

DELRO FIVE ARRIVAL

133.0 288.35
D-ATIS
134.85
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (1L/19R, 12/30)


LIRCH
61'-W76°55.33'
: Expect 14000

N39°57.93'
W76°37.52'

HYPER
N39°41.04' W77°13.51'
Turbojets: Expect 10000
Non-turbojets: Expect 8000

BINNS
N39°47.10'
W77°00.66'

10
*3

MARTINSBURG
112.1 MRB 
Chan 58

P-40
R-4009

FREDERICK	109.0(T) FDK	22.51
N39°24.73'		
W77°22.51'		

RAVINE
4.6 RAV ::=
Chan 93

LANCASTER
117.3 LRP :::
Chan 120


N40°07.20'-W76°17.4
L-29-34, H-10-12

JOANE
N40°02.64'
W76°27.36'

MODENA
113.2 MXE $\frac{1}{2}$ $\frac{1}{2}$
Chan 79
N39°55.08'
W75°40.25'
L-34, H-10-12 ✓

DUPONT
114.0 DQO $\equiv \ddot{\cdot} \cdot \text{---}$
Chgn 87

WESTMINSTER
117.9 EMI \div —
Chan 126

BALTIMORE
115.1 BAL 
Chan 98

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: For aircraft capable of 180K or greater.

ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.DELRO5): From over LRP VOR/DME on LRP R-248 to DELRO. Thence, . . .

MODENA TRANSITION (MXE.DELRO5): From over MXE VORTAC on MXE R-283 to DELRO. Thence, ...

... From DELRO on LRP R-248 to LIRCH, then on LRP R-248 to BINNS, then on LRP R-248 to HYPER, then on FDK R-031 to FDK VOR, then on heading 190° or as assigned by ATC. Expect RADAR vectors to final approach course.