

DCA Runway 19 RNAV Approach Redesign

Presented to: DCA Noise Mitigation CWG

By: Matthew Fisher, FAA

Date: October 27, 2022

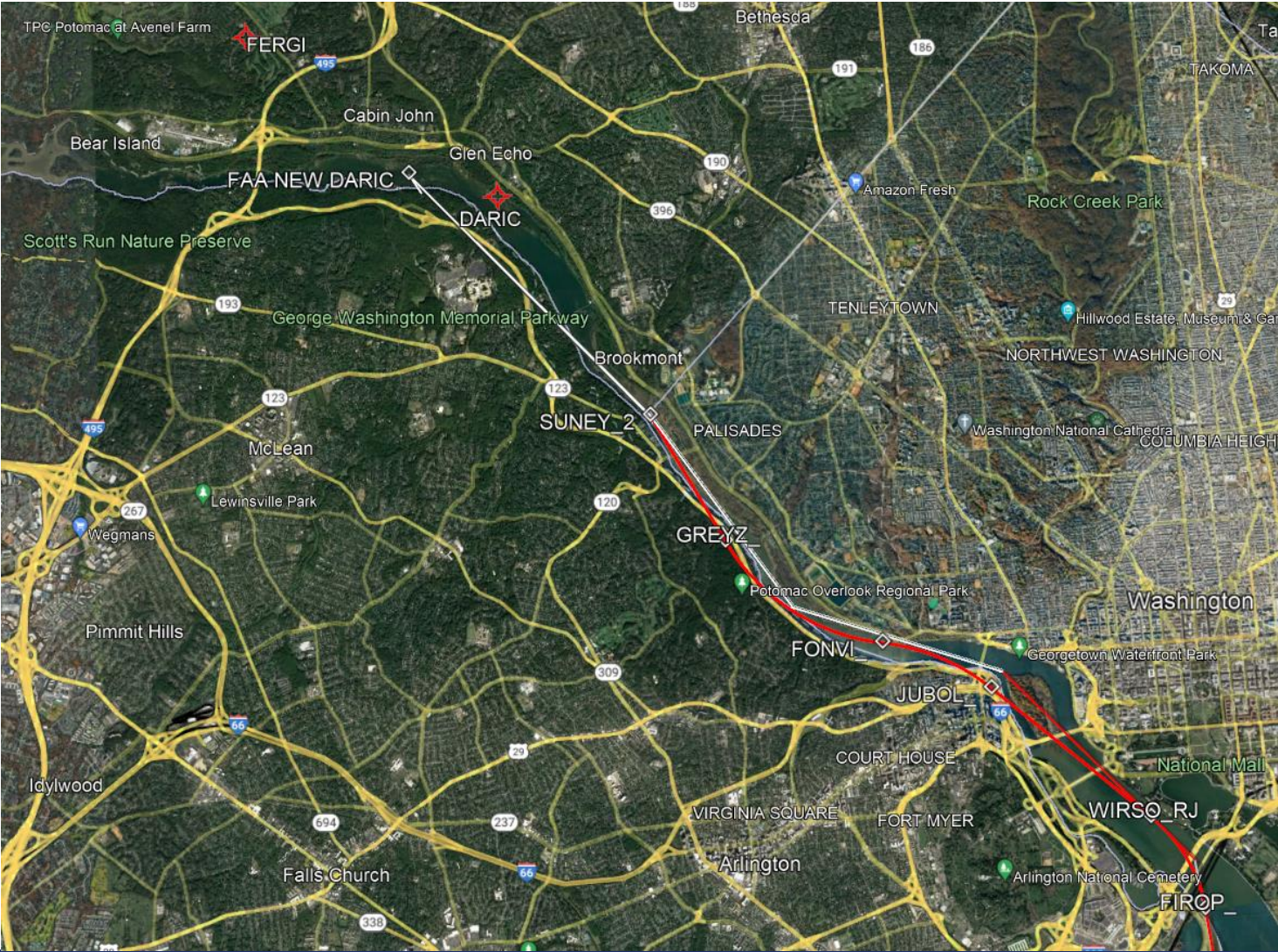


Federal Aviation
Administration



