 15,000´.
CPDLC (LOGON KUSA)
PDC
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE IAD.
ARMEL (L) (L) VORW/DME 113.5 AML Chan 82 N38°56.08´ W77°28.00´ at fld. 296/8W.
VOR unusable:
055°–092° blo 4,500´
093°–115°
116°–210° blo 4,500´
DME unusable:
055°–210° byd 28 NM blo 2,500´
211°–230° byd 30 NM blo 3,000´
ILS 111.3 I–OSZ Rwy 01C. Class IIE.
ILS/DME 110.75 I–OIU Chan 44(Y) Rwy 01L. Class IIIE. LOC unusable byd 25° left of course.
ILS/DME 110.1 I–IAD Chan 38 Rwy 01R. Class IIIE.
ILS 109.3 I–AJU Rwy 12. Class IE.
ILS 111.3 I–DLX Rwy 19C. Class IIIE.
ILS/DME 110.1 I–SGC Chan 38 Rwy 19L. Class IIE.
ILS/DME 110.75 I–ISU Chan 44(Y) Rwy 19R. Class IIIE.