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Airport Information For KDCA

Terminal Charts For KDCA

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: WASHINGTON DC USA
ICAO/IATA: KDCA / DCA
Lat/Long: N38° 51.09', W077° 02.26'
Elevation: 14 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 11.0° W
Sectional Chart: Washington

Fuel Types: Jet A
Oxygen Types: Low Pressure
Repair Types: Minor Airframe, Minor Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1016 Z
Sunset: 0011 Z

Runway Information

Runway: 01
Length x Width: 7169 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 04
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, REIL
Displaced Threshold: 200 ft

Runway: 15
Length x Width: 5204 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, REIL

Runway: 19
Length x Width: 7169 ft x 150 ft

Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline

Runway: 22
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, REIL

Runway: 33
Length x Width: 5204 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, REIL

Communication Information

ATIS: 132.650
Washington Tower: 119.100
Washington Ground: 121.700
Washington Clearance Delivery: 128.250
Washington Clearance Pre-Taxi: 128.250 Pre-Departure Clearance
Potomac Approach: 124.700
Potomac Approach: 119.850
Potomac Approach: 124.200
Potomac Terminal Control Area: 124.200
Potomac Terminal Control Area: 119.850
Potomac Departure: 118.950
Potomac Departure: 125.650
Washington UNICOM: 122.950
Washington Helicopter: 134.350
Leesburg FSS: 122.200 RCO

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SFRA/FRZ

REAGAN WASHINGTON NATL

10 JUL 09

10-1B1

WASHINGTON, DC (VA)

ADVISORY

Washington D.C. SFRA Special Flight Rules Area

WARNING

This document only contains an overview of the rules for the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ). Pilots must review 14 CFR Parts 1 and 93 and published NOTAMS for exact procedures and other details.

Pursuant to 49 U.S.C 40103(b), the Federal Aviation Administration (FAA) classifies the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ) as "National Defense Airspace". Any person who knowingly or willfully violates the rules concerning operations in this airspace is subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by federal law enforcement/security personnel and/or DOD.

It is strongly recommended that all pilots flying under Visual Flight Rules (VFR) within 100 NM of the DCA VOR/DME complete special awareness training for the Washington DC Metropolitan Area. This training is mandatory for all pilots that fly under VFR within 60 NM of the DCA VOR/DME (14 CFR Parts 61 and 91). This training is available in the Aviation Learning Center at <http://www.faasafety.gov>.

Because identification and control of aircraft is required for reasons of national security, the areas described here constitute National Defense Airspace. The purpose of establishing this area is to facilitate the tracking of, and communication with, aircraft to deter persons who would use an aircraft as a weapon, or as a means of delivering weapons, to conduct an attack on persons, property, or buildings in the area. This applies to pilots conducting any type of flight operations in the airspace designated as the Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA), which includes the airspace designated as the Washington, D.C. Metropolitan Area Flight Restricted Zone (DC FRZ).

DEFINITIONS

Washington, D.C. Metropolitan Area Special Flight Rules Area (DC SFRA) is an area of airspace over the surface of the earth where the ready identification, location, and control of aircraft is required in the interest of national security. Specifically, the DC SFRA is that airspace, from the surface to, but not including, FL 180, within a 30-mile radius of Lat. 38°51'34" N., Long. 077°02'11" W., or the DCA VOR/DME. The DC SFRA includes the DC FRZ.

DC SFRA flight plan is a flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC SFRA. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

Washington, D.C. Metropolitan Area Flight Restricted Zone (DC FRZ) is a special use airspace, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. This area, excluding the airspace within a one nautical mile radius of the Freeway Airport, W00, Mitchellville, MD from the surface up to but not including flight level (FL) 180. The DC FRZ is within and part of the Washington, D.C. Metropolitan Area SFRA.

DC FRZ flight plan is a flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC FRZ. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

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10-1B2

WASHINGTON, DC (VA)

ADVISORY

FAILURE TO COMPLY

- (a) *Any violation:* The FAA may take civil enforcement action against a pilot for violations, weather inadvertent or intentional, including imposition of civil penalties and suspension or revocation of airmans's certificates.
- (b) *Knowing or willful violations:* The DC FRZ and DC SFRA were established for reasons of national security under the provisions of 49 U.S.C. 40103(b)(3). Areas established by the FAA under that authority constitute "National Defense Airspace" as that term is used in 49 U.S.C. 46307. In addition to being subject to the provisions of paragraph (a) of this section, persons who knowingly or willfully violate national defense airspace established pursuant to 49 U.S.C. 40103(b)(3) may be subject to criminal prosecution.

REQUIREMENTS FOR OPERATING IN THE DC SFRA, INCLUDING THE DC FRZ

- (a) Except as provided in paragraphs (b) and (c) of this section, or unless authorized by Air Traffic Control, no pilot may operate an aircraft, including an ultralight vehicle or any civil aircraft or public aircraft, in the DC SFRA, including the DC FRZ, unless-
 - (1) The aircraft is equipped with an operable two-way radio capable of communicating with Air Traffic Control on appropriate radio frequencies;
 - (2) Before operating an aircraft in the DC SFRA, including the DC FRZ, the pilot establishes two-way radio communications with the appropriate Air Traffic Control facility and maintains such communications while operating the aircraft in the DC SFRA, including the DC FRZ;
 - (3) The aircraft is equipped with an operating automatic altitude reporting transponder;
 - (4) Before operating an aircraft in the DC SFRA, including the DC FRZ, the pilot obtains and transmits a discrete transponder code from Air Traffic Control, and the aircraft's transponder continues to transmit the assigned code while operating within the DC SFRA;
 - (5) For VFR operations, the pilot must file and activate a DC FRZ or DC SFRA flight plan by obtaining a discrete transponder code. The flight plan is closed upon landing at an airport within the DC SFRA or when the aircraft exits the DC SFRA;
 - (6) Before operating the aircraft into, out of, or through the Washington, D.C. Tri-Area Class B Airspace Area, the pilot receives a specific Air Traffic Control clearance to operate in the Class B Airspace Area; and
 - (7) Before operating the aircraft into, out of, or through Class D airspace area that is within the DC SFRA, the pilot complies with FAR 91.129.
- (b) Paragraph (a)(5) of this section does not apply to operators of Department of Defense aircraft, law enforcement operations, or lifeguard or air ambulance operations under an FAA/TSA airspace authorization, if the flight crew is in contact with Air Traffic Control and is transmitting an Air Traffic Control - assigned discrete transponder code.
- (c) Pilots must transmit the assigned transponder code. No pilot may use transponder code 1200 while in the DC SFRA.

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REAGAN WASHINGTON NATL 10 JUL 09 10-1B3

WASHINGTON, DC (VA)

ADVISORY**AIRCRAFT OPERATING IN THE DC FRZ**

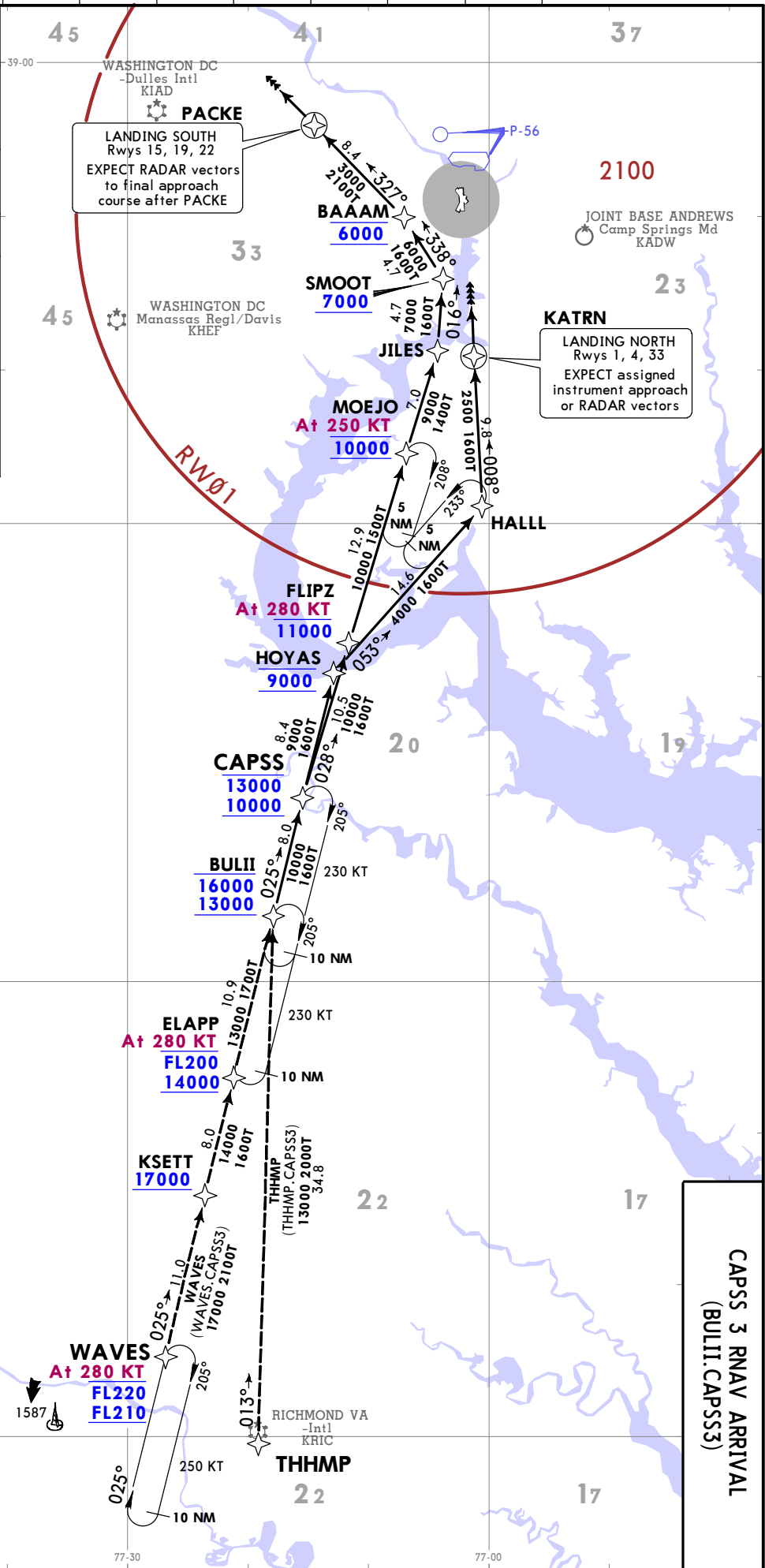
- (a) Except as provided in paragraph (b) of this section, no pilot may conduct any flight operation under part 91, 101, 103, 105, 125, 133, 135, or 137 of this chapter in the DC FRZ, unless the specific flight is operating under an FAA/TSA authorization.
- (b) Department of Defense (DOD) operations, law enforcement operations, and lifeguard or air ambulance operations under an FAA/TSA airspace authorization are excepted from the prohibition in paragraph (a) of this section if the pilot is in contact with Air Traffic Control and operates the aircraft transponder on an Air Traffic Control-assigned beacon code.
- (c) The following aircraft operations are permitted in the DC FRZ:
 - (1) Aircraft operations under the DCA Access Standard Security Program (DASSP) (49 CFR part 1562) with a Transportation Security Administration (TSA) flight authorization.
 - (2) Law enforcement and other U.S. Federal aircraft operations with prior FAA approval.
 - (3) Foreign-operated military and state aircraft operations with a State Department-authorized diplomatic clearance, with State Department notification to the FAA and TSA.
 - (4) Federal, State, Federal DOD contract, local government agency aircraft operations and part 121, 129 or 135 air carrier flights with TSA-approved full aircraft operator standard security programs/procedures, if operating with DOD permission and notification to the FAA and the National Capital Regional Coordination Center (NCRCC). These flights may land and depart Andrews Air Force Base, MD, with prior permission, if required.
 - (5) Aircraft operations maintaining radio contact with Air Traffic Control and continuously transmitting an Air Traffic Control-assigned discrete transponder code. The pilot must monitor VHF frequency 121.5 or UHF frequency 243.0.
- (d) Before departing from an airport within the DC FRZ, or before entering the DC FRZ, all aircraft, except DOD, law enforcement, and lifeguard or air ambulance aircraft operating under an FAA/TSA airspace authorization must file and activate an IFR or a DC FRZ or a DC SFRA flight plan and transmit a discrete transponder code assigned by an Air Traffic Control Facility. Aircraft must transmit the discrete transponder code at all times while in the DC FRZ or DC SFRA.

RESOURCES

Direct any questions about the DC SFRA/FRZ or JYO Maneuvering Area to the FAA Representative at the National Capitol Region Coordination Center (NCRCC), telephone 866-598-9522. Information about waiver applications and TSA security authorization is at http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers.shtm or by calling the TSA at 571-227-2071.

CHANGES: Reissue.

D-ATIS 132.65		Apt Elev 14
Alt Set: INCHES Trans level: FL180		
RNAV 1 DME/DME/IRU or GPS required		
1. RADAR required. 2. Turbojet aircraft only.		
CAPSS 3 RNAV ARRIVAL (BULII.CAPSS3)		
ROUTING		
From BULII on track 025° to CAPSS.		
LANDING		
NORTH (RWYS 1, 4, 33)	From CAPSS on track 025° to HOYAS, then on track 053° to HALL, then on track 008° to KATRN, then on track 008°. EXPECT assigned instrument approach or RADAR vectors.	
SOUTH (RWYS 15, 19, 22)	From CAPSS on track 028° to FLIPZ, then on track 028° to MOEJO, then on track 016° to SMOOT, then on track 338° to BAAAM, then on track 327° to PACKE, then on track 327°. EXPECT RADAR vectors to final approach course.	



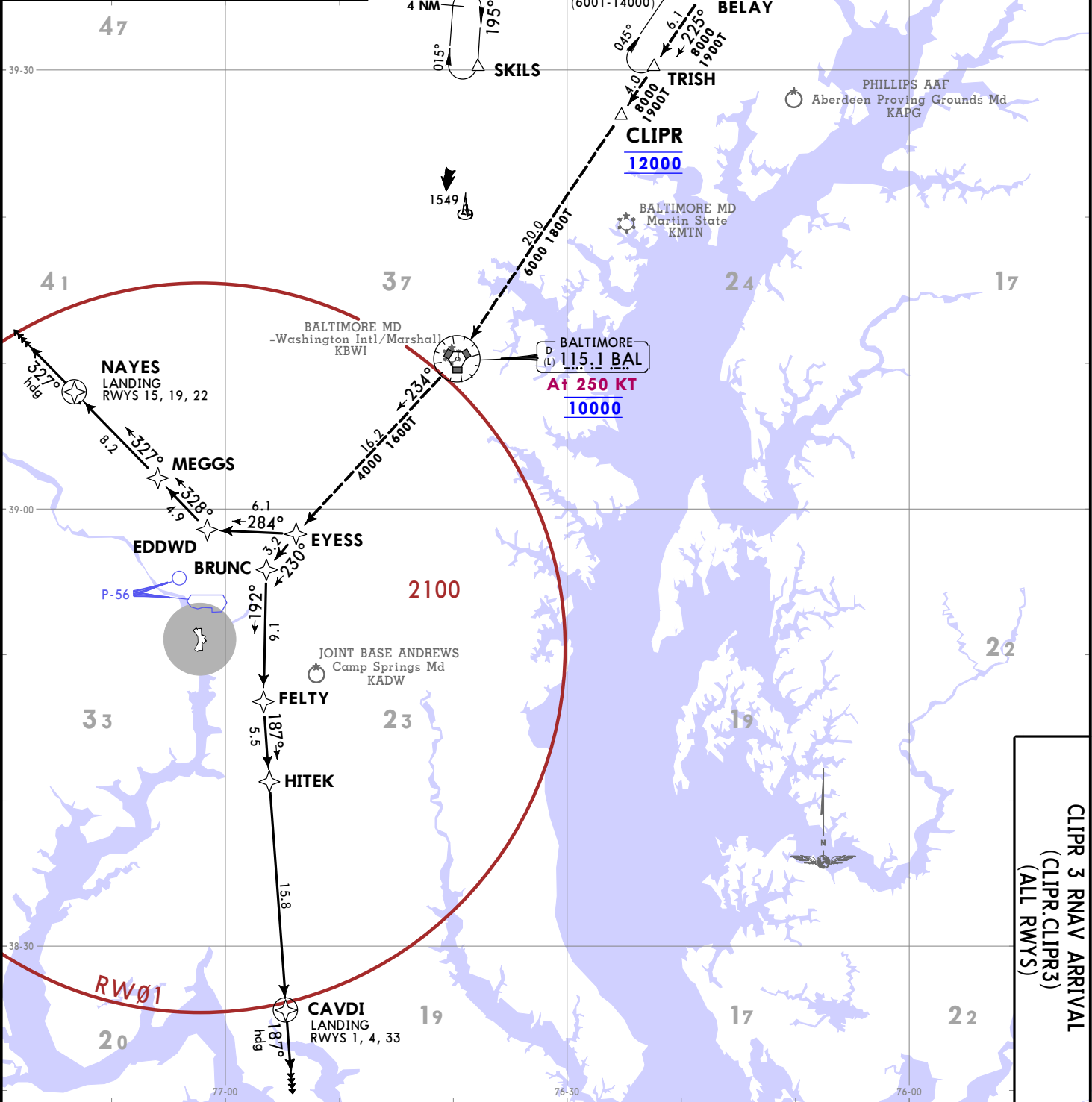
KDCA/DCA
RONALD REAGAN
WASHINGTON NATL

JEPPesen
4 AUG 23 10-2 EFF 10 AUG
RNAV STAR
WASHINGTON, DC (VA)

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CHANGES: Procedure renumbered, revised.

D-ATIS 132.65		Apt Elev 14
Alt Set: INCHES Trans level: FL180		
RNAV 1 - DME/DME/IRU or GPS		
1. RADAR required. 2. Prohibited Area (P-56) 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid surface to 18000 MSL.		
CLIPR 3 RNAV ARRIVAL (CLIPR.CLIPR3) (ALL RWYS)		
RWY	LANDING	
1, 4, 33	From EYESS on track 230° to BRUNC, then on track 192° to FELTY, then on track 187° to HITEK, then on track 187° to CAVDI, then heading 187°. EXPECT RADAR vectors to final approach course.	
15, 19, 22	From EYESS on track 284° to EDDWD, then on track 328° to MEGGS, then on track 327° to NAYES, then on heading 327°. EXPECT RADAR vectors to final approach course.	



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**CLIPR 3 RNAV ARRIVAL
(CLIPR.CLIPR3)
(ALL RWYS)**

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WASHINGTON, DC (VA)
RNAV STAR
10 MAY 24 (10-2B) Eff 16 May
JEPPESEN

D-ATIS
132.65
 Apt Elev
14

All Set: INCHES Trans level: FL180
1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.
 4. Turbojet aircraft only.
 5. Prohibited Area (P-56) 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid surface to 18000 MSL.

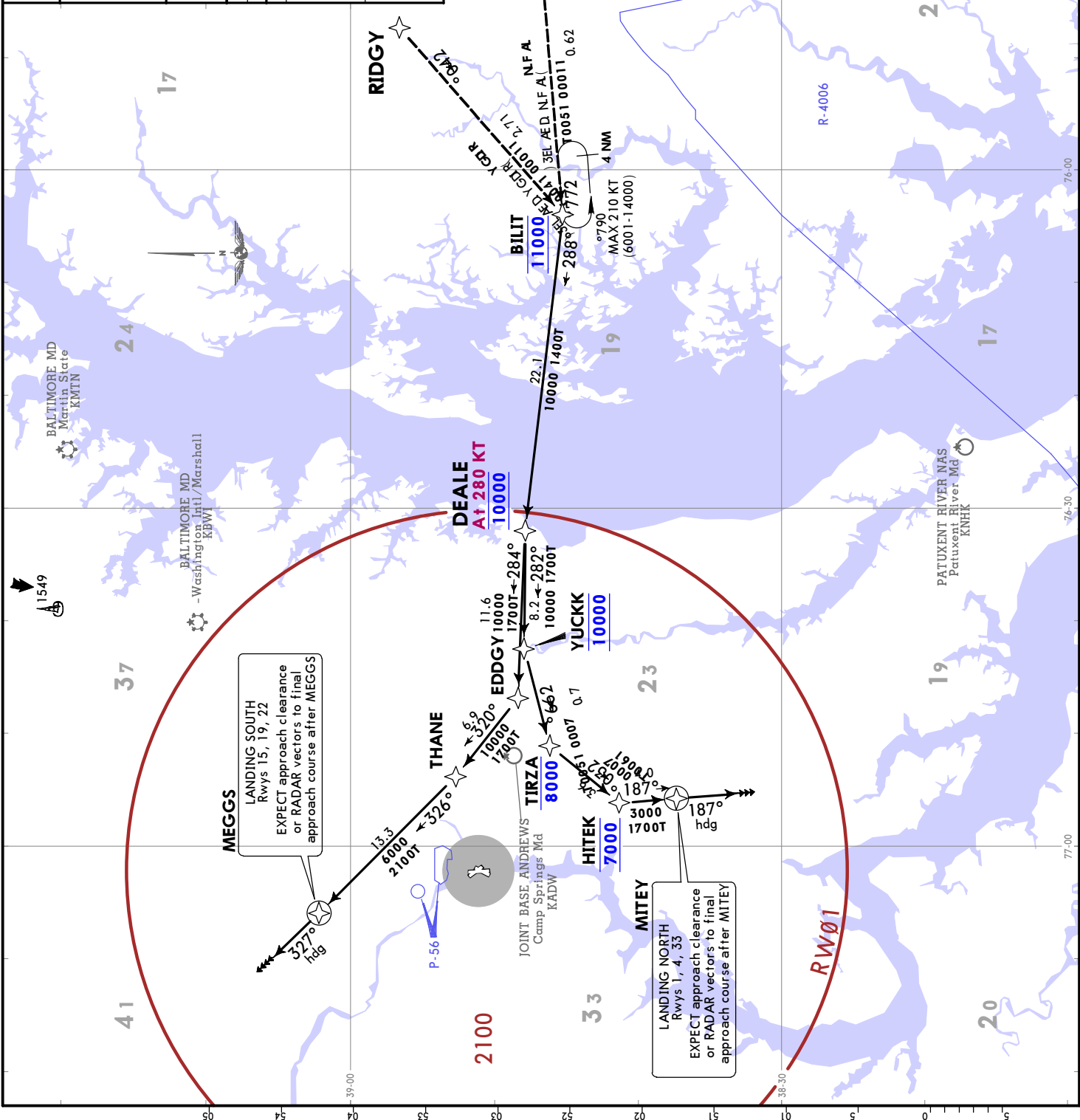
DEALE 3 RNAV ARRIVAL (BILIT.DEALE3)

ROUTING
 From BILIT on track 288° to DEALE.

LANDING

NORTH (RWYS 1, 4, 33)
 From DEALE on track 282° to YUCCK, then on track 266° to TIRZA, then on track 230° to HITEK, then on track 187° to MITEY, then on heading 187°. EXPECT RADAR vectors to final approach course.

SOUTH (RWYS 15, 19, 22)
 From DEALE on track 284° to EDDGY, then on track 320° to THANE, then on track 326° to MEGGS, then on heading 327°. EXPECT RADAR vectors to final approach course.



