

LOC/DME I-DLG 111.9 Chan 56	APP CRS 192°	Rwy Idg 6400 TDZE 81 Apt Elev 82
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LOC RWY 19
DILLINGHAM (DLG)(PADL)

⚠ Inop table does not apply to S-LOC 19 Cats A/B. Inop table does not apply to when using Manokotak altimeter setting. For inop ALS, increase S-LOC 19 Cat C/D visibility to 1 $\frac{1}{2}$. Circling NA east of Rwy 1-19. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME required. VDP NA with Manokotak altimeter setting. When local altimeter not received, use Manokotak altimeter setting and increase all MDA 40 feet; increase S-LOC 19 Cats C/D visibility $\frac{1}{8}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM.

ODALS

MISSED APPROACH: Climb to 4200 direct DLG VOR/DME and hold, continue climb-in-hold to 4200.

AFIS★ 125.0	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 123.6 (CTAF) 0
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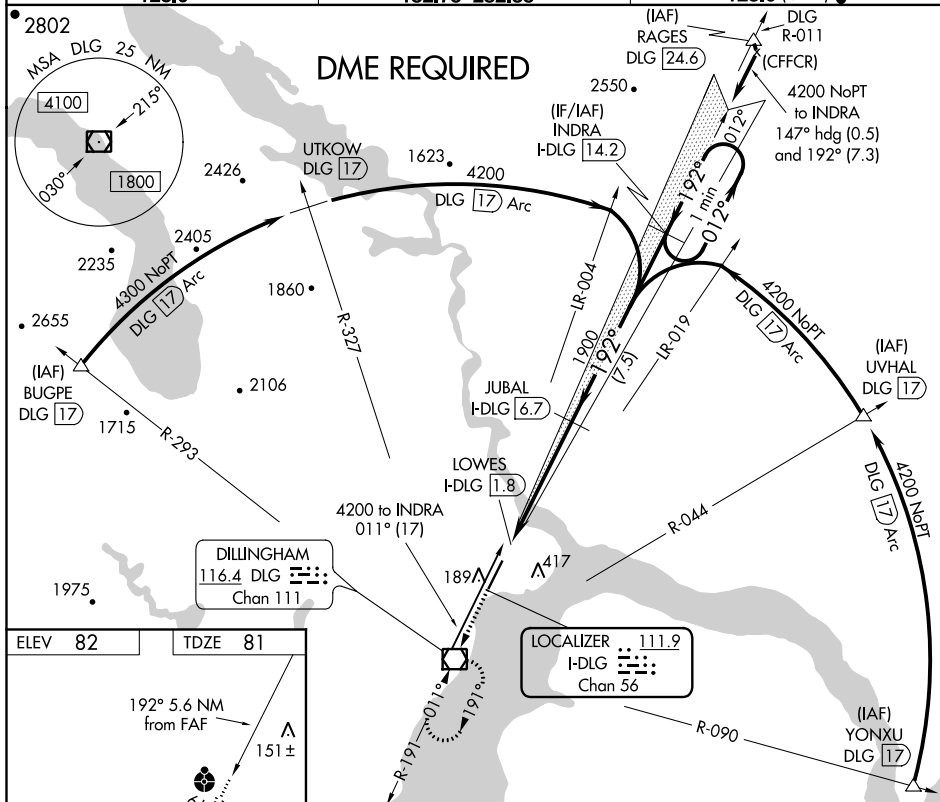


Figure 1-1 illustrates a DME arc procedure. The diagram shows a flight path starting from a point labeled '118±A' and heading towards a star symbol. The path is a series of arcs with radii of 1.8, 2.5, and 6.7 DME. The path is labeled 'REIL Rwy 19' and 'HIRL Rwy 1-19'. The path is also labeled 'LOC unusable from I-DLG 1.8 DME inbound. Visual Segment - Obstacles.' The path is labeled 'INDRA I-DLG 14.2' and 'JUBAL I-DLG 6.7'. The path is labeled 'LOWES I-DLG 1.8'. The path is labeled '192°' and '012°'. The path is labeled '4200' and '1900'. The path is labeled 'One Minute Holding Pattern'. The path is labeled 'Use I-DLG DME when on the localizer course.'