

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 11/05/2020	APWS Task ID: D416A97A291F402298CBAFA8B5287CF9	APWS Project ID: 3D2A8C8DF5C842A1A478C0382D4F78A9
Procedure: RNAV (GPS) RWY 33 ORIG		Enroute: NO	Specialist: Cappabianco, Anthony		Agreement Number:
Airport ID: KDIK	Airport Name: DICKINSON - THEODORE ROOSEVELT RGNL		Airport City: DICKINSON		State: ND
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

**Procedure Comments:**  
PENDING AIRNAV DATA USED.

CONTACT JOHN BORDY 405-954-0980.


*Digitally signed by*  
**JOHN BORDY**  
Sep 29, 2020

09/29/20: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/25/20.

1. TERMINAL ROUTES – FINAL (LNAV) TO CHANGED FROM ‘APPUL’ TO ‘APPUL/2.83NM TO RW33.’

2. TERMINAL ROUTES – FINAL (LNAV) STEPDOWN FROM CHANGED FROM ‘APPUL’ TO ‘APPUL/2.83NM TO RW33.’

3. ADDED MINIMUM ALTITUDE ‘APPUL/2.83NM TO RW33 3540\*’ TO LINE 4 ON THE 8260-3.



FIPC BASIC FORM										
PROCEDURE: RNAV (GPS) RWY 33 ORIG			AIRPORT NAME: DICKINSON - THEODORE		AIRPORT ID: KDIK		SPECIAL CONTROL NO: BG-07-173-20			
FAC ID: KDIK33		CITY: DICKINSON			ST: ND		ORIG CHART DATE: 11/05/2020			
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID:					
PREFLIGHT NOTES										
REVIEWER:					DATE:					
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT					
									YES	NO
					CPV COMPLETE?				X	
PROCEDURE RESULTS										
INSPECTION DATE: 09/22/2020		CREW #: VN407	N #: N89	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT			ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT			
FLIGHT INSPECTOR SIGNATURE: brandon vanderschaaf @ 09/22/2020 16:18			PRINTED NAME: VANDERSCHAAF, BRANDON WAYNE					NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
FLIGHT INSPECTOR REMARKS:										
IN-FLIGHT OBSTACLE REPORT										
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:			

DICKINSON, NORTH DAKOTA

AL-120 (FAA)

FIG

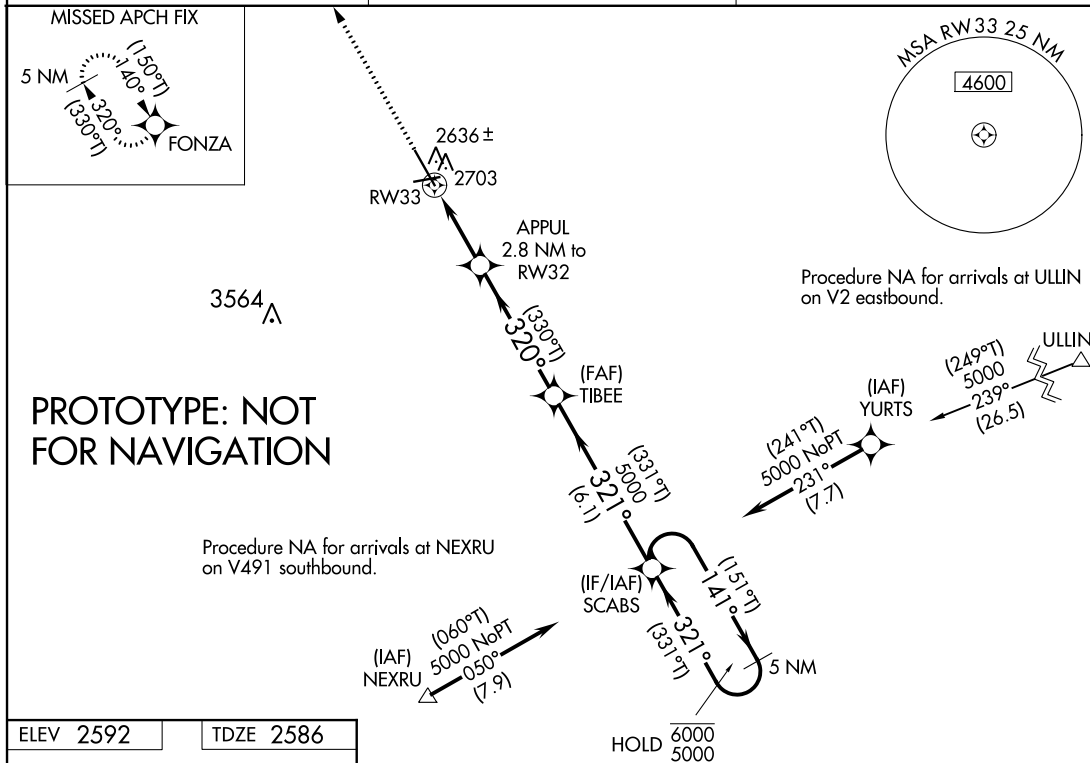
WAAS CH <b>69543</b> <b>W33A</b>	APP CRS <b>320°</b>	Rwy Idg <b>7301</b> TDZE <b>2586</b> Apt Elev <b>2592</b>
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# RNAV (GPS) RWY 33