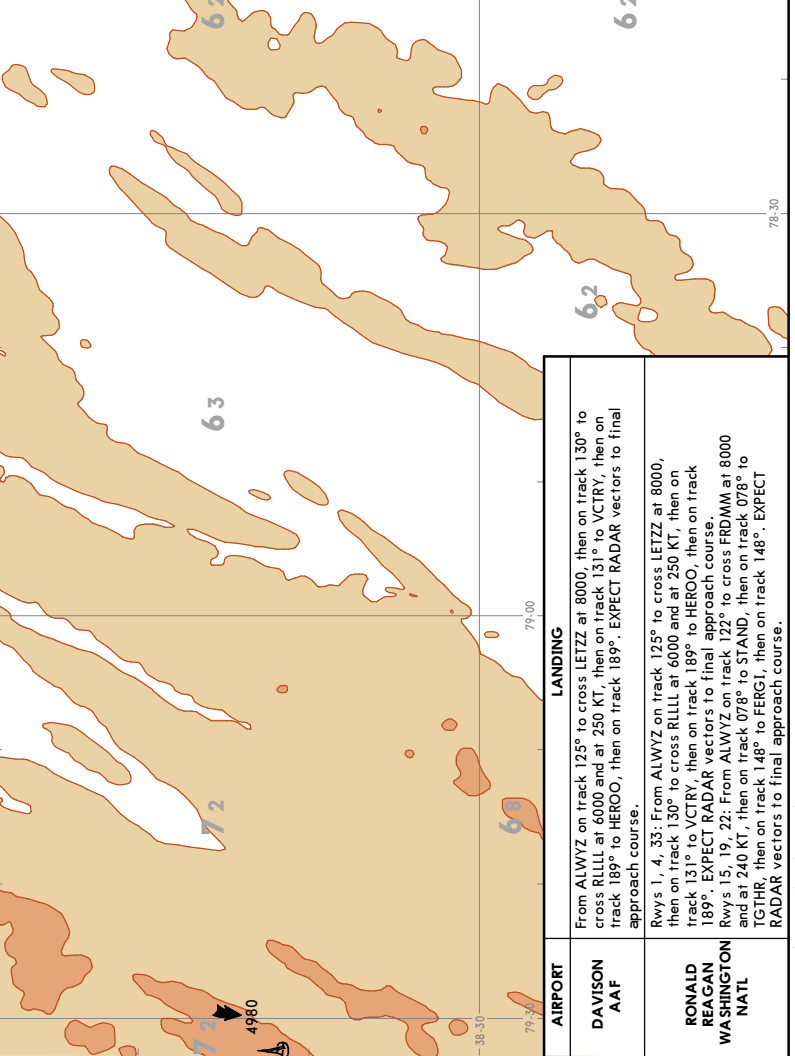
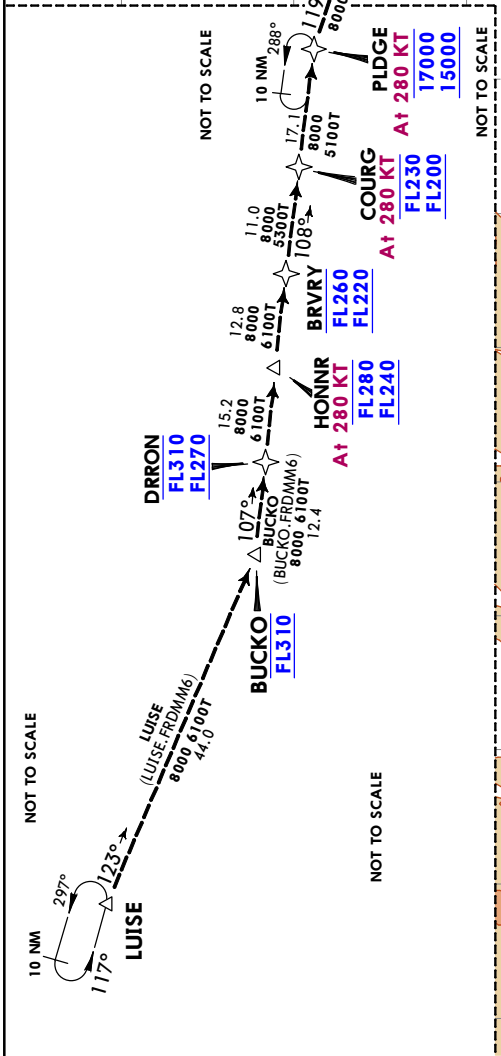
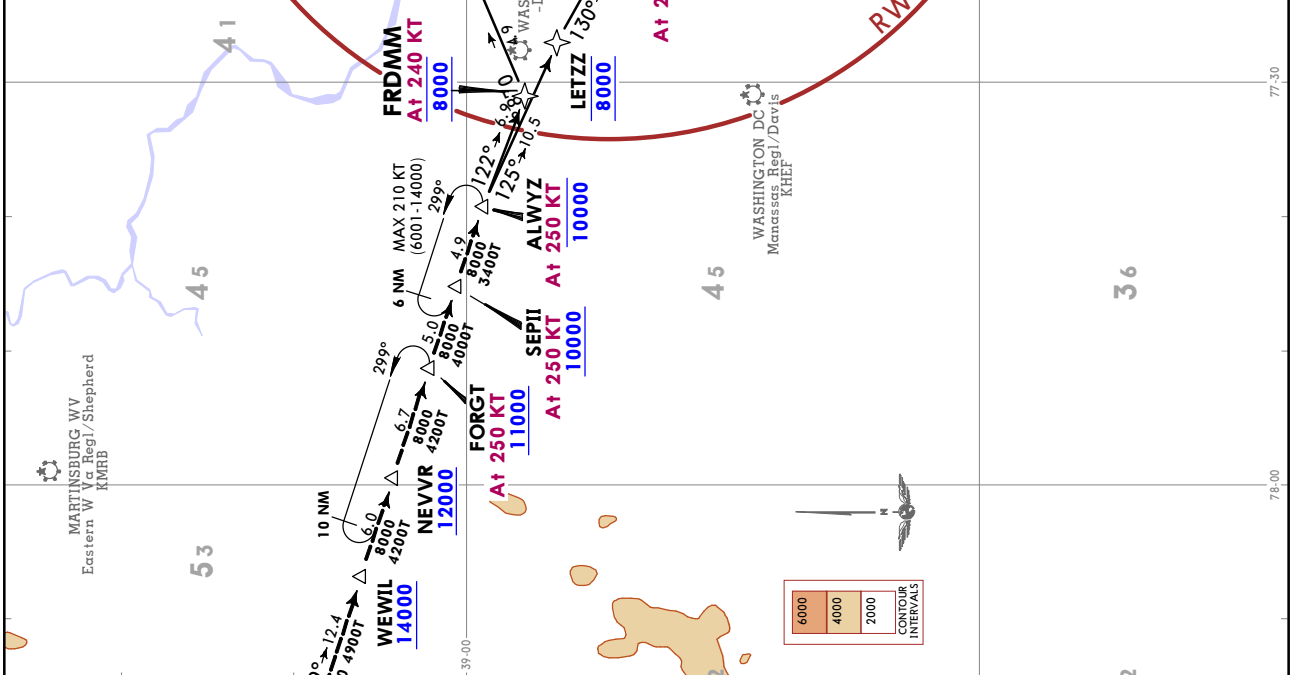
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 WASHINGTON NATL

WASHINGTON, DC (VA)
RNAV STAR
 10 MAY 24 (10-2C) Eff 16 May

KDCA/DCA
 RONALD REAGAN
 WASHINGTON NATL

RONALD REAGAN WASHINGTON NATL D-ATIS	Apf Elev See Graphic
132.65	
Alt Set: INCHES Trans level: FL180	
RNAV 1 - DME/DME/IRU or GPS	
1. RADAR required. 2. Jet aircraft only. 3. Turboprop aircraft as assigned by ATIS only. 4. Prohibited Area (P-56) 1.5 NM NORTH of KDCA - avoid surface to FL180. 5. Landing SOUTH at DCA use runway 19 transition, landing NORTH use runway 1 transition. Landing SOUTH at ADW use runway 19R transition. Landing NORTH use runway 1L transition. EXPECT runway assignment from TRACON prior to FORGT. 6. Also serves KDAA.	

**FRDMM 6 RNAV ARRIVAL
 (ALWYZ.FRDMM6)**

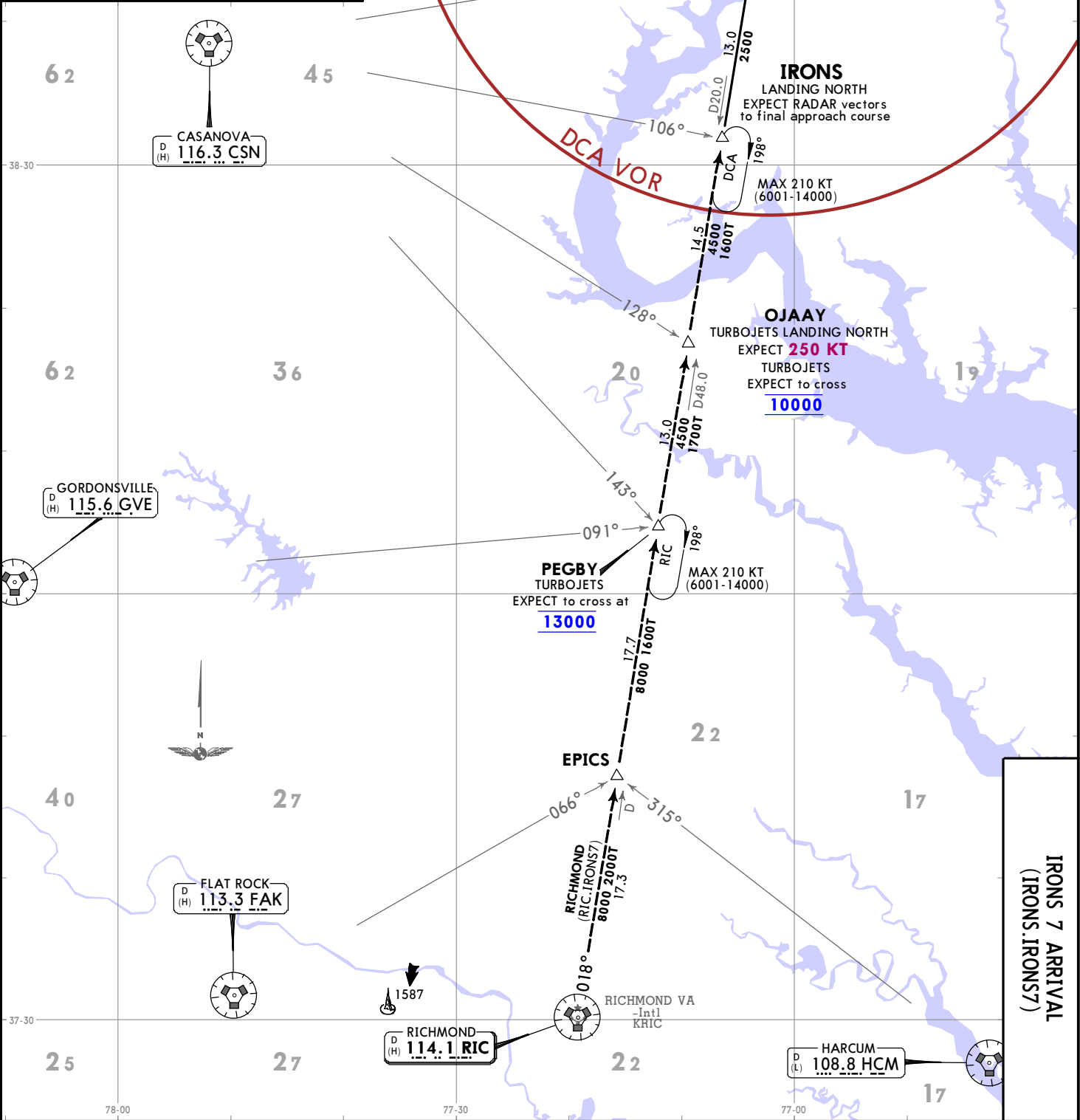


AIRPORT	LANDING
DAVISON AAF	From ALWYZ on track 125° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250 KT, then on track 131° to VCTR, then on track 189° to HERO, then on track 189°. EXPECT RADAR vectors to final approach course.
RONALD REAGAN WASHINGTON NATL	Rwys 1, 4, 33: From ALWYZ on track 125° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250 KT, then on track 131° to VCTR, then on track 189° to HERO, then on track 189°. EXPECT RADAR vectors to final approach course. Rwys 15, 19, 22: From ALWYZ on track 122° to cross FRDMM at 8000 and at 240 KT, then on track 078° to STAND, then on track 078° to TGTTH, then on track 148° to FERG, then on track 148°. EXPECT RADAR vectors to final approach course.

CHANGES: None

KDCA/DCA
RONALD REAGAN INTL
WASHINGTON NATL

D-ATIS 132.65		Apt Elev 14
Alt Set: INCHES Trans level: FL180		
1. RADAR required. 2. Prohibited Area (P-56) 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid surface to 18000 MSL. 3. Aircraft use Ronald Reagan Washington Natl ATIS to determine the direction of landing prior to IRONS.		
IRONS 7 ARRIVAL (IRONS.IRONS7)		
LANDING		
NORTH	From IRONS, EXPECT RADAR vectors to final approach course.	
SOUTH	From IRONS, then on DCA R198 to SAMMO, then on 320° heading or assigned by ATC, EXPECT RADAR vectors to final approach course.	



13 DEC 19 (10-2D)
JEPPesen
WASHINGTON, DC (VA)
STAR

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WASHINGTON, DC (VA)
STAR

JEPPESEN
 13 DEC 19 10-2E

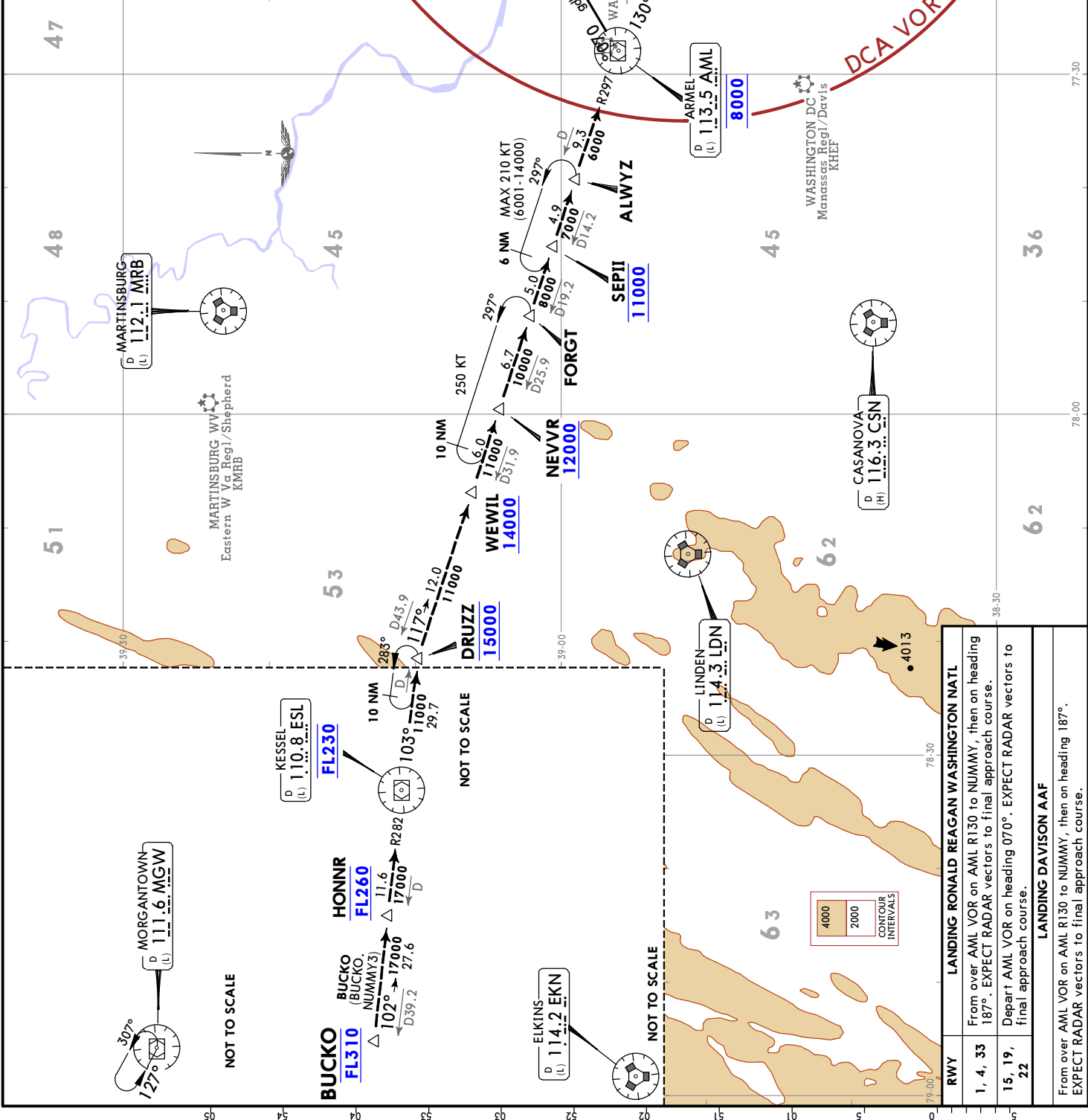
KDCA/DCA
 RONALD REAGAN WASHINGTON NATL

RONALD REAGAN WASHINGTON NATL D-ATIS
132.65

NUMMY 3 ARRIVAL (AML.NUMMY3)

Apt Elev
 See Graphic

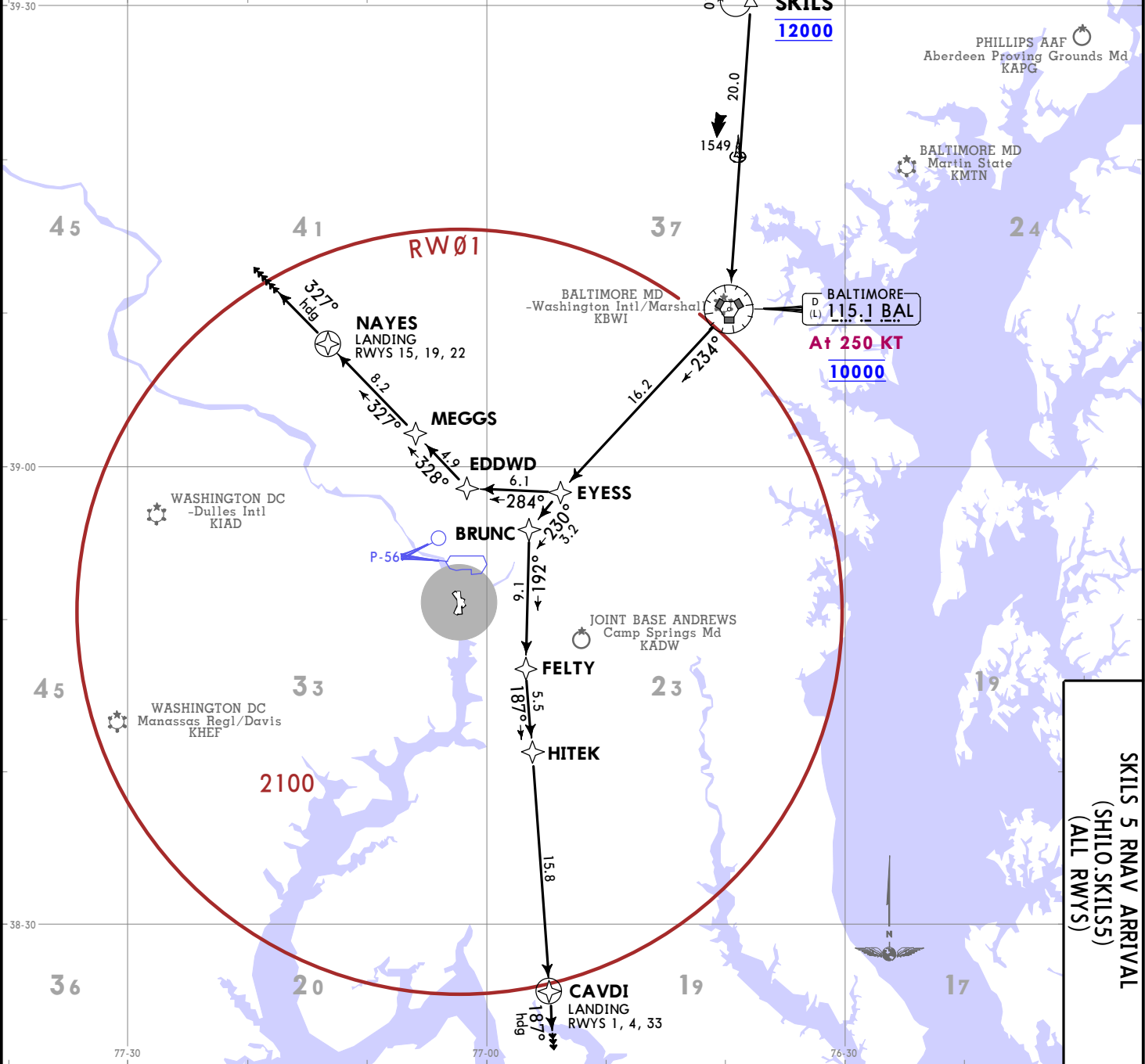
Alt Set: INCHES Trans level: FL180
 1. DME and RADAR required.
 2. Turbojets only, Turboprops as assigned by ATC only.
 3. Aircraft use Ronald Reagan Washington Natl, Joint Base Andrews, or Davison AAF ATIS to determine direction of landing prior to ALWYZ.
 4. Prohibited Area (P-56) NORTH of Ronald Reagan Washington Natl, avoid surface to 18000 MSL.
 5. MAINTAIN last ATC assigned altitude until cleared to "descend via the NUMMY 3", then comply with altitude restrictions as published.
 6. AISO serves KDAAX.



RWY	LANDING RONALD REAGAN WASHINGTON NATL
1, 4, 33	From over AML R130 to NUMMY, then on heading 187°. EXPECT RADAR vectors to final approach course.
15, 19, 22	Depart AML VOR on heading 070°. EXPECT RADAR vectors to final approach course.
LANDING DAVISON AAF	
	From over AML R130 to NUMMY, then on heading 187°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

D-ATIS 132.65		Apt Elev 14	
Alt Set: INCHES Trans level: FL180			
RNAV 1 - DME/DME/IRU or GPS			
1. RADAR required. 2. Prohibited Area (P-56) 1.5 NM NORTH of Ronald Reagan Washington Natl, avoid surface to 18000 MSL. 3. Jet aircraft only.			
SKILS 5 RNAV ARRIVAL (SHILO.SKILS5) (ALL RWYS)			
ROUTING			
From SHILO on track 195° to cross SKILS at 12000, then on track 195° to cross BAL VOR at 10000 and at 250 KT, then on track 234° to EYESS.			
RWY		LANDING	
1, 4, 33		From EYESS on track 230° to BRUNC, then on track 192° to FELTY, then on track 187° to HITEK, then on track 187° to CAVDI, then on heading 187°. EXPECT RADAR vectors to final approach course.	
15, 19, 22		From EYESS on track 284° to EDDWD, then on track 328° to MEGGS, then on track 327° to NAYES, then on heading 327°. EXPECT RADAR vectors to final approach course.	



