

|                        |                             |                                         |
|------------------------|-----------------------------|-----------------------------------------|
| APP CRS<br><b>306°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3199</b><br><b>888</b><br><b>888</b> |
|------------------------|-----------------------------|-----------------------------------------|

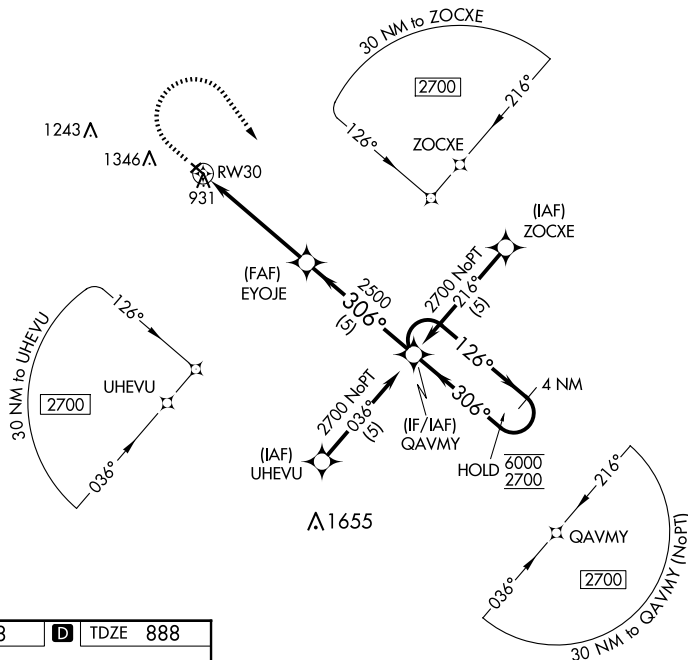
RNAV (GPS) RWY 30  
WARREN MUNI (D37)

RNP APCH.

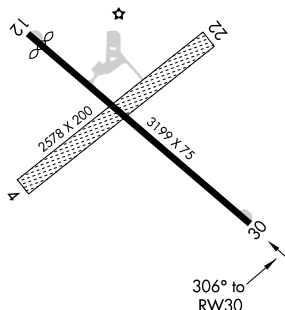
- T**  
**A** NA Circling NA to Rwy 4 and 22. Rwy 30 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Use Crookston altimeter setting.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 2700 direct QAVMY and hold.

|                              |                                             |                               |
|------------------------------|---------------------------------------------|-------------------------------|
| CKN AWOS-3<br><b>126.425</b> | GRAND FORKS APP CON ★<br><b>118.1 318.1</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|------------------------------|---------------------------------------------|-------------------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 888 | <b>D</b> | TDZE 888 |
|----------|----------|----------|



MIRL Rwy 12-30

Diagram illustrating a 4 NM Holding Pattern. The pattern is defined by a 126° inbound leg and a 306° outbound leg. The pattern is located 4.9 NM from the RW30 runway and 5 NM from the QAVMY frequency. The pattern is defined by a 126° inbound leg and a 306° outbound leg. The pattern is located 4.9 NM from the RW30 runway and 5 NM from the QAVMY frequency. The pattern is defined by a 126° inbound leg and a 306° outbound leg. The pattern is located 4.9 NM from the RW30 runway and 5 NM from the QAVMY frequency.

RNAV (GPS) RWY 30