

WAAS CH 70630 W30A	APP CRS 293°	Rwy Idg 4300 TDZE 918 Apt Elev 918
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RNAV (GPS) RWY 30

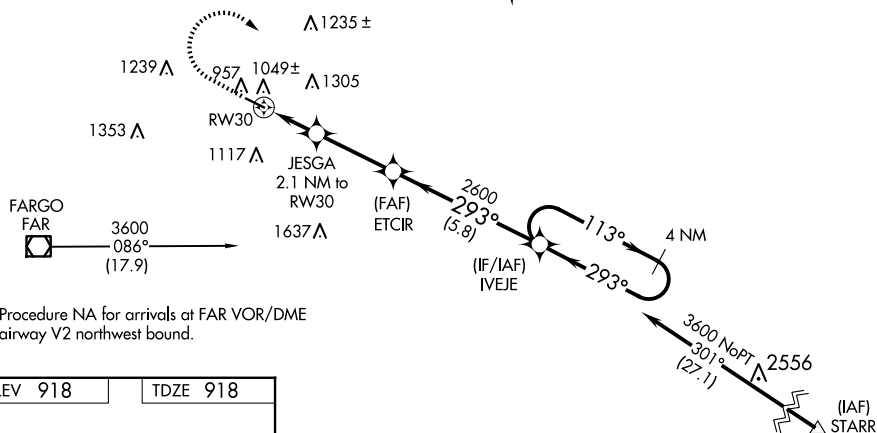
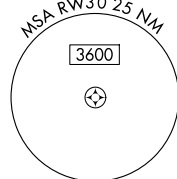
MOORHEAD MUNI/FLORENCE KLINGENSMITH FLD (JKJ)

TA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hector Intl altimeter setting and increase all DA 21 feet, increase all MDA 40 feet.

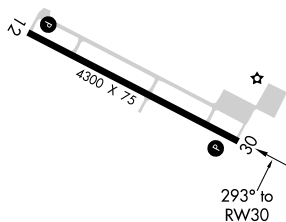
MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct IVEJE and hold.

AWOS-3 120.0	FARGO APP CON 120.4 377.15	GCO 121.725	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals at FAR VOR/DME
airway V2 northwest bound.

ELEV 918		TDZE 918
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REIL Rwy 12 and 30 **L**

Amdt 1C 29MAR18

Amdt 1C 29MAR18

MOORHEAD MUNI/FLORENCE KLINGENSMITH FLD (J.K.J)

46°50'N-96°40'W

RNAV (GPS) RWY 30

Diagram illustrating the IVEJE 4 NM Holding Pattern. The pattern is a right-hand holding pattern with a 113° inbound leg and a 293° outbound leg. The holding pattern is located 4 NM from the IVEJE VORTAC. The diagram shows the holding pattern's position relative to the VORTAC and the RNAV glidepath. Key distances include 1.1 NM from the holding pattern to the RNAV glidepath, 2.1 NM from the holding pattern to the VORTAC, and 3.1 NM from the holding pattern to the RNAV glidepath. The diagram also shows the holding pattern's position relative to the VORTAC and the RNAV glidepath. Key distances include 1.1 NM from the holding pattern to the RNAV glidepath, 2.1 NM from the holding pattern to the VORTAC, and 3.1 NM from the holding pattern to the RNAV glidepath.