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4 AUG 25 10-2F EFT 10 AUG
RNAV STAR

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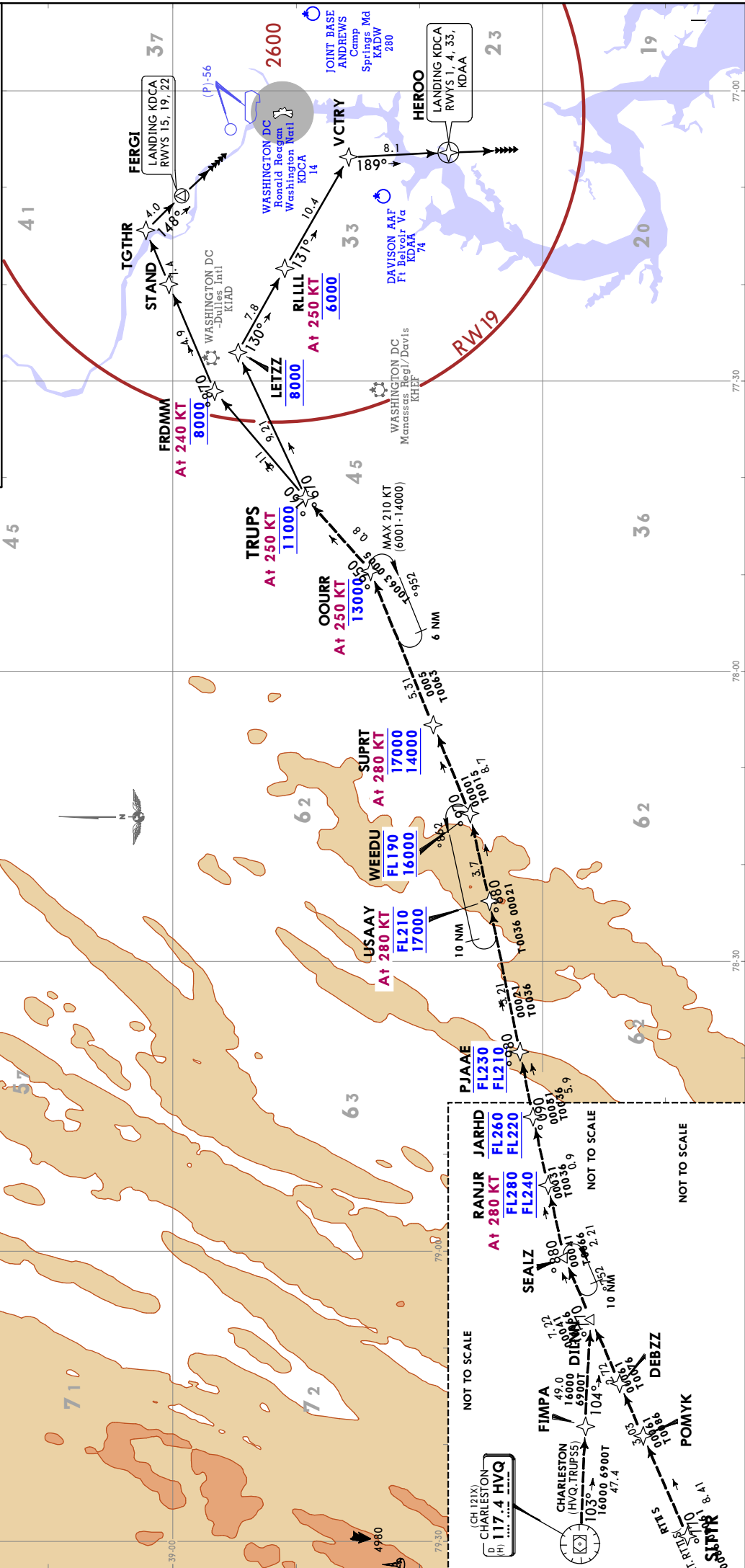
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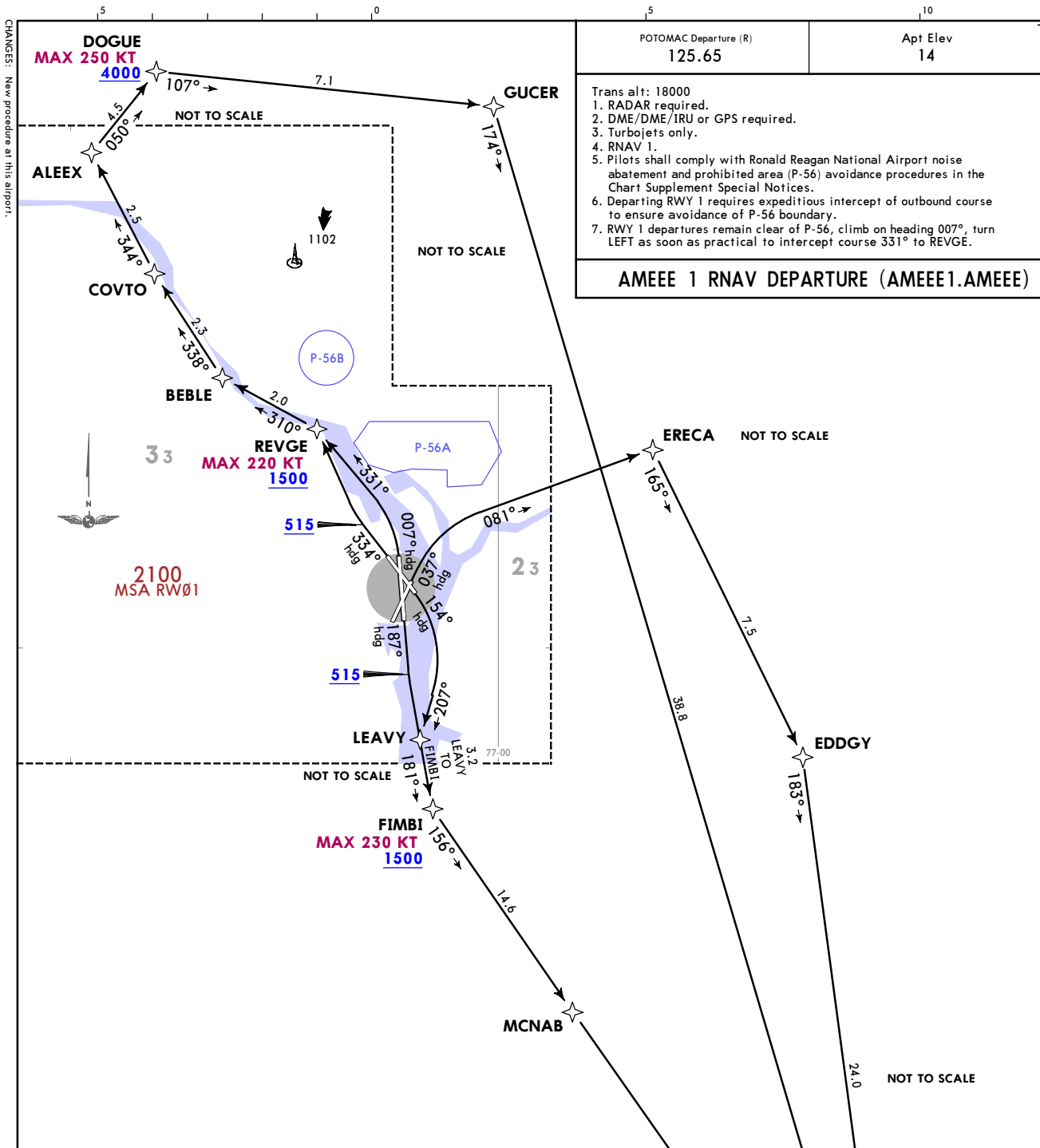
WASHINGTON, DC (VA)
RNAV STAR

RONALD REAGAN WASHINGTON NATL D-ATIS 132.65	Apt Elev See Graphic	Alt. Set: INCHES Trans level: FL 180
RNAV 1 - DME/DME/IRU or GPS		
1. RADAR required. 2. Jet aircraft only. 3 Turboprops as assigned by ATC only. 4. Prohibited Area (P-56) 1.5 NM NORTH of KDCA - avoid surface to FL180. 5. Landing SOUTH at DCA use runway 19 transition, landing NORTH use runway 1L transition. Landing SOUTH at ADW use runway 19 transition, landing NORTH use runway 1L transition. EXPECT runway assignment from TRACON 10 miles prior to TRUPS. 6. A also serves KDAAA.		

DAVISON AAF	LANDING
From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250 KT, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. EXPECT RADAR vectors to final approach course.	
RONALD REAGAN WASHINGTON NATL	
Rwys 1, 4, 33: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250 KT, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. EXPECT RADAR vectors to final approach course. Rwys 15, 19, 22: From TRUPS on track 061° to cross FRDMM at 8000 and at 240 KT, then on track 078° to STAND, then on track 078° to TGTTH, then on track 148° to FERGI, then on track 148°. EXPECT RADAR vectors to final approach course.	

AIRPORT	LANDING
DAVISON AAF	From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250 KT, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. EXPECT RADAR vectors to final approach course.
RONALD REAGAN WASHINGTON NATL	Rwys 1, 4, 33: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250 KT, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. EXPECT RADAR vectors to final approach course. Rwys 15, 19, 22: From TRUPS on track 061° to cross FRDMM at 8000 and at 240 KT, then on track 078° to STAND, then on track 078° to TGTTH, then on track 148° to FERGI, then on track 148°. EXPECT RADAR vectors to final approach course.





POTOMAC Departure (R) 125.65	Apt Elev 14
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Trans alt: 18000
 1. RADAR required.
 2. DME/DME/IRU or GPS required.
 3. Turbojets only.
 4. RNAV 1.
 5. Pilots shall comply with Ronald Reagan National Airport noise abatement and prohibited area (P-56) avoidance procedures in the Chart Supplement Special Notices.
 6. Departing RWY 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
 7. RWY 1 departures remain clear of P-56, climb on heading 007°, turn LEFT as soon as practical to intercept course 331° to REVGE.

AMEEE 1 RNAV DEPARTURE (AMEEE1.AMEEE)

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 1: Standard (or lower than standard, if authorized) with minimum climb of 825 per NM to 600.
 Rws 4, 15, 19: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 515.
 Rwy 33: Standard (or lower than standard, if authorized) with minimum climb of 540 per NM to 640.
 If unable to accept climb rate advise ATC on initial contact.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
540 per NM	675	900	1350	1800	2250	2700
825 per NM	1031	1375	2063	2750	3438	4125

RWY	INITIAL CLIMB	TOP ALTITUDE
1	Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220 KT, 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 250 KT, then on track 107° to GUCER, then on track 174° to AMEEE, cross AMEEE at or above 5000.	5000
4	Climb on heading 037° to intercept course 081° to ERECA, then on track 165° to EDDGY, then on track 183° to AMEEE, cross AMEEE at or above 5000.	
15	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 230 KT, then on track 156° to MCNAB, then on track 156° to AMEEE, cross AMEEE at or above 5000.	
19	Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230 KT, then on track 156° to MCNAB, then on track 156° to AMEEE, cross AMEEE at or above 5000.	
33	Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220 KT, 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 250 KT, then on track 107° to GUCER, then on track 174° to AMEEE, cross AMEEE at or above 5000.	

ROUTING
 From AMEEE on assigned transition. MAINTAIN 5000. EXPECT clearance to filed altitude within 10 minutes after departure.

KDCA/DCA
 RONALD REAGAN
 WASHINGTON NATL
 25 DEC 20 10-3
 EFF 31 Dec
 AMEEE 1 RNAV DEPARTURE (AMEEE1.AMEEE)

JEPPESSEN
 WASHINGTON, DC (VA)
 RNAV SID

KDCA/DCA
RONALD REAGAN
WASHINGTON NATL

WASHINGTON DC (VA)
RNAV SID

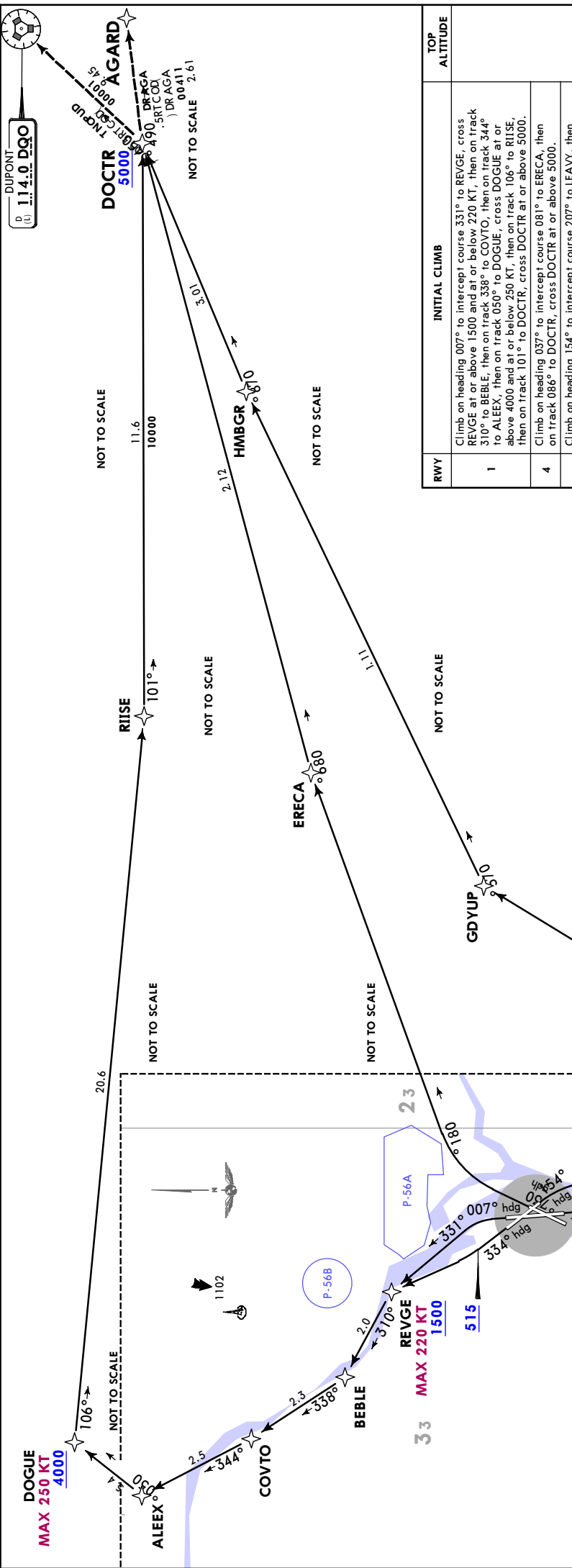
JEPPESEN
25 DEC 20 (10-3B) Eff 31 Dec

DOCTR 5 RNAV DEPARTURE (DOCTR5.DOCTR)
SPEED: DO NOT EXCEED 220 KT UNTIL REVGE

Trans alt: 18000
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. Turbojets only. 4. RNAV 1.
5. DUPONT transition ATC assigned only. 6. Pilots shall comply with Ronald Reagan Washington Natl airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.
7. Departing RWY 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
8. RWY 1 Departures remain clear of P-56, climb on heading 007°, turn LEFT as soon as practical to intercept course 331° to REVGE.

POTOMAC Departure (R)
125.65

Apt Elev
14



RWY	INITIAL CLIMB	TOP ALTITUDE
1	Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220 KT, 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 250 KT, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000.	
4	Climb on heading 037° to intercept course 081° to ERECA, then on track 086° to DOCTR, cross DOCTR at or above 5000.	
15	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 230 KT, then on track 102° to MOTBE, then on track 046° to GDIYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000.	5000
19	Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230 KT, then on track 102° to MOTBE, then on track 042° to GDIYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000.	
33	Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220 KT, 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 250 KT, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000.	

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwy 1: Standard (or lower than standard, if authorized) with minimum climb of 825 per NM to 600.
Rwys 4, 15, 19: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 515.
Rwy 33: Standard (or lower than standard, if authorized) with minimum climb of 540 per NM to 640.
If unable to accept climb rate, advise ATC on initial contact.

End speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
540 per NM	675	900	1350	1800	2250	2700
825 per NM	1031	1375	2063	2750	3438	4125

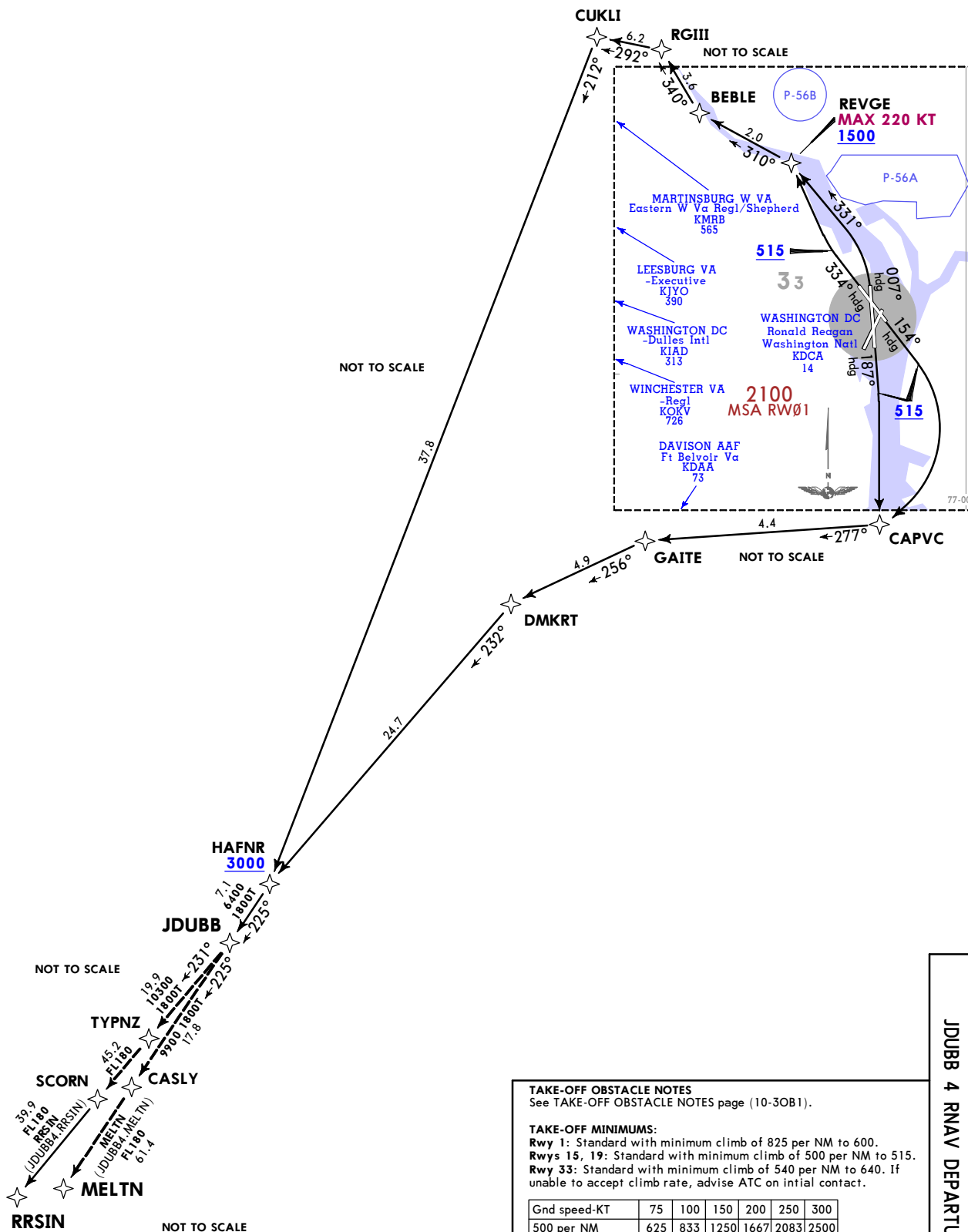
ROUTING
From DOCTR on assigned transition, MAINTAIN 5000. EXPECT clearance to filed altitude within 10 minutes after departure.

POTOMAC
Departure (R)
118.95

Apt Elev
See Graphic

- Trans alt: 18000
1. RADAR required.
 2. DME/DME/IRU or GPS required.
 3. Turbojets only.
 4. RNAV 1.
 5. Pilots shall comply with Ronald Reagan Washington Natl airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.
 6. Departing RWY 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
 7. RWY 1 Departures remain clear of P-56, climb on heading 007°, turn LEFT as soon as practical to intercept course 331° to REVGE.

JDUBB 4 RNAV DEPARTURE (JDUBB4.JDUBB)



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

TAKE-OFF 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 33: Standard with minimum climb of 540 per NM to 640. If unable to accept climb rate, advise ATC on initial contact.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
540 per NM	675	900	1350	1800	2250	2700
825 per NM	1031	1375	2063	2750	3438	4125

RWY	INITIAL CLIMB	TOP ALTITUDE
1	Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220 KT, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 212° to HAFNR, cross HAFNR at or above 3000.	5000
15	Climb on heading 154° to 515, then RIGHT turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 232° to HAFNR, cross HAFNR at or above 3000.	
19	Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 232° to HAFNR, cross HAFNR at or above 3000.	
33	Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220 KT, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 212° to HAFNR, cross HAFNR at or above 3000.	
ROUTING		
From HAFNR, on track 225° to JDUBB, then on assigned transition. MAINTAIN 5000. EXPECT clearance to filed altitude within 10 minutes after departure.		

KDCA/DCA
RONALD REAGAN
WASHINGTON NATL
WASHINGTON DC (VA)
RNAV SID
JEPPesen
4 AUG 23 (10-3D) Eff 10 Aug
JDUBB 4 RNAV DEPARTURE (JDUBB4.JDUBB)

WASHINGTON, DC (VA)

JEPPESEN
4 AUG 23 (10-3E) EFF 10 AUG

KDCA/DCA
RONALD REAGAN WASHINGTON NATL

DC (VA)
SID

RWY	INITIAL CLIMB	TOP ALTITUDE
1	Climbing LEFT turn as soon as practical to intercept DCA R328 to 5000 or as assigned.	
4	Climbing RIGHT turn as soon as practical to intercept DCA R070 to 5000 or as assigned.	
15	Climbing RIGHT turn as soon as practical to intercept DCA R185 to 5000 or as assigned.	5000
19	Climb on DCA R185 to 5000 or as assigned.	
22	Climbing LEFT turn as soon as practical to intercept DCA R185 to 5000 or as assigned.	
33	Climb on DCA R328 to 5000 or as assigned.	

