

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KDNN	<u>PROCEDURE NAME</u> ILS OR LOC RWY 14	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> DALTON	<u>STATE</u> GA		
<u>AIRPORT ELEVATION</u> 709	<u>TDZE</u> 709	<u>SUPERSEDED</u> ILS OR LOC RWY 14	<u>ORIGINAL/AMENDMENT</u> 1B	<u>DATED</u> 11/05/2020	<u>MAG VAR</u> 3W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> I-DNN	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
JILIS/RADAR	IAF	ROLTE/RADAR					139.29	6.70	2900
ROLTE/RADAR	IF	EWADA/RADAR					140.46	6.20 (I-DNN)	2600

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.78 NM AFTER EWADA/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT JILIS AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 180 AND ON RMG VORTAC R-022 TO RMG VORTAC AND HOLD.

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. PROFILE STARTS AT ROLTE
3. FAC: 140.46 FAF: EWADA/RADAR DIST FAF TO MAP: 5.78 DIST FAF TO THLD: 5.78
4. MIN ALT: ROLTE/RADAR 2900, EWADA/RADAR 2600
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1042
6. MIN GS INCPT: 2600 GS ALT AT PFAF : EWADA/RADAR 2600 OM: MM: IM:
7. GS ANGLE: 3.00 34:1: 20:1: TCH: 50.3
8. MSA FROM: ARP KDNN 5400

EQUIPMENT REQUIREMENTS NOTES:

RNP APCH - GPS.
RADAR REQUIRED



NOTES:

CHART NOTE: CIRCLING TO RWY 32 NA AT NIGHT.
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1200 MSL.
CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 14.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 14 CAT A/B VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: RMG VORTAC.
HOLD NW, RT, 140.46 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S RMG VORTAC, LT, 349.00 INBOUND.
CHART ARRIVAL HOLDING AT JILIS/RADAR: HOLD NW, RT, 140.46 INBOUND, 2900.
FAS OBST: 1010 AAO 344609N/0845536W.
1190 AAO 344721N/0845811W.
CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐

ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CHA APP CON CLOSED.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CHA APP CON CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 14	1074	3/4	365	1074	3/4	365	1074	3/4	365	1074	3/4	365			
S-LOC 14	1260	3/4	551	1260	3/4	551	1260	1 1/8	551	1260	1 1/8	551			
CIRCLING	1260	1	551	1260	1	551	1340	1 3/4	631	1420	2 1/4	711			