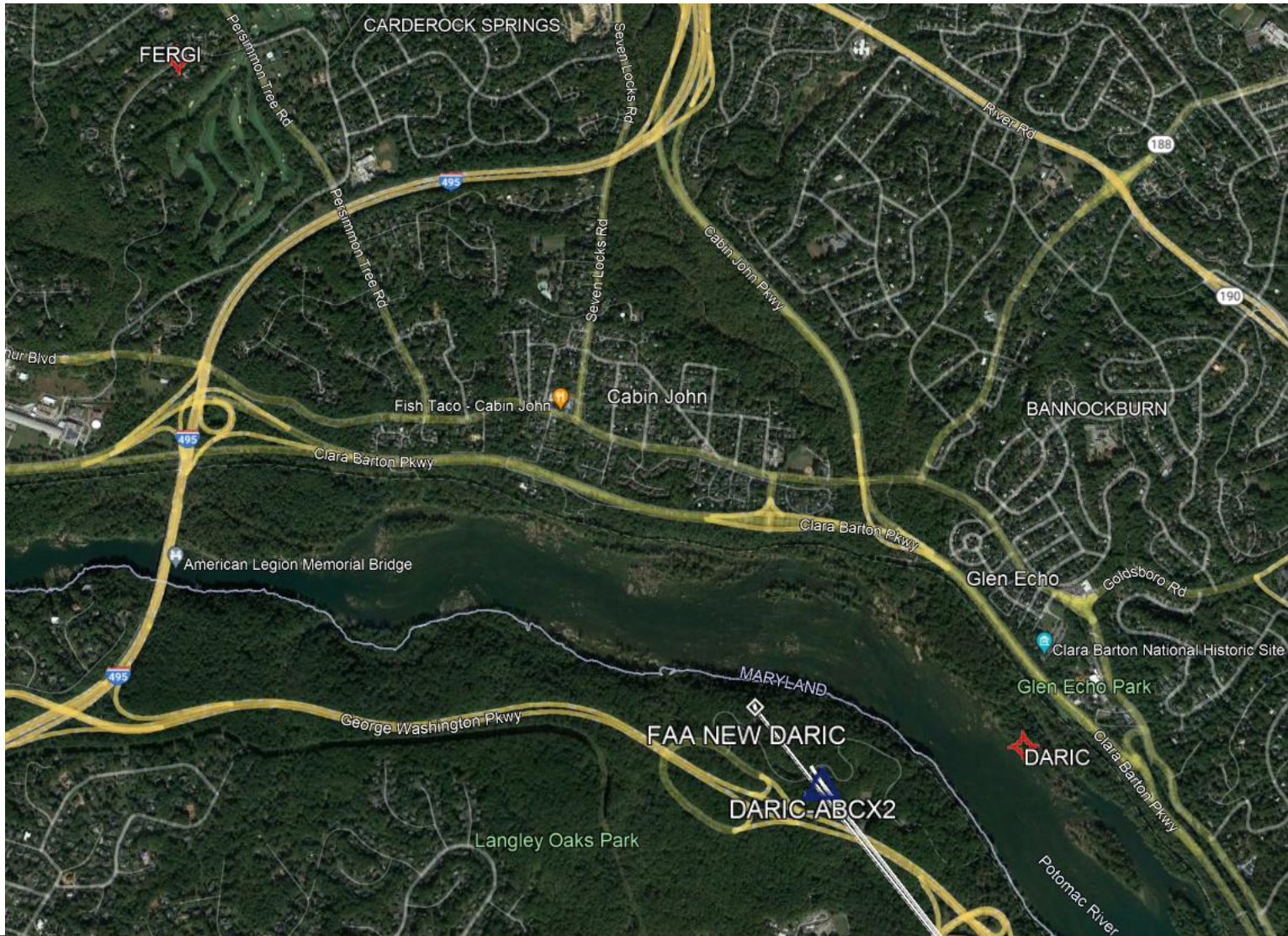
Federal Aviation
Administration

FAA's Proposed GPS and RNP Approaches



Federal Aviation
Administration

IAFs: Current vs ABCx2 vs FAA New



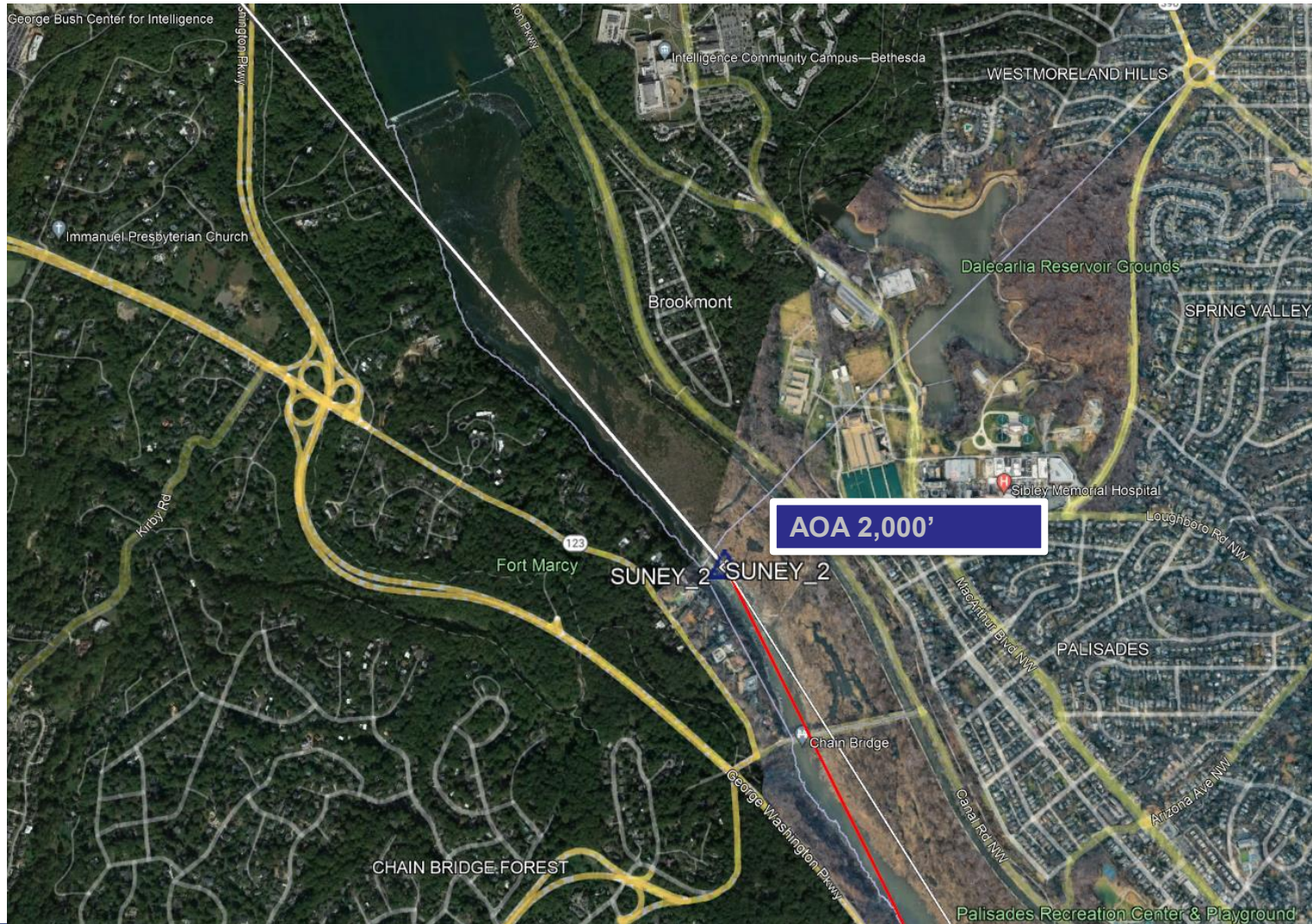
