

WAAS CH 69304 W31A	APP CRS 313°	Rwy Ldg 4300 TDZE 897 Apt Elev 897
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RNAV (GPS) RWY 31

CROOKSTON MUNI/KIRKWOOD FLD (CKN)

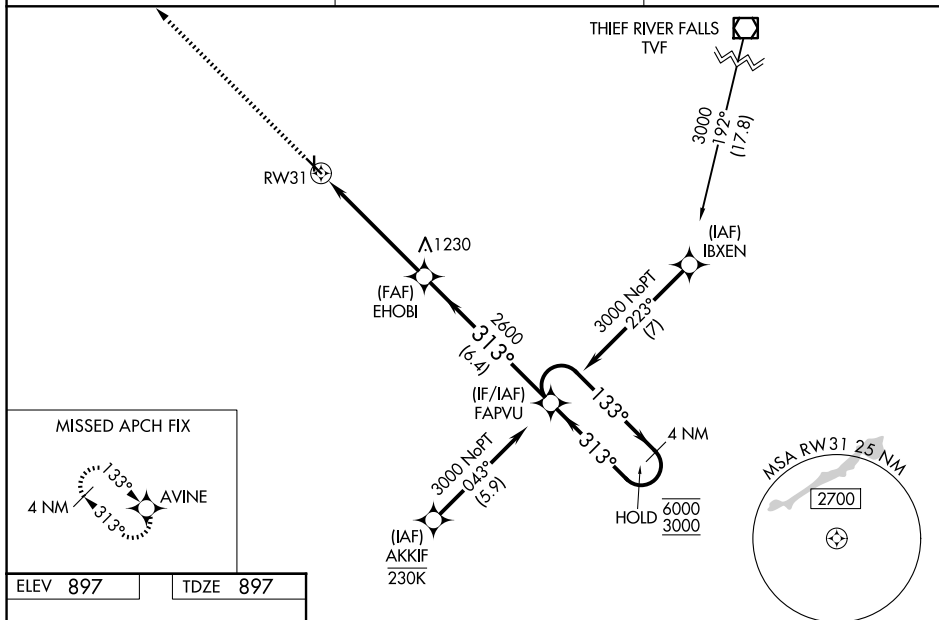
RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwys 17 and 35. Baro-VNAV and VDP NA when using GFK altimeter setting. When local altimeter setting not received, use GFK altimeter setting and increase LPV DA to 1160 feet. Increase LNAV/VNAV DA to 1358 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000
direct AVINE and hold.

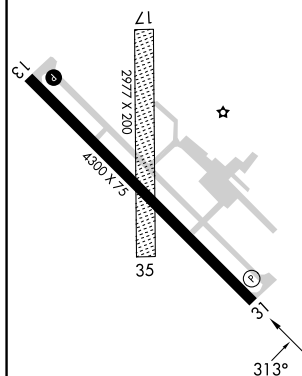
AWOS-3
126.425

GRAND FORKS APP CON ★
118.1 318.1

UNICOM
122.7 (CTAF) **L**

ELEV 897

TDZF 897

REIL Rwy 13 and 31 **L**

Amdt 1 27NOV25

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CROOKSTON MUNI/KIRKWOOD FLD (CKN)

47°50'N-96°37'W

RNAV (GPS) RWY 31

The diagram illustrates the flight path and holding pattern for the FAPVU 4 NM Holding Pattern. Key elements include:

- Legend:**
 - ↑ 3000
 - ✦ AVINE
 - RW31 (Runway 31)
- Flight Path:**
 - Starts near RW31.
 - Distance: 1.4 NM to RW31.
 - Altitude: 2600.
 - Turn angle: 313°.
 - Distance: 3.8 NM.
 - Altitude: 2600.
 - Distance: 6.4 NM.
 - Altitude: 3000.
 - Turn angle: 133°.
- Holding Pattern:**
 - Location: FAPVU.
 - Type: 4 NM Holding Pattern.
 - GP 3.00° TCH 40.

CATEGORY	A	B	C	D
LPV DA	1097-1 200 (200-1)			NA
LNAV/VNAV DA	1295-1 $\frac{1}{8}$ 398 (400-1 $\frac{1}{2}$)			NA
LNAV MDA	1380-1	483 (500-1)	1380-1 $\frac{3}{8}$ 483 (500-1 $\frac{3}{8}$)	NA
CIRCLING	1380-1	483 (500-1)	1480-1 $\frac{1}{2}$ 583 (600-1 $\frac{1}{2}$)	NA