

LOC/DME I-ODA 110.75 Chan 44 (Y)	APP CRS 138°	Rwy Idg 8496 TDZE 401 Apt Elev 401
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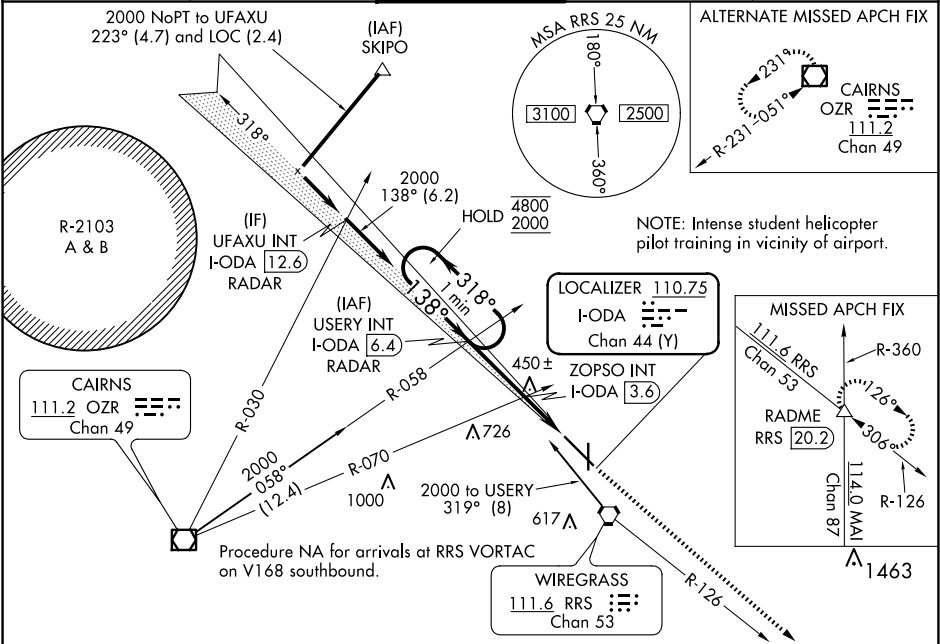
ILS or LOC RWY 14

DOTHAN RGNL (DHN)

Autopilot coupled approach NA below 590.

MISSED APPROACH: Climb to 3000 on heading 138° and on RRS VORTAC R-126 to RADME INT/RRS 20.2 DME and hold.

ATIS 135.725	CAIRNS APP CON ★ 125.4 327.125	DOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
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One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 40).

USURY INT I-ODA 6.4 RADAR

4800 2000 ← 318° 138°

2000 ZOPSO INT I-ODA 3.6 I-ODA 2.4 I-ODA 1.6

GS 3.00° TCH 54

Use I-ODA DME when on localizer course.

2.8 NM 1.2 NM 0.8 NM

3000 RRS R-126

hdg 138°

RADME

ELEV 401 TDZE 401

CATEGORY	A	B	C	D	E
S-ILS 14	601-¾ 200 (200-¾)				
S-LOC 14	1100-1 699 (700-1) 1100-2 699 (700-2)				
CIRCLING	1100-1 699 (700-1) 1100-2 699 (700-2) 1100-2½ 699 (700-2½) 1100-2½ 699 (700-2½)				
ZOPSO FIX MINIMUMS (DUAL VOR RECEIVERS, DME, OR RADAR REQUIRED)					
S-LOC 14	700-1 299 (300-1)				
CIRCLING	860-1 459 (500-1) 920-1½ 519 (600-1½) 1040-2 639 (700-2) 1040-2½ 639 (700-2½)				

REIL Rwy 18

REIL Rwy 14

HIRL Rwy 18-36

HIRL Rwy 14-32

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38