Federal Aviation
Administration

FAA NEW DARIC is 1400 feet Northwest of the proposed ABCx2 DARIC



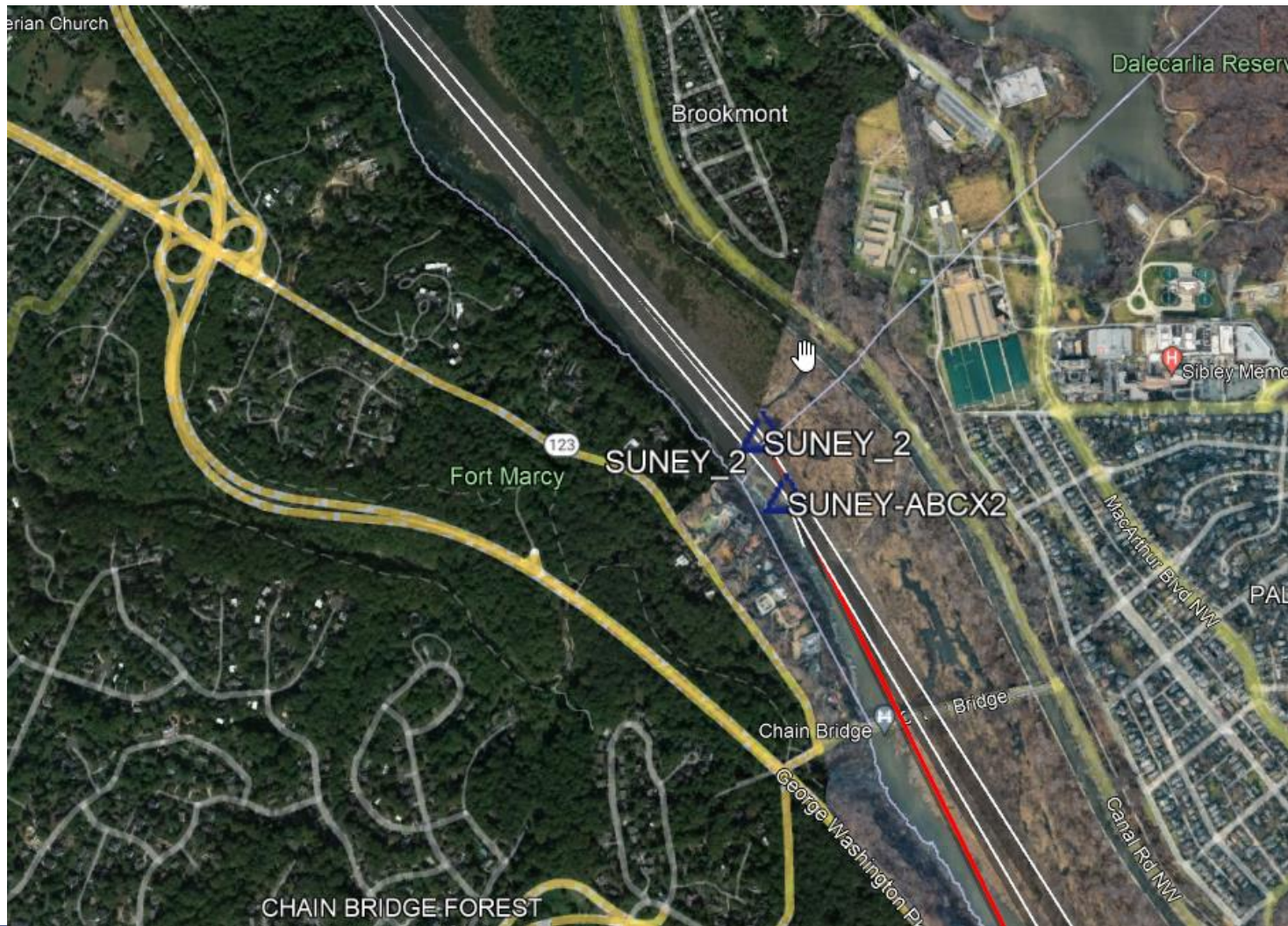
Federal Aviation
Administration

GPS and RNP Both cross SUNEY at or above 2,000'