ROUTING

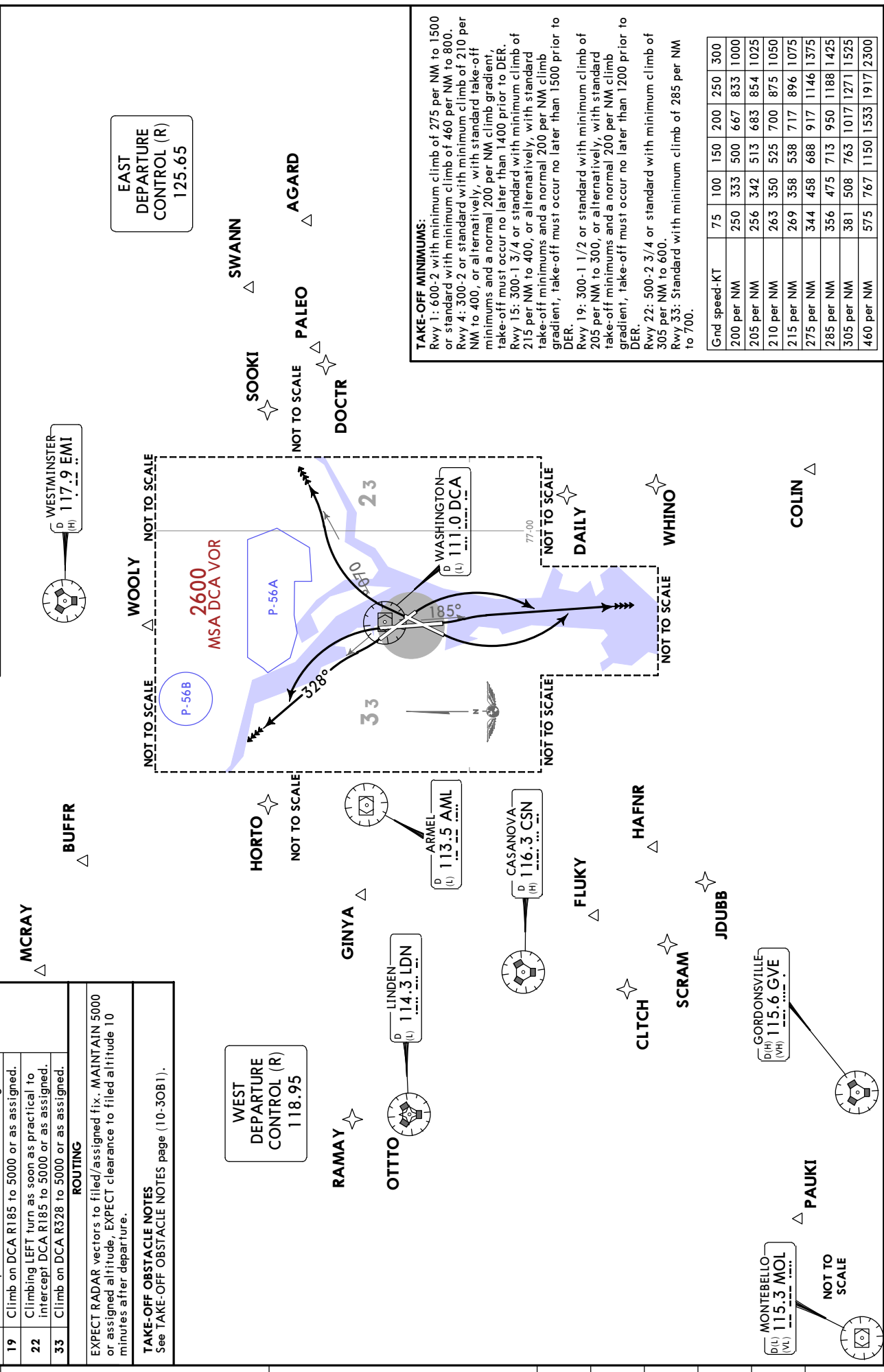
EXPECT RADAR vectors to filed/assigned fix. MAINTAIN 5000 or assigned altitude. EXPECT clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

FOR POTOMAC DEPARTURE CONTROL FREQUENCY SEE GRAPHIC
Apt Elev 14

Trans alt: 18000
1. RADAR required. 2. Prohibited area P-56 1.5 NM NORTH of airport.
3. ATC assigned only. 4. Pilots shall comply with Ronald Reagan Washington Natl airport noise abatement and prohibited area (P-56) avoidance procedures as defined in Airport/Facility Directory Special Notices.

NATIONAL 8 DEPARTURE (NATNL8.NATNL) (ALL RWYS)



TAKE-OFF MINIMUMS:

Rwy 1: 600-2 with minimum climb of 275 per NM to 1500 or standard with minimum climb of 460 per NM to 800.
 Rwy 4: 300-2 or standard with minimum climb of 210 per NM to 400, or alternatively, with standard take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1400 prior to DER.
 Rwy 15: 300-1 3/4 or standard with minimum climb of 215 per NM to 400, or alternatively, with standard take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1500 prior to DER.
 Rwy 19: 300-1 1/2 or standard with minimum climb of 205 per NM to 300, or alternatively, with standard take-off minimums and a normal 200 per NM climb gradient, take-off must occur no later than 1200 prior to DER.
 Rwy 22: 500-2 3/4 or standard with minimum climb of 305 per NM to 600.
 Rwy 33: Standard with minimum climb of 285 per NM to 700.

Gnd speed-KT	75	100	150	200	250	300
200 per NM	250	333	500	667	833	1000
205 per NM	256	342	513	683	854	1025
210 per NM	263	350	525	700	875	1050
215 per NM	269	358	538	717	896	1075
275 per NM	344	458	688	917	1146	1375
285 per NM	356	475	713	950	1188	1425
305 per NM	381	508	763	1017	1271	1525
460 per NM	575	767	1150	1533	1917	2300

KDCA/DCA
 RONALD REAGAN
 WASHINGTON NATL

**WASHINGTON
 DC (VA)**

JEPPESEN
 25 DEC 20 (10-3F) Eff 31 Dec

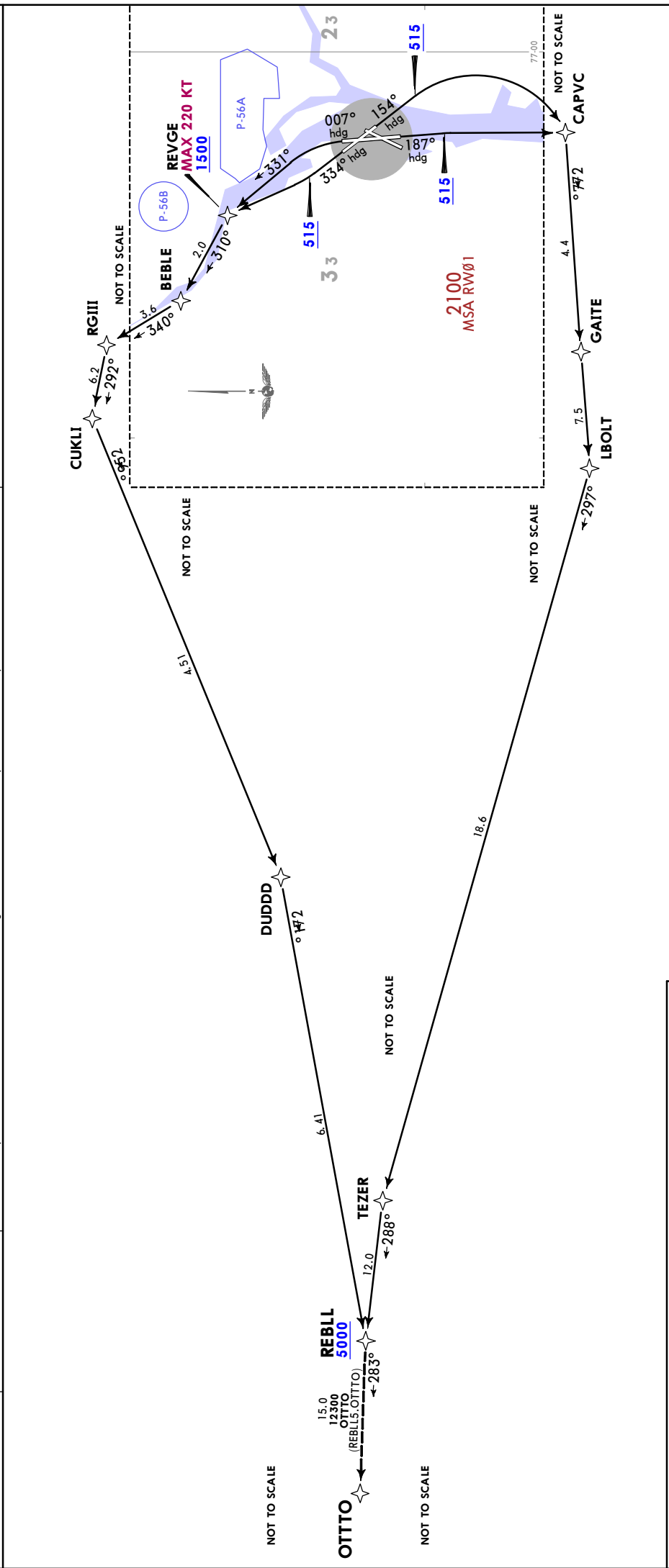
RNAV SID

POTOMAC Departure (R)
118.95

**REBLL 5 RNAV DEPARTURE
 (REBLL5.REBLL)**

Apt Elev
14

Trans alt: 18000
 1. RADAR required.
 2. DME/DME/IRU or GPS required.
 3. Turbojets only.
 4. RNAV 1.
 5. Pilots shall comply with Ronald Reagan Washington Natl airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.
 6. Departing RWY 1 requires expedited intercept course to ensure avoidance of P-56 boundary.
 7. RWY 1 Departures remain clear of P-56, climb heading 007°, turn LEFT as soon as practical to intercept course 331° to REVGE.



RWY	INITIAL CLIMB	TOP ALTITUDE
1	Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220 KT, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 259° to DUDD, then on track 271° to REBLL, cross REBLL at or above 5000.	
15	Climb on heading 154° to 515, then RIGHT turn direct CAPVC, then on track 268° to LBOLT, then on track 297° to TEZER, then on track 288° to REBLL, cross REBLL at or above 5000.	
19	Climb on heading 187° to 515, then direct CAPVC, then on track 277° to LBOLT, then on track 297° to TEZER, then on track 288° to REBLL, cross REBLL at or above 5000.	5000
33	Climb heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220 KT, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 259° to DUDD, then on track 271° to REBLL, cross REBLL at or above 5000.	

ROUTING
 From REBLL on OTTO transition. MAINTAIN 5000. EXPECT clearance to filed altitude within 10 minutes after departure.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
540 per NM	675	900	1350	1800	2250	2700
825 per NM	1031	1375	2063	2750	3438	4125

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 1: Standard (or lower than standard, if authorized) with minimum climb of 825 per NM to 600.
 Rwy 15: 19: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 515.
 Rwy 33: Standard (or lower than standard, if authorized) with minimum climb of 540 per NM to 640.
 If unable to accept climb rate, advise ATIS on initial contact.

CHANGES: Procedure renumbered, revised, chart scale.

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KDCA/DCA
 RONALD REAGAN
 WASHINGTON NATL

JEPPESEN
 1 OCT 21 (10-3H)

**WASHINGTON,
 DC (VA)**
 RNAV SID

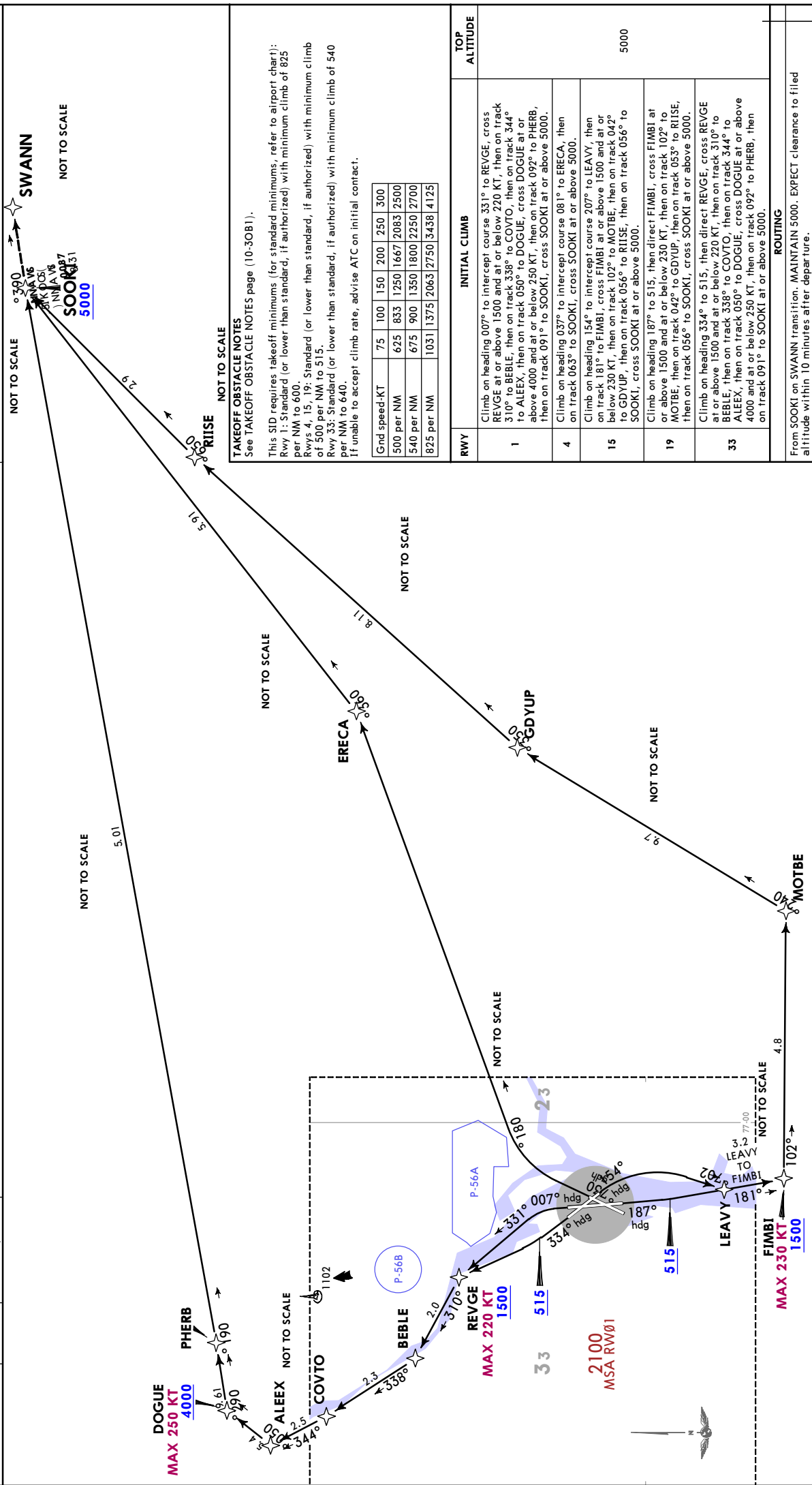
1. RADAR required. 2. Turbojets only. 3. Pilots shall comply with Ronald Reagan Washington Natl airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices. 4. Departing RWY 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary. 5. RWY 1 Departures remain clear of P-56, climb on heading 007°, turn LEFT as soon as practical to intercept course 331° to REVGE.

POTOMAC Departure (R)
 125.65

Apt Elev
 14

Trans alt: 18000
 RNAV 1
 DME/DME/IRU
 on GPS required

SOOKI 5 RNAV DEPARTURE (SOOKI5.SOOKI)
 (RWYS 1, 4, 15, 19, 33)



TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums for standard minimums, refer to airport chart:
 Rwy 1: Standard (or lower than standard, if authorized) with minimum climb of 825 per NM to 600.
 Rwy 4, 15, 19: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 515.
 Rwy 33: Standard (or lower than standard, if authorized) with minimum climb of 540 per NM to 640.
 If unable to accept climb rate, advise ATC on initial contact.

Grnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
540 per NM	675	900	1350	1800	2250	2700
825 per NM	1031	1375	2063	2750	3438	4125

RWY	INITIAL CLIMB	TOP ALTITUDE
1	Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220 KT, 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 250 KT, then on track 092° to PHERB, then on track 091° to SOOKI, cross SOOKI at or above 5000.	
4	Climb on heading 037° to intercept course 08° to ERECA, then on track 063° to SOOKI, cross SOOKI at or above 5000.	
15	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 230 KT, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 056° to RIISE, then on track 056° to SOOKI, cross SOOKI at or above 5000.	5000
19	Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230 KT, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 053° to RIISE, then on track 056° to SOOKI, cross SOOKI at or above 5000.	
33	Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220 KT, 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 250 KT, then on track 092° to PHERB, then on track 091° to SOOKI at or above 5000.	

ROUTING
 From SOOKI on SWANN transition, MAINTAIN 5000. EXPECT clearance to filed altitude within 10 minutes after departure.

**WASHINGTON
DC (VA)
RNAV SID**

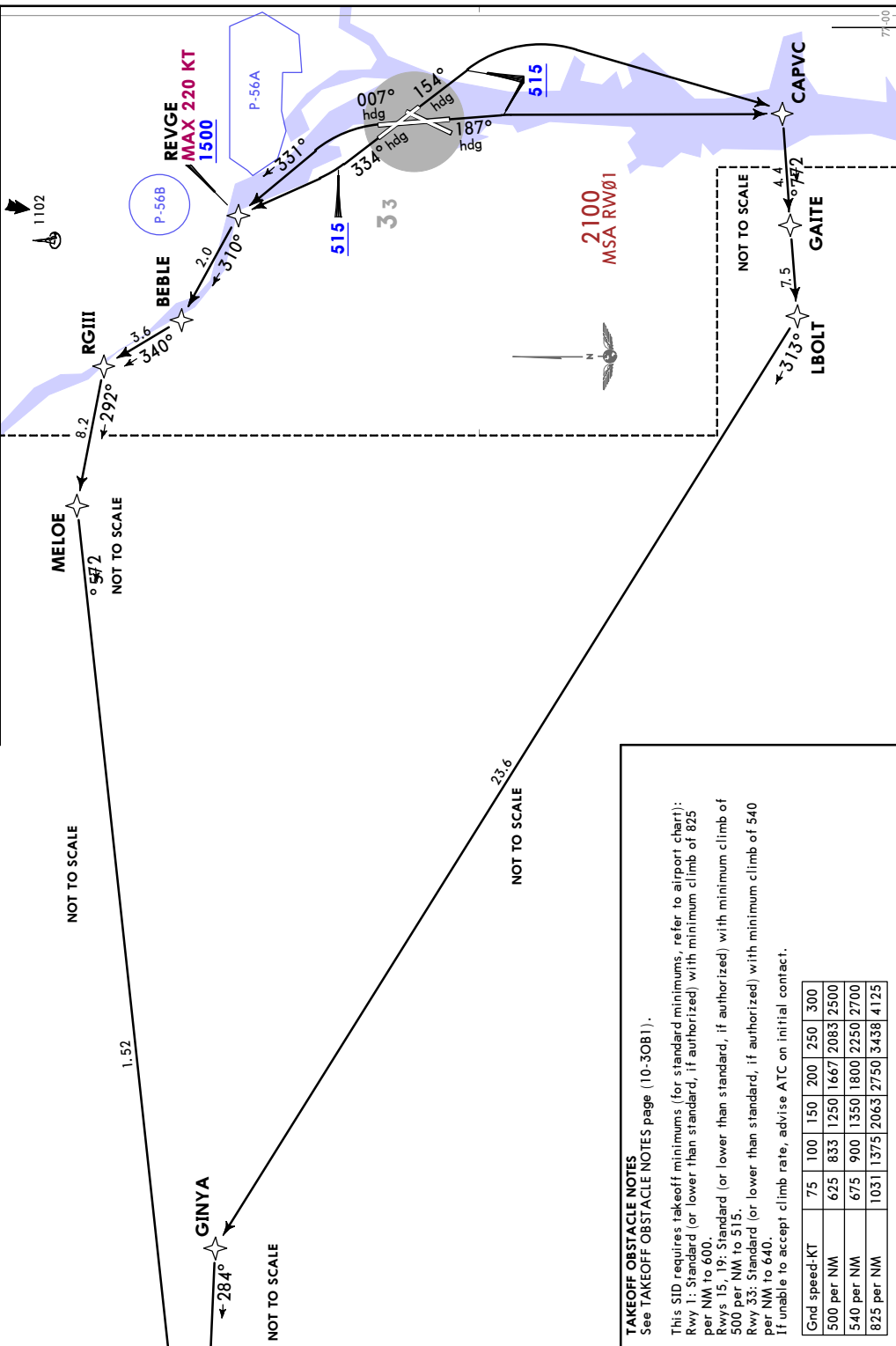
JEPPESEN
1 OCT 21 (10-3J)

**KDCA/DCA
RONALD REGAN
WASHINGTON NATL**

POTOMAC Departure (R)
118.95
Apt Elev
14

Trans alt: 18000
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. Turbojets only. 4. RNAV 1.
4. Pilots shall comply with Ronald Reagan Washington Natl airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.
5. Departing RWY 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
6. RWY 1 Departures remain clear of P-56, climb heading 007°, turn LEFT as soon as practical to intercept course 331° to REVGE.

WYNGS 5 RNAV DEPARTURE (WYNGS5.WYNGS)



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwy 1: Standard (or lower than standard, if authorized) with minimum climb of 825 per NM to 600.
Rwys 15, 19: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 515.
Rwy 33: Standard (or lower than standard, if authorized) with minimum climb of 540 per NM to 640.
If unable to accept climb rate, advise ATC on initial contact.

Grnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
540 per NM	675	900	1350	1800	2250	2700
825 per NM	1031	1375	2063	2750	3438	4125

RWY	INITIAL CLIMB	TOP ALTITUDE
1	Climb heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220 KT, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 275° to WYNGS, cross WYNGS at or above 5000.	
15	Climb on heading 154° to 515, then RIGHT turn direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 313° to GINYA, then on track 284° to WYNGS, cross WYNGS at or above 5000.	5000
19	Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 313° to GINYA, then on track 284° to WYNGS, cross WYNGS at or above 5000.	
33	Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220 KT, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 275° to WYNGS, cross WYNGS at or above 5000.	

ROUTING
From WYNGS on RAMAY transition, MAINTAIN 5000. EXPECT clearance to filed altitude within 10 minutes after departure.

KDCA/DCA


JEPPESSEN
 24 JAN 20 **10-30B1** **Eff 30 Jan**
WASHINGTON, DC (VA)**RONALD REAGAN
WASHINGTON NATL**

TAKEOFF OBSTACLE NOTES - DEPs

◦ RWY 1:

Building beginning 118' from DER, 331' right of centerline, up to 22' AGL/23' MSL. Fence 261' from DER, 514' left of centerline, 10' AGL/20' MSL. Tree and pole beginning 995' from DER, 476' left of centerline, up to 47' AGL/49' MSL. Trees beginning 1007' from DER, 152' left of centerline, up to 71' AGL/72' MSL. Tree 1364' from DER, 333' right of centerline, 50' AGL/51' MSL. Monument 1.6 NM from DER, 1785' right of centerline, 556' AGL/595' MSL.

◦ RWY 4:

Microwave sensor and terrain beginning 3' from DER, 334' right of centerline, up to 4' AGL/16' MSL. Microwave sensor 206' from DER, 260' right of centerline, 7' AGL/18' MSL. Sign 857' from DER, 681' left of centerline, 83' MSL. Tower 860' from DER, 677' left of centerline, 72' AGL/84' MSL. Spire 1.6 NM from DER, 206' right of centerline, 265' MSL.

◦ RWY 15:

Lighting beginning 178' from DER, 288' right of centerline, up to 11' AGL/20' MSL. Tree 1.4 NM from DER, 12' right of centerline, up to 94' AGL/245' MSL. Tree 1.5 NM from DER, 519' right of centerline, up to 80' AGL/239' MSL.

◦ RWY 19:

Pole 395' from DER, 549' right of centerline, 18' AGL/22' MSL. Tree 3434' from DER, 1134' right of centerline, 105' MSL. Building 1.1 NM from DER, 1911' right of centerline, 153' AGL/183' MSL. Building 1.1 NM from DER, 1889' right of centerline, 172' AGL/190' MSL. Stacks beginning 1.2 NM from DER, 1673' right of centerline, up to 162' AGL/197' MSL. Building 1.2 NM from DER, 1691' right of centerline, 198' MSL. Building 1.7 NM from DER, 2444' right of centerline, 272' MSL.

◦ RWY 22:

Pole 217' from DER, 478' left of centerline, 15' AGL/23' MSL. Trees beginning 550' from DER, 498' right of centerline, up to 45' AGL/51' MSL. Tree 661' from DER, 566' right of centerline, 56' AGL/57' MSL. Tree 1325' from DER, 586' right of centerline, 59' AGL/61' MSL. Tree 1351' from DER, 704' right of centerline, 67' AGL/93' MSL. Tree, building, pole beginning 1411' from DER, 19' right of centerline, up to 82' AGL/110' MSL. Tree 2899' from DER, 605' left of centerline, 102' MSL. Building 3336' from DER, 513' right of centerline, 114' AGL/148' MSL. Building and pole beginning 3440' from DER, 114' right of centerline, up to 118' AGL/153' MSL. Crane 1.5 NM from DER, 1913' right of centerline, 240' AGL/276' MSL. Building 2.3 NM from DER, 1067' right of centerline, 336' AGL/440' MSL. Building 2.3 NM from DER, 1008' right of centerline, 324' AGL/443' MSL.

