

WAAS CH 82615 W30A	APP CRS 305°	Rwy Idg TDZE Apt Elev	5301 1142 1156
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RNAV (GPS) RWY 30

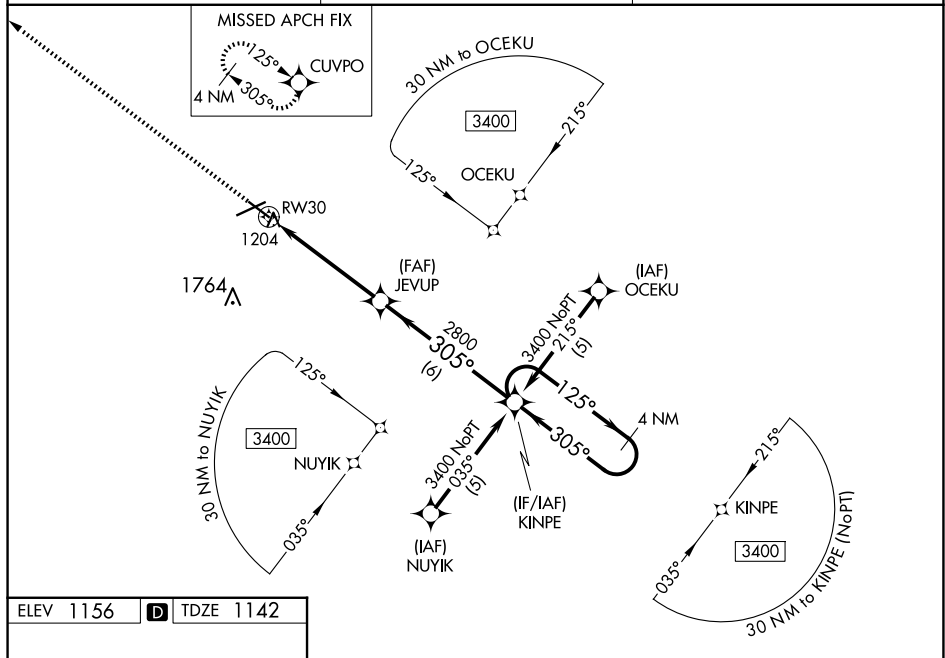
FORT DODGE RGNL (FOD)

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
A Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting: increase LPV DA to 1466 feet and all Cats visibility ¼ SM; increase LNAV/VNAV DA to 1516 feet; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 3400 direct CUVPO and hold.

AWOS-3PT 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF) ①
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The diagram illustrates the RW30 holding pattern, which is a racetrack pattern. Key features include:

- Approach:** From the left, aircraft are vectored onto the final approach leg at 305° to RW30.
- Final Approach Leg:** A solid line segment labeled "6547 X 150".
- Missed Approach:** Indicated by a dashed line and a star symbol, labeled "1.2% UP" and "0.8% UP".
- Holding Pattern:** A racetrack pattern with legs of 1.1 NM, 4 NM, and 6 NM. The pattern is oriented 125° true.
- Altitudes:** 3000' MSL (TCH 39') and 2800' MSL.
- Navigation Aids:** JEVUP (VORTAC) and KINPE (VOR).
- Communication:** Frequencies 1424-1, 282 (300-1), 1474-1¼, 332 (400-1¼), 1520-1, 378 (400-1), and 1520-1¼, 378 (400-1¼).
- Circling:** Minimum altitudes of 1560-1 (404 (500-1)), 1620-1 (464 (500-1)), 1740-1½ (584 (600-1½)), and 2080-3 (924 (1000-3)).