CHANGES - REASONS

1. ADJUSTED ALL MENTIONS OF ROLTE FROM "ROLTE INT/GQO 7.56 DME/RADAR" TO "ROLTE/RADAR" - REMOVED GQO DEPENDENCY, FIX TO BE DEFINED BY RNAV/RADAR PER FPT.
2. REMOVED LEG COMAR TO ADETE FROM TERMINAL ROUTES - LEG CONTAINS GQO DEPENDENCIES, GQO SCHEDULED DECOMMISSIONING 6/15/23.
3. REMOVED LEG ADETE TO ROLTE INT/GQO 7.56 DME/RADAR FROM TERMINAL ROUTES - LEG CONTAINS GQO DEPENDENCIES, GQO SCHEDULED DECOMMISSIONING.
4. REMOVED LEG GQO VORTAC TO ROLTE INT/GQO 7.56 DME/RADAR FROM TERMINAL ROUTES - GQO SCHEDULED DECOMMISSIONING.
5. ADDED LEG JILIS TO ROLTE TO TERMINAL ROUTES - PER FPT, ADJUSTING FOR LACK OF SUITABLE NAVAID FOR APPROACH.
6. UPDATED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3100 ON HEADING 300 AND GQO VORTAC R-144 TO GQO VORTAC AND HOLD" TO "CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT JILIS/RADAR AND HOLD" - GQO VOR MON, NEW MISSED DEVELOPED PER FPT INSTRUCTION.
7. UPDATED ALTERNATE MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 4000 ON HEADING 140 AND RIGHT TURN ON RMG R-024 TO RMG VORTAC AND HOLD" TO "CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 180 AND ON RMG VORTAC R-022 TO RMG VORTAC AND HOLD." - REDESIGN REQUIRED PER 8260.3E 8-6-6.D.(7), FLIGHT PATH REDESIGN WITH FPT CONCURRENCE.
8. UPDATED MSA FROM "GQO VORTAC 060-150 5400, 150-060 3600" TO "ARP KDNN 5400" - GQO VORMON; CENTER POINT ADJUSTED, SECTORS REMOVED IAW 8260.3E 2-3-2.B.(1).
9. UPDATED PBN REQUIREMENT FROM "FROM COMAR: RNAV 1-GPS REQUIRED" TO "RNP APCH - GPS" - IAW 8260.19I 8-6-8.C.(2)(A), RNAV REQUIRED FOR MISSED APPROACH.
10. UPDATED EQUIPMENT REQUIREMENT FROM "RADAR REQUIRED TO DEFINE EWADA" TO "RADAR REQUIRED" - IAW 8260.19I 8-6-8.A.(4).
11. REMOVE CHART NOTE "DME FROM GQO VORTAC. SIMULTANEOUS RECEPTION OF I-DNN AND GQO DME REQUIRED" - FEEDER FROM GQO VORTAC REMOVED FROM APPROACH.
12. REMOVED NOTE "CHART PLANVIEW NOTE ADJACENT TO GQO VORTAC: RNAV 1-GPS OR RADAR OR DME REQUIRED" - FEEDER FROM GQO VORTAC REMOVED FROM APPROACH, RNAV NOTE ADJUSTED IN EQUIPMENT REQUIREMENTS.
13. UPDATED INOP NOTE FROM "FOR INOPERATIVE ALS, INCREASE S-LOC 14 CAT A/B VISIBILITY TO 1 SM, AND CAT C/D TO 1 3/4 SM" TO "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 14 CAT A/B VISIBILITY TO 1 SM" - CAT C AND D ALS INOP INCREASE COVERED BY INOP TABLE.
14. ADDED "CHART ARRIVAL HOLDING AT JILIS/RADAR: HOLD NW, RT, 140.46 INBOUND, 2900" TO ADDITIONAL FLIGHT DATA - HOLDING EST FOR ARRIVAL AND MISSED APPROACH HOLDING PER FPT; NOTE IAW 8261.19I 8-6-10.B.(3).
15. UPDATED MISSED APPROACH HOLD IN ADDITIONAL FLIGHT DATA FROM "HOLD SE, RT, 332.00 INBOUND" TO "HOLD NW, RT, 140.46 INBOUND" - MISSED APPROACH REDESIGN.
16. UPDATED FAS OBSTACLE IN ADDITIONAL FLIGHT DATA FROM "FAS OBST: 1069 AAO 344619N/0845536W" TO "FAS OBST: 1010 AAO 344609N/0845536W".
17. UPDATED 7:1 OBSTACLE NOTE IN ADDITIONAL FLIGHT DATA FROM "1122 AAO 344745N/0845821W" TO "1190 AAO 344721N/0845811W".
18. S-ILS 14 DA/HAT INCREASED FROM "959/250" TO "1074/365" - NEW MISSED APPROACH PENETRATING OBSTACLE IDENTIFIED.
19. S-LOC 14 MDA/HAT DECREASED FROM "1320/611" TO "1260/551" - NEW USGS MAPS ALLOWED REDUCTION IN FINAL AAO HEIGHT.
20. S-LOC 14 VISIBILITY FOR CATS C AND D UPDATED FROM "1 3/8" TO "1 1/8" - REDUCTION IN HAT ALLOWS VIS REDUCTION IAW 8260.3E TABLE 3-3-1.
21. CIRCLING CATS A AND B CMDA/HAA DECREASED FROM "1320/611" TO "1260/551" - REDUCTION IN STRAIGHT-IN MDA.
22. CIRCLING CAT C CMDA/HAA INCREASED FROM "1320/611" TO "1340/631" - NEW CONTROLLING OBSTACLE.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZTL, CHA APP CON, AMGR

FLIGHT CHECKED BY

KEVIN RIESE

*Digitally signed by***JASON KRETSCHMER**

Nov 02, 2022

OFFICE

FPO

DATE

10/28/2022

DEVELOPED BY

JASON KRETSCHMER (COLIN CAMPBELL)

*Digitally signed by***JASON KRETSCHMER**

Sep 30, 2022

OFFICE

AJV-A421

DATE

08/18/2022

APPROVED BY

MARLON ROBINSON

*Digitally signed by***JASON KRETSCHMER**

Sep 30, 2022

OFFICE

AJV-A420

DATE**TITLE**
MANAGER

QUALITY
16
CHECKED

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KDNN	<u>PROCEDURE NAME</u> ILS OR LOC RWY 14	<u>AMDT NO.</u> 2	<u>CITY</u> DALTON	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 709	<u>FACILITY</u> I-DNN
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
JILIS/RADAR

TO
ROLTE/RADAR

<u>RNP</u>	<u>DISTANCE</u> 6.70	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	345245.00N/0850657.00W		1562	164	98	4E	1000					2600
TERRAIN	345245.00N/0850657.00W		1361 (1400)								AS1500	2900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
ROLTE/RADAR