◦ RWY 33:

Sign 18' from DER, 191' left of centerline, 3' AGL/15' MSL. Fence 27' from DER, 332' right of centerline, 8' AGL/18' MSL. Pole 93' from DER, 423' right of centerline, 19' AGL/29' MSL. Tree, vehicles on road beginning 365' from DER, 344' left of centerline, up to 70' MSL. Pole 580' from DER, 481' right of centerline, 31' AGL/41' MSL. Trees beginning 699' from DER, 78' right of centerline, up to 56' AGL/60' MSL. Trees beginning 882' from DER, 349' left of centerline, up to 84' AGL/93' MSL. Crane, tree, pole beginning 1389' from DER, 289' left of centerline, up to 82' AGL/95' MSL. Tree 1665' from DER, 236' right of centerline, 62' AGL/62' MSL. Tree 1691' from DER, 215' right of centerline, 59' AGL/68' MSL. Tree 1715' from DER, 882' right of centerline, 79' MSL. Building, pole, antenna beginning 1776' from DER, 247' left of centerline, up to 128' AGL/145' MSL. Trees beginning 1784' from DER, 934' right of centerline, up to 79' AGL/83' MSL. Pole 2917' from DER, 524' right of centerline, 102' MSL. Pole 2925' from DER, 510' right of centerline, 79' AGL/106' MSL. Antenna beginning 4608' from DER, 277' left of centerline, up to 115' AGL/151' MSL. Tree 1.5 NM from DER, 3046' left of centerline, 81' AGL/254' MSL. Pole 1.7 NM from DER, 2115' left of centerline, 101' AGL/308' MSL. Trees beginning 1.8 NM from DER, 1912' left of centerline, up to 311' MSL. Building and tower beginning 2.2 NM from DER, 1374' right of centerline, up to 353' AGL/420' MSL. Building, crane, spire beginning 2.4 NM from DER, 1089' right of centerline, up to 387' AGL/470' MSL. Building 2.4 NM from DER, 3481' left of centerline, 178' AGL/387' MSL. Building 2.4 NM from DER, 3585' left of centerline, 185' AGL/392' MSL. Buildings beginning 2.4 NM from DER, 154' left of centerline, up to 182' AGL/416' MSL. Building, antenna beginning 2.4 NM from DER, 2457' left of centerline, up to 196' AGL/427' MSL.

KDCA/DCA

JEPPESEN

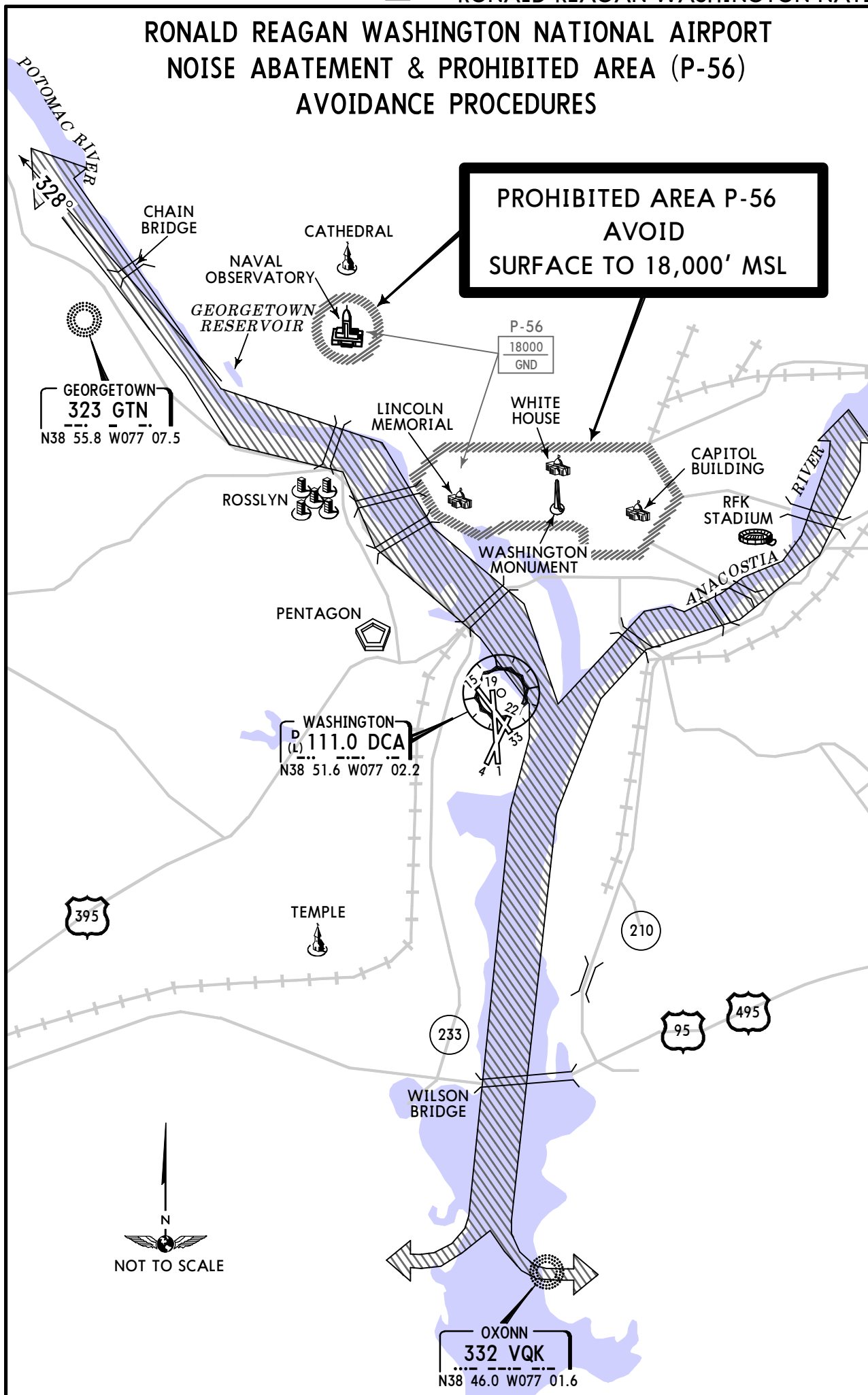
WASHINGTON, DC

16 AUG 24

(10-4)

RONALD REAGAN WASHINGTON NATL

RONALD REAGAN WASHINGTON NATIONAL AIRPORT NOISE ABATEMENT & PROHIBITED AREA (P-56) AVOIDANCE PROCEDURES



KDCA/DCA


JEPPesen

WASHINGTON, DC

16 AUG 24

10-4A

RONALD REAGAN WASHINGTON NATL

**RONALD REAGAN WASHINGTON NATIONAL AIRPORT
NOISE ABATEMENT & PROHIBITED AREA (P-56)
AVOIDANCE PROCEDURES**

**P-56 BEGINS APPROXIMATELY 1.5NM NORTH OF THE DEPARTURE
END OF RUNWAY 01 - SURFACE TO 18,000' MSL
REMAIN CLEAR OF P-56 AT ALL TIMES**

**EXPECT THE PUBLISHED RNAV DEPARTURE PROCEDURE OR
ATC INSTRUCTIONS FOR THE FOLLOWING NON-RNAV PROCEDURES**

NORTHWEST: Follow the Potomac River until abeam the Georgetown reservoir or the DCA VOR D4.0, then join the DCA VOR R-328, expect radar vectors at DCA VOR D10.0. A LEFT turn as soon as practicable, especially with a west wind, is required to maintain a ground track over the Potomac River and REMAIN CLEAR OF P-56. If unable to maintain visual reference to the Potomac River, join the DCA VOR R-328.

NORTHEAST: Follow the Anacostia River to DCA VOR D5.0. A RIGHT turn as soon as practicable, especially with an east wind, is required to maintain a ground track over the Anacostia River and REMAIN CLEAR OF P-56. Expect radar vectors at DCA VOR D5.0. If unable to maintain visual reference to the Anacostia River, then join the DCA VOR R-070.

SOUTH: Follow the Potomac River to DCA VOR D5.0, then expect radar vectors. If unable to maintain visual reference to the Potomac River, then join the DCA VOR R-185.

ARRIVAL PROCEDURES

LANDING NORTH: Weather conditions 3000'-4 or better, expect the Mount Vernon visual approach. Lower weather conditions, expect the advertised instrument approach.

LANDING SOUTH: Weather conditions 3500'-3 or better, expect the River Visual approach. Lower weather conditions, expect the advertised instrument approach.

NIGHTTIME NOISE LEVELS

From 2200 to 0700 hours local time, operation of aircraft type and model which exceed the following noise levels violate Metropolitan Washington Airport Authority Regulations (MWAR) 3.11:

DEPARTURES: 72dBA as generated on take-off.

ARRIVALS: 85dBA as generated on approach, except that aircraft scheduled to arrive before 2200 will be permitted to land if they have received an approach clearance before 2230. Ref. MWAR 3.11 and Advisory Circular 36-3.



RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Taxiways N, K, L and J complex intersection in close proximity to the runway.

HS2 Maintain awareness of Hold Line position for Runway 19 from the Hold Bay and while approaching Runway 19 on Taxiway J.

HS3 Aircraft joining Taxiway J inadvertently continue onto Taxiway G or Taxiway M and enter Rwy 01/19 without clearance.

LEGEND

① Reporting Points

⊗ Optional starting Points

See 10-9B for increased ramp detail.

Aircraft arriving/departing the General Aviation parking area are prohibited from taxiing between air-carrier pushback operations and the gates.

Twy K ends at Gate 5. Left-hand turn-offs from Rwy 33 to Twy K prohibited. Be advised some aircrews mistake runway 15 for runway 19.

Lighting from vehicle parking lot located 1000' southwest of Rwy 1 could give false indications of being part of Rwy 1 approach lighting system during periods of reduced visibility and low ceilings.



GENERAL
 ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
 Low-level Wind Shear Alert System, Terminal Doppler Weather Radar.
 Noise abatement and Prohibited Area (P-56) avoidance procedures see DCA 10-4 and 10-4A charts.
 Prohibited Area (P-56) 1.5 NM north of DCA avoid surface to 18,000' MSL.
 Flocks of birds on and in vicinity of airport; frequent gulls and geese and duck populations over adjacent river areas.
 Training flights that include multiple approaches and/or tough and go operations require prior permission from airport manager.
 Washington National Airport is an emergency use only field for all DOD owned and operated aircraft.
 Rwy 15, 19 and 22 right traffic.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			TAKE-OFF	WIDTH
	Threshold	Landing Beyond	Glide Slope		
1	HIRL CL ALSF-II TDZ PAPI-R (angle 3.00°)	grooved	RVR	5862' 1787m	6869' 2094m
1	HIRL CL MALSF PAPI-L (angle 3.00°)	grooved	RVR	5862' 1787m	6869' 2094m
1	PAPI-4L consists of two PAPI-4L systems. PAPI-4L is rotated 21° to right of centerline. The rotated PAPI-4L system supports visual and instrument approaches to Rwy 19. Advisory, aircraft on taxiway create temporary obstruction to PAPI-4L.				
2	LDA 6869' (2094m).				
4	MIRL REIL PAPI-L (angle 3.25°)	grooved		4800' 1463m	150' 46m
22	MIRL REIL PAPI-L (angle 3.00°)			4540' 1384m	150' 46m
33	HIRL REIL PAPI-L (angle 3.00°)	grooved			150' 46m

TERPS TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 19

CL & HIRL	LOWER THAN STANDARD OpSpec Authorization Required		Other
	Both RWYs are required & controlling	Obstacle Clearance	
TDZ RVR 5 Rollout RVR 5	RCLM (day only) or CL or HIRL	TDZ RVR 12 Rollout RVR 10	300-1 1/2
TDZ RVR 10 Rollout RVR 10	RCLM or CL or HIRL or Adequate Vis Ref	TDZ RVR 16 or 1/4	50 or 1
1 Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.			

Rwy 1

CL & HIRL	LOWER THAN STANDARD OpSpec Authorization Required		Other
	Both RWYs are required & controlling	Obstacle Clearance	
TDZ RVR 5 Rollout RVR 5	RCLM (day only) or CL or HIRL	TDZ RVR 12 Rollout RVR 10	300-1 1/2
TDZ RVR 10 Rollout RVR 10	RCLM or CL or HIRL or Adequate Vis Ref	TDZ RVR 16 or 1/4	50 or 1
2 With Mim climb of 275'/NM to 1500'			

Rwy 33

CL & HIRL	LOWER THAN STANDARD OpSpec Authorization Required		Other
	Both RWYs are required & controlling	Obstacle Clearance	
TDZ RVR 5 Rollout RVR 5	RCLM (day only) or CL or HIRL	TDZ RVR 12 Rollout RVR 10	300-1 1/2
TDZ RVR 10 Rollout RVR 10	RCLM or CL or HIRL or Adequate Vis Ref	TDZ RVR 16 or 1/4	50 or 1
2 With Mim climb of 285'/NM to 700'			

Rwy 15

LOWER THAN STANDARD OpSpec Authorization Required	With Mim climb of 215'/NM to 400'		Other
	STANDARD	Obstacle Clearance	
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	300-1 3/4
1/4	1/2	1	300-1 3/4
3 Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to DER.			

Rwy 4

LOWER THAN STANDARD OpSpec Authorization Required	With Mim climb of 210'/NM to 400'		Other
	STANDARD	Obstacle Clearance	
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	300-2
1/4	1/2	1	300-2
4 Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.			

Rwy 22

LOWER THAN STANDARD OpSpec Authorization Required	With Mim climb of 305'/NM to 600'		Other
	STANDARD	Obstacle Clearance	
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	500-2 3/4
1/4	1/2	1	500-2 3/4

OBSTACLE DP

Rwy 1, climbing LEFT turn as soon as practical to intercept DCA VOR R-328. Maintain 5000' or as assigned.
 Rwy 4, climbing RIGHT turn as soon as practical to intercept DCA VOR R-070. Maintain 2000' or as assigned.
 Rwy 15, climb on heading 154° to 5000' or as assigned.
 Rwy 19, climb on heading 187° to 500' before turning RIGHT. Maintain 5000' or as assigned.
 Rwy 22, climb on heading 217° to 3000' or as assigned.
 Rwy 33, climb on DCA VOR R-328. Maintain 5000' or as assigned.

(For TAKEOFF OBSTACLE NOTES see 10-9A.1)

FOR FILING AS ALTERNATE

ILS Rwy 1	RNAV (GPS) Rwy 33 RNAV (RNP) Rwy 1	RNAV (GPS) Y Rwy 19	RNAV (GPS) Z Rwy 19	LDA Z Rwy 19	LOC Rwy 1	LDA Y Rwy 19	COPTER ILS or LOC Rwy 1
600-2	800-2	800-2 1/2	800-2 1/2	800-2	800-2	1100-3	NA
A							
B							
C							
D							

KDCA/DCA

24 JAN 20
Eff 30 JanJEPPesen
10-9A1

WASHINGTON, DC (VA)

RONALD REAGAN WASHINGTON NATL

ODP TAKEOFF OBSTACLE NOTES

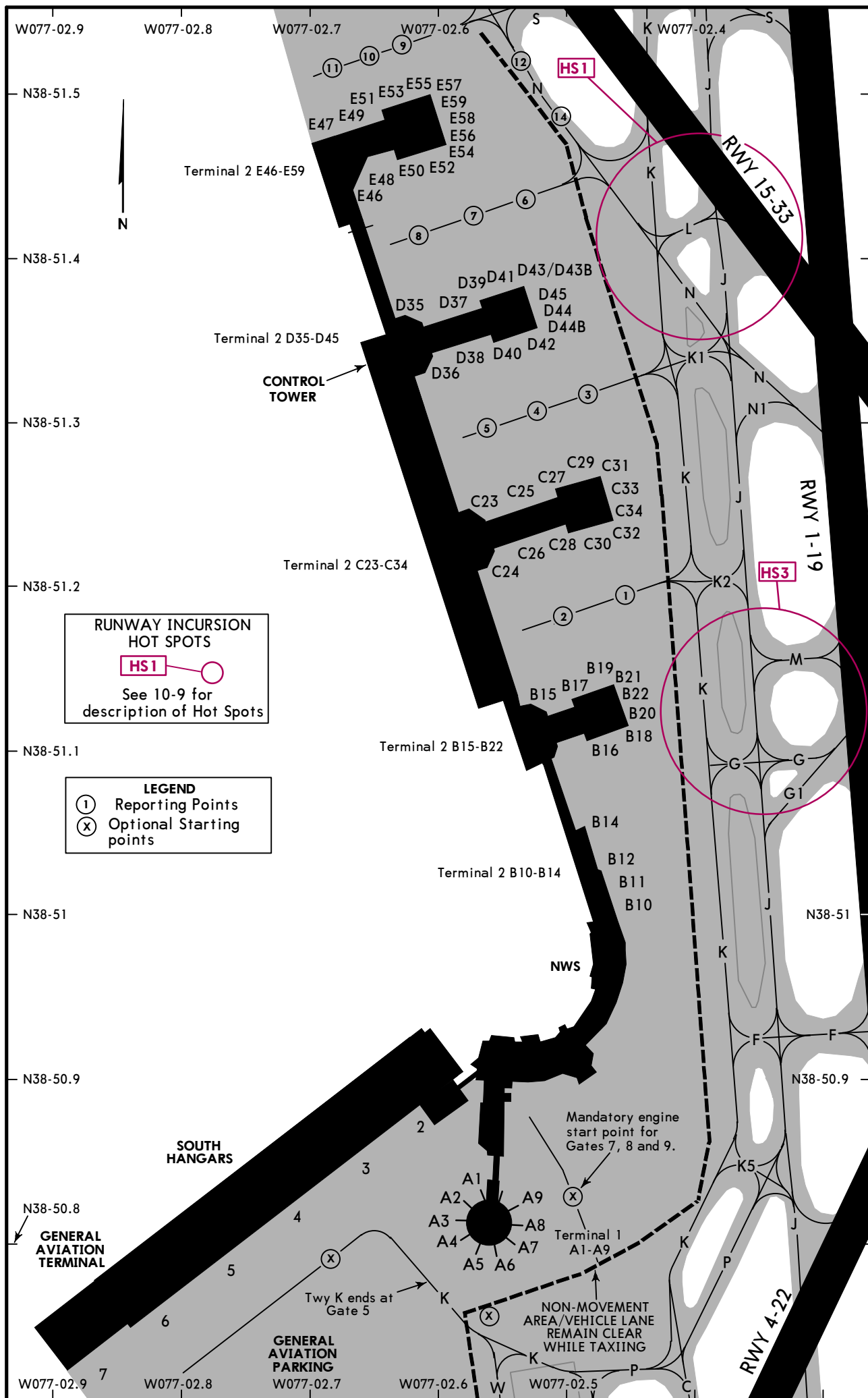
- RWY 1:
Building beginning 118' from DER, 331' right of centerline, up to 22' AGL/23' MSL. Fence 261' from DER, 514' left of centerline, 10' AGL/20' MSL. Tree and pole beginning 995' from DER, 476' left of centerline, up to 47' AGL/49' MSL. Trees beginning 1007' from DER, 152' left of centerline, up to 71' AGL/72' MSL. Tree 1364' from DER, 333' right of centerline, 50' AGL/51' MSL. Monument 1.6 NM from DER, 1785' right of centerline, 556' AGL/595' MSL.
- RWY 4:
Microwave sensor and terrain beginning 3' from DER, 334' right of centerline, up to 4' AGL/16' MSL. Microwave sensor 206' from DER, 260' right of centerline, 7' AGL/18' MSL. Sign 857' from DER, 681' left of centerline, 83' MSL. Tower 860' from DER, 677' left of centerline, 72' AGL/84' MSL. Spire 1.6 NM from DER, 206' right of centerline, 265' MSL.
- RWY 15:
Lighting beginning 178' from DER, 288' right of centerline, up to 11' AGL/20' MSL. Tree 1.4 NM from DER, 12' right of centerline, up to 94' AGL/245' MSL. Tree 1.5 NM from DER, 519' right of centerline, up to 80' AGL/239' MSL.
- RWY 19:
Pole 395' from DER, 549' right of centerline, 18' AGL/22' MSL. Tree 3434' from DER, 1134' right of centerline, 105' MSL. Building 1.1 NM from DER, 1911' right of centerline, 153' AGL/183' MSL. Building 1.1 NM from DER, 1889' right of centerline, 172' AGL/190' MSL. Stacks beginning 1.2 NM from DER, 1673' right of centerline, up to 162' AGL/197' MSL. Building 1.2 NM from DER, 1691' right of centerline, 198' MSL. Building 1.7 NM from DER, 2444' right of centerline, 272' MSL.
- RWY 22:
Pole 217' from DER, 478' left of centerline, 15' AGL/23' MSL. Trees beginning 550' from DER, 498' right of centerline, up to 45' AGL/51' MSL. Tree 661' from DER, 566' right of centerline, 56' AGL/57' MSL. Tree 1325' from DER, 586' right of centerline, 59' AGL/61' MSL. Tree 1351' from DER, 704' right of centerline, 67' AGL/93' MSL. Tree, building, pole beginning 1411' from DER, 19' right of centerline, up to 82' AGL/110' MSL. Tree 2899' from DER, 605' left of centerline, 102' MSL. Building 3336' from DER, 513' right of centerline, 114' AGL/148' MSL. Building and pole beginning 3440' from DER, 114' right of centerline, up to 118' AGL/153' MSL. Crane 1.5 NM from DER, 1913' right of centerline, 240' AGL/276' MSL. Building 2.3 NM from DER, 1067' right of centerline, 336' AGL/440' MSL. Building 2.3 NM from DER, 1008' right of centerline, 324' AGL/443' MSL.
- RWY 33:
Sign 18' from DER, 191' left of centerline, 3' AGL/15' MSL. Fence 27' from DER, 332' right of centerline, 8' AGL/18' MSL. Pole 93' from DER, 423' right of centerline, 19' AGL/29' MSL. Tree, vehicles on road beginning 365' from DER, 344' left of centerline, up to 70' MSL. Pole 580' from DER, 481' right of centerline, 31' AGL/41' MSL. Trees beginning 699' from DER, 78' right of centerline, up to 56' AGL/60' MSL. Trees beginning 882' from DER, 349' left of centerline, up to 84' AGL/93' MSL. Crane, tree, pole beginning 1389' from DER, 289' left of centerline, up to 82' AGL/95' MSL. Tree 1665' from DER, 236' right of centerline, 62' AGL/62' MSL. Tree 1691' from DER, 215' right of centerline, 59' AGL/68' MSL. Tree 1715' from DER, 882' right of centerline, 79' MSL. Building, pole, antenna beginning 1776' from DER, 247' left of centerline, up to 128' AGL/145' MSL. Trees beginning 1784' from DER, 934' right of centerline, up to 79' AGL/83' MSL. Pole 2917' from DER, 524' right of centerline, 102' MSL. Pole 2925' from DER, 510' right of centerline, 79' AGL/106' MSL. Antenna beginning 4608' from DER, 277' left of centerline, up to 115' AGL/151' MSL. Tree 1.5 NM from DER, 3046' left of centerline, 81' AGL/254' MSL. Pole 1.7 NM from DER, 2115' left of centerline, 101' AGL/308' MSL. Trees beginning 1.8 NM from DER, 1912' left of centerline, up to 311' MSL. Building and tower beginning 2.2 NM from DER, 1374' right of centerline, up to 353' AGL/420' MSL. Building, crane, spire beginning 2.4 NM from DER, 1089' right of centerline, up to 387' AGL/470' MSL. Building 2.4 NM from DER, 3481' left of centerline, 178' AGL/387' MSL. Building 2.4 NM from DER, 3585' left of centerline, 185' AGL/392' MSL. Buildings beginning 2.4 NM from DER, 154' left of centerline, up to 182' AGL/416' MSL. Building, antenna beginning 2.4 NM from DER, 2457' left of centerline, up to 196' AGL/427' MSL.

