

LOC/DME I-DIK 108.3 Chan 20	APP CRS 320°	Rwy Ldg 7301 TDZE 2587 Apt Elev 2592
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ILS or LOC RWY 32

DICKINSON/THEODORE ROOSEVELT RGNL (DIK)

DME required.

RNP APCH - GPS. From NEXRU or YURTS.

T Use I-DIK DME when on the localizer course. For inop ALS, **A** NA increase S-LOC 32 Cat C/D visibility to $1\frac{1}{8}$ SM.

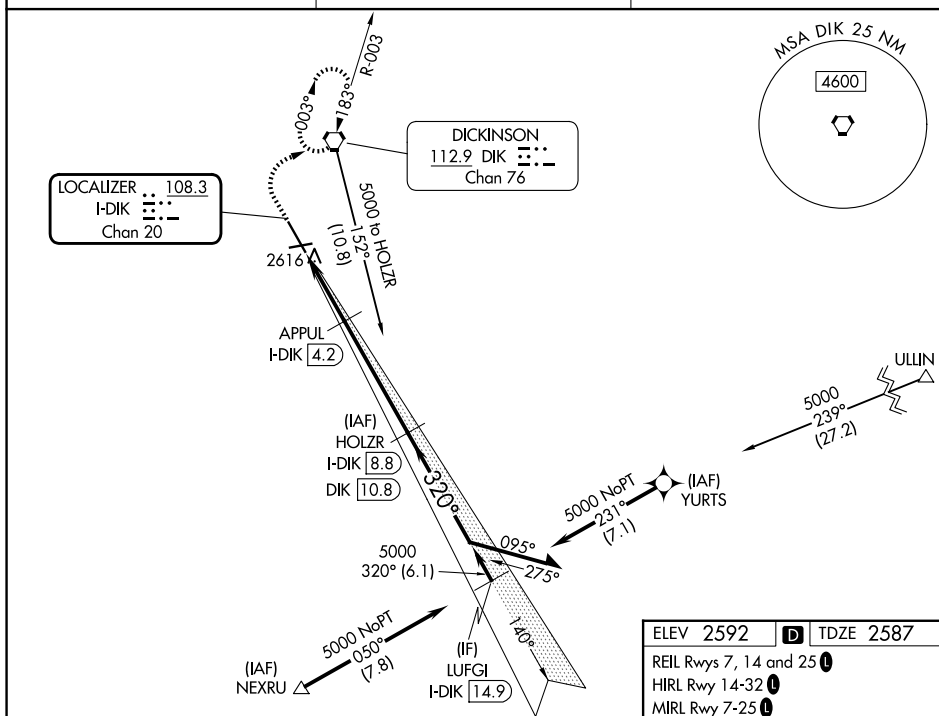
MALSR



MISSED APPROACH: Climb to 3000, then climbing right turn to 5000 direct DIK VORTAC and hold, continue climb-in-hold to 5000.

ASOS
118.375

MINNEAPOLIS CENTER
124.25 236.825

UNICOM
123.0 (CTAF) **L**

The diagram illustrates a 3D runway layout with the following components:

- Runway Dimensions:** 3000 (length) and 5000 (width).
- Approach Paths:**
 - I-DIK 1.4:** A curved approach path starting from the left.
 - I-DIK 2.5:** A straight approach path starting from the left.
 - I-DIK 4.2:** A straight approach path starting from the left.
 - I-DIK 8.8:** A straight approach path starting from the right.
- Distances and Angles:**
 - 3540:** Distance from the start of the I-DIK 2.5 path to the intersection point.
 - 5000:** Distance from the intersection point to the end of the runway.
 - 140°:** Angle between the I-DIK 8.8 path and the runway axis.
 - 320°:** Angle between the I-DIK 2.5 path and the runway axis.
 - 4.6 NM:** Distance from the start of the I-DIK 2.5 path to the intersection point.
- Other Labels:**
 - APPUL:** Label for the I-DIK 4.2 path.
 - HOLZR:** Label for the I-DIK 8.8 path.
 - Remain within 10 NM:** Note for the I-DIK 8.8 path.
 - GS 3.00°:** Gradient slope.
 - TCH 50:** Threshold crossing height.

ELEV 2592	D	TDZE 2587
REIL Rwy 7, 14 and 25 L		
HIRL Rwy 14-32 L		
MIRL Rwy 7-25 L		