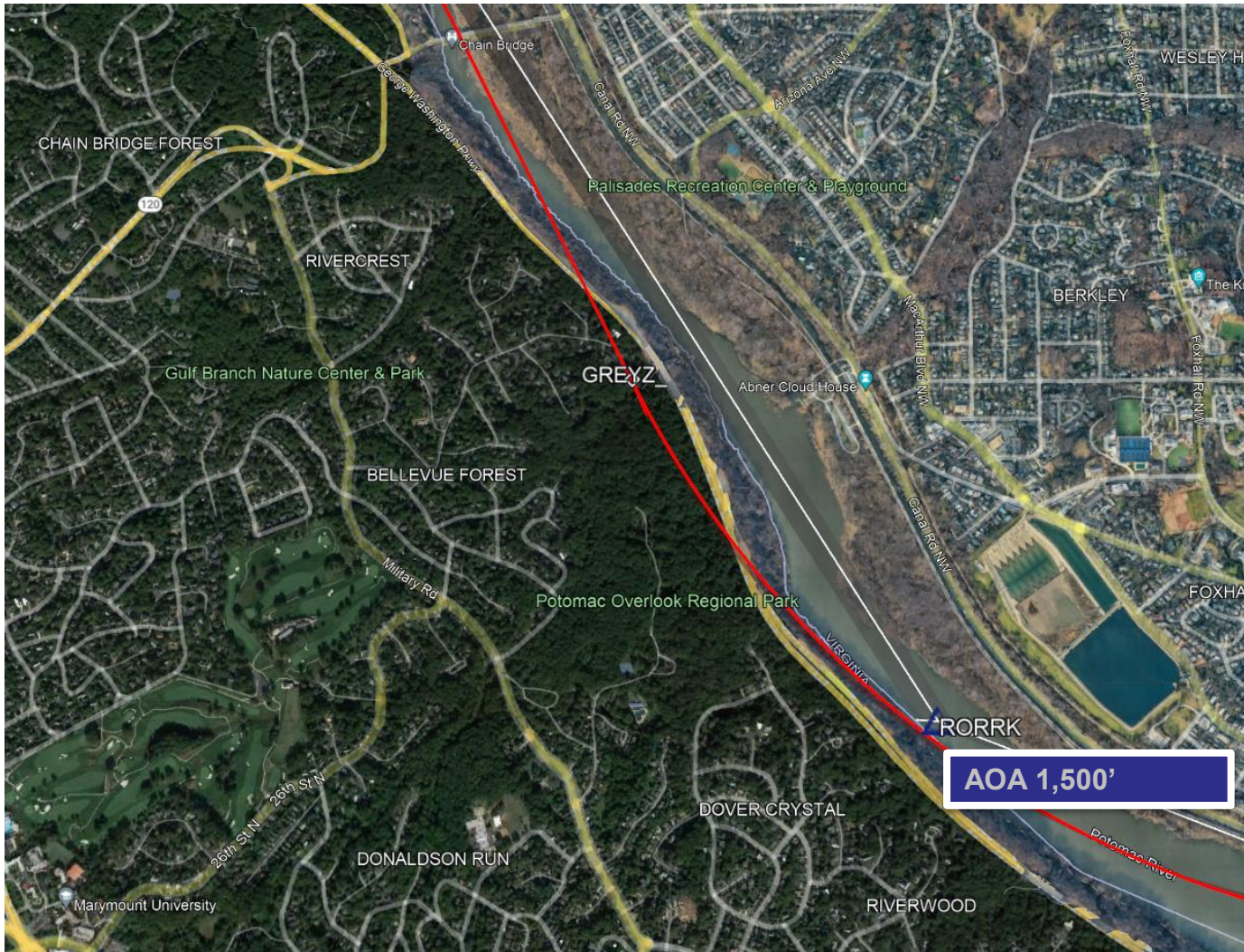
Federal Aviation
Administration

300 Foot difference between SUNEY_2 AND SUNEY-ABCx2



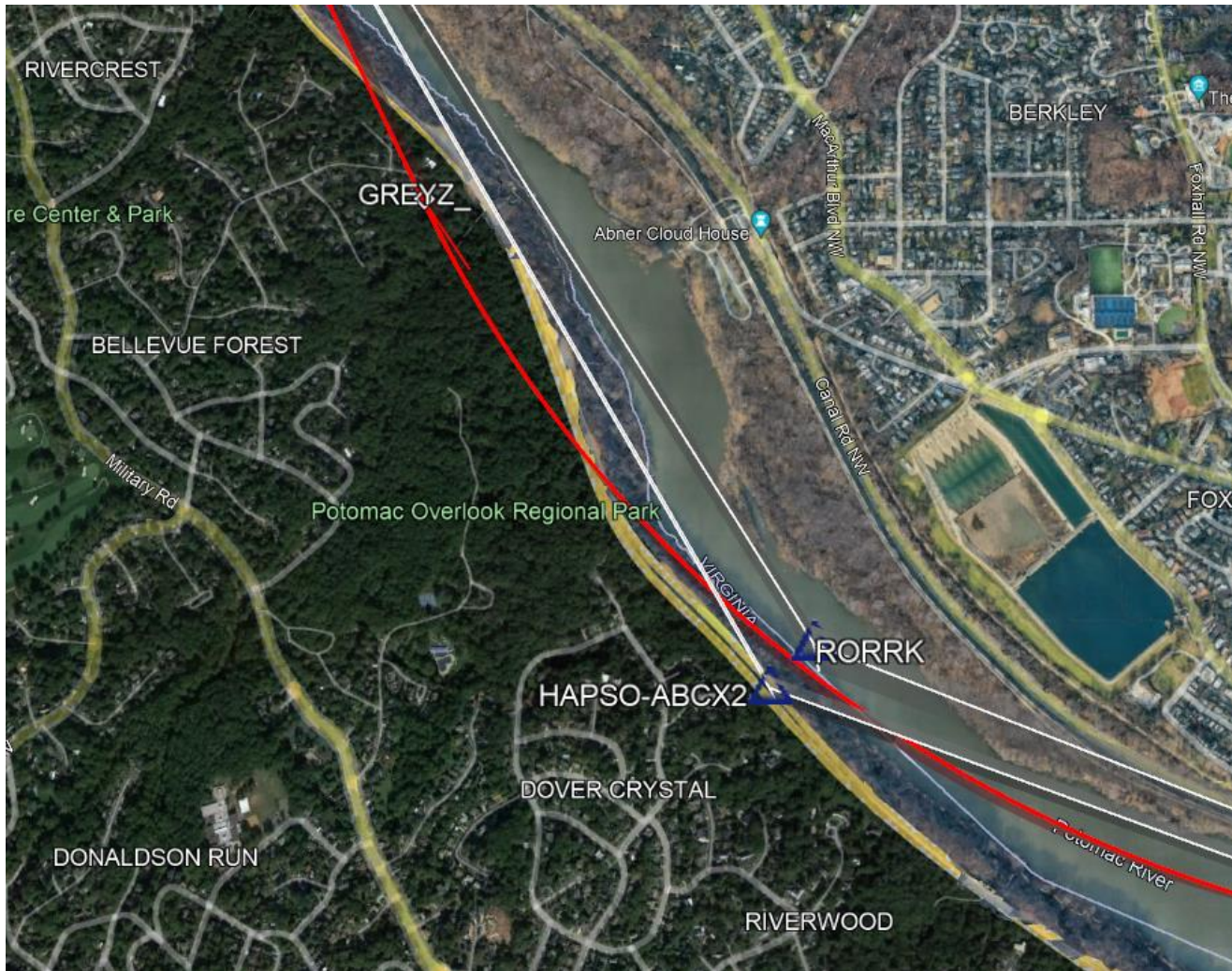
Federal Aviation
Administration