A
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KDCA/DCA

20 JAN 23 **10-9B**

WASHINGTON, DC (VA) RONALD REAGAN WASHINGTON NATL



RUNWAY INCURSION HOT SPOTS

HS1

See 10-9 for description of Hot Spots

LEGEND

① Reporting Points

⊗ Optional Starting points

KDCA/DCA



WASHINGTON, DC (VA)

20 JAN 23

10-9C

RONALD REAGAN WASHINGTON NATL

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
A1 thru A6	N38 50.8 W077 02.6		
A7 thru A9	N38 50.8 W077 02.5		
B10	N38 51.0 W077 02.4		
B11, B12	N38 51.0 W077 02.5		
B14 thru B17, B19	N38 51.1 W077 02.5		
B18, B20, B22	N38 51.1 W077 02.4		
B21, C26, C28, C30, C32	N38 51.2 W077 02.5		
C25, C27, C29, C31	N38 51.3 W077 02.5		
C33, C34	N38 51.3 W077 02.5		
D41 thru D45	N38 51.4 W077 02.5		
C24	N38 51.2 W077 02.6		
C23, D36, D38	N38 51.3 W077 02.6		
D35, D37, D39, E48	N38 51.4 W077 02.6		
E50 thru E59	N38 51.5 W077 02.6		
E46	N38 51.4 W077 02.7		
E47, E49	N38 51.5 W077 02.7		
SOUTH HANGARS			
2	N38 50.9 W077 02.6		
3, 4	N38 50.8 W077 02.7		
5, 6	N38 50.8 W077 02.8		
7	N38 50.7 W077 02.9		

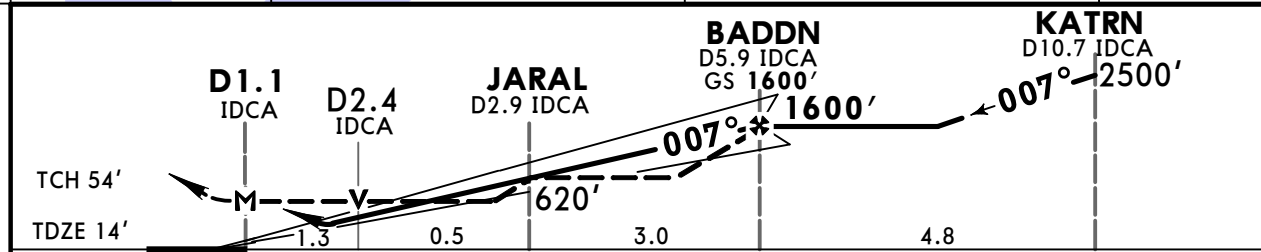
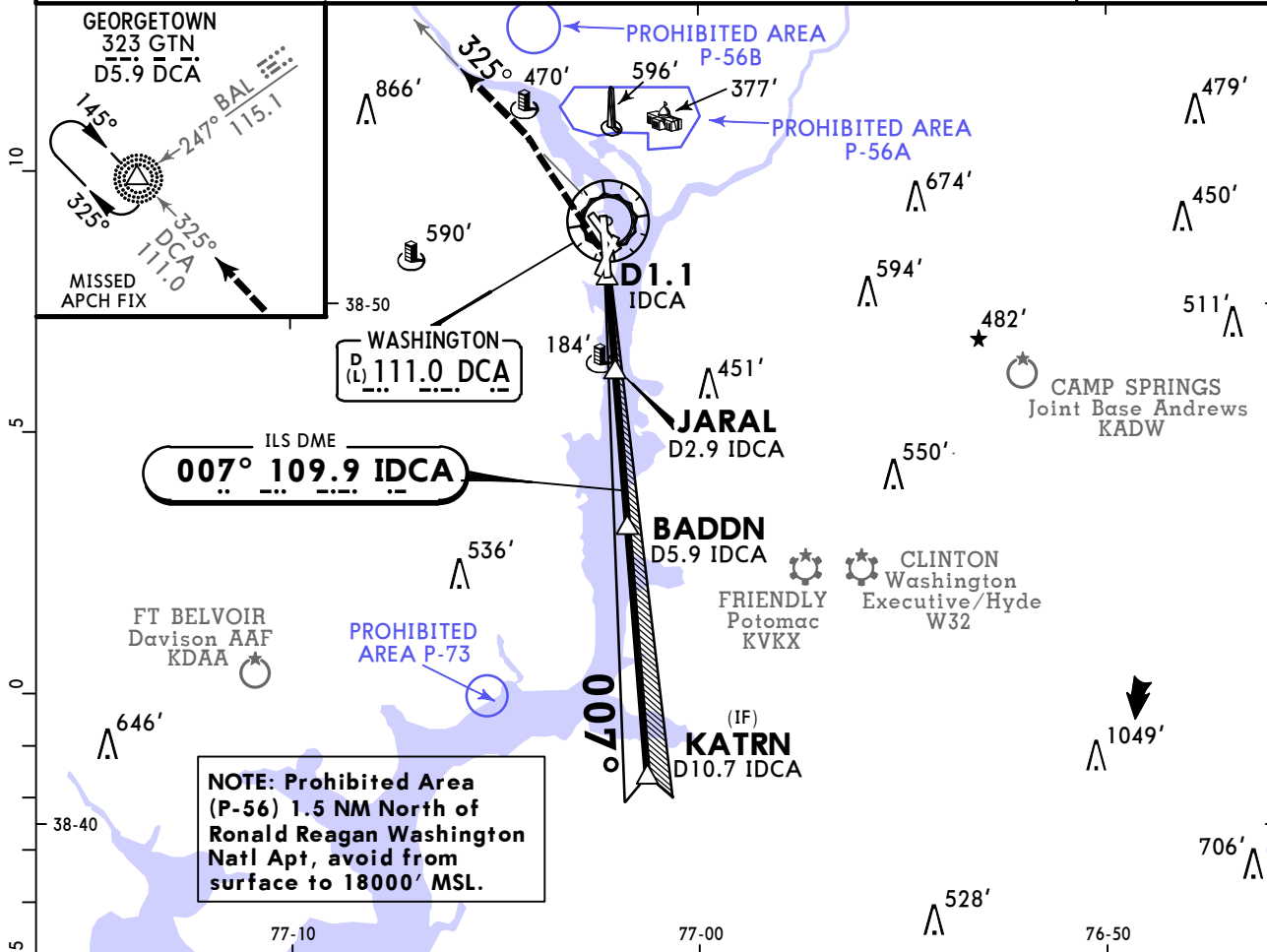
KDCA/DCA RONALD REAGAN WASHINGTON NATL



WASHINGTON, DC (VA) ILS or LOC Rwy 1

17 FEB 23
Eff 23 Feb (11-1)

D-ATIS 132.65	West/South 119.85	POTOMAC Approach (R) East 124.2	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
LOC IDCA 109.9	Final Apch Crs 007°	BADDN 1600' (1586')	ILS DA(H) 214' (200')	Apt Elev 14' TDZE 14'	2600
MISSED APCH: Climb to 420', then climbing LEFT turn to 2200' outbound on DCA VOR R-325 to GEORGETOWN NDB/INT/D5.9 DCA and hold.					
Alt Set: INCHES			Trans level: FL 180		
1. DME required. 2. Radar required for procedure entry. 3. Use IDCA DME when on the LOC course.					MSA DCA VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	420'	2200'	DCA on 111.0 R-325
GS	3.00°	372	478	531	637	743				
MAP at D1.1 IDCA or BADNN to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48			

TERPS					STRAIGHT-IN LANDING RWY 1		CIRCLE-TO-LAND		
ILS DA(H) 214' (200')		LOC (GS out) MDA(H) 480' (466')		Not authorized Northeast of Rwys 15/33		Max Kts	MDA(H)		
TDZ/CL out		ALS out		ALS out				90	720' (706') - 1
A				RVR 24 or 1/2	RVR 50 or 1	120	900' (886') - 1 1/4		
B						140	900' (886') - 2 3/4		
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			165	900' (886') - 3		
D									

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KDCA/DCA
RONALD REAGAN
WASHINGTON NATL



WASHINGTON, DC (VA)
ILS Rwy 1 CAT II

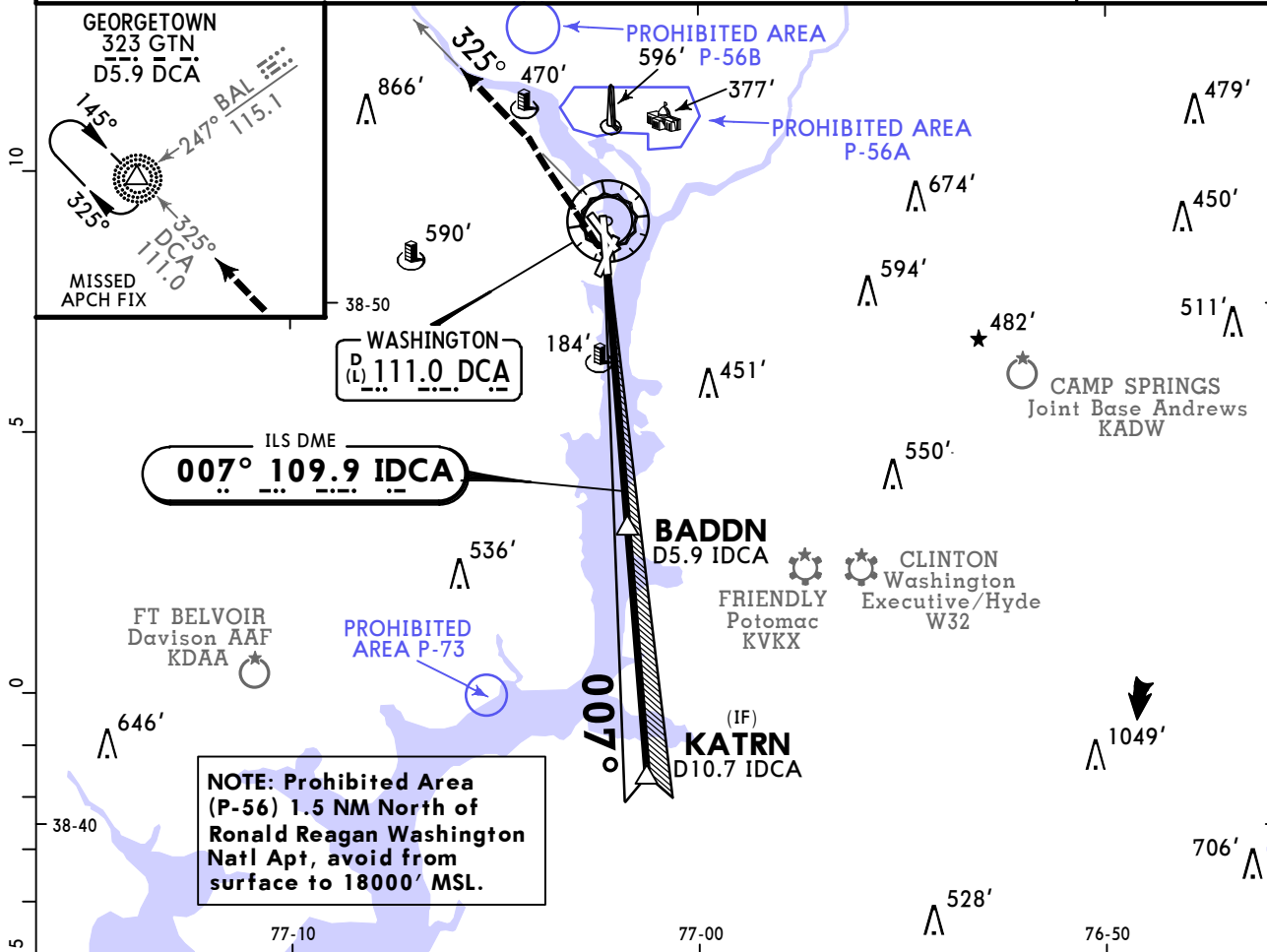
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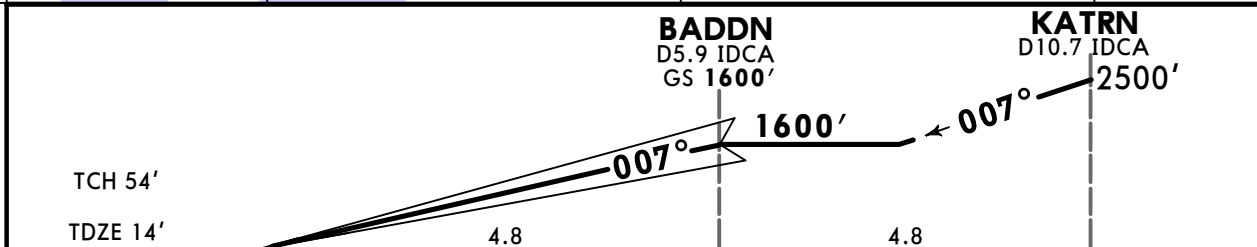
Eff 23 Feb

BRIEFING STRIP™

D-ATIS 132.65	West/South 119.85	POTOMAC Approach (R) East 124.2	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
LOC IDCA 109.9	Final Apch Crs 007°	BADDN 1600' (1586')	CAT II ILS RA 106' DA(H) 114'(100')	Apt Elev 14' TDZE 14'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>2600</p>
MISSED APCH: Climb to 420', then climbing LEFT turn to 2200' outbound on DCA VOR R-325 to GEORGETOWN NDB/INT/D5.9 DCA and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. DME required. 3. RADAR required for procedure entry. 4. Use IDCA DME when on the LOC course.					MSA DCA VOR



NOTE: Prohibited Area (P-56) 1.5 NM North of Ronald Reagan Washington Natl Apt, avoid from surface to 18000' MSL.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 420' ↑ 2200' ↘ LT DCA on 111.0 R-325
GS	3.00°	372	478	531	637	743	

TERPS STRAIGHT-IN LANDING RWY 1
 CAT II ILS
RA 106'
 DA(H) **114'** (100')

RVR 12

TERPS AMEND 41D 23 FEB 2023

KDCA/DCA
RONALD REAGAN
WASHINGTON NATL



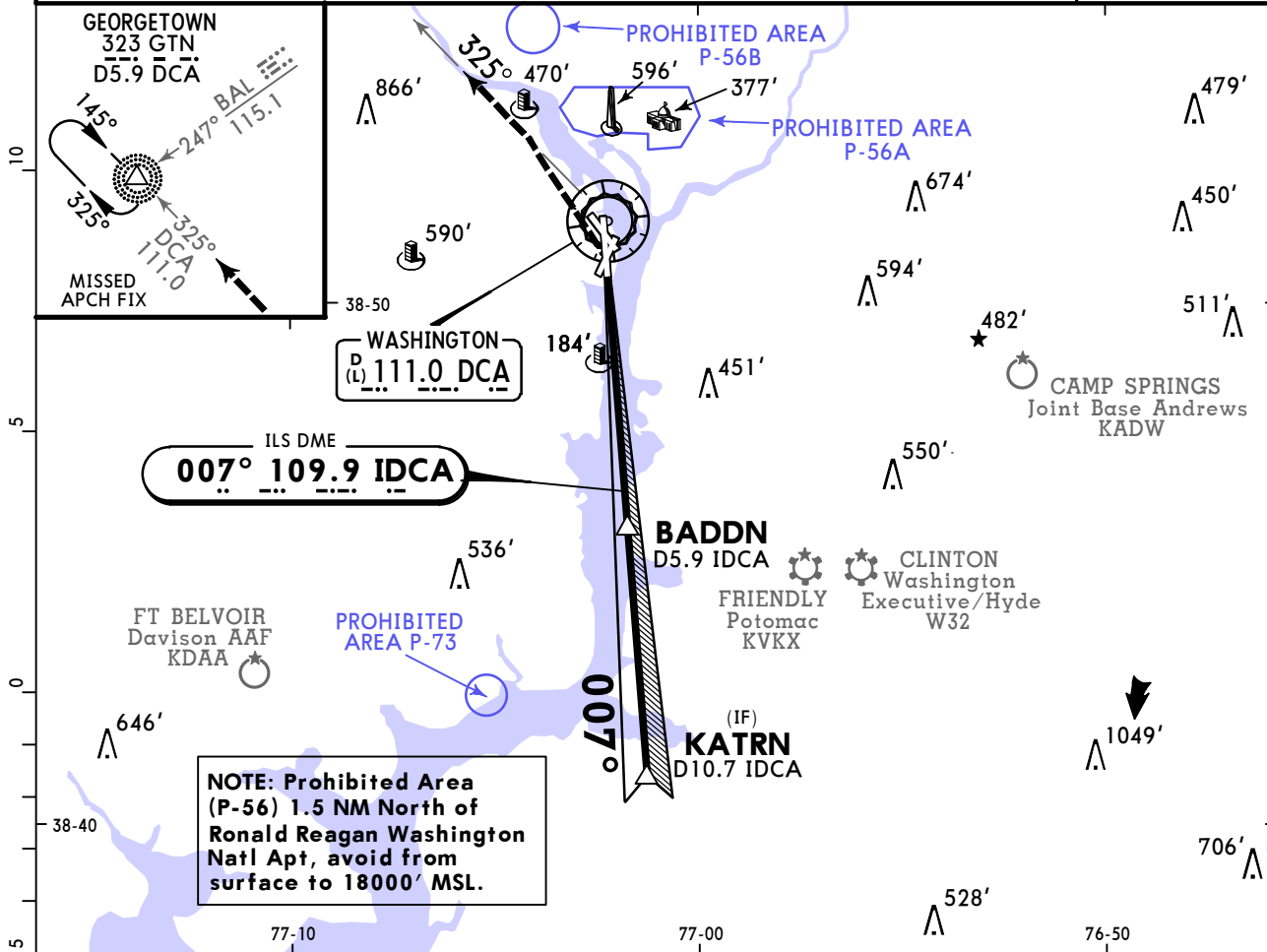
WASHINGTON, DC (VA)
ILS Rwy 1 SA CAT I

17 FEB 23

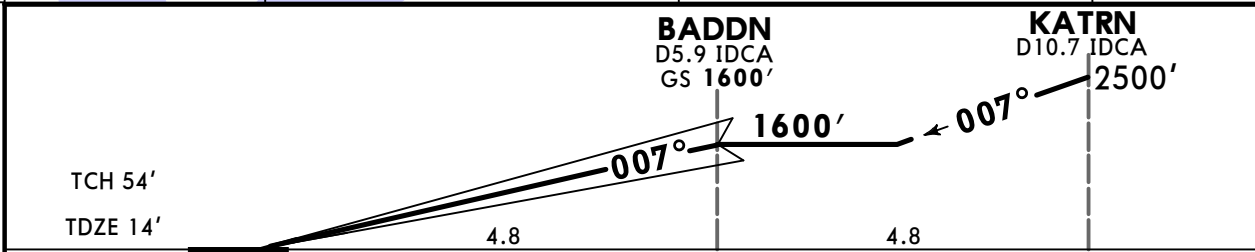
Eff 23 Feb

11-1B

D-ATIS 132.65	POTOMAC Approach (R) West/South 119.85	East 124.2	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
LOC IDCA 109.9	Final Apch Crs 007°	BADDN 1600' (1586')	SA CAT I ILS RA 156' DA(H) 164'(150')	Apt Elev 14' TDZE 14'	2600
MISSED APCH: Climb to 420', then climbing LEFT turn to 2200' outbound on DCA VOR R-325 to GEORGETOWN NDB/INT/D5.9 DCA and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. DME required. 3. RADAR required for procedure entry. 4. Use IDCA DME when on the LOC course.					MSA DCA VOR



NOTE: Prohibited Area (P-56) 1.5 NM North of Ronald Reagan Washington Natl Apt, avoid from surface to 18000' MSL.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	420'	2200'	DCA on 111.0 R-325
GS	3.00°	372	478	531	637	743				

TERPS	STRAIGHT-IN LANDING RWY1 SA CAT I ILS RA 156' DA(H) 164' (150')
	RVR 14

Requires specific OPSPEC, MSPEC, or LOA approval.

