

ILS or LOC/DME RWY 1L
WASHINGTON DULLES INTL (IAD)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VOR/DME R-270 to OLVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ALTERNATE MISSED APCH FIX	D-ATIS 134.85
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GND CON	
121.9	317.8 (EAST)
121.625	348.6 (WEST)

CLNC DEL
135.7 317.8

D-ATIS
134.85

LOCALIZER 110.75
I-OIU ---
Chan 44 (Y)

CPDLC

CASANOVA
116.3 CSN 
Chan 110

4000
088° -
(18.3)

$$\begin{array}{r} 1498 \\ \Delta 1471 \end{array}$$

ARMEL
113.5 AML $\div$
Chan 82

MSA AML 25 NM

180°

3400

2500

360°

DME or RADAR REQUIRED

Diagram illustrating a 3.00° glidepath not coincident with VGS Angle (3.00/TCH 70). The diagram shows a 3.00° glidepath (GS 3.00° TCH 55) and a VGS glidepath (VGS 3.00/TCH 70). The glidepaths are not coincident. The diagram includes a scale bar with distances of 4.4 NM, 3.5 NM, 3.1 NM, 3.9 NM, 0.8 NM, and 0.1 NM. The diagram also shows a 3.00° glidepath (GS 3.00° TCH 55) and a VGS glidepath (VGS 3.00/TCH 70). The diagram includes a scale bar with distances of 4.4 NM, 3.5 NM, 3.1 NM, 3.9 NM, 0.8 NM, and 0.1 NM.

CATEGORY	A	B	C	D
S-ILS 1L	496/18 200 (200-½)			
S-LOC 1L	660/24 364 (400-½)			660/40 364 (400-¾)
CIRCLING	940-1 627 (700-1)	940-1¾ 627 (700-1¾)		1060-2½ 747 (800-2½)

ELEV 313

D

TDZE 296

19R

19C

16L

12

1C

1R

0.3% DOWN

0.3% UP

011°

TDZ/CL Rwy's 1C, 1L, 1R, 12, 19C and 19R

REIL Rwy 3C

HIRL all Rwy's