FAA Proposed GPS Y (White) vs RNP Z (Red) RWY 19

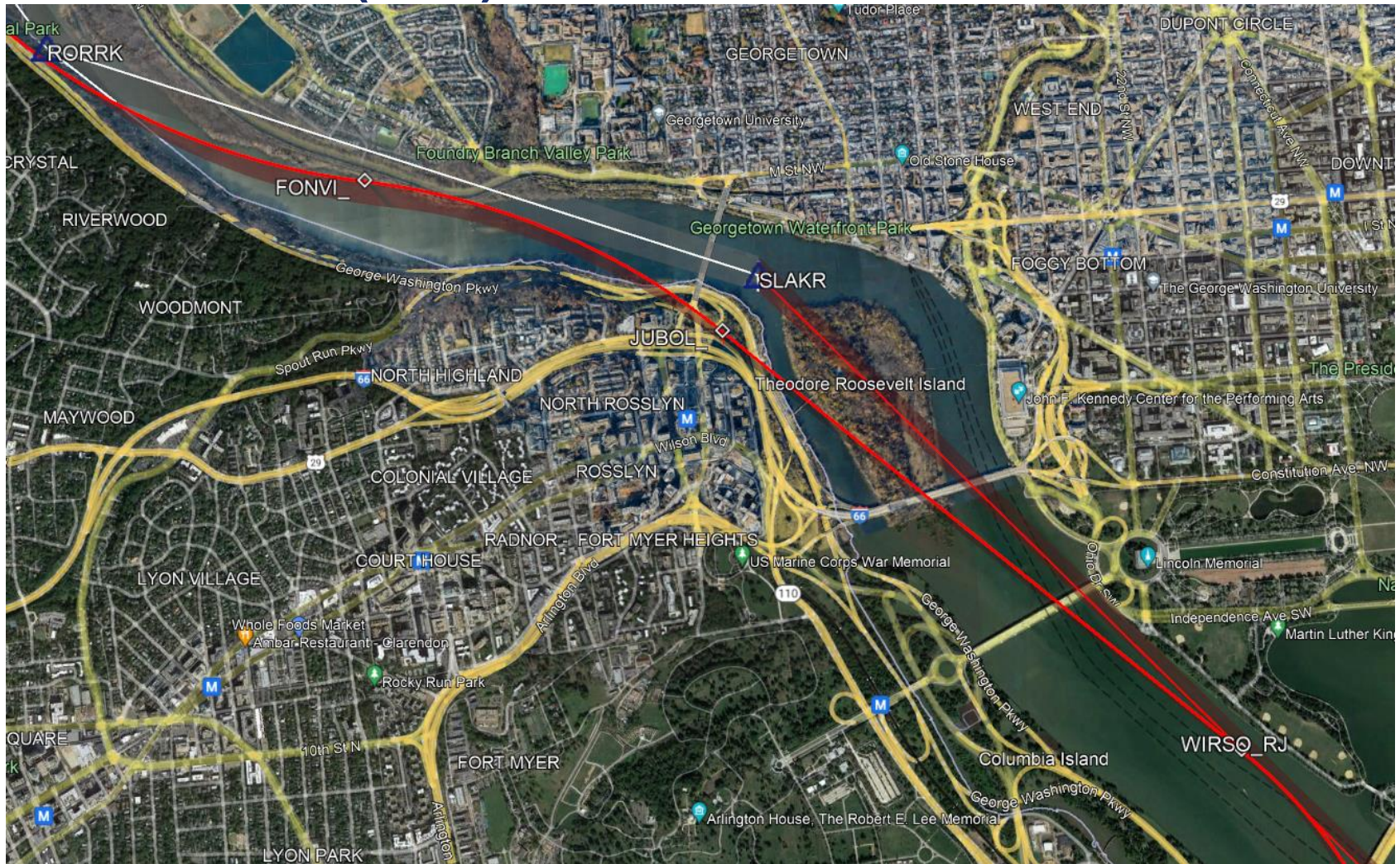


Federal Aviation
Administration

Approximately 400 foot difference between HAPSO-ABCx2 and RORRK. RNP track shown in Red.