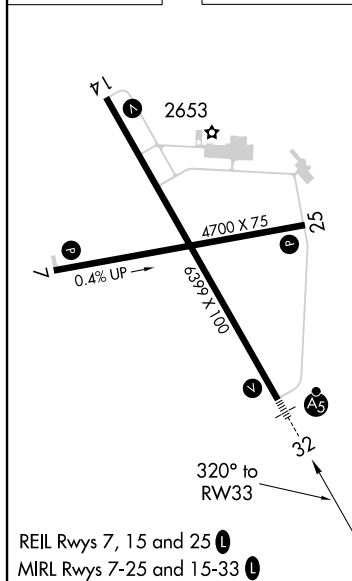
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)



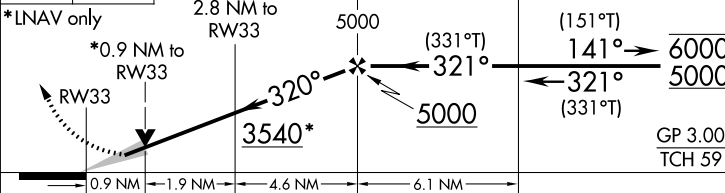

RNP APCH	MALS	MISSED APPROACH: Climb to 4400 direct FONZA and hold.
<div> <div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.</div> <div>-30°C</div> </div>		

ASOS <b>118.375</b>	MINNEAPOLIS CENTER <b>124.25 236.825</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 2592 TDZE 2586



4400	FONZA	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 55).				5 NM Holding Pattern
						
*LNAV only						
						
CATEGORY		A		B	C	D
LPV	DA			2836-1	250 (300-1)	
LNAV/ VNAV	DA			2836-1	250 (300-1)	
LNAV	MDA			2900-1	314 (400-1)	
 CIRCLING		3060-1	468 (500-1)	3120-1½ 528 (600-1½)	3200-2 608 (700-2)	

