

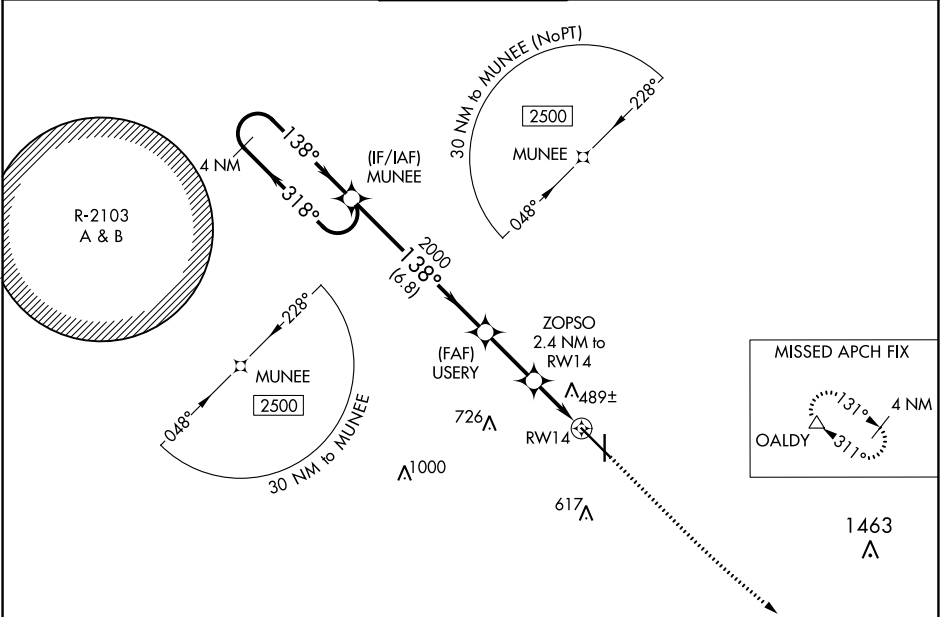
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86504</b><br><b>W14A</b> | APP CRS<br><b>138°</b> | Rwy Idg <b>8496</b><br>TDZE <b>401</b><br>Apt Elev <b>401</b> |
|--|------------------------|---|

RNAV (GPS) RWY 14

DOTHAN RGNL (DHN)

|   |
|---|
| <div><div>⚠</div><div>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. Intense student helicopter pilot training in/ov airport.</div></div> <div>MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct OALDY and hold.</div> |
|---|

|                        |  |   |                               |                         |
|------------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>135.725</b> | CAIRNS APP CON *<br><b>125.4 327.125</b> | DOTHAN TOWER *<br><b>118.4 (CTAF) 0 257.6</b> | GND CON<br><b>121.7 348.6</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------------|-------------------------|



|                       |                   |  |                     |                      |                    |        |
|-----------------------|-------------------|--|---------------------|----------------------|--------------------|--------|
| 4 NM Holding Pattern  |                   | VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40). |                     | 900                  | 3000               | OALDY  |
| MUNEE                 |                   | USERY  |                     | *LNAV only.          |                    |        |
| 2500 ← 318°<br>138° → |                   | 2000   |                     | ZOPSO 2.4 NM to RW14 |                    |        |
| GP 3.00°<br>TCH 54    |                   | 2000   |                     | *0.9 NM to RW14      |                    |        |
|                       |                   | *1200  |                     | RW14                 |                    |        |
|                       |                   | 6.8 NM   |                     | 2.5 NM               |                    | 1.5 NM |
|                       |                   |  |                     |                      |                    | 0.9    |
| CATEGORY              | A                 | B  | C                   | D                    |                    |        |
| LPV DA                | 601-¾ 200 (200-¾) |  |                     |                      |                    |        |
| LNAV/VNAV DA          | 724-1 323 (400-1) |  |                     |                      |                    |        |
| LNAV MDA              | 820-1 419 (500-1) |  | 820-1⅛ 419 (500-1⅛) |                      |                    |        |
| CIRCLING              | 860-1 459 (500-1) |  | 920-1½ 519 (600-1½) |                      | 1040-2 639 (700-2) |        |

ELEV 401

D

TDZE 401

138° to RW14

8399 X 130

555

TWR 492

81

0 5498 X 100

-0.3% UP

36

A5

22

REIL Rwy 18  
REIL Rwy 14  
HIRL Rwy 18-36  
HIRL Rwy 14-32