

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.33**

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> KDIK	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 33	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> DICKINSON	<u>STATE</u> ND		
<u>AIRPORT ELEVATION</u> 2592	<u>TDZE</u> 2586	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u> NONE	<u>DATED</u>	<u>MAG VAR</u> 10E	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> RNAV	<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>
ULLIN		YURTS		TF	FB	1.00	238.78	26.45	5000
NEXRU	IAF	SCABS	NOPT	TF	FB	1.00	050.25	7.92	5000
YURTS	IAF	SCABS	NOPT	TF	FB	1.00	230.65	7.70	5000
SCABS	IF/IAF	TIBEE		TF	FB	1.00	320.51	6.08	5000
TIBEE	FAF	APPUL/2.83 NM TO RW33		TF		0.30	320.46	4.58	
APPUL/2.83 NM TO RW33		RW33	MAP	TF	FO	0.30	320.46	2.83	
RW33	MAP	2836 MSL		CA			320.46		
2836 MSL		FONZA		DF	FO	1.00			4400

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW33

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 4400 DIRECT FONZA AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT                      SIDE OF COURSE                      OUTBOUND                      FT WITHIN                      MILES OF                      (IAF)

2. HOLD SE SCABS, RT, 320.51 INBOUND, 5000 FT. IN LIEU OF PT (IF/IAF), MAX 6000.

3. FAF:    320.46                      FAF: TIBEE                      DIST FAF TO MAP: 7.41                      DIST FAF TO THLD: 7.41

4. MIN ALT:    SCABS 5000, TIBEE 5000, APPUL/2.83 NM TO RW33 3540\*

5. DIST TO THLD FROM OM:                      MM:                      IM:                      150 HAT:                      250 HAT: 0.61                      GS ANT:

6. MIN GP INCPT:    5000                      GP ALT AT FAF :    TIBEE 5000                      OM:                      MM:                      IM:

7. GP ANGLE:    3.00                      34:1: IS CLEAR                      20:1: IS CLEAR                      TCH:    59.0

8. MSA FROM:    RW33 4600

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -23°C OR ABOVE 54°C.  
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT NEXRU ON V491 SOUTHBOUND, AND ARRIVALS AT ULLIN ON V2 EASTBOUND.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 140.29 INBOUND.  
CHART FAS OBST: 2636 TREE 464811N/1024718W.  
CHART VDP AT 0.86 NM TO RW33\*  
\*LNAV ONLY.  
WAAS CHANNEL # 69543  
REFERENCE PATH ID: W33A  
CHART CIRCLING ICON.  
LTP HAE: 769.5 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

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
LPV DA	2836	1	250	2836	1	250	2836	1	250	2836	1	250			
LNAV/VNAV DA	2836	1	250	2836	1	250	2836	1	250	2836	1	250			
LNAV MDA	2900	1	314	2900	1	314	2900	1	314	2900	1	314			
CIRCLING	3060	1	468	3060	1	468	3120	1 1/2	528	3200	2	608			



**CHANGES - REASONS**

ORIGINAL PROCEDURE.

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.

**COORDINATED WITH:**

**A4A** ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** AMGR, ZMP ARTCC

**FLIGHT CHECKED BY**

BRANDON WAYNE VANDERSCHAAF

*Digitally signed by*

**JOHN BORDY**

Sep 29, 2020

**OFFICE**

FIOG

**DATE**

09/22/2020

**DEVELOPED BY**

ANTHONY CAPPABIANCO

*Digitally signed by*

**JOHN BORDY**

Sep 29, 2020

**OFFICE**

AJV-A422

**DATE**

06/09/2020

**APPROVED BY**

MARLON ROBINSON

*Digitally signed by*

**JOHN BORDY**

Sep 29, 2020

**OFFICE**

AJV-A420

**DATE**

**TITLE**  
MANAGER

<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>
DICKINSON - THEODORE ROOSEVELT RGNL	KDIK	RNAV (GPS) RWY 33	ORIG	DICKINSON	ND