TO
EWADA/RADAR

<u>RNP</u>	<u>DISTANCE</u> 6.20	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (13-004191)	344911.44N/0850030.59W		1752	250	50	4D	500				AT348	2600
TERRAIN	344927.00N/0850027.00W		1548 (1500)								AS1000	2500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM
EWADA/RADAR

TO
RW14

<u>RNP</u>	<u>DISTANCE</u> 5.78	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 365			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (13-126910)	344411.24N/0845309.25W		845	20	3	1A		34.00:1			MA61	1074

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

FINAL: LOC

FROM
EWADA/RADAR

TO
5.78 NM AFTER EWADA/RADAR

<u>RNP</u>	<u>DISTANCE</u> 5.78	<u>PAT</u>	<u>MAP</u> 5.78 NM AFTER EWADA/RADAR	<u>HAT</u> 551				<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	344609.33N/0845536.42W		1010	50	20	2C	250					1260

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : ILS

FROM

DA

TO

JILIS/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS 836					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (13-126234)	344411.86N/0845315.37W		839	20	3	1A		ASC				3000
TOWER (13-003017)	344359.00N/0850105.00W		1949	250	50	4D	1000					3000
TERRAIN	344400.00N/0850109.00W		1784 (1800)								AS1000	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED TERRAIN FALLS IN CAT E SURFACE AREA

MISSED APPROACH : LOC

FROM

5.78 NM AFTER EWADA/RADAR

TO

JILIS/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1010					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
TOWER (13-003017)	344359.00N/0850105.00W		1949	250	50	4D	1000					3000
TERRAIN	344400.00N/0850109.00W		1784 (1800)								AS1000	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED TERRAIN FALLS IN CAT E SURFACE AREA



MISSED APPROACH ALTERNATE : ILS

FROM

DA

TO

RMG VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS 836					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (13-126234)	344411.86N/0845315.37W		839	20	3	1A		ASC				4000
TOWER (13-003316)	340934.34N/0850212.80W		1723	250	50	4D	1000					2800
TERRAIN	342839.00N/0850257.00W		1394 (1400)								AS1500	2900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH ALTERNATE : LOC

FROM

5.78 NM AFTER EWADA/RADAR

TO

RMG VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
							1010					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
TOWER (13-003316)	340934.34N/0850212.80W		1723	250	50	4D	1000					2800
TERRAIN	342839.00N/0850257.00W		1394 (1400)								AS1500	2900

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE (13-126323)	344305.50N/0845118.86W	1.30	551	913	20	3	1A	300		SI	1260
CATEGORY B											
TREE	344407.22N/0845008.30W	1.83	551	919	50	20	2C	300		SI	1260
CATEGORY C											
TOWER (13-100928)	344331.10N/0844840.50W	2.88	631	972	250	50	4D	300		AC50	1340
CATEGORY D											
AAO	344712.86N/0845343.41W	3.76	711	1100	50	20	2C	300		XP20	1420

CIRCLING REMARKS:
XP - REMAIN CONSISTENT WITH OTHER PROCEDURES AT AIRPORT

MSA
CENTER
ARP KDNN
RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	350000.00N/0843145.00W	048	23.6	4399	164	98	4E	1000			5400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

CHA APP CON, ZTL ARTCC, BNA FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	KDNN	24	KDNN	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	KCHA	24	KCHA	24.92	Y	63

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KDNN 709, KCHA 671
RA = 62.3.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-DNN	CHA APP CON	OPEN CLOSED	1 3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW14 - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-F	
RW32 - HIRL (PCL), PAPI-4L	PIR-F	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	708	50.3	703.7	1042	3.00	55.2

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 32
20:1	
888 TREE (13-126916) 344238.35N/0845112.52W (8.86)	890 TREE (13-032811) 344237.99N/0845111.33W (6.16)