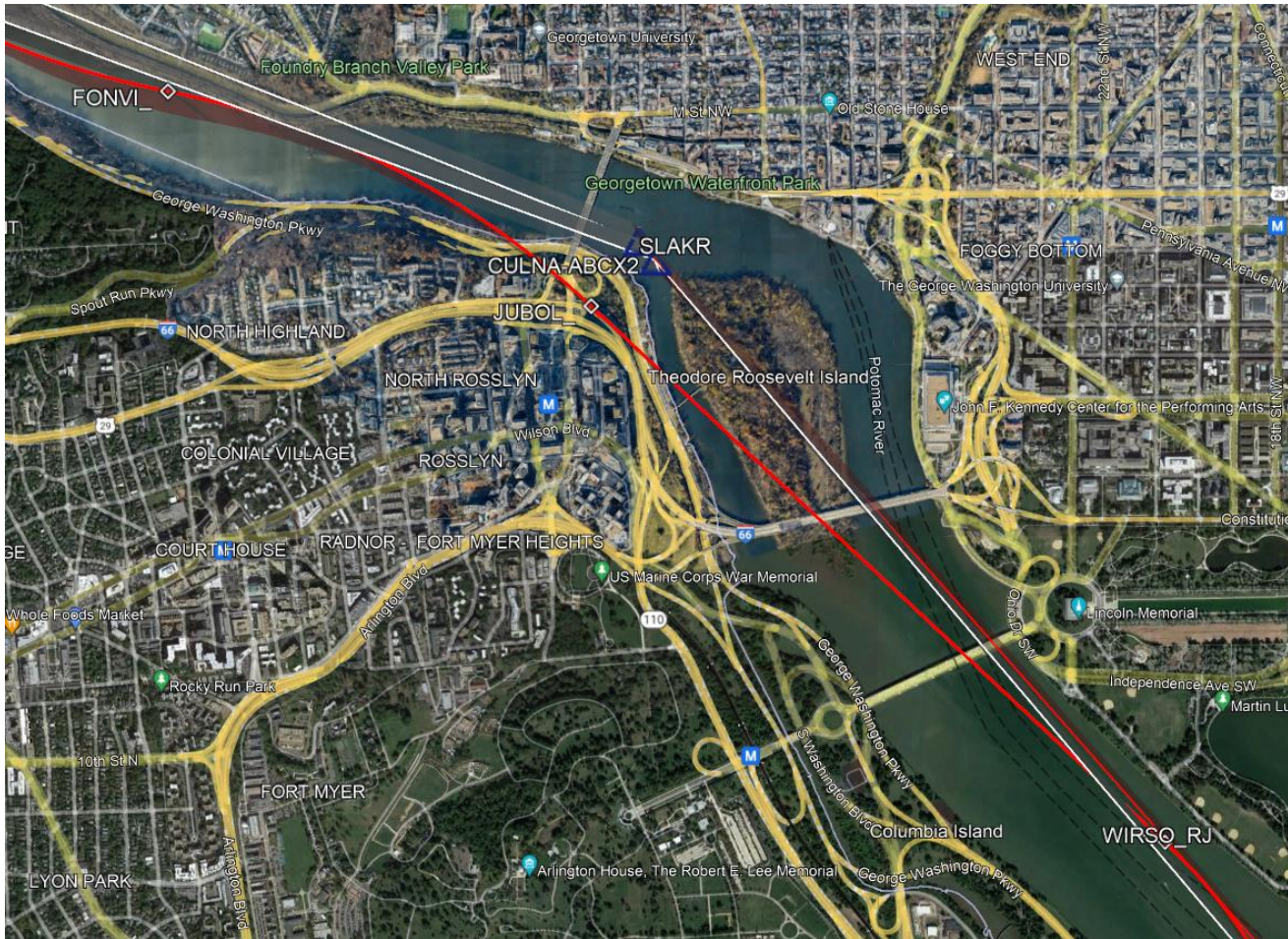


FAA Proposed GPS Y (White) vs RNP Z (Red) RWY 19 JUBOL (RNP) remains in current location