**FAS DATA BLOCK INFORMATION**

<b><u>DATA FIELD</u></b>	<b><u>DATA</u></b>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KDIK
RUNWAY	RW33
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W33A
LTP/FTP LATITUDE	464740.0735N
LTP/FTP LONGITUDE	1024748.1210W
LTP/FTP ELLIPSOIDAL HEIGHT	+07695
FPAP LATITUDE	464857.5055N
FPAP LONGITUDE	1024852.2065W
THRESHOLD CROSSING HEIGHT (TCH)	00059.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER EDB4FCC3

**ADDITIONAL PATH POINT RECORD INFORMATION**

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+07867
FPAP ORTHOMETRIC HEIGHT	+07867



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

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
DICKINSON - THEODORE ROOSEVELT RGNL	KDIK	RNAV (GPS) RWY 33	ORIG	DICKINSON	ND	2592	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM ULLIN TO YURTS

<u>RNP</u>	<u>DISTANCE</u> 26.45	<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>
WINDMILL (38-023634)	464852.19N/1020509.82W		2959	250	125	4E	1000				AT1041	5000
TERRAIN	464018.00N/1022027.00W		2673 (2700)								AS1500	4200

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM NEXRU TO SCABS

<u>RNP</u>	<u>DISTANCE</u> 7.92	<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>
WINDMILL (38-023701)	463505.21N/1024328.35W		3266	250	50	4D	1000				AT734	5000
TERRAIN	463521.00N/1024412.00W		2896 (2900)								AS1500	4400

COMPUTATIONS

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

SEGMENT REMARKS:



**FACILITY**  
RNAV

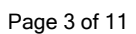
HMAS**RF CENTER FIX/DISTANCE**

HMAS

RF CENTER FIX/DISTANCE

QUALITY  
22  
CHECKED

**FACILITY**  
RNAV

SEGMENT REMARKS:

FACILITY  
RNAV

**SEGMENT REMARKS:**





HOLD-IN-LIEU OF PT

FROM  
SCABS

TO  
P-6

RNP	DISTANCE	PAT P-6	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (38-000592)	464135.00N/1023709.00W		3329	500	50	5D	1000				AT671	5000
TERRAIN	463103.00N/1023412.00W		3008 (3000)								AS1500	4500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LPV

FROM  
DA

TO  
FONZA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 2642					
<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>
								ASC				4400
TOWER (38-000355)	465652.74N/1025926.84W		3320	500	20	5C	1000				SA-192	4200
TERRAIN	465848.00N/1025536.00W		2759 (2800)								AS1500	4300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

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											
RIG (38-000573)	464823.00N/1024744.00W	1.34	468	2703	500	50	5D	300		AC50	3060
CATEGORY B											
RIG (38-000573)	464823.00N/1024744.00W	1.90	468	2703	500	50	5D	300		AC50	3060
CATEGORY C											
TOWER (38-023111)	464443.27N/1024702.53W	3.00	528	2807	20	3	1A	300			3120
CATEGORY D											
AAO	464535.60N/1025250.12W	3.92	608	2900	50	20	2C	300			3200

CIRCLING REMARKS:

MSA

CENTER

RW33

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (38-000018)	464331.00N/1025502.00W	220	06.5	3564	100	20	3C	1000			4600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



<u>AIRPORT</u> DICKINSON - THEODORE ROOSEVELT RGNL	<u>AIRPORT ID</u> KDIK	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 33	<u>AMDT NO.</u> ORIG	<u>CITY</u> DICKINSON	<u>STATE</u> ND	<u>AIRPORT ELEVATION</u> 2592	<u>FACILITY</u> RNAV
--	---------------------------	--	-------------------------	--------------------------	--------------------	----------------------------------	-------------------------

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KDIK	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KDIK	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS	<u>LOCATION</u> KBWW	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KBWW	<u>DISTANCE</u> 42.962	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 149