AIRPORT ID		PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KDNN		ILS OR LOC RWY 14	2	DALTON	GA	709	I-DNN
876 TREE (13-032816) 344239.49N/0845113.11W (2.77)							
Final Type	NPA, ILS RWY 14						
34:1							
828 TREE (13-126517) 344401.69N/0845304.52W (35.29)				824 TREE (13-125944) 344402.30N/0845306.64W (26.43)			
833 TREE (13-126071) 344404.65N/0845309.52W (25.5)				835 TREE (13-032704) 344404.56N/0845311.01W (25.23)			
845 TREE (13-126910) 344411.24N/0845309.25W (23.51)				829 TREE (13-124758) 344405.53N/0845308.58W (21.14)			
821 TREE (13-124840) 344402.93N/0845307.71W (20.28)				842 TREE (13-125684) 344411.34N/0845309.50W (19.88)			
821 TREE (13-126375) 344404.43N/0845306.43W (19.11)				815 TREE (13-124624) 344403.30N/0845304.46W (18.86)			
841 TREE (13-125730) 344411.04N/0845309.91W (18.86)				835 TREE (13-125905) 344410.89N/0845307.39W (17.37)			
836 TREE (13-126785) 344410.94N/0845308.16W (16.98)				814 TREE (13-124599) 344407.00N/0845300.22W (16.79)			
814 TREE (13-126455) 344406.83N/0845300.47W (16.75)				813 TREE (13-125289) 344406.55N/0845300.40W (16.48)			
839 TREE (13-126031) 344411.06N/0845310.24W (16.27)				828 TREE (13-126906) 344408.37N/0845307.29W (16.06)			
812 TREE (13-125177) 344406.71N/0845300.05W (15.71)				813 TREE (13-124772) 344407.06N/0845300.30W (15.53)			
811 TREE (13-125136) 344406.60N/0845259.95W (15.12)				817 TREE (13-024481) 344411.07N/0845257.90W (14.73)			
818 TREE (13-124587) 344404.94N/0845306.65W (14.63)				810 TREE (13-124648) 344406.39N/0845259.94W (14.59)			
811 TREE (13-124613) 344403.48N/0845304.70W (14.07)				813 TREE (13-125426) 344407.53N/0845300.59W (14.02)			
812 TREE (13-126492) 344403.16N/0845305.93W (13.73)				814 TREE (13-032369) 344410.71N/0845257.17W (13.73)			
837 TREE (13-125979) 344411.45N/0845310.27W (13.36)				828 TREE (13-126632) 344410.13N/0845306.87W (12.9)			
808 TREE (13-124989) 344406.20N/0845300.10W (12.74)				837 TREE (13-124667) 344411.66N/0845310.45W (12.6)			
831 TREE (13-125874) 344412.91N/0845305.39W (12.26)				809 TREE (13-125472) 344407.03N/0845259.93W (12.21)			
810 TREE (13-125903) 344407.28N/0845300.24W (12.15)				806 TREE (13-125297) 344406.18N/0845259.64W (11.55)			
809 TREE (13-125090) 344407.14N/0845300.52W (10.99)				816 TREE (13-032703) 344403.46N/0845309.60W (10.98)			
812 TREE (13-126918) 344404.79N/0845305.45W (10.95)				811 TREE (13-125029) 344404.29N/0845305.59W (10.81)			
808 TREE (13-126668) 344410.28N/0845255.99W (10.63)				832 TREE (13-125572) 344410.53N/0845310.26W (10.39)			
809 TREE (13-125091) 344407.34N/0845300.71W (10.23)				828 TREE (13-126842) 344411.19N/0845307.64W (9.3)			
802 TREE (13-125812) 344406.24N/0845258.66W (9.05)				803 TREE (13-126430) 344406.82N/0845258.64W (8.81)			
806 TREE (13-126183) 344403.71N/0845304.65W (8.65)				823 TREE (13-124433) 344410.46N/0845305.98W (8.65)			
805 TREE (13-126661) 344407.52N/0845259.07W (8.56)				805 TREE (13-124749) 344407.25N/0845259.48W (8.47)			
840 TREE (13-126200) 344411.33N/0845315.34W (8.21)				803 TREE (13-125857) 344406.51N/0845259.58W (7.93)			