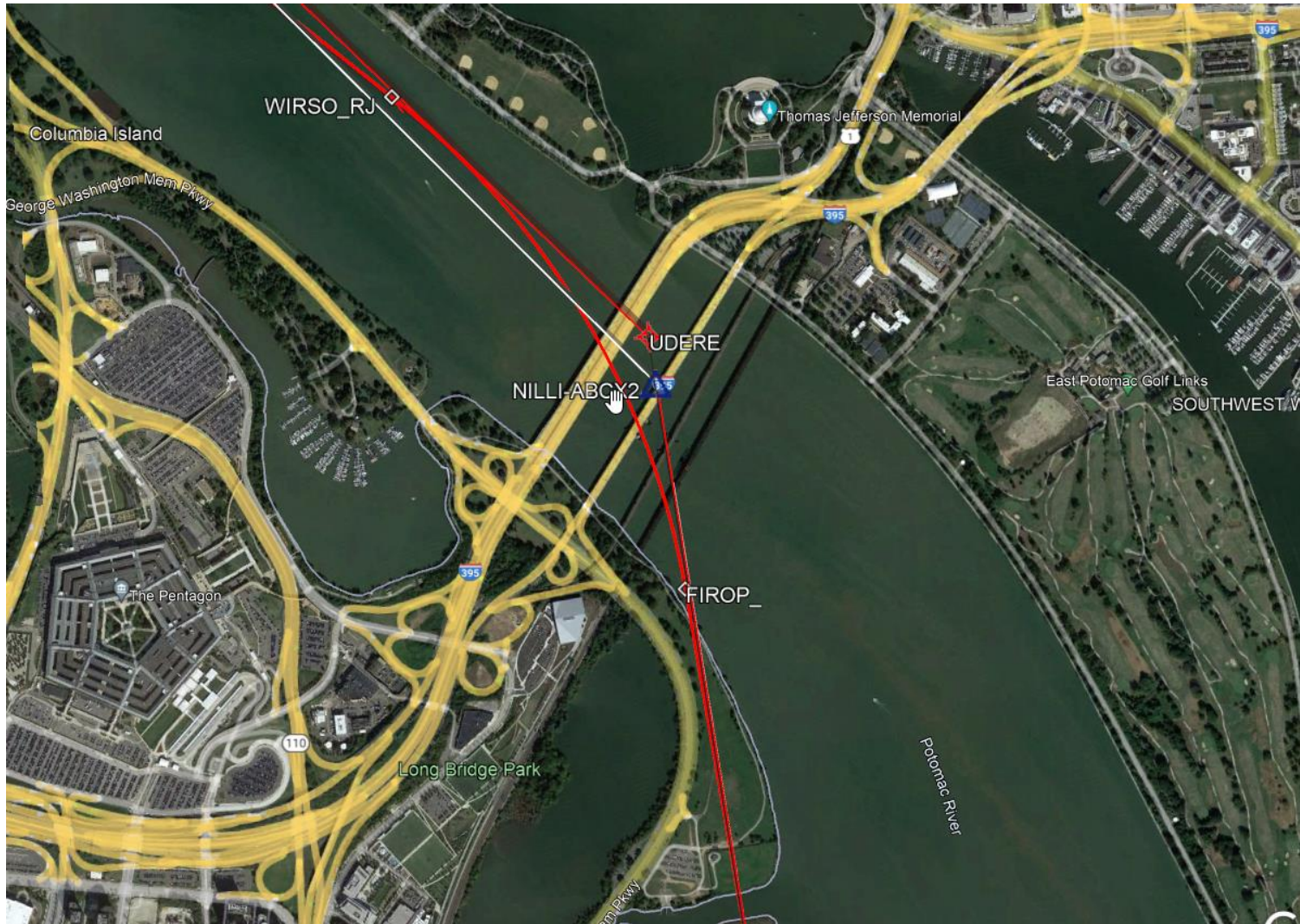
Federal Aviation
Administration

SLAKR is 270 feet NW of CULNA-ABCX2



Federal Aviation
Administration

UDERE is 393 Feet north of NILLI-ABCX2



Federal Aviation
Administration

River Visual RWY 19

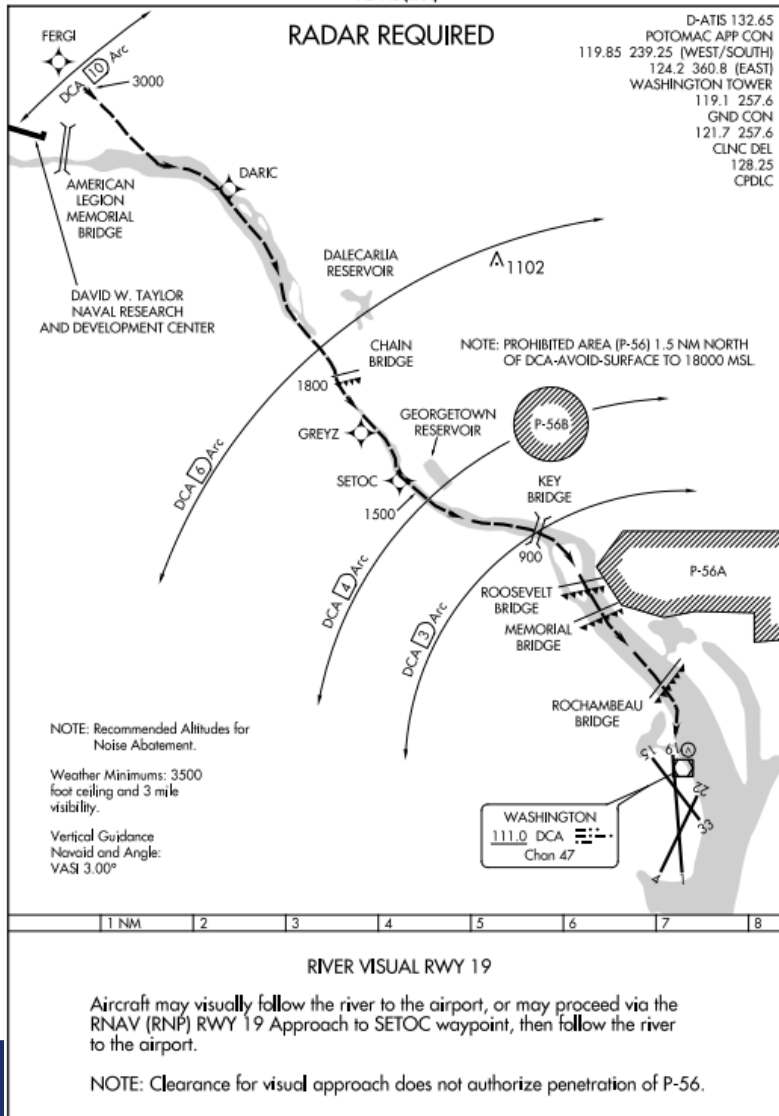
21112

RIVER VISUAL RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)

AL-443 (FAA)

WASHINGTON, DC



- Graphics will be updated to reflect GPS Y RWY 19 Approach path
- Updated Chart Note: Aircraft may visually follow the river to the airport, or may proceed via the RNAV (RNP) RWY 19 or RNAV (GPS) RWY 19 to SETOC or RORRK waypoints, then follow the river to the airport.



Questions?