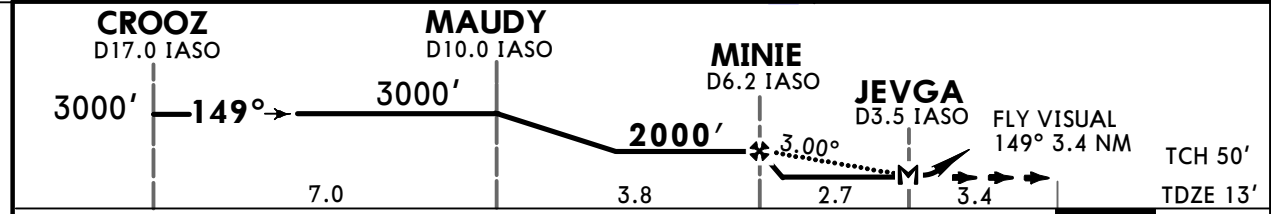
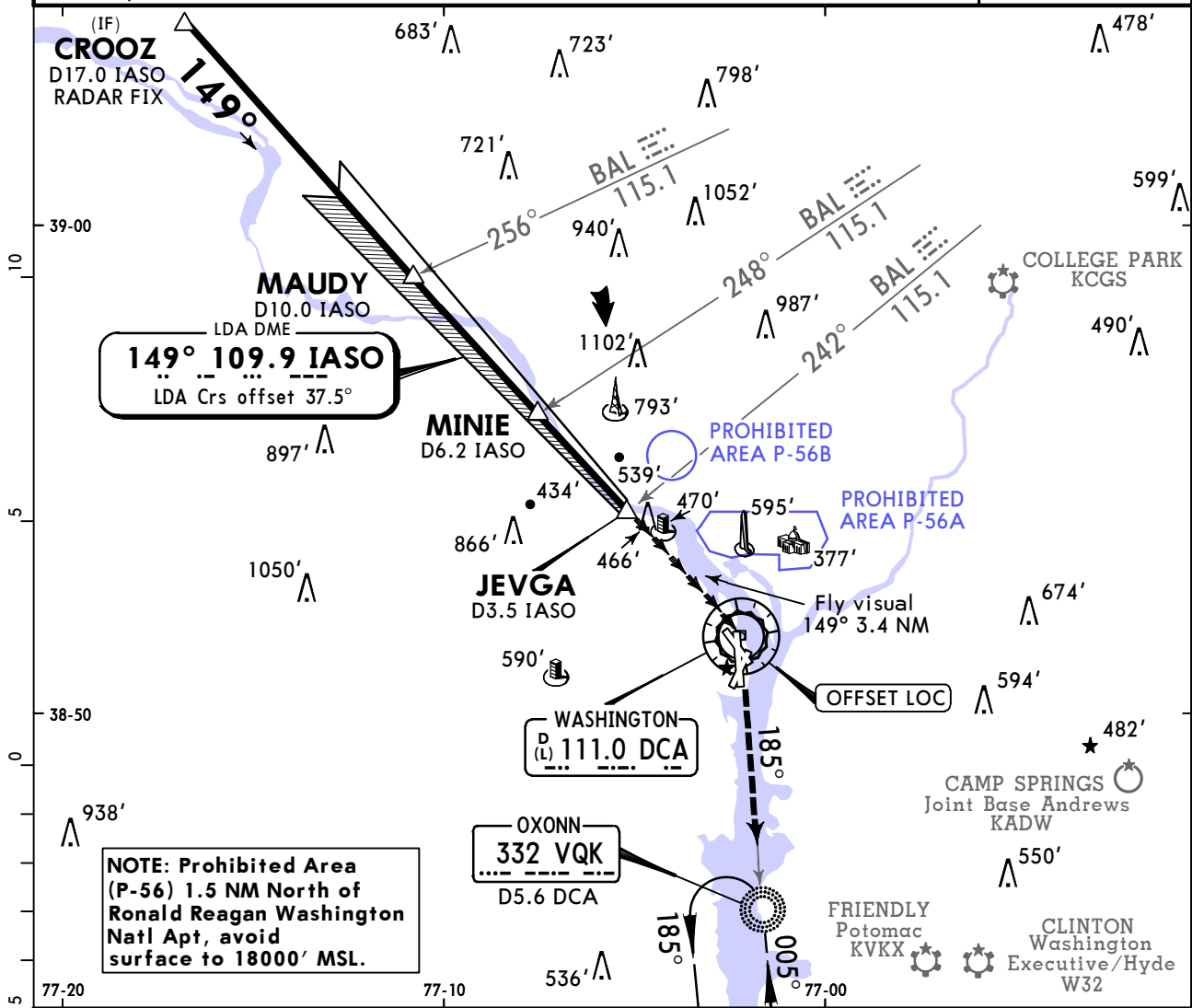
TERPS AMEND 41D 23 FEB 2023

KDCA/DCA RONALD REAGAN WASHINGTON NATL

JEPPESSEN
5 JUL 24 **(11-2)** **Eff 11 Jul**

WASHINGTON, DC (VA)
LDA Y Rwy 19

D-ATIS 132.65	POTOMAC Approach (R) West/South 119.85	East 124.2	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
LDA IASO 109.9	Final Apch Crs 149°	MINIE 2000' (1987')	MDA(H) 1100' (1087')	Apt Elev 14' TDZE 13'	2500 MSA DCA VOR
MISSED APCH: Climb to 1800' direct DCA VOR and outbound on DCA VOR R-185 to OXONN NDB/D5.6 DCA and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Radar required for procedure entry. 2. ADF or DME required. 3. Rwy 19 helicopter visibility reduction below 1 SM not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALS F PAPI	1800'	DCA 111.0
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at JEVGA or MINIE to MAP	2.7	2:19	1:48	1:37	1:21	1:09	1:01		

TERPS STRAIGHT-IN LANDING RWY19					CIRCLE-TO-LAND				
MDA(H) 1100' (1087')					Not Authorized Northeast of Rwy 15/33.				
ALS out					MDA(H)				
A	3				Max Kts	1100' (1086') -3			
B					90				
C					120				
D					140				

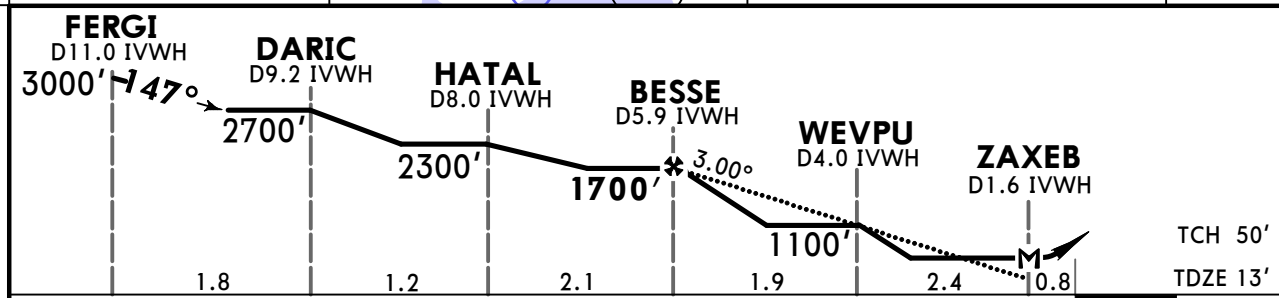
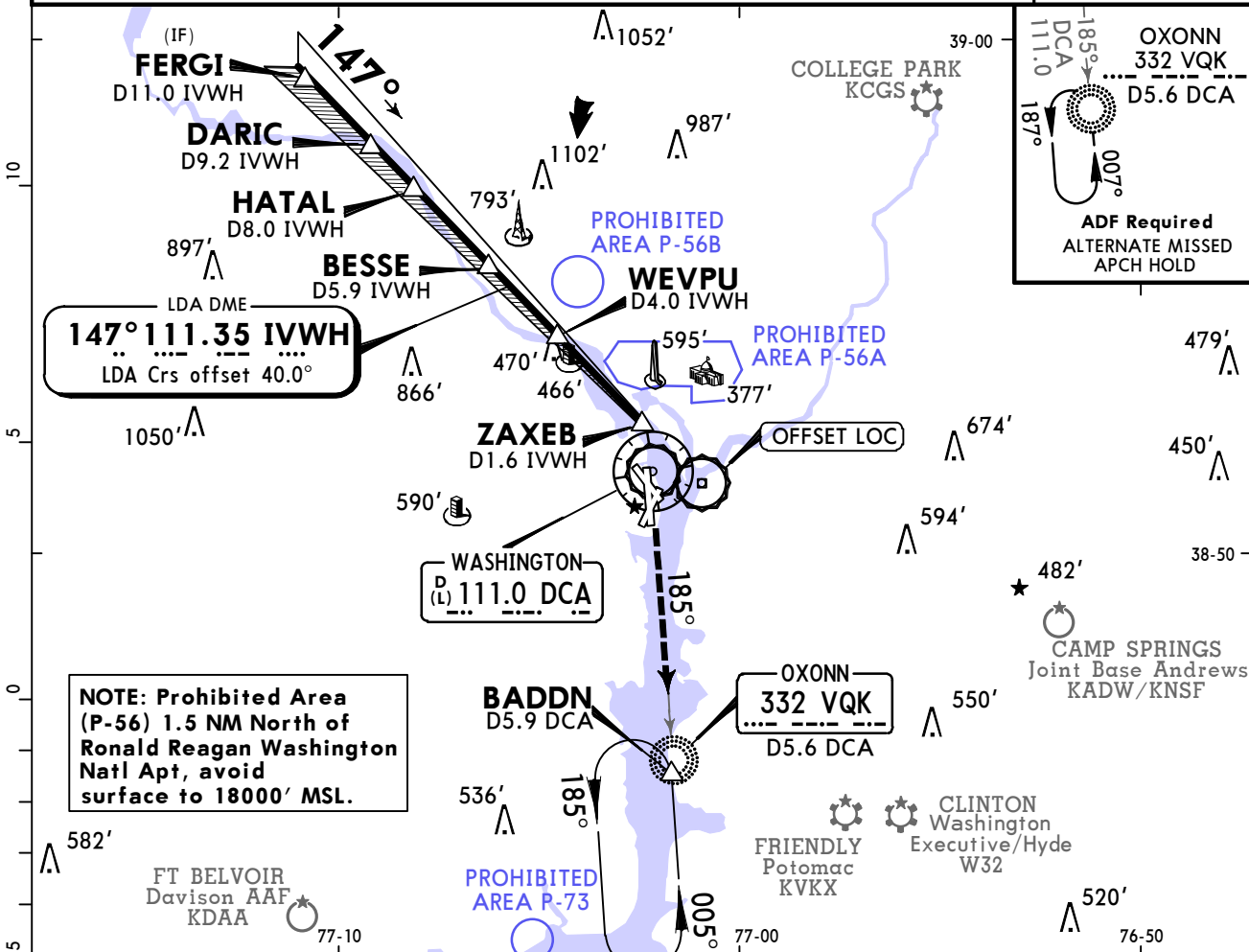
KDCA/DCA
RONALD REAGAN
WASHINGTON NATL



WASHINGTON, DC (VA)
LDA Z Rwy 19

5 JUL 24 **(11-3)** Eff 11 Jul

D-ATIS 132.65	POTOMAC Approach (R) West/South 119.85	East 124.2	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
LDA IVWH 111.35	Final Apch Crs 147°	BESSE 1700' (1687')	MDA(H) 780' (767')	Apt Elev 14' TDZE 13'	<p>2500 MSA DCA VOR</p>
MISSED APCH: Climbing RIGHT turn to 3000' outbound on DCA VOR R-185 to BADDN/D5.9 DCA and hold, continue climb-in-hold to 3000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Radar required for procedure entry. 3. Rwy 19 helicopter visibility reduction below 1 SM not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSFS 3000' DCA PAPI on 111.0 RT R-185	BADDN
Descent Angle	3.00°	372	478	531	637	743		
MAP at ZAXEB								

TERPS		STRAIGHT-IN LANDING RWY19		CIRCLE-TO-LAND	
		MDA(H) 780' (767')		Not Authorized Northeast of Rwy 15/33	
		ALS out		Max Kts	
A		RVR 50 or 1		90	780' (766') - 1
B		RVR 55 or 1		120	780' (766') - 1¼
C		2½		140	840' (826') - 2½
D				165	900' (886') - 3

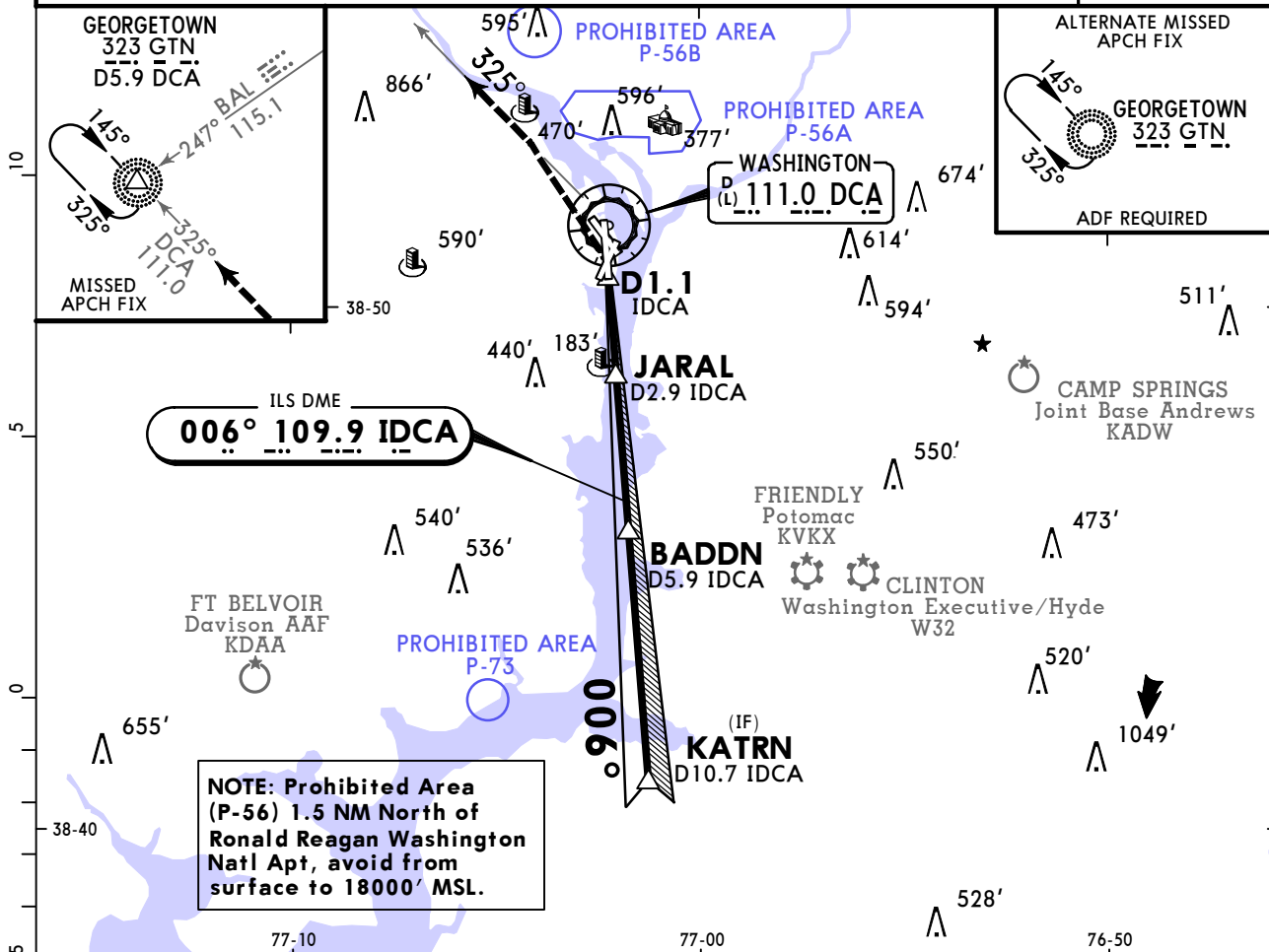
TERPS AMEND 4 11 JUL 2024

KDCA/DCA
RONALD REAGAN
WASHINGTON NATL

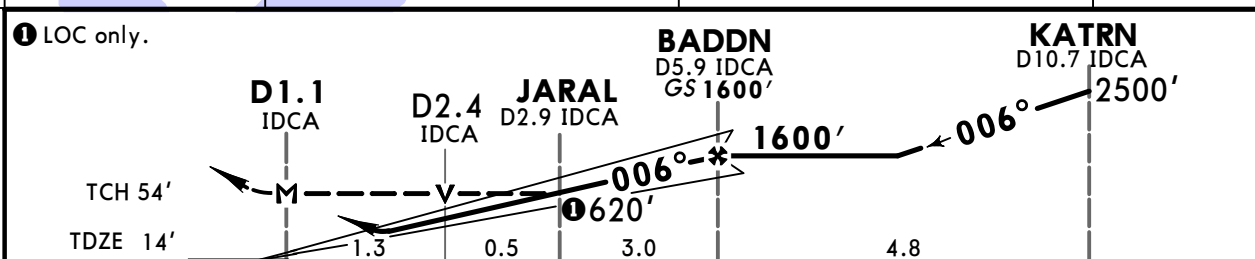


WASHINGTON, DC (VA)
10 JUN 22 (11-4) COPTER ILS or LOC DME Rwy 1

D-ATIS 132.65	POTOMAC Approach (R) West/South 119.85	East 124.2	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
LOC IDCA 109.9	Final Apch Crs 006°	BADDN 1600' (1586')	ILS DA(H) 114' (100')	Apt Elev 15' TDZE 14'	2600
MISSED APCH: Climb to 420', then climbing LEFT turn to 2200' outbound on DCA VOR R-325 to GEORGETOWN NDB/INT/D5.9 DCA and hold.					
Alt Set: INCHES			Trans level: FL 180		
Use IDCA DME when on the LOC course.					MSA DCA VOR



NOTE: Prohibited Area (P-56) 1.5 NM North of Ronald Reagan Washington Natl Apt, avoid from surface to 18000' MSL.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	420'	2200'	DCA on 111.0 R-325
GS 3.00°	372	478	531	637	743	849				
MAP at D1.1 IDCA or BADDN to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48				

TERPS			STRAIGHT-IN LANDING RWY 1		
COPTER	ILS		LOC (GS out)		
	DA(H) 114' (100')		MDA(H) 480' (466')		
	RVR 12		ALS out		
RVR 24 or 1/2		RVR 55 or 1			

ILS Copter ILS Cat II - Special Aircrew & Acft Certification required. Radio altimeter required: RA 106'.
 CHANGES: Missed approach text, topography, chart format. © JEPPesen, 1998, 2022. ALL RIGHTS RESERVED.

TERPS AMEND 1B 16 JUN 2022

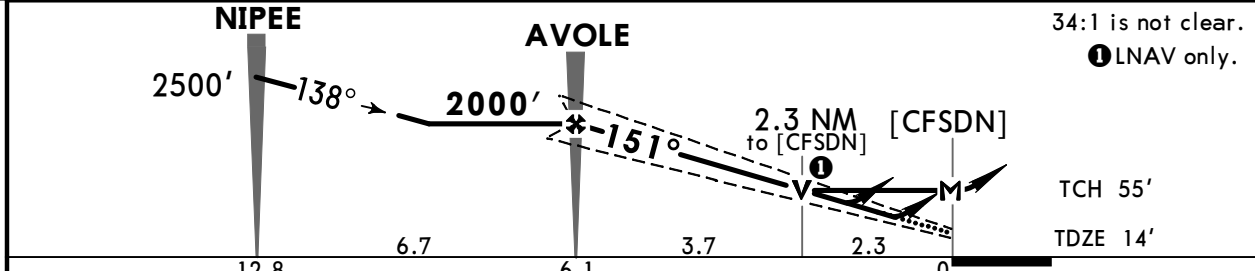
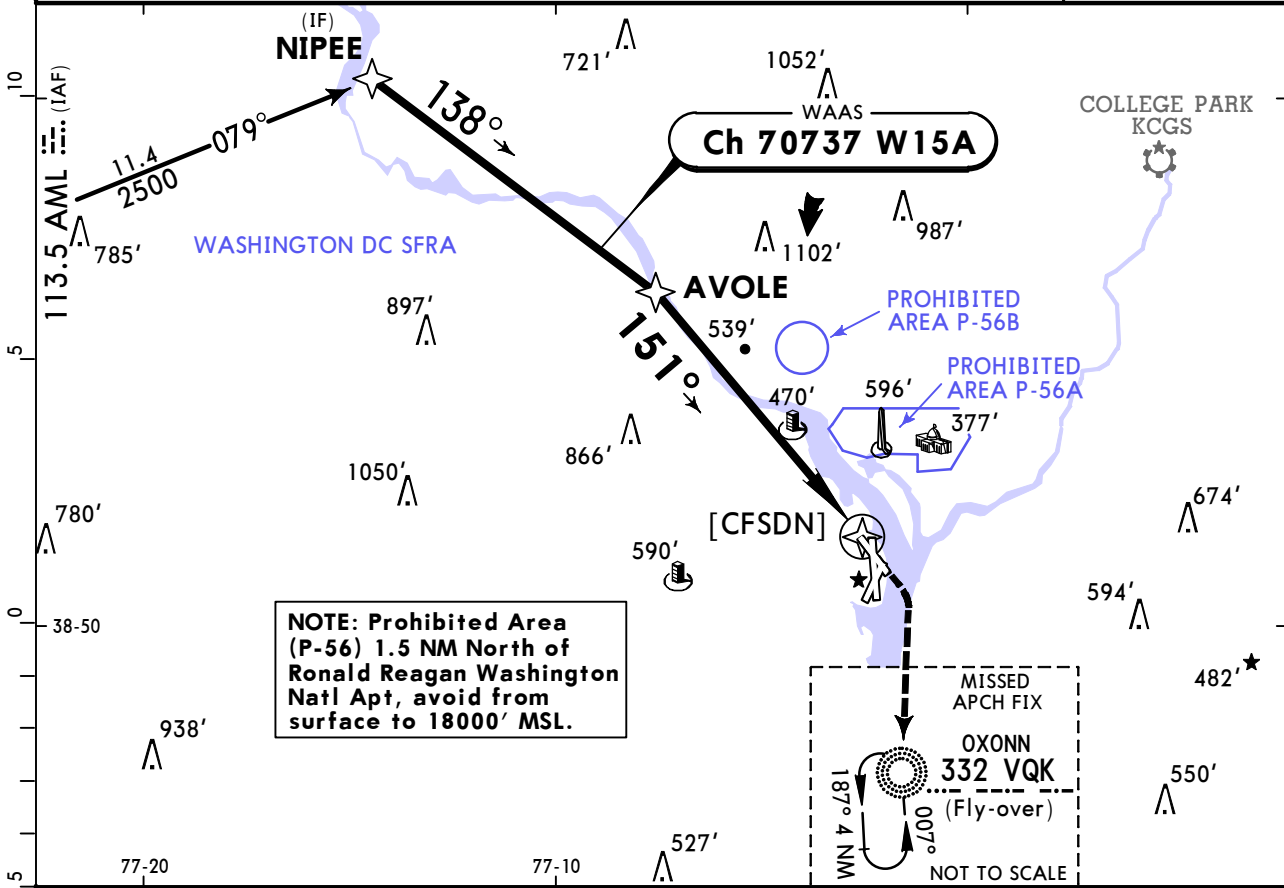
KDCA/DCA
RONALD REAGAN
WASHINGTON NATL

JEPPESSEN
 30 AUG 24 (12-1)

WASHINGTON, DC (VA)
RNAV (GPS) Rwy 15

BRIEFING STRIP™

D-ATIS 132.65	POTOMAC Approach (R) West/South 119.85	East 124.2	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
WAAS Ch 70737 W15A	Final Apch Crs 151°	AVOLE 2000' (1986')	LPV DA(H) 395' (381')	Apt Elev 14' TDZE 14'	2600 MSA CFSDN
MISSED APCH: (Do not exceed 210 KT until reaching 600' MSL) Climb to 600' then climbing RIGHT turn to 1800' direct VQK NDB and hold.					
RNP Apch-GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C or above 54°C. 2. Rwy 15 helicopter visibility reduction below 3/4 SM not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 36'). 4. Final approach course offset 2.79°.					