AUTOMATED AL-120 RNAV (GPS) RWY 33

NC-1

24 JUL 2020

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF DATE: FIG

DICKINSON, NORTH DAKOTA

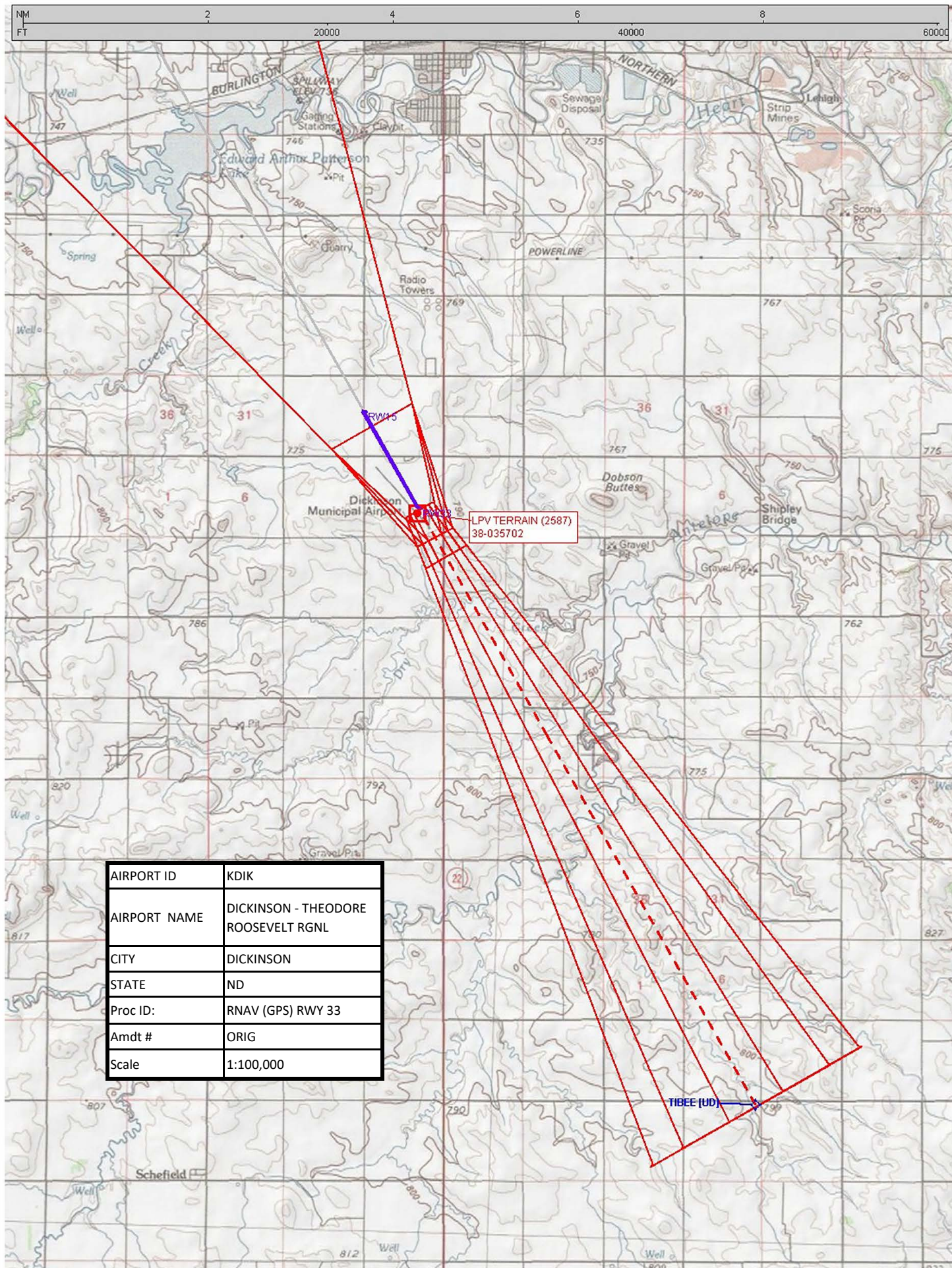
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