QUALITY

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AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KDNN	ILS OR LOC RWY 14	2	DALTON	GA	709	I-DNN
813 TREE (13-126450) 344412.22N/0845258.09W (7.89)			812 TREE (13-126702) 344403.93N/0845308.47W (7.82)			
810 TREE (13-126038) 344408.91N/0845300.84W (7.58)			807 TREE (13-125095) 344408.01N/0845300.27W (7.5)			
805 TREE (13-125924) 344403.72N/0845304.95W (7.13)			803 TREE (13-124800) 344407.00N/0845259.49W (7)			
802 TREE (13-125046) 344406.80N/0845259.38W (6.62)			826 TREE (13-126151) 344413.28N/0845305.33W (6.55)			
839 TREE (13-126234) 344411.86N/0845315.37W (6)			802 TREE (13-125059) 344406.26N/0845300.83W (5.4)			
821 TREE (13-125910) 344410.73N/0845306.51W (5.18)			803 TREE (13-124644) 344407.67N/0845300.06W (4.59)			
796 TREE (13-126787) 344405.96N/0845258.28W (4.29)			824 TREE (13-125878) 344410.11N/0845309.81W (4.06)			
828 TREE (13-124328) 344411.89N/0845309.90W (4.01)			786 TREE (13-125931) 344406.07N/0845252.38W (3.84)			
820 TREE (13-124384) 344412.32N/0845304.84W (3.47)			822 TREE (13-124478) 344413.03N/0845305.13W (3.43)			
823 TREE (13-125570) 344409.54N/0845310.39W (3.35)			802 TREE (13-125831) 344407.19N/0845300.85W (3.33)			
809 TREE (13-124650) 344405.87N/0845307.19W (2.7)			809 TREE (13-125293) 344405.52N/0845307.72W (2.58)			
805 TREE (13-125936) 344406.68N/0845303.80W (2.55)			801 TREE (13-126835) 344404.02N/0845304.95W (2.47)			
839 TREE (13-126478) 344410.36N/0845319.49W (2.44)			834 TREE (13-126085) 344411.47N/0845315.02W (2.43)			
798 TREE (13-126689) 344407.15N/0845259.11W (2.31)			847 TREE (13-126208) 344412.00N/0845322.25W (2.27)			
819 TREE (13-124492) 344412.13N/0845305.35W (2.04)			800 TREE (13-126470) 344404.25N/0845304.41W (1.86)			
808 TREE (13-125619) 344405.58N/0845307.48W (1.85)			820 TREE (13-125755) 344412.56N/0845305.59W (1.7)			
808 TREE (13-126710) 344407.19N/0845305.52W (1.58)			801 TREE (13-124742) 344404.00N/0845305.55W (1.52)			
809 TREE (13-126367) 344406.01N/0845307.72W (1.51)			806 TREE (13-124364) 344405.12N/0845307.14W (1.42)			
798 TREE (13-125283) 344409.54N/0845256.79W (0.92)			836 TREE (13-126718) 344412.01N/0845316.49W (0.81)			
788 TREE (13-124593) 344406.70N/0845254.59W (0.79)			836 TREE (13-125084) 344412.37N/0845316.08W (0.7)			
833 TREE (13-125657) 344411.63N/0845315.30W (0.62)			804 TREE (13-126891) 344408.87N/0845301.58W (0.44)			
830 TREE (13-124853) 344409.57N/0845316.32W (0.44)			815 TREE (13-126007) 344410.26N/0845306.37W (0.44)			
801 TREE (13-126389) 344408.39N/0845300.41W (0.43)			797 TREE (13-124451) 344407.10N/0845259.72W (0.4)			
820 TREE (13-126767) 344413.51N/0845305.13W (0.38)			819 TREE (13-125150) 344409.70N/0845309.60W (0.31)			
797 TREE (13-124816) 344407.37N/0845259.56W (0.08)			818 TREE (13-126880) 344409.01N/0845310.06W (0.06)			
824 TREE (13-125902) 344411.74N/0845310.10W (0.01)						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS



and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - NO DME AVAILABLE IN FINAL SEGMENT.

FOR CONTINGENCY PURPOSES ONLY:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHATTANOOGA ALTIMETER SETTING AND INCREASE S-ILS 14 DA TO 1137 FEET; INCREASE ALL MDAS 80 FEET AND S-LOC 14 AND CIRCLING VISIBILITIES CATS C/D 1/4 SM.
FOR INOPERATIVE ALS WHEN USING CHATTANOOGA ALTIMETER SETTING, INCREASE S-ILS 14 ALL CATS VISIBILITY TO 1 1/4 SM; INCREASE S-LOC 14 CATS A/B VISIBILITY TO 1 SM AND S-LOC 14 CATS C/D VISIBILITY TO 1 3/4 SM.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1190 AAO 344720.64N/0845810.58W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KDNN	<u>PROCEDURE NAME</u> ILS OR LOC RWY 14	<u>AMDT NO.</u> 2	<u>CITY</u> DALTON	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 709	<u>FACILITY</u> I-DNN
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.59
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.99
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	137.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	11.98
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	8.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	137.46
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1500

THRESHOLD
COORDINATES
(IF STR-IN)

344342.61N/0845235.13W

ARP COORDINATES

344322.58N/0845212.87W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 32 DISTANCE 0.45 NM

FAF
COORDINATES

344758.63N/0845720.03W

FIX NAME
COORDINATES

REMARKS

QUALITY
16
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> JASON KRETSCHMER (COLIN CAMPBELL)	<u>OFFICE</u> AJV-A421	<u>DATE</u> 08/18/2022	<u>TITLE</u>
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