Gnd speed-Kts	70	90	100	120	140	160	REIL	600'	1800'	D →	VQK 332
Glide Path Angle	3.00°	372	478	531	637	743	PAPI-L	↑	RT		
MAP at [CFSDN]											

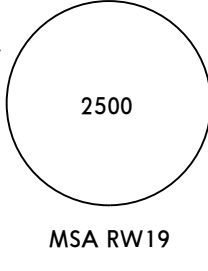
TERPS			STRAIGHT-IN LANDING RWY 15			1 CIRCLE-TO-LAND	
	LPV DA(H) 395' (381')	LNAV/VNAV DA(H) 749' (735')	LNAV MDA(H) 800' (786')			Max Kts	MDA(H)
A			1			90	800' (786') -1
B			1 1/4			120	800' (786') -1 1/4
C	1 1/8	2	2 1/2			140	840' (826') -2 1/2
D						165	900' (886') -3

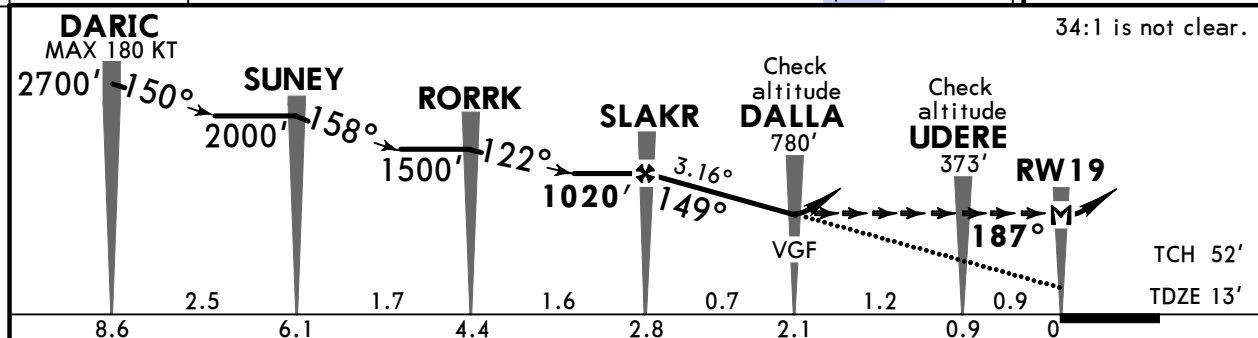
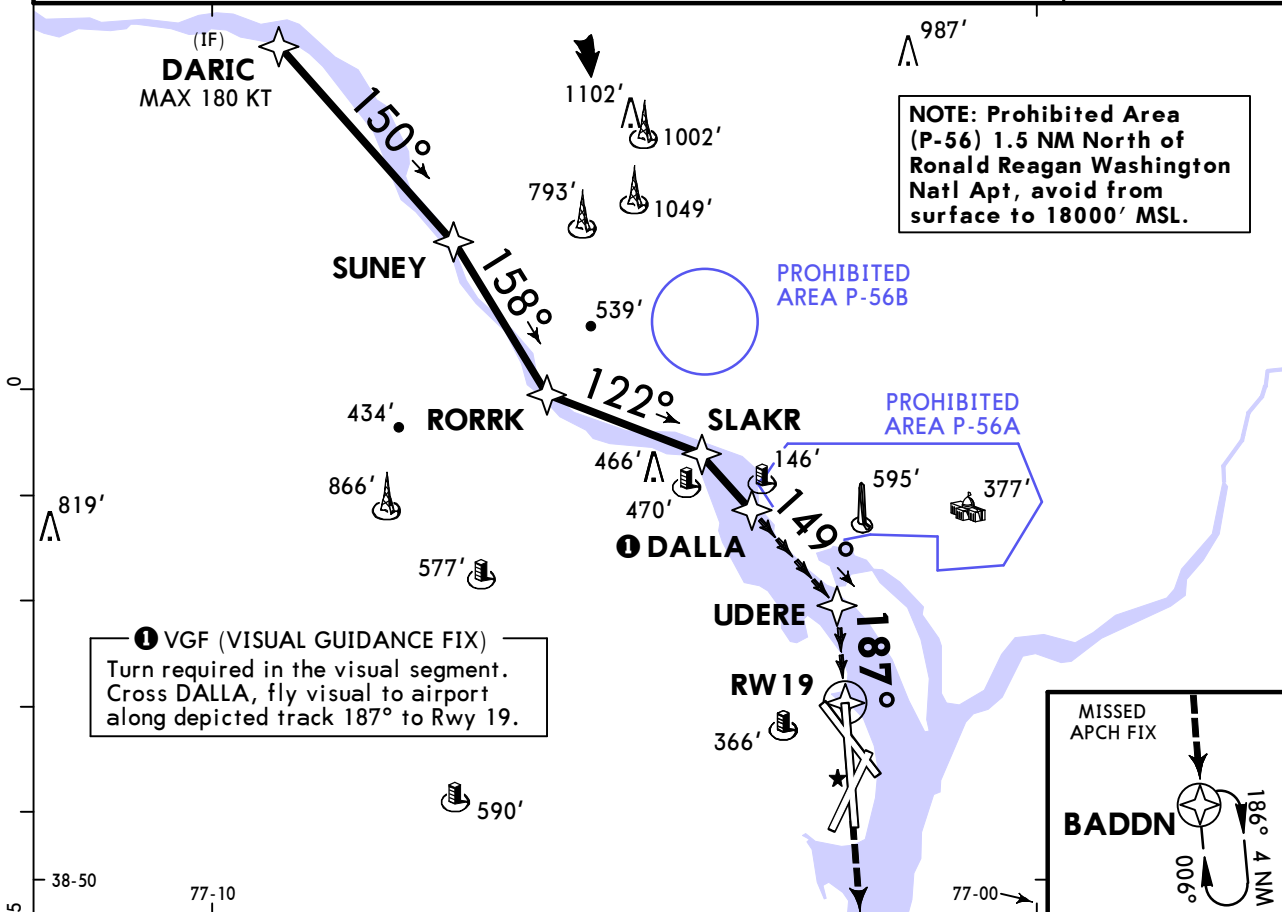
TERPS ORIG-C 25 FEB 2021

KDCA/DCA
RONALD REAGAN
WASHINGTON NATL

JEPPESEN
 5 JUL 24
Eff 11 Jul (12-2)

WASHINGTON, DC (VA)
RNAV (GPS) Y Rwy 19

D-ATIS 132.65	POTOMAC Approach (R) East 124.2 West/South 119.85		WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
RNAV	Final Apch Crs 187°	SLAKR 1020' (1007')	MDA(H) 780' (767')	Apt Elev 14' TDZE 13'	
MISSED APCH: (Do not exceed 165 KT until Rwy 19) Climb to 3000' on the FMS lateral path to Rwy 19, then direct BADDN and hold, continue climb-in-hold to 3000'. If unable to follow the FMS lateral path, climb to 3000' and turn to heading 187° direct BADDN and hold, continue climb-in-hold to 3000'.					
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. Radar required. 2. Close adherence to flight track required for obstacle clearance. 3. Rwy 19 helicopter visibility reduction below 3/4 SM not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSF 3000'	FMS Lateral Path to Rwy 19	D → BADDN
Descent Angle	3.16°	391	503	559	671	783			
MAP at RW19									

TERPS									
STRAIGHT-IN LANDING RWY 19									
LNAV									
MDA(H) 780' (767')									
ALS out									
A									
B	2½								
C									
D									

TERPS ORIG 11 JUL 2024

KDCA/DCA RONALD REAGAN WASHINGTON NATL



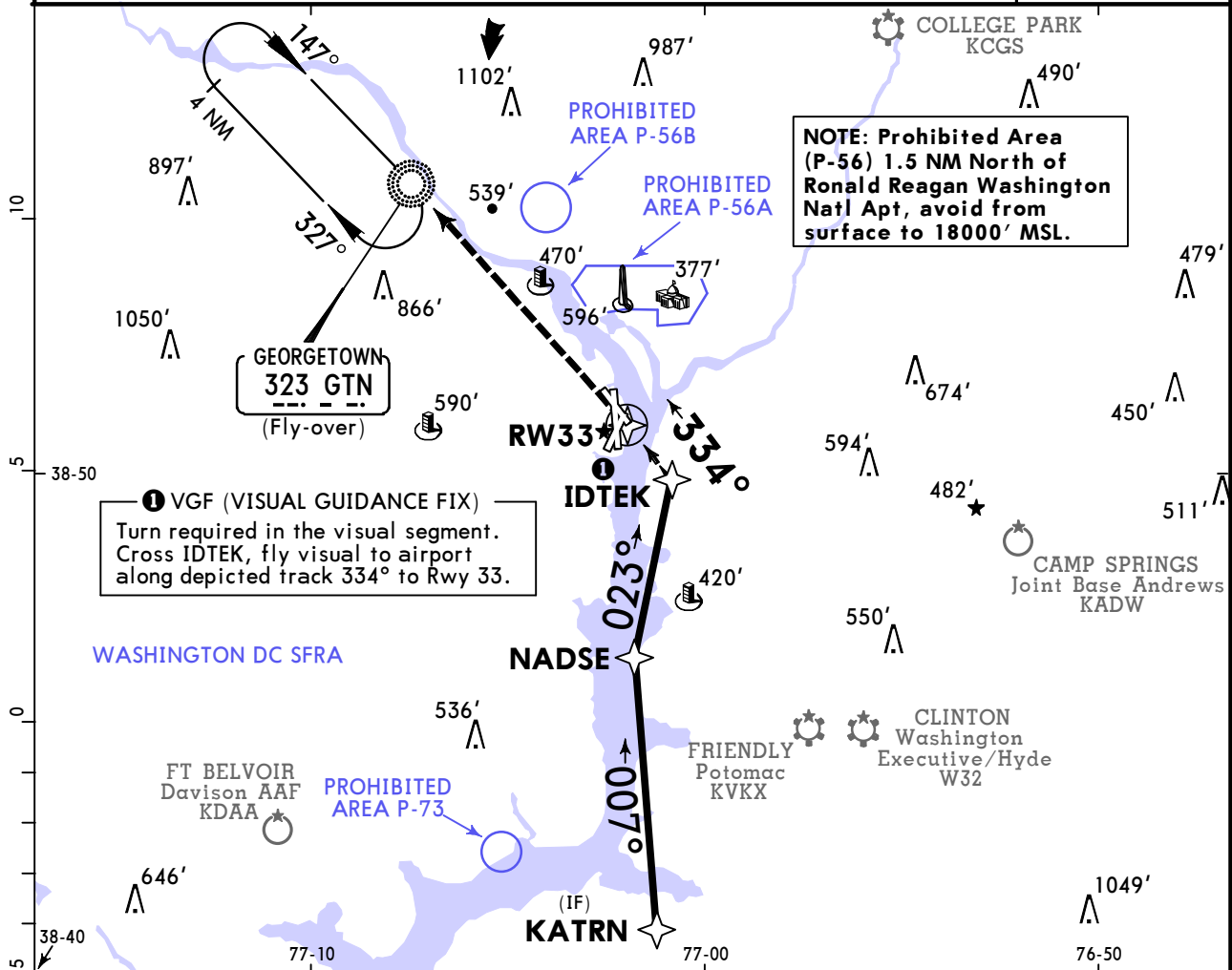
WASHINGTON, DC (VA)

5 JUL 24
Eff 11 Jul (12-3)

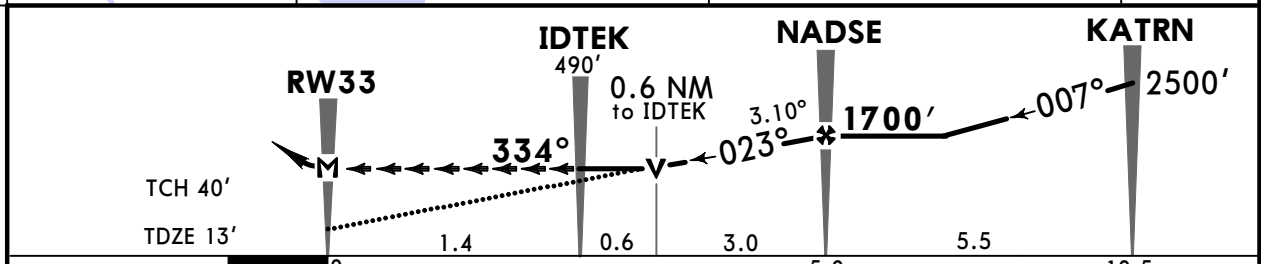
RNAV (GPS) Rwy 33

BRIEFING STRIP™

D-ATIS 132.65	POTOMAC Approach (R) East 124.2 West/South 119.85		WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
RNAV	Final Apch Crs 334°	NADSE 1700' (1687')	MDA(H) 680' (667')	Apt Elev 14' TDZE 13'	
MISSED APCH: (Do not exceed 210 KT until Rwy 33) Climb to 2200' on the FMS lateral path to Rwy 33 and direct to GTN NDB and hold. Continue climb-in-hold to 2200'.					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2500</div> <p>MSA RW33</p>
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
Radar required.					
VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 37').					



① VGF (VISUAL GUIDANCE FIX)
Turn required in the visual segment. Cross IDTEK, fly visual to airport along depicted track 334° to Rwy 33.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2200'	FMS Lateral Path to Rwy 33	and →	GTN 323
Descent Angle 3.10°	384	494	548	658	768	878					
MAP at RW33											

TERPS STRAIGHT-IN LANDING RWY 33
LNAV
MDA(H) **680'**(667')

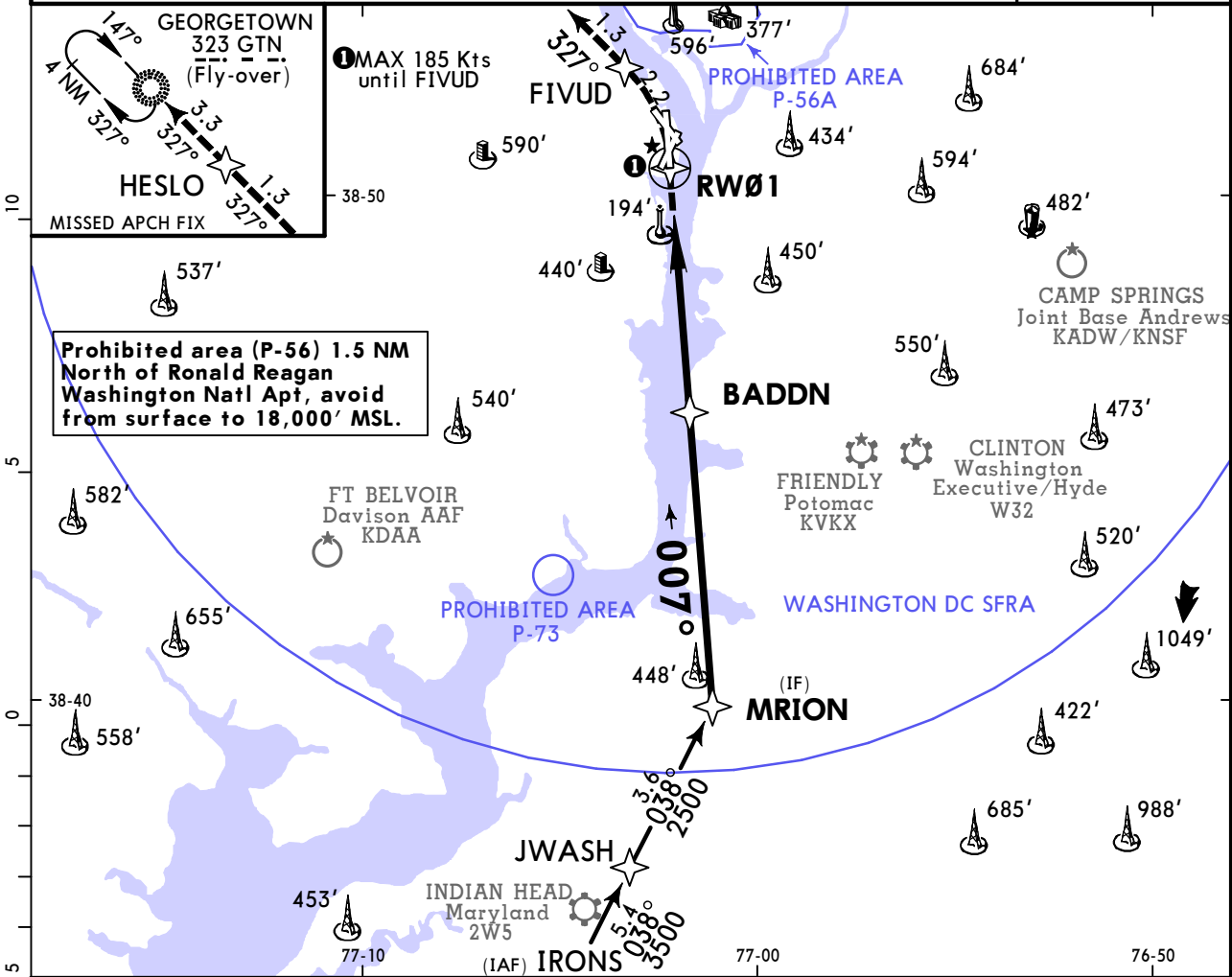
A	2 1/4
B	
C	
D	

TERPS ORIG 20 APR 2023

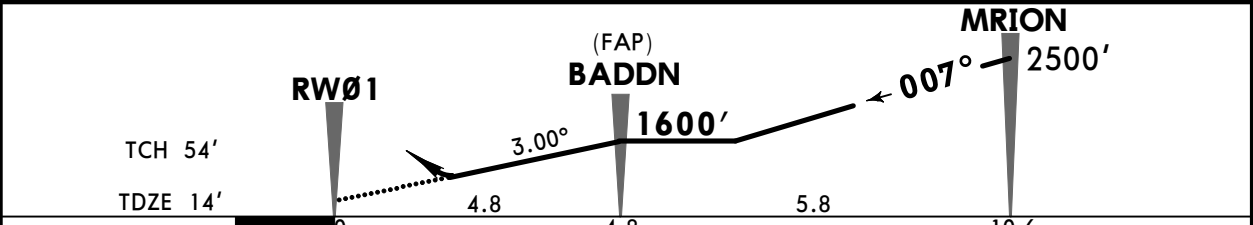
KDCA/DCA
RONALD REAGAN
WASHINGTON NATL

JEPPESSEN **WASHINGTON, DC (VA)**
 5 JUL 24 **(12-20)** **Eff 11 Jul** **RNAV (RNP) Rwy 1**

D-ATIS 132.65	POTOMAC Approach (R) West/South 119.85	East 124.2	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
RNAV	Final Apch Crs 007°	BADDN 1600' (1586')	RNP 0.30 DA(H) 552' (538')	Apt Elev 14' TDZE 14'	2100 MSA RW01
MISSED APCH: (Do not exceed 185 Kts until FIVUD) Climb to 2200' LEFT turn to FIVUD, and on track 327° to HESLO, and on track 327° to GTN NDB and hold. Missed approach requires RNP less than 1.00.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -10°C (14°F) or above 48°C (120°F).					



Prohibited area (P-56) 1.5 NM North of Ronald Reagan Washington Natl Apt, avoid from surface to 18,000' MSL.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MAX	2200'	LT	FIVUD
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	185 kts	↑	↙	
MAP at DA											

TERPS STRAIGHT-IN LANDING RWY 1
 RNP 0.30
 DA(H) **552'** (538')

ALS out	
A	
B	
C	RVR 60 or 1/4
D	1 3/4

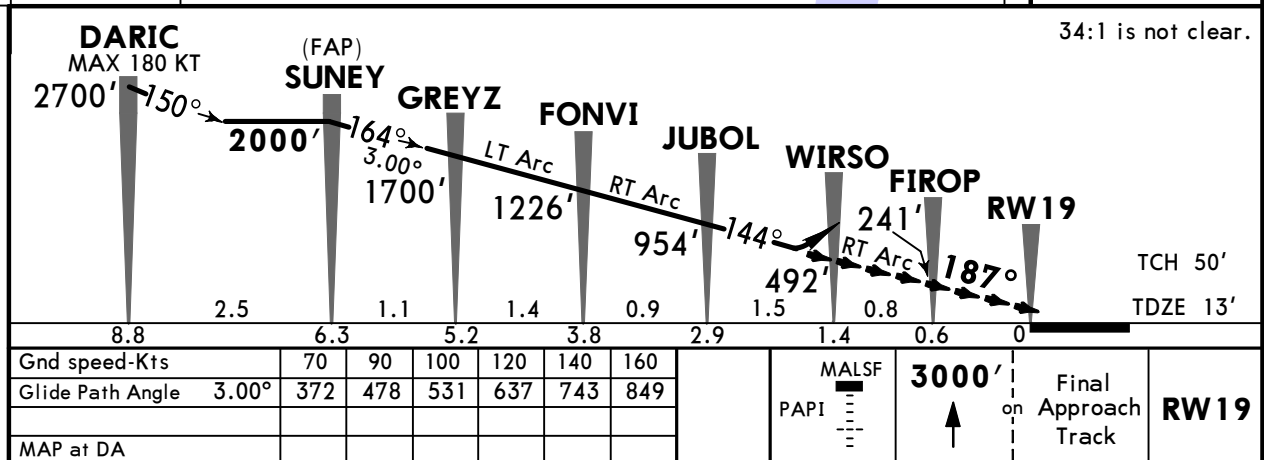
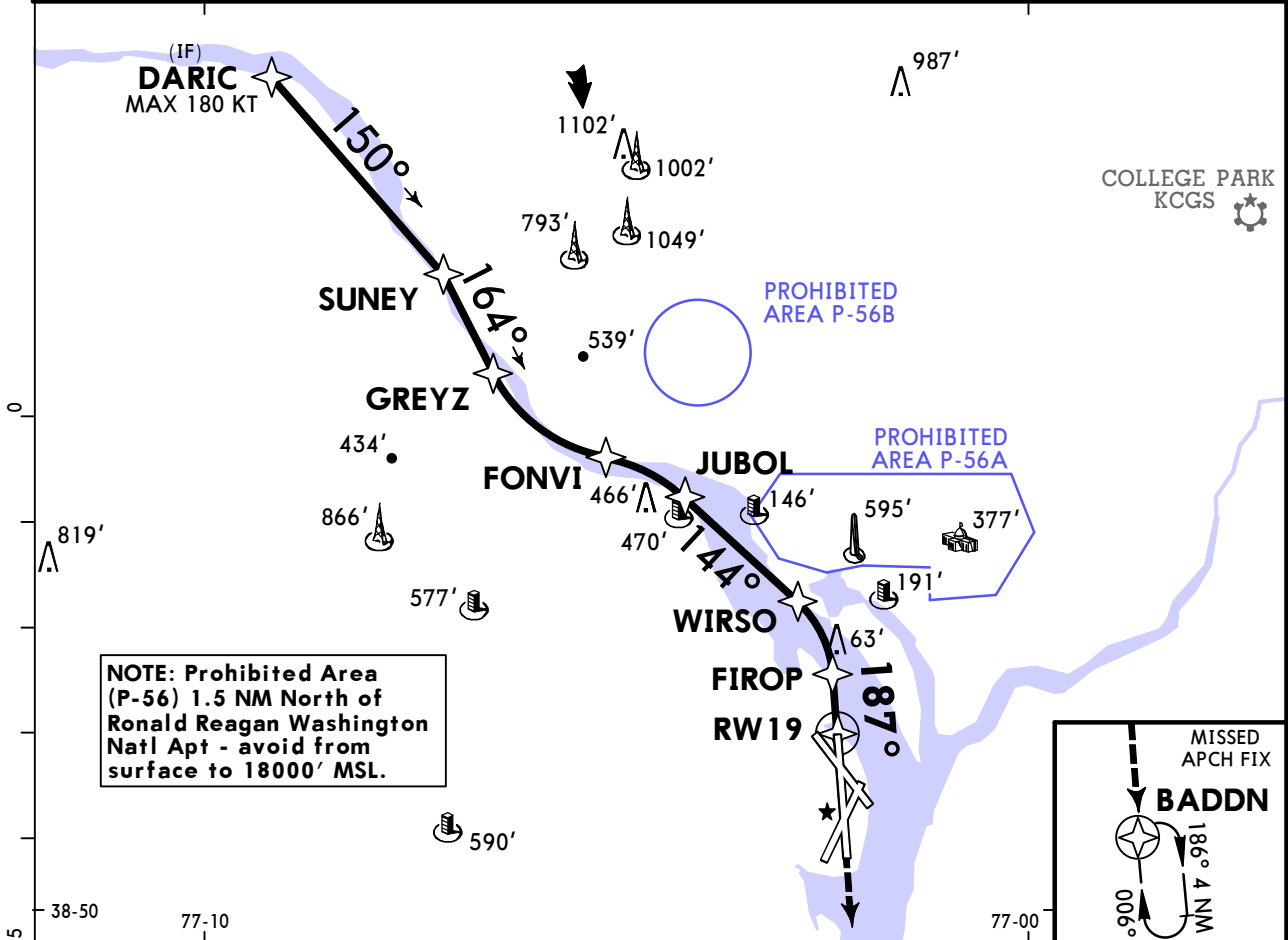
TERPS AMEND 1B 26 APR 2018

KDCA/DCA
RONALD REAGAN
WASHINGTON NATL

JEPPESEN
 5 JUL 24
Eff 11 Jul (12-21)

WASHINGTON, DC (VA)
RNAV (RNP) Z Rwy 19

D-ATIS 132.65	POTOMAC Approach (R) West/South 119.85	East 124.2	WASHINGTON Tower 119.1	Ground 121.7	Helicopter 134.35
RNAV	Final Apch Crs 187°	SUNEY 2000' (1987')	RNP 0.11 DA(H) 491' (478')	Apt Elev 14' TDZE 13'	2500 MSA RW19
MISSED APCH: Climb to 3000' on the final approach track to RW19 then direct BADDN and hold, continue climb-in-hold to 3000'.					
RNP AR Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C or above 54°C.					



TERPS		STRAIGHT-IN LANDING RWY 19	
RNP 0.11		RNP 0.30	
DA(H) 491' (478')		DA(H) 550' (537')	
ALS out		ALS out	
A	RVR 60 or 1/4		1 1/2
B			
C			
D			

TERPS AMEND 3 11 JUL 2024

Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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WASHINGTON, DC (RONALD REAGAN WASHINGTON NATL - KDCA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KDCA

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.