WX REMARKS:

PRESSURE PATTERNS THE SAME  
KDIK 2592, KBWW 2941  
RA = 148.1

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
-----------------------	----------------------	----------------------	------------

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW07 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	NPI-F	
RW14 - MIRL (PCL), REIL (PCL), VASI-4L (PCL)	NPI-F	
RW15 - MIRL (PCL), PAPI-2L	NPI-G	
RW25 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)	NPI-G	
RW33 - MIRL (PCL), PAPI-2L	NPI-G	
RW32 - MALSR (PCL), MIRL (PCL), VASI-4L (PCL)	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 2581	<u>TCH</u> 59.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 45.6
---------------------------------	-----------------------------------	--------------------	------------------------	--------------------------	---------------------------	--------------------

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> -23C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -30C	<u>APT ISA</u> +9.87C
-----------------------------	------------------------------	--------------------	--------------------------

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2015-2019).  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 991 HIGH TEMP 1307.

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

Electronic Version

QUALITY  
22  
CHECKED

Page 8 of 11

<u>AIRPORT</u> DICKINSON - THEODORE ROOSEVELT RGNL	<u>AIRPORT ID</u> KDIK	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 33	<u>AMDT NO.</u> ORIG	<u>CITY</u> DICKINSON	<u>STATE</u> ND	<u>AIRPORT ELEVATION</u> 2592	<u>FACILITY</u> RNAV
--	---------------------------	--	-------------------------	--------------------------	--------------------	----------------------------------	-------------------------

**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PENETRATIONS REMARKS:**

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

60 FT VEGETATION PER FPT.

FOR CONTINGENCY PURPOSES:  
BARO-VNAV AND VDP NA WHEN USING BOWMAN ALTIMETER SETTING.  
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BOWMAN ALTIMETER SETTING AND INCREASE LPV DA TO 2985 AND VISIBILITY ALL CATS TO 1 1/8 SM; INCREASE LNAV/VNAV DA TO 2985 AND VISIBILITY ALL CATS TO 1 1/8 SM; INCREASE ALL MDAS 160 FT. INCREASE LNAV VISIBILITY CAT C/D TO 1 3/8 SM, CIRCLING CAT C TO 2 SM, CAT D TO 2 1/2 SM.

ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

QUALITY  
22  
CHECKED

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

Electronic Version

Page 9 of 11

<u>AIRPORT</u> DICKINSON - THEODORE ROOSEVELT RGNL	<u>AIRPORT ID</u> KDIK	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 33	<u>AMDT NO.</u> ORIG	<u>CITY</u> DICKINSON	<u>STATE</u> ND	<u>AIRPORT ELEVATION</u> 2592	<u>FACILITY</u> RNAV
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	3.33				
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20				
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	330.46				
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2700				
DISTANCE FROM	THLD	TO 1500FT POINT	5.81				
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20				
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	330.46				
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	2700				
THRESHOLD COORDINATES (IF STR-IN)	464740.07N/1024748.12W						
ARP COORDINATES	464803.26N/1024811.98W						
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 15 DISTANCE 0.73 NM						
FAF COORDINATES	464113.55N/1024229.10W						
FIX NAME COORDINATES							
REMARKS							

QUALITY  
22  
CHECKED

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

Electronic Version

Page 10 of 11

<u>AIRPORT</u> DICKINSON - THEODORE ROOSEVELT RGNL	<u>AIRPORT ID</u> KDIK	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 33	<u>AMDT NO.</u> ORIG	<u>CITY</u> DICKINSON	<u>STATE</u> ND	<u>AIRPORT ELEVATION</u> 2592	<u>FACILITY</u> RNAV
PART E: PREPARED BY							
<u>NAME</u> ANTHONY CAPPABIANCO			<u>OFFICE</u> AJV-A422	<u>DATE</u> 06/09/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST		

QUALITY  
22  
CHECKED

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

Electronic Version

Page 11 of 11