Orig FIG

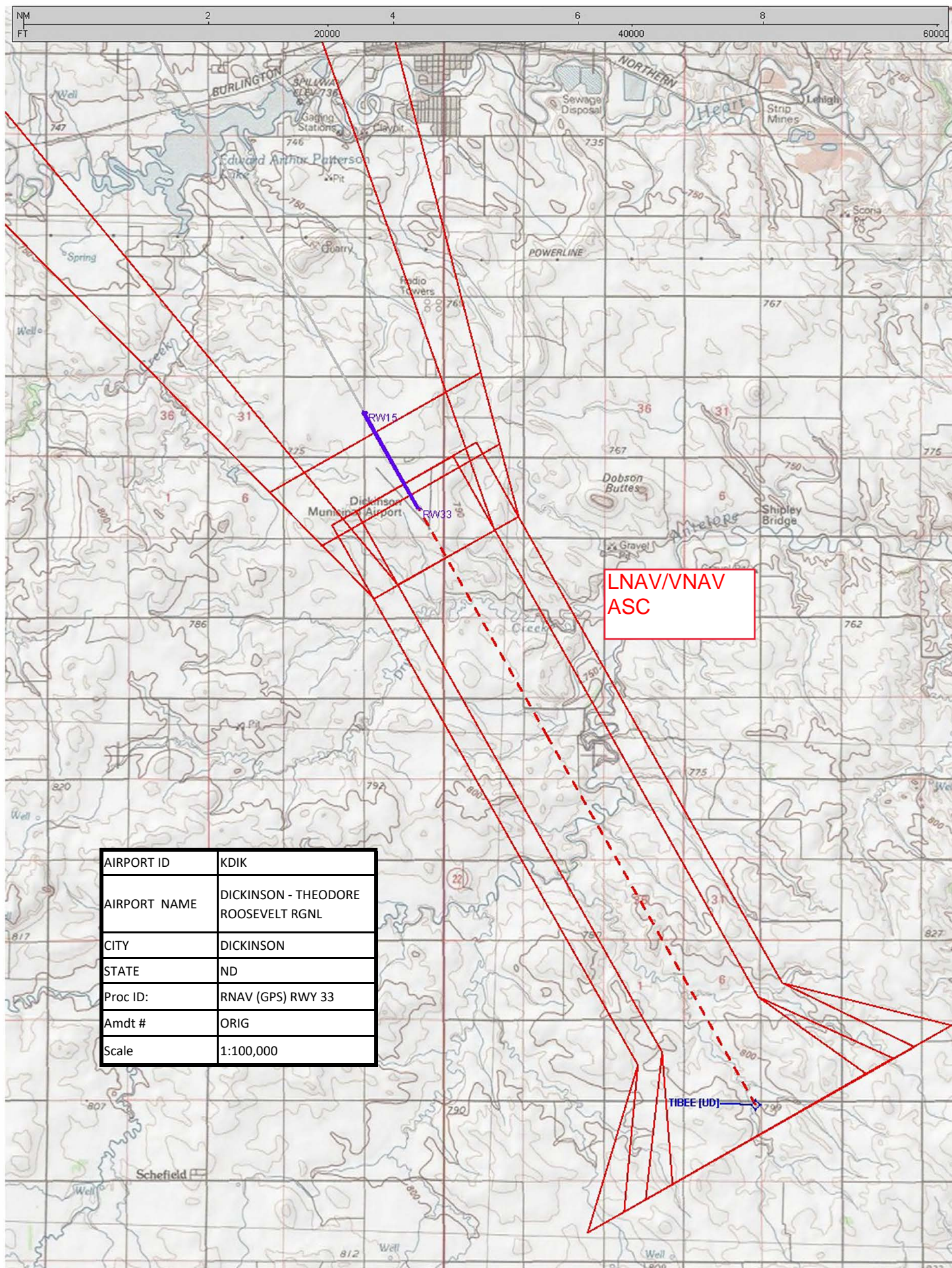
46°49'N-102°49'W

# RNAV (GPS) RWY 33

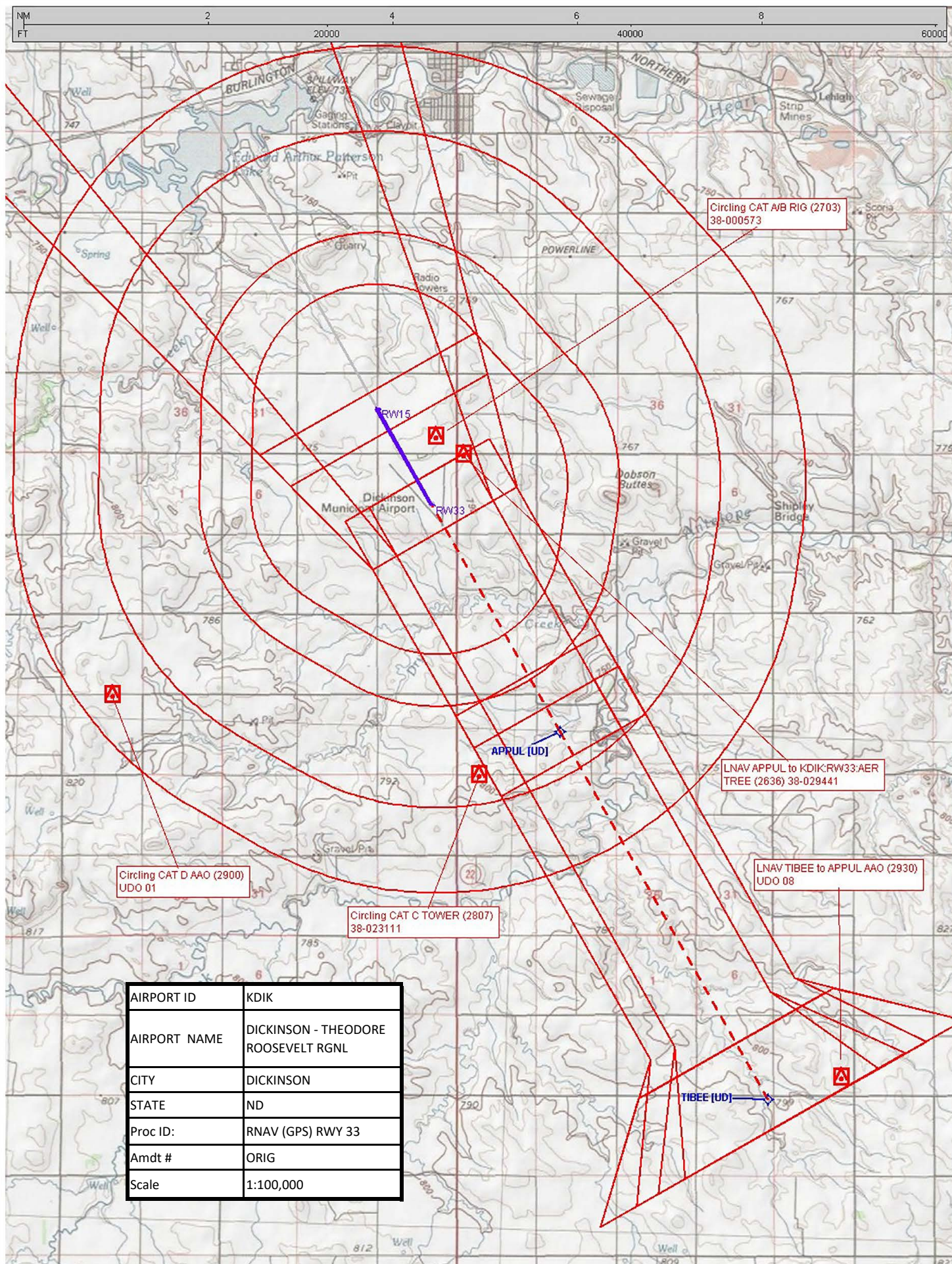




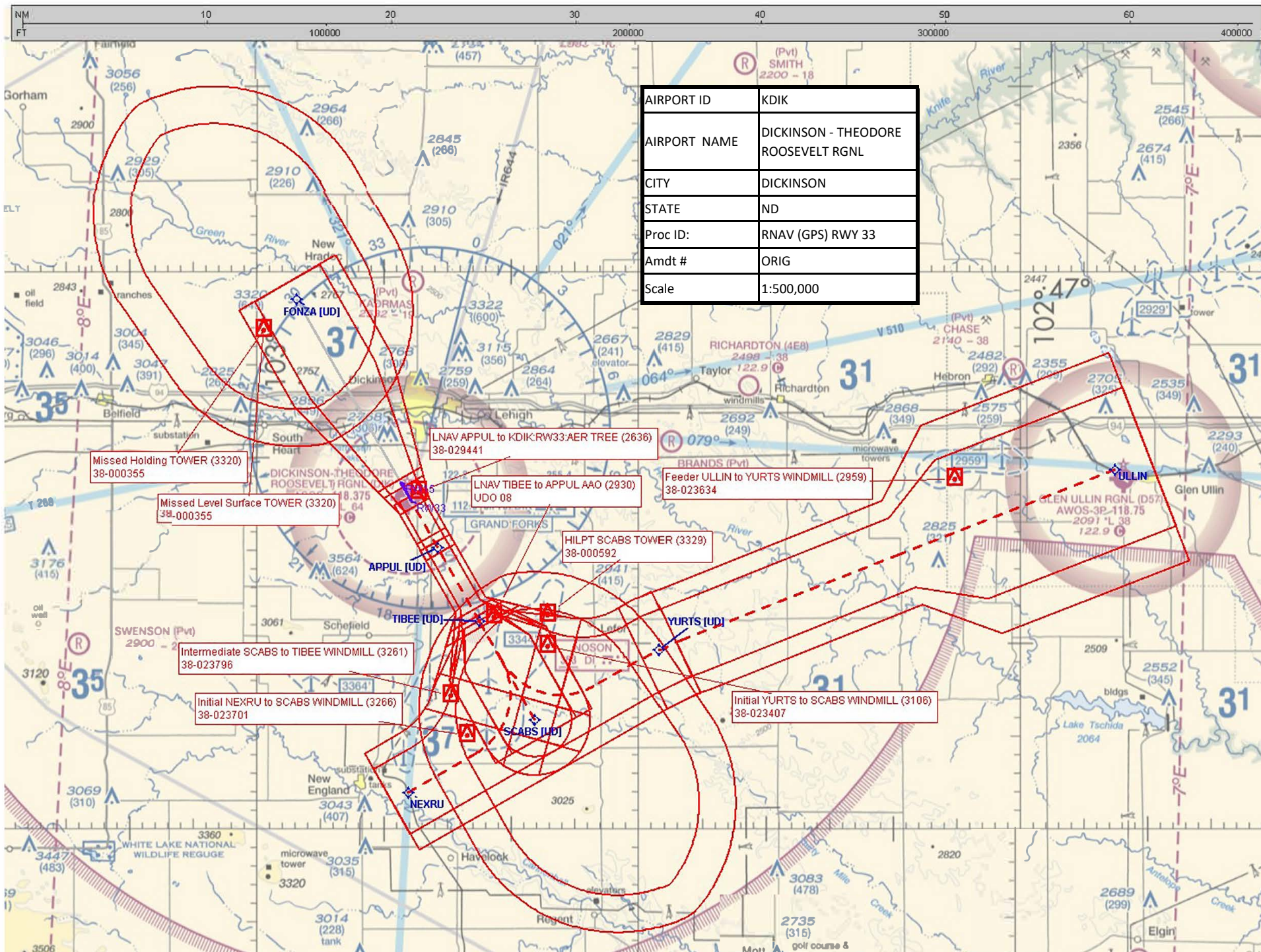












AIRPORT ID	KDIK
AIRPORT NAME	DICKINSON - THEODORE ROOSEVELT RGNL
CITY	DICKINSON
STATE	ND
Proc ID:	RNAV (GPS) RWY 33
Amdt #	ORIG
Scale	1:500,000

**FEDERAL AVIATION ADMINISTRATION  
CATEGORICAL EXCLUSION DECLARATION**

**Proposed Procedure Changes  
at Theodore Roosevelt Regional Airport (KDIK), Dickinson, North Dakota**

**Background:**

Theodore Roosevelt Regional Airport (KDIK) at Dickinson, North Dakota is preparing for an Airport Runway Reconstruction and Expansion. In preparation, the Federal Aviation Administration's (FAA) Airport Division prepared an Environmental Assessment (EA) and the Draft published in 2017. No written comments were received on the project in response to publication or at the community outreach meeting. The EA declared a need for new Instrument Approach and Departure Procedures for the duration of the expansion project, which is approximately 18 months. The FAA's Airport Division issued a Finding of No Significant Impacts (FONSI) for Runway Reconstruction and Expansion on August 31, 2017.

**Description of Action:**

This action proposes the establishment of three temporary (3) procedures for the duration of the expansion project, which is approximately 18 months. A parallel runway utilizing the taxiway will be the temporary runway during primary runway relocation and lengthening. The taxiway will be reclassified as Rwy 15/33 to reduce pilot confusion with the main runway numbering of Rwy 14/32. The parallel runway is approximately 400 feet from centerline of Runway 14/32. The FAA does not anticipate any lowering of altitudes over noise sensitive areas with these changes.

- **RNAV (GPS) RWY 15, Original** – Initial Approach Fix "T-Legs" will be extended to meet current criteria. Current procedures for Rwy 14/32 will not be used during runway rehabilitation. All headers updated.
- **RNAV (GPS) RWY 33, Original** –Initial Approach Fix "T-Legs" will be extended to meet current criteria. Current procedures for Rwy 14/32 will not be used during runway rehabilitation. All headers updated.
- **Takeoff Minimums and (Obstacle) Departure Procedures, Amdt 2** – All headers updated in publication.

**Declaration of Exclusion:**

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures."

**Basis for this Determination:**

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F. The EA conducted by the Airports Division contained information on the need for Instrument Approach and Departure Procedures for the duration of the expansion project, which



is approximately 18 months. The noise contours would remain within proposed property boundaries of the expansion.

The procedures require no further environmental review, as the modifications meet the *de minimis* requirements as described per FAAO 1050.1F. Essentially, under current conditions there would be no environmental impact as annual flights do not meet the threshold for noise sensitive areas as described in Appendix B, Section 1 of FAAO 1050.1F “Environmental Impacts: Policies and Procedures.” dated July 16, 2015.

**The applicable Categorical Exclusion is:**

***5- 6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)***

**Concurrence:**

**Signature:** \_\_\_\_\_

**Title: Jennifer Sheetz,  
NISC Contractor, Environmental Specialist, ATO Central Service Center**

**Approved By:**

**Signature:** \_\_\_\_\_

**Title: Anthony Schneider,  
Manager, Operations Support Group, ATO Central Service Center**