

WAAS
CH **93704**
W32A

APP CRS
318°

Rwy Idg
TDZE
Apt Elev

8496
382
401

RNAV (GPS) RWY 32

DOTHAN RGNL (DHN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F).
DME/DME RNP-0.3 NA.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRL

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct HAVSO 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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MISSED APCH FIX

199°

101°

4 NM

HAVSO

The chart displays the RNAV (GPS) RWY 32 approach. The missed approach procedure starts at the missed approach fix (MAF) BASME (2200 MSL), where the pilot is to climb to 900 feet, then turn right to 3000 feet and proceed to the HAVSO fix. The enroute segment includes the FAF BASME (2200 MSL) and the final approach fix FEKRA (2200 MSL), which is 2.7 NM from the runway. The holding pattern is a racetrack pattern centered on the JAPIX fix (3000 MSL), with inbound and outbound legs of 4 NM. The chart also shows the 30 NM to JAPIX (NoPT) boundary and the 3100 and 3000 MSL altitudes.

ELEV 401

D

TDZE 382

900

3000

HAVSO

*LNAV only.

FEKRA 2.7 NM to RW32

BASME 2200

JAPIX 4 NM Holding Pattern

*1 NM to RW32

RW32

1280*

2200

318°

138°

3000

GP 3.00° TCH 57

CATEGORY	A	B	C	D
LPV DA**	582/24 200 (200-½)			
LNAV/VNAV DA	670/24 288 (300-½)			
LNAV MDA	740/24 358 (400-½)		740/30 358 (400-⅝)	
CIRCLING	860-1 459 (500-1)		920-1½ 519 (600-1½)	1040-2 639 (700-2)

REIL Rwy 18

REIL Rwy 14

HIRL Rwy 18-36

HIRL Rwy 14-32

8599X150

555

TWR 492

81

0.6

5498 X 100

-0.3% UP

36

318° to RW32

DOTHAN, ALABAMA

Amtd 1C 18JUN20

31°19'N-85°27'W

DOTHAN RGNL (DHN)

RNAV (GPS) RWY 32