

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SUPERSEDED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> 29 DECEMBER 2022	<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**
MANAGERQUALITY
